

Snipe

BULLETIN



MARCH 1959
Vol. 8 No. 10



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SNIPES BULLETIN

The SNIPE BULLETIN is edited and produced monthly by
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1959 ANNUAL MEETING LEVINSON ELECTED COMMODORE



Alan Levinson receives his "crown" from Past Commodores (left to right) Terry Whittemore, Ted Wells, Eddie Williams, and Fred Schenck.

Alan Levinson, better known as "Buzz", was elevated to the top position of the Snipe Class for 1959.

The new Commodore, now not quite thirty, is a member of the famous Levinson sailing family. An Indianapolis boy, he spent his summers at the family cottage on Lake Wawasee, Indiana, and when his elder brother, Frank, organized the Wawasee Snipe Fleet 40, Buzz started out early to become a Sniper and fine sailor. Soon Harry came along to follow in their tracks and the Levinson brothers have made their mark in SCIRA circles for the last 20 years. They have won many local and national trophies and Buzz is always a threat in every regatta he enters — and he gets around to most all of them.

Buzz married a De Pauw college classmate and immediately put her in a boat, so that Winnie has become an integral part of his sailing. They now have three young children, live in Indianapolis, and Buzz works at making caps as a member of the family firm. Sniping is his first love and hobby and the Indianapolis Fleet 409 is a monument to his enthusiasm, for he was the keystone of the group which is now one of the largest and best fleets in the United States. Again, SCIRA is lucky to have a real sailor with executive ability at the helm.

The 27th Annual Meeting of SCIRA was held at the Hotel Muehlebach in Kansas City, Missouri, February 7th. This location afforded Snipers from District 2 a chance to attend an annual meeting and the two sessions Saturday were well-attended.

Commodore Schenck presided with 6 members of the Board

of Governors present, absentees being Mal Stevenson of Memphis, Larry Wheeler of Akron, and Harold Gilreath of Atlanta. Neither of the General Secretaries was represented, although all absentees voted on the election of officers with absentee ballots.

After reading the minutes of past meetings, the first serious business was the financial report by Treasurer Mills. As in past years, it showed continual improvement in SCIRA affairs with total receipts of \$16,963.90 for the year, (the largest amount the treasury has ever handled), or \$1,765.82 more than last year, which also broke records. The money received for U. S. National entry fees is not included in the above amount, as that money is kept in a separate fund from the general SCIRA account. Total disbursements for the period were \$16,150.72, showing a net gain of \$813.18 in cash -- this, in addition to some fixed assets paid for in cash (new epoxy mock-up, some office equipment, etc.) brings the equity account up to \$9,664.87 as compared to \$6,570.69 a year ago. Quite a nice little increase! SCIRA ended the current year with all bills paid in full and with \$5,690.43 cash in the bank.

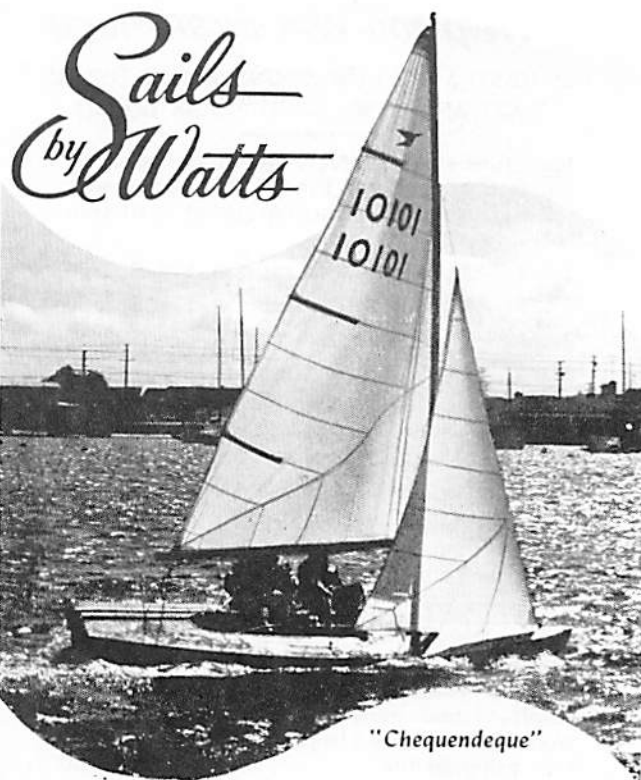
The Secretary's report was necessarily rather long as many details were covered. It showed 403 new numbers were issued compared to 442 last year, a decrease of 39 boats and 28 less than the 27 year average of 431 numbers per year. This is not surprising and not unexpected, considering the very definite depressed economic situation in the early part of the season. Also, well-built Snipes last a long time and, as the boat becomes more and more standardized, there is less reason to replace the hull. 196 of these new numbers went to 13 different countries outside the United States compared with 307 to 19 countries last year. France with 70 took the most; Brazil with 61; Spain 45; and Italy with 30 account for the bulk of these numbers. For the first time, 3 went to British Guiana and a possible new fleet there. 207 numbers, 72 more than last year, went to the U. S., of which 82 were fiberglass hulls. 365 fiberglass Snipes have been built in the U. S. since 1954, the first year of acceptance. Many more have been built in other countries and each year sees another builder getting started on such hulls.

17 new fleets, 5 more than last year, were chartered, the number issued being 461. 4 of these fleets were in the U. S. The Pentland Firth Fleet 460 of Scotland brought that country into SCIRA for the first time. 3 more fleets paid their charter fees last year than the year before, so fleet activity is at a new high percentage. The tendency to unite into larger fleets is still evident with fleets growing stronger, but less in numbers. That is borne out by the fact that more dues were received from all classes of members than ever before with membership reaching a new high. \$7,353.58 was received in all, and it must be remembered that many pay co-owner dues of \$3.00 while dues outside North America are only \$1.00 per member. 30 countries are now interested in Snipe and with IYRU recognition as an international class; participation in the Bermuda Races for the first time; likewise, in the Pan-American Games; and with the World Championships in Rio de Janeiro, there is more world-wide interest than ever before with SCIRA growing steadily.

The BULLETIN was issued in 12 numbers of 12 pages each for the third successive year and, as in preceding years, had a net loss of \$144.24, the smallest yet experienced. The profit column is not far off and can be gained eventually, but there is no necessity to sacrifice either our present attractive advertising rates or the quality of the BULLETIN to gain such an end. In early days, loss on the BULLETIN was \$150.00 per month, so the present small subsidy is well worth while and easily justified from the publicity angle. Circulation is now over 2600 copies per month.

More regattas were officially sanctioned last year than ever before. Large attendance and great enthusiasm marked the major events. All sanctioned races are now cleared by the District Governor first and a permanent system is now established to lessen the work of all. District Governors are urged to compile a list of Snipe owners in their territory. Districts 1, 3, 4, and 6 now have news-letters which are issued monthly and sent to all Snipers in their areas. This helps greatly in publicity and creating interest with everyone who reads such a

(Continued of Page 6)



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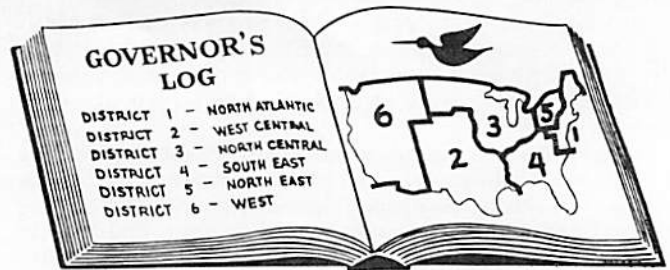
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SPECIAL NOTICE TO ALL: District Governors, Fleet Captains, Race Committee Chairmen.

Here, once again, is an explanation of how you get your regatta sanctioned officially by SCIRA:

(1) Get 3 copies of the application blanks for Sanctioned Races from either your District Governor or the SCIRA National Office. Fill them out properly with the information required; keep one copy for your file, send the other two copies to your District Governor for his inspection and approval.

(2) The Governor then fits the dates in with the area regatta schedule and, when finally approved, sends a copy marked "approved" to the SCIRA National Office, keeping the other copy for the permanent District files.

(3) When official sanction is granted by SCIRA, both the District Governor and the Fleet Captain or other proper authority making the request will be notified by the Executive Secretary of the fact by post card.

The above procedure has been worked out as a standard practice in order to make it easier for all concerned and, at the same time, avoid duplication of work at the local, district, and national levels. It will also establish a system which will eventually eliminate a lot of duplication of work each year, for once the District Governor has the required information on local annual events in his area corresponding to the ones filed at national headquarters, renewal can be made from year to year without so much paper work, as long as there are no major changes in the operation of the regatta. So get on the band wagon and let's do the job right this year.

DISTRICT #6


There will be 9 regattas in the 1959 season of the Small Boat Racing Association of Northern California instead of the usual 8. Palo Alto Y. C. will be the additional host with the same clubs repeating as of last year. With 14 fleets of different classes participating in larger numbers each year, the burden is getting so heavy on host clubs that a proposal for reorganization would split the group into divisions to fit the size of the club and racing facilities. Snipe would be grouped with Coast 13, Thistle, Blue Jay, National, and Lido 14 in Division 2. Each division will have a full, equal season of racing.

The Weinman Trade Boat Series of 3 races was held in early December with 12 Snipers switching boats around after each race, thus giving every fellow a chance to compare his own boat with other Snipes. Don Trask with 1-1-3 demonstrated his skill as top skipper with Stan Kintz in 2nd place. Don Wunn's YELLOW TAHITI proved to be the point champion Snipe with 1-3-4. It was an excellent series thoroughly enjoyed by all and the only thing that spoiled the fun was wondering why the YELLOW TAHITI was so fast.

26 boats competed in the Midwinter Regatta on Lake Merritt in December with 4 contestants making their first racing appearance. The wind was light for all 3 races and again, Don Trask won the laurels with 1-1-3, this time sailing his own boat. With his performance in the Weinman Series the day before, Don had a clean sweep and demonstrated that boats had little to do with sailing ability. John Jenks gave Don a hard time with 2-3-2 and Bruce Miller, 4-5-3, was the third place man.

A complete list of all Snipe owners in Northern California has been compiled and printed in SNIPE SNIPS, Vol. 1 No. 11, which continues to show strengthening life with each issue. A fine job!

Commodore Fred Schenck has sold his famous CHEQUEN-DEQUE and now Lou Varalyay is building a complete fiberglass Snipe for Oklahoma use. Rumor is Varalyay will crew for him.



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ANNUAL MEETING OF THE RULES COMMITTEE

At the SCIRA Annual Meeting each year, the Rules Committee presents to the Board of Governors a number of recommendations as a result of their investigations (during the previous year) of suggestions received from many sources. These may be accepted, turned down, or accepted with modifications by the Board of Governors, for it is they who make the rules.

Their actions in this field during the 1959 meeting at Kansas City February 7th are as follows:

- (1) The new IYRU tolerances as outlined in the February 1959 BULLETIN were approved. It is recommended that all new boats be built to these tolerances starting immediately, and all boats for which numbers are issued after June 1, 1959 must conform to these tolerances.
- (2) The use of "Cunningham Holes" or similar means of draft control is not approved.
- (3) The use of leech lines was prohibited. The last two sentences of Paragraph 62 will be removed from the MDS.
- (4) A new sentence will be added to Paragraph 72 of the MDS: "All jibs must have a wire in the luff to prevent pulling the luff of the jib beyond the dimensions given in Paragraph 71 above."
- (5) The present limitation of sail material weight will be left in, as it is the opinion of all sailmakers contacted that any lighter material would result in inferior sails. Admittedly, it would be impossible to check a completed sail if dishonesty on the part of the sailmaker or skipper was suspected.
- (6) It was decided not to specify exact location of all grommets, as it was felt that the power given the measurer under Paragraphs 8 and 66 will prevent any effort to cheat here.
- (7) The subject of insuring that boats meet the weight limits was discussed extensively. It was felt that, if the procedure specified in Paragraph 54 is followed on all new boats, no trouble should be experienced. It was suggested that fleets, or groups of fleets, should purchase scales so that all boats can be checked at least once per season.
- (8) After considerable discussion, no change was made in the present NO TRAPEZE rule (Paragraph 61).
- (9) Skippers sailing on large bodies of water were much in favor of permitting an increase in the projection of the rub-rail to keep the boat dry. This was originally suggested by the European Secretaries last year, but held over. It was decided to change Paragraph 19, last sentence, as follows: "Maximum projection of deck or sheer molding shall be 1 1/4", measured from the side of the boat at the top of the molding. The top of the molding shall be not lower than the bottom surface of the deck."
- (10) Paragraph 70 of the rule book will be changed to add a silver chevron for the national junior champion.
- (11) A lengthy discussion was held concerning possible changes in the fiberglass mockup. In certain fleets, there is a feeling that some changes should be made even though the fiberglass mockup is within IYRU tolerances and any changes would, of course, be within these tolerances. The majority of those present felt that any differences which might exist between fiberglass hulls, plywood hulls, or planked hulls meeting the IYRU tolerances would be so small that no possible difference in performance could result. It was decided that no change would be made in the present rules requiring all hulls to either be made from molds taken from the official mockup or from the loft lines of this mockup. It was decided that all glass boats would be measured at the U. S. National Races.
- (12) A suggestion was made that a third party be allowed to protest a foul he has seen but in which he is not directly involved. This can be done now under both NAYRU and IYRU rules, so no change in SCIRA rules or action by SCIRA is required.

Measurement data sheets involving the new changes in specifications for use after June 1, 1959, are being printed now.



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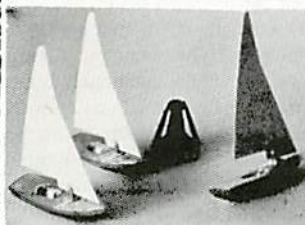
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paper. Like an omlette, it "keeps the eggs together".

The New York Boat Show exhibit was an outstanding success under the capable direction of Bengt Johnson and resulted in a net profit of \$572.00 to SCIRA. The entire organization is grateful to the loyal Snipers of District 1 who devoted time and energy to such a project. Many other shows throughout the country had booths sponsored by local fleets and Snipers.

Chairman Ted Wells of the Rules Committee presented a detailed report of action taken by the Rules Committee during the year; suggestions received by the committee; and new recommendations to the Board of Governors for adoption. A complete report of the final official action taken by the Board is printed in full on Page 5 of this edition. These are the very latest rule cahnges and are applicable as stated. The meeting was marked by a long and detailed discussion of the fiberglass hull, which was participated in by all SCIRA members present. Affirmation of the present hull and method of manufacture was given by an official vote and the past policy of SCIRA in that respect will be continued indefinitely.

Commodore Schenck then conducted the election of officers with the following results:

- Commodore Alan Levinson, Indianapolis, Indiana.
- Vice-Commodore Edward Garfield, Jamestown, New York.
- Rear-Commodore Dr. Frank Penman of Hyde, England.
- Executive Secretary-Treasurer Birney Mills, Akron, Ohio.
- Chairman of Rules Committee Ted A. Wells, Wichita, Kans.
- Board Members: Dr. Sam Norwood, Atlanta, Georgia.
- Jerry Jerome, Tulsa, Oklahoma
representing the 6 District Governors.

These men, with the two immediate past Commodores, Fred Schenck of Newport Beach, California, and Terry Whittemore, Naugatuck, Connecticut, along with the two General Secretaries for Europe and the Western Hemisphere, Capt. Vieri Lasinio di Castelvero, Italy, and Commodore Rafael Posso, Cuba, will constitute the 1959 Board of Governors.

Dr. Beppe Croce, president of the Federation of the Italian Sailing Associations; Dr. Bruno Bianchi, secretary general of the Federation of the Italian Sailing Associations; and Fernando de Avellar, National Secretary for Brazil, were all appointed Honorary Vice-Commodores of SCIRA in recognition of the fine work they have done in furthering the cause of SNIPE throughout the world.

The election of a Sniper not a citizen of the United States to the level of Flag Officer marked a step forward in SCIRA history and was done in recognition of our growing internationalism and as a tribute to a fine sailor who has contributed much to the success of SCIRA in his area. It is a policy which SCIRA intends to follow in the future and we now have three members from outside the United States on the Board of Governors. Dr. Penman, when notified by cable of his election, replied that he felt highly honored to be the first "limey" to attain such rank.

At the open session during the afternoon, many proposals and suggestions came from the floor. Limitations on the entries at the U. S. Nationals was a hot subject and, since it is closely coupled with the proposal to have more districts in the U. S., the entire matter was referred to a new committee for study and a recommendation to be made at the meeting in August in Oklahoma, at which time definite action will be taken in time to go into effect next year.

A permanent measuring rack which can be carried on a trailer was recommended by the Rules Committee and its purchase was authorized. This will be a very accurate piece of mechanism and will be used to measure all boats at the Nationals this year. It should eliminate all arguments.

No bids were received for the 1960 U. S. Nationals, so action regarding this event was postponed until the Oklahoma meeting. Lake Merritt Yacht Club, California, has requested the event for 1960. Likewise, the place and time of the annual meeting for next year was deferred until the August meeting.

Adjournment came late in the afternoon and at 6:30, 67 Snipers with their wives and sweethearts gathered for cocktails and dinner in the main ballroom of the hotel. Traditional good

fellowship prevailed and entertainment consisted of an accordionist and a few impromptu songs during dinner. Terry Whittemore showed his movies of the 1959 Western Hemisphere Races at Nassau; and Eddie Williams provided a guitarist who entranced the audience with his splendid rendition of native folk-songs. It was a most enjoyable evening.

One of the outstanding experiences of the meeting in the Hotel Muehlebach was the opportunity to see the Presidential suite in the Penthouse on the 11th floor. This historical suite served as a temporary White House on many occasions when Harry Truman was President. Most elaborately furnished with many treasured pieces, including Harry's grand piano in the parlor, the suite of 6 rooms is virtually a museum today and revered by many (Democrats, of course!). Occupied by Eddie and Eleanor Williams, it practically became SCIRA headquarters and Eddie outdid previous occupants in his hospitality. Really, nothing too good for Snipers! Kansas City will always occupy a warm spot in their hearts.

THE COMMODORE SAYS

TO: SCIRA members.

FROM: Jr. Staff Commodore Fred Schenck.

Having just completed my 27th year in Sniping, this last year has been the finest honor that I ever had the pleasure to enjoy. To say the least, to be Commodore of an organization such as SCIRA leaves one with a wonderful feeling of accomplishment. The quality and quantity of the Snipe enthusiasts you meet or correspond with are truly outstanding and these friendships are everlasting.

I would like to publicly thank the Board of Governors for the excellent work they did this year.

I also wish to express my appreciation to all Regatta Chairmen for their invitations to participate in their regattas. I am going to suggest to the Board that SCIRA provide a cargo plane with complete facilities to house skipper, crew, and one racing Snipe so the Commodore can race in these different series throughout the entire world.

The records show that SCIRA is still the fastest growing class in the World with 11717 Snipes registered since 1931 in 463 fleets in 29 different countries. Without question, our greatest triumph will be recognition granted to us as an international class by IYRU. This could very easily mean that Snipes could be an entry in the 1964 Olympic Games. Snipes are entered in the Pan-American Games scheduled for Chicago this summer. With these above matters now a reality, we are now members of the largest and finest racing class in the World.

In closing, I want to thank all Snipers for making my term of office as interesting as it has been and hope that you will afford our new Commodore the same opportunities.

GREETINGS To All SCIRA Members From Alan Levinson

It is a very great honor to be selected SCIRA Commodore for 1959 and I hope to continue the fine work of previous SCIRA officers.

From all indications, 1959 will be another year of great Snipe activity. Local regatta calendars are already nearly complete. Jerry Jerome divulged plans at the winter meeting in Kansas City for the U. S. Nationals at Fort Gibson, Okla.

Brazil has been hard at work to make the 1959 World Championships the best yet. Bulletins were sent out as early as last November giving information about the regatta site. Special boats are being built for contestants to use. Competition will be very keen all over the world to decide the representative from each country.

Fleets everywhere are making plans for their own fleet racing schedule. This is most important, for carefully planned events mean fun and good racing for all Snipers. This is our main objective, after all! And incidentally, that is what attracts and interests other sailors, and thus we get new members to the greater success of our organization. Good sailing!

-DISTRICT 3 HOLDS CHAMPIONSHIP REGATTA-

HARRY LEVINSON HANGS ON TO THE TITLE

THE ZIMMERMAN AND WHEELER TEAM FROM AKRON WINS DUNPHY TROPHY

District #3 Snipers competed for the Dunphy Team and the Chalmers Burns Individual Championship trophies on Gull Lake, Michigan, Aug. 22-24th with a fleet of 47 skippers and crews comprising the entry list. 11 fleets of the 19 fleets in the area were represented, with Indianapolis in force with 7 entries.

The Dunphy Races were sailed Friday in splendid weather — breezes were light and puffy, but no difficulty was encountered in finishing the races within the time limit. In the morning race, Cleve Slauson, Peoria, led for the entire distance, with Dex Thede of Grand Rapids and Tim Scanlon of Indianapolis close behind. Two miles from the finish, Wheeler was in a strong 4th position, with his partner, Zimmerman, far down in the field. But then Jimmy showed the skill for which he is famous, and after looking at the transome of almost every boat in the 34 boat fleet, came in a fine 5th to place the PLYC team in favored position.

In the 2nd race that afternoon, the wind picked up and Mike Choquette, a newcomer to District 3 but by no means a new sailor, took a fine 1st, followed by Jill Carver and Harry Levinson. The leaders, Zimmerman and Wheeler, were back in 7th and 14th places respectively, but when the scores were totaled, they had clinched the Dunphy Trophy for the 3rd time in 8 years, and it was the 5th team win for Larry Wheeler. His name is on the cup more than anyone else. The team of Harry Levinson and Paul Zent of Indianapolis was 2nd, while Rosenbaum and Zinn of Gull Lake took the 3rd spot.

FINAL RESULTS — 1958 DUNPHY TEAM RACES

CLUB	TEAM	POINTS	Pos.
PLYC, Akron, Ohio	Zimmerman-Wheeler	4550	1
Indianapolis, Ind.	H. Levinson-P. Zent	4161	2
Gull Lake, Mich.	Rosenbaum-A. Zinn	3918	3
Peoria, Ill.	Slauson-Salzenstein	3865	4
Diamond Lake, Mich.	Loew-Byers	3756	5
Indianapolis, Ind.	Scanlon-Payne	3430	6
Green Lake, Mich.	Choquette-Weatherston	3350	7
Green Lake, Wisc.	J. Carver-Zeratsky	2975	8
Grand Rapids, Mich.	D. Thede-Harrett	2762	9
PLYC, Akron, Ohio	P. Wheeler-Shea	2077	10
Indianapolis, Ind.	J. Call, Sr., -Krieg	1983	11
Green Lake, Wisc.	H. Carver-Bostrum	1963	12
Diamond Lake, Mich.	Leonard-Yarger	1502	13
Green Lake, Mich.	Ely-Irish	1305	14
Grand Rapids, Mich.	Hall-Johnston	1071	15
Gull Lake, Mich.	Ticknor-Matthews	763	16
Gull Lake, Mich.	Hedlund-Sherriff	654	17

Friday night and early Saturday morning, more Snipes appeared for the individual District 3 championship races, so that 45 Snipes were at the starting line for the 1st race. Since Gull Lake is large and starting lines present no difficulties, all the boats were started together. It was a grand free-for-all and Harry Levinson gave notice of his serious intentions when he took a fine 1st, followed by Dex Thede, John Call, Sr., and two Gull Lake boys, Zinn and Rosenbaum. The favorites were and 2 Gull Lake boys, Zinn and Rosenbaum. The favorites were right up there. Saturday's afternoon race again saw Harry out in front, followed closely by Scanlon (who had another Levinson, Buzz, crewing for him). Rosenbaum took 3rd, Thede 4th, and Tom Head of Peoria secured the 5th place spot. Harry, with his two nice 1sts could finish within the first 5 boats in the final race and win.

This race was scheduled, and sailed, Sunday morning in miserable weather. During the night, a cold front moved in with rain and fog and, worst of all, no wind. After several postponements, the race finally got under way and there were Snipes over most of the northern end of the lake. Some had good wind, others just sat, and still others looked ready to drown in the fog and rain. Here Dex Thede and sister Val put the proof right up to Harry Levinson when they came through in first place by a wide margin, followed by Ed Grier of Peoria, Bud Hook of Indianapolis, and Bud Ely of Green Lake, Mich. Carl Zimmerman and Larry Wheeler had Levinson right between

them for most of the second lap, but on the last leg, Harry made the supreme effort and got his 5th place, while Rosenbaum, after a mix-up at the starting line, took a 28th.

And so, for the final standings, Levinson's two 1sts and a 5th were good enough to give him a repeat victory for the Championship; Thede took 2nd; Scanlon 3rd; Zinn 4th; and Rosenbaum 5th.

Gull Lake Snipers had a good time at this regatta and felt particularly fortunate to have Birney Mills, Secretary of SCIRA, as honored guest. Also, to have Ruth and Guy Roberts of Clearwater "drop in" and surprise us. Social gatherings included lunch on the club lawn Friday and Saturday and in the dining room on Sunday. There were two grand evening parties -- one on the Ticknor lawn with roast corn, and on Saturday evening, the dinner was at Matthews, with the District 3 annual meeting and election of officers.

Some very nice things were noticeable at this regatta. Missing from the contestants were Buzz and Winnie Levinson, who didn't sail so some of the younger members of the Indianapolis fleet could; likewise, Bob and Anne Frahm of Grand Rapids "retired" for the same reason. This speaks well for Sniping — and particularly the Snipers who stepped back so others might have the thrill of top notch competition.

We loved having the Districts! Good fellowship, good sailing, and very nice people are a practically unbeatable combination.

— Edna Rosenbaum

FINAL RESULTS — 1958 DISTRICT 3 CHAMPIONSHIP RACES.

Boat #	Skipper and Crew	Fleet	Race 1	2	3	Pts	Pos.
10172	H. Levinson-G. Hay	Indianapolis	1	1	5	4496	1
9732	D. Thede-V. Thede	Grand Rapids	2	4	1	4490	2
11371	T. Scanlon-A. Levinson	Indianapolis	12	2	13	3146	3
10368	A. Zinn-D. Zinn	Gull Lake	4	14	11	2998	4
9314	E. Rosenbaum-C. Rosenbaum	Indianapolis	5	3	28	2909	5
8600	P. Zent-H. Zent	Indianapolis	8	11	12	2830	6
11220	T. Head-P. Schutz	Peoria	21	5	9	2720	7
9361	C. Slauson-D. Slauson	Indianapolis	9	10	16	2610	8
10689	T. Boyers-J. Boyers	Diamond Lake	6	17	14	2530	9
10668	J. Call-H. Call-Sr.	Indianapolis	3	DSQ	8	2508	10
10214	L. Lowe-S. Harrison	Diamond Lake	10	7	24	2406	11
10175	C. Zimmerman-H. Jackson	Akron PLYC	15	22	7	2346	12
10855	B. Ely-B. Ely	Green Lake, Mich.	16	32	4	2075	13
9291	P. Shea-G. Shea	Akron PLYC	26	12	10	2027	14
10201	G. Zeratsky-K. Kinas	Green Lake, Wisc.	11	8	DNF	1980	15
10800	W. Ticknor-C. Crum	Gull Lake	14	9	27	1949	16
10400	M. Wheeler-J. Hunter	Akron PLYC	13	18	17	1889	17
10153	B. Krieg-C. Call	Indianapolis	17	13	18	1889	18
9299	E. Leonard-R. Wurster	Diamond Lake	24	6	25	1770	19
9871	E. Grier-C. Wright	Peoria	25	DNF	2	1761	20
10660	B. Hook-J. Richter	Indianapolis	36	30	3	1590	21
9318	J. Carver-B. Zeratsky	Green Lake, Wisc.	19	15	26	1385	22
11300	L. Wheeler-D. Wheeler f	Akron PLYC	30	DSQ	6	1321	23
11111	H. Carver-D. Hutchinson	Green Lake, Wisc.	7	DNF	32	1221	24
9100	M. Choquette-J. Ely	Green Lake, Mich.	27	19	23	1145	25
11582	R. Payne-A. Payne	Indianapolis	18	20	29	1114	26
10010	M. Harrett-B. Burke	Grand Rapids	29	21	22	930	27
7780	M. Nichols-B. Nichols	Wolf Lake, Mich.	31	27	15	793	28
11385	D. Anderson-J. Anderson	Decatur, Ill.	35	25	20	753	29
7433	J. Woodbridge-J. Woodbridge	Cowan Lake, Ohio	30	28	34	634	30
11218	H. Schoenborger-B. Swearingon	Peoria	32	34	19	614	31
10239	S. Salzenstein-D. Schuoler	Peoria, Ill.	22	26	DNF	577	32
3467	R. Bollich-R. Frahm	Grand Rapids	29	39	21	548	33
4349	W. Gray-R. Sanders	Wolf Lake, Mich.	DNF	19	DNF	475	34
9581	W. Matthews-T. Landauer	Gull Lake	23	33	DNF	379	35
10818	M. J. Hall-R. Hall	Grand Rapids	33	23	DNF	379	35
10170	C. Weatherston-B. Weatherston	Green Lake, Mich.	DSQ	24	33	337	37
11162	D. Payne-H. Howard	Cowan Lake, Ohio	DNF	28	30	290	38
8592	P. Johnston-D. MacIntyre	Grand Rapids	DNF	27	36	212	39
10983	M. Bondman-M. VanPoeanen	Gull Lake	39	31	37	120	40
8589	N. Underwood-V. Underwood	" " " "	41	DNF	31	84	41
10650	R. Bostrum-R. Schoifalbein	Green Lake, Wisc.	34	36	38	83	42
10665	T. Mooney-V. Swearingon	Cowan Lake, Ohio	37	39	35	61	43
11260	L. Irish-V. Irish	Green Lake, Mich.	38	35	DNF	36	44
10668	N. Yarger-J. Hoehn	Diamond Lake	40	DNF	DSQ	-16	45

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SNIPE IN N.Y. BOAT SHOW



U. S. National Snipe Champion John Wolcott checks over his boat in the SCIRA booth at the New York Boat Show. His pretty helper is Miss Marna Teruzzi. — Photo by Ted Cronyn.

It is a pleasure for me to report that the exhibit was extremely successful. Our booth created a great deal of favorable comment and reaction and our thanks must go to John Wolcott for allowing us to show his boat. Because it was the National Champion's boat, the Snipe Class received excellent publicity and coverage in the boat show news articles in the newspapers.

Our purpose in having a booth, of course, is to promote the Snipe Class. Advertising the class is exceedingly important if the Snipe Class is to continue to grow, especially in view of the competition from all the new boats that are designed and fostered each year. The Show this year attracted visitors from all over the U. S. and many foreign countries. The fact that Snipe was the only one-design class exhibiting caused a great deal of favorable comment.

The show was a financial success from our standpoint with 45 fleets from Canada, Cuba, Bermuda, Bahamas, and the U. S. contributing in ticket sales. The prize winners were as follows:

Gerber Snipe complete with British Marine fittings: Alfred Silberman, Fond du Lac, Wisconsin. (A Snipe crew)

Mast and Boom from Fred Post Woodworking Shop plus a suit of dacron sails from Ratsey & Laphorn; Bill Ludlum of Sayville, L. I., New York.

Stainless Steel dagger board from Manhasset Bay Snipe Fleet 258: A. Hoffer, Brooklyn, New York.

Suit Larsen dacron sails: Godfrey Kelly, Nassau, Bahamas.

Complete set Snipe RACE-LITE fittings: Richard Sifra, Bloomfield, New Jersey.

The entire class is indebted to Hermann Gerber for supplying the raffle boat at a considerable discount as well as to Francis Lofland and Fred Post for their donations. And for the generous donation of suits of sails, we thank Charles Ulmer, Inc., Louis Larsen, and Ratsey & Laphorn. And for a similar donation of fittings, we certainly want to thank Race-Lite and British Marine Products. These fine supporters really made the exhibit successful.

As chairman of the Boat Show Committee, I want to thank all who helped with the show, especially Barse Miller, Don Brant, Ted Cronyn, and Gus Kreuzkamp; my Committeemen of the Manhasset Bay Fleet, and also Artie Karpf of the Eastchester Bay Fleet, Jerry Sachnoff of Sheepshead Bay, and last year's chairman, Bengt Johnson.

Once again, thanks to all Snipers for helping us in this campaign which we undertake each year as a District affair to further the cause of Snipe and SCIRA. --- Ray Kaufman (Ray is modest, for the burden of the work is done by the Snipers who live close to New York. The Manhasset Bay Fleet sold 594 tickets, or 4 times more than any other fleet. - Ed.)

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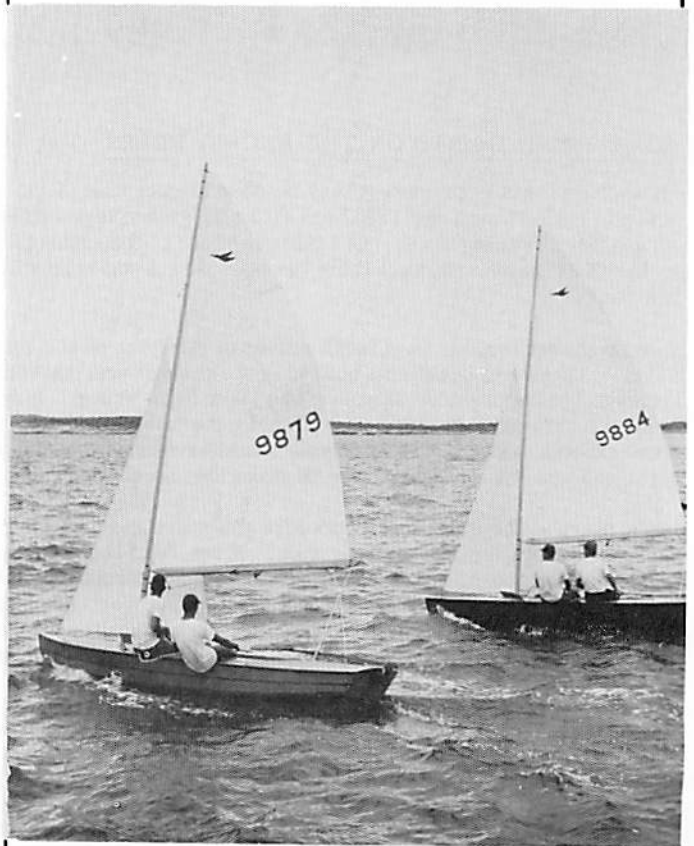
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SNIFE NEWS IN BRIEF

Alan Pollock, Secretary of Alamitos Bay Fleet 218, reports that they had a social-business meeting on a recent Saturday night in an effort to instill enthusiasm for the coming racing season. They took in two new members and it looks like they will have one of the most active fleets in Southern California this year. . . . The Gull Lake Fleet 190 displayed a Snipe in the Kalamazoo Sport Show. It attracted Don Foster, 1323 Waverly Drive, of Kalamazoo, who is a sailor and Commodore of the Wall Lake Yacht Club. Don is interested in locating some good used Snipes (aren't we all? -Ed.) and wants to form a chartered fleet. Anyone interested in Wall Lake sailing, get in touch with him. . . . There has been a Snipe fleet at the Buchans Boat Club in Newfoundland, Canada, for the last 9 years with 9 active Snipes. Because of their isolated location, they never affiliated with SCIRA and had no outside competition. But now they want to join SCIRA so they can compete in the Dominion finals at Sydney, Nova Scotia, this coming summer and also have a Newfoundland Snipe Championship in their Province. That is good news for the other Canadian Snipers, who are anxious to build up their activity in every way. George Neary is the man to contact. . . . W. C. Merton, 2310 Reef Ave., Melbourne, Florida has been elected Captain of the Missile Fleet 445 and he sends in this glad-some news, "We have extended our sphere of influence to Orlando and have good possibilities of picking up 4 additional members to our fleet. We hope to rotate 3 races between the Indian River Eau Gallie, Daytona, and Orlando, as all 3 points are equidistant and won't prove a hardship on anyone of our members. Perhaps later, if we can stimulate enough local interest in Snipe sailing, it might be possible to re-activate the Orlando fleet." Best wishes for success, Walt! . . . SCIRA furnished pictures for brochures handed out at the Detroit Boat Show in January by Leon Irish of Sailand. He passed out 5000 of them and expects to use the same number at the Greater Michigan Show in March. He reports a lot of interest in Snipes and hopes that Burt Eaton and Mike Choquette can get a fleet started at Detroit. So do we all! . . . Note in passing: A total of 427 Comets paid dues and were assigned to fleets last year. . . . The Indianapolis Fleet 409 puts out a nice little fleet news letter occasionally. From it we learn that they had 42 official races during the 1958 season (no mistake! They had FORTY-TWO!) and that the old standbys led the pack of 28 racing boats; of course, Harry Levinson was top man with 1601 while Commodore Alan Levinson was close behind with 1580; Paul Zent 3rd, John Call. Sr., 4th; and Ned Lockwood (a comer) 5th. . . . When M. H. Diels was transferred to Phoenix, Arizona, from Tulsa, Okla., he thought his sailing days were over. But he found a nice little lake out in the desert someplace and now he wants information on how to start a sailing club of Snipes. He says they have several lakes there for sailing (back to school, fellows!) and now all they need are some Snipes. Does anybody know where a fellow can get some good -- but why ask that question again? It will be a great day for SCIRA and deep-sea sailors when we charter a fleet in ARIZONA. . . . Snipes 7770-7776 were issued to members of the Humboldt Yacht Club at Eureka, California, over ten years ago, but none of the boats were ever measured or a fleet ever chartered there. Now Myron Cramer, 7157 Humboldt Hill Rd., Eureka, wants to know how about organizing a fleet, etc. Here is a chance for California Snipers to get busy. We all rejoice when stray sheep return to the fold. . . . The Tillman brothers, famed District #3 Snipers, are both in service; Jack has gone to Alaska and Dick is at Eglin AFB in Florida. He has #10350 and wants to enter regattas there and wants anyone interested in Snipe racing in that area to contact him at Hq. Sq. Sec. APGC (PGMK). Dick is a shave-tail, by the way. . . . The many friends of Carlos "Lindy" Bosch will be pleased to know that Carlos is now back in his old home at Santiago with the rest of his family and is, naturally, quite happy. Gonzalo Melendez writes that all are well and have hopes of living in peace again; likewise, Commodore Posso thanks all the good friends in SCIRA for their expressions of concern in the past few weeks. Snipers will welcome the Cuban fleets back into activity again. Robert Haley, Box 1186, Scottsville, N. Y., says there are several Snipes on Conesus Lake and he would like to get them organized into a fleet in time to race this summer. Hope he succeeds!

ULMER SAILS WIN AGAIN!



Bernard Hayward, 1958 Western Hemisphere Champion, leading Eugene Simmons, 1956 Champion, both using Ulmer sails.

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SOME FINER POINTS ON THE RACING RULES.

By the time this is printed, it may be obsolete because of the fact that the NAYRU and the IYRU have finally gotten together on a single set of racing rules, but I believe most of the changes are to the IYRU rules and don't think the ones discussed here will be affected.

During the winter, our fleet has a series of sessions on the racing rules. These are beneficial both to new skippers who don't know them, and to experienced skippers who know them wrong. Judging from the griping at last year's Nationals, the latter must exist on a nation-wide basis. A few protests would have clarified who was right and who wasn't, but on several occasions none were filed.

Let's start at the starting line, before the start and assume that everyone knows the anti-barging rule. First, read the definitions of overtaking and luffing, and rule 7. The major troubles on the starting line are caused by boats that are too early and are either loafing along, sails flapping, or reaching down the line, or both. The skipper making a well-timed start feels that he should be able to bash such boats at will, but he can't!

In the first place, a close-hauled boat does not have right of way because it is close-hauled -- it has right of way only when it is the leeward boat. It cannot bash into the transom of a reaching boat because of rule 2, and if it overtakes the reaching boat to leeward, it must allow the windward boat ample room to keep clear. The close hauled boat does not have right of way until an overlap is established, but as soon as the overlap is established, the windward boat must immediately do something about keeping clear; namely, pull in its boom and head into the wind. If the close hauled boat hits the loafer six inches ahead of the transom, he probably didn't give him "ample room and opportunity". If the boom of the windward boat gets tangled in the rigging of the close hauled leeward boat, the windward boat is out (appeal decisions 46 and 72). A hail, while not required, will help give evidence that you allowed "ample time and opportunity".

Between boats reaching down the line, the boat going fast has some rights, but is also subject to some restrictions. If he elects to pass the slower boat to windward, the other boat may luff, but only slowly until the starting line is crossed. After crossing the line, the leeward boat may luff as sharply as he wishes, assuming he has luffing rights. If the faster boat elects to overtake the loafer to leeward, he must here also allow ample room. The windward boat in this case probably does not have to alter his course very much to keep clear as both boats are on parallel courses and the leeward boat cannot alter his course to windward (luff) until his mast is ahead of the skipper of the windward boat. (Note the "normal station" gimmick -- no lying down on deck, steering with your toes, etc., on the windward boat). However, the skipper of the windward boat had better get his boom hauled in where it won't get hit.

The rights and obligations between two fast moving boats reaching and overtaking a slower boat reaching have not been as well established by appeal decisions -- the only ones that shed any light are numbers 37 and 46 conformed to the new rules, and they don't help too much. If the windward of the two faster boats is the overtaking boat as compared to the leeward fast moving boat, the leeward boat can force the windward boat to go to windward of the slow one; where the leeward of the two faster boats is the overtaking boat but does not yet have luffing rights, or where its course merely converged to establish the overlap, things aren't so clear. If an overtaking leeward boat has acquired luffing rights, it certainly can force the windward boat to pass the loafer to wind-

ward. It appears to me that you have to interpret the first sentence of rule 3, which says, "When yachts on the same tack are about to pass on the same side of, etc." From this, I would say that, if the windward is aiming for the transom of the loafer, he had better pass to windward. If he is slightly to leeward, and is even with or ahead of the leeward boat, he can ask for room to bear off and pass the loafer to leeward. (these are only the author's opinions and protest committees may not agree).

In making any decision on what to do in the excitement of racing, always remember that before a protest committee you are guilty until you prove yourself innocent under most circumstances, and there are certain rights considered pretty sacred by protest committees. Those of the leeward boat rank second in sanctity only to those of a starboard tack close hauled boat. The only completely safe thing to do on a starting line is to be close hauled on the starboard tack, keeping one eye off to leeward.

THE 1959 WORLD CHAMPIONSHIP RACES

By determination of SCIRA and the Brazilian Sailing and Motor-boating Association, Porto Alegre, Capital of the State of Rio Grande do Sul, in Southern Brazil, will be the site of the Snipe World Championship in 1959. Porto Alegre, a city of more than 600,000 inhabitants and one of the most progressive in Brazil, invites Snipe enthusiasts from all over the World to be present either to see or participate in the Championship Races.

Porto Alegre is situated on the Guaiba River and is a modern city of many skyscrapers which still continues rapid expansion in growth. Several airlines provide daily connection with other major centres in Brazil and abroad, and there are also good rail and road connections. Porto Alegre is an inland port for ocean going steamers and the main exports are pinewood, cereals, hides, wine, tobacco, frozen meat, and manufactured articles.

The races will be held on the Guaiba River, a great expanse of water about 60 kilometres in length with an average width of more than 6 kilometres. It is the home of the largest concentration of Snipes in South America, totalling about 70 units, which are organized into 4 official SCIRA fleets. The host fleet is the Rio Grande do Sul Fleet #426 with headquarters at the Clube dos Jangadeiros, a modern and progressive sailing club. The Guaiba River provides superb conditions for Snipe racing, attractive surroundings and is famous for magnificent sunsets.

This is the very first time that a competition of such importance has been held in Brazilian waters and the local organization responsible for its success is quite anxious to receive the co-operation of all Secretaries and interested Snipers. More detailed information will be issued at regular intervals and will be publicised in the BULLETIN; however, letters may be sent to Clube dos Jangadeiros, Caixa Postal 990, Porto Alegre, R. G. S., Brazil. Exact dates have not been announced other than the last week of October appears to be chosen, so, if you are interested in going, you should make tentative plans for that time. It is hoped that Snipers from all over the World make a special effort to support the Brazilians in this big undertaking, for Brazil is one of the most enthusiastic members of the SCIRA family.

Do You Want to Know More About Racing?

Everyone is waiting to see the new revised yachting rules adopted for the first time by both the NAYRU and the IYRU. They should be published this month as scheduled. SCIRA is now negotiating with Fearon D. Moore, noted interpreter of racing rules and former Sniper, to publish a revised edition of his well-known PRINCIPAL SAILING RULES, a little illustrated pamphlet of 16 pages which is a thorough digest of the official rules, etc. Announcement will be made at a later date when the booklet is available. Another help for sailors are the racing tactic models advertised by Bob Kronenberg on page 5 of this issue. They are authentic scaled Snipes and are excellent visual aids in applying rules, protests, tactics, education, etc. Bob made an error in his price list in the February ad, so please note the new prices. Sports Illustrated magazine has sailing articles in their two issues of Feb. 23 and March 2 which give excellent analysis of "Sailing to Windward" and "Sailing to Leeward" by Bill Cox, twice Lightning champion. Sailing terms are clearly illustrated and defined for beginner and experienced sailor alike and anyone will benefit from reading them. Highly recommended!

Voice Of The People

ADVOCATES REDUCTION IN MINIMUM HULL WEIGHT.

"I just heard that the Board of Governors at Kansas City turned down the idea of weight-reduction in Snipes when they considered other changes in hull design, etc.

As a builder of Snipe hulls, I sincerely feel that this is a move they should give more consideration to. Whether it is done whole hog, 5, 10, or 15 lbs. a year, or any other acceptable figure, it should be adopted as a long range objective, for a reduction in weight would be a definite advantage and selling point to the Snipe. This would be one way, perhaps, of also cracking down on those who have "rule beaters" with regard to weight. I know that a reduction in weight would make the boat much easier to manhandle, which is a definite point in a family boat and SCIRA has a fair share of women and children sailing the boat. It certainly would enable the boat to plane easily in a lighter breeze. This last point is one which is constantly being thrown back in my face. I have now spoken my piece, such as it is.

Getting into production in other classes of boats shows me how much Snipe has to offer and I feel quite strongly that SCIRA needs to stay on the ball if they want to continue to be one of the top classes in this country and the world as it is today. "

— Boat Builder.

Does anyone have anything to say on this hot and recurrent subject? Many advocate reduction in minimum weight to about 385 lbs., thus eliminating all excess ballast over 10lbs.

SNIPES ARE SOMETIMES UNDER-RATED

"Later on our holiday, my brother Clark and I sailed his Snipe in a handicap race at one of our yachting centres where they do not know Snipes. I believe they had the idea that they are slow. We did not know our handicap before the race, so we just sailed our best and were just beaten by the scratch boat. When we came in, we found we had won an enormous cup by twenty-two minutes! I bet that has changed their opinion about Snipes!"

— Dr. Frank Penman
Hyde, England.

LIKES NEW SAFETY CENTERBOARD — AND HIS FLEET!

"I raced my Snipe with the centerboard cut with the 45 degree slant all last year and I find this a wonderful safety feature. I'd like to see more Snipes take advantage of this. Previously, I'd capsize at least 3 times during the season, but since changing to the new shape, I haven't gone over once!

Our club, Quassapaug Fleet 231, is looking forward to a banner year. Skippers in our club are fortunate, for we can race against some of the hottest Snipers in the country. Just to name a few (and without bragging): Our Commodore Terry Whittemore, Johnny Wolcott (the present National Champ), Tommy St. John, Dave Rogers, and famed Harry Allen. With about 15 more up-and-coming skippers and our new juniors, we are all expecting some terrific racing this year."

—Luke Czarny.

APPROVES OF U. S. NATIONAL SITES

Reference: WELLS' WANDERINGS December 1958 BULLETIN.

I would like to say that I do not agree with Mr. Miller's statement concerning the location of the Nationals. I am sure that "most" of the California skippers will go along with me.

I have attended a few national regattas — on a little lake at Ardmore, Okla.; on big Lake Erie at Mentor Harbor; and on the ocean at Long Beach, Cal. I enjoyed each regatta very much. I have nothing but praise for the way they were handled and their locations. I will agree that it was different sailing than what I was used to in California, but one must remember that we all race under different sailing conditions. It is only fair that the National Championships should be held in different areas, hence giving everyone a fair chance under all conditions. This, I believe, gives more prestige to the regatta and the winner."

— Lee W. Thompson, 3rd.
Long Beach, Cal.

WANTED AND FOR SALE DEPARTMENT CLASSIFIED ADS. Used Boats and Equipment

Why not try an ad here for only five cents a word, at a minimum charge of \$2.00? RESULTS WILL BE GOOD!

AT LAST--Build your own "CHAMPION" mast! The complete plans of the famous WELLS round mast for Snipes. 4 sheets of blueprints with all the details, including hardware and rigging, for only \$1.00 per set. SCIRA, 655 Weber Ave., Akron 3, Ohio.

FOR SALE: SNIPE DECALS. Two bright red Snipe insignia 6 1/2" long with number decals, only \$1.00 postpaid. Use them on your car, trailer, boat, etc. STICKS ANYWHERE. Get them from SCIRA, 655 Weber Ave., Akron 3, Ohio.

BUILD YOUR OWN TRAILER. You can get blue-prints and a detailed instruction sheet for two different types of trailers which were especially designed by snipers to fit a SNIPE. Why spend a lot of money? Only \$1.25 postpaid, complete.

SCIRA, 655 WEBER AVE., AKRON 3, OHIO.

WEAR SNIPE INSIGNIA. A good quality emblem 2 1/2" x 1 1/2" suitable for wear on caps, pockets of blazers, jackets, sweaters, etc. A bright red Snipe embroidered on dark blue felt surrounded by yellow braid. Very attractive — shows up good. Advertise the fact that you own the best little boat in the world and belong to a grand organization. Get them for \$1.00 each from SCIRA, 655 Weber Ave., Akron 3, Ohio.

SNIPE POSTCARD IN COLOR, showing beautiful scene of Snipes racing in the Western Hemisphere Bermuda Races. Appropriate Snipe and SCIRA information on the back. A great way to advertise your hobby and the Snipe Class at the same time. You will be proud of the card — use it for any purpose! Obtainable only from SCIRA, 655 Weber Ave., Akron 3, Ohio, for ten cents each or 20 for \$1.00 postpaid.

AT LAST! MADE ESPECIALLY FOR SNIPERS! A high quality screw button for yachting caps with crossed anchor emblems. A red Snipe on a dark blue pennant with white enamel background — all outlined in gold. Obtainable only from SCIRA at \$1.50 each. Fill that empty space on your cap with class insignia!

WANTED: Used Snipe jib and mainsail in good condition, either cotton or synthetic. State make, age, and price. Also need mast and boom. Howard E. Geer, Jr., 6 Hope Dr., Darien, Conn.

FOR SALE: SNIPE 10666. Fiberglass construction; dacron sails by Morgan used one season; completely equipped. Good racing record and priced at only \$700.00. Ray Smith, 4123 North Riley Ave., Indianapolis 18, Indiana. Phone Liberty 6-6155.

WANTED: SAILS. Cotton, used, full set, with several seasons left in them. Price is an object! Am a novice sailor and a teacher facing a lean summer. Write: R. B. Holcomb, 6 Wach Dr., Bloomington, Illinois.

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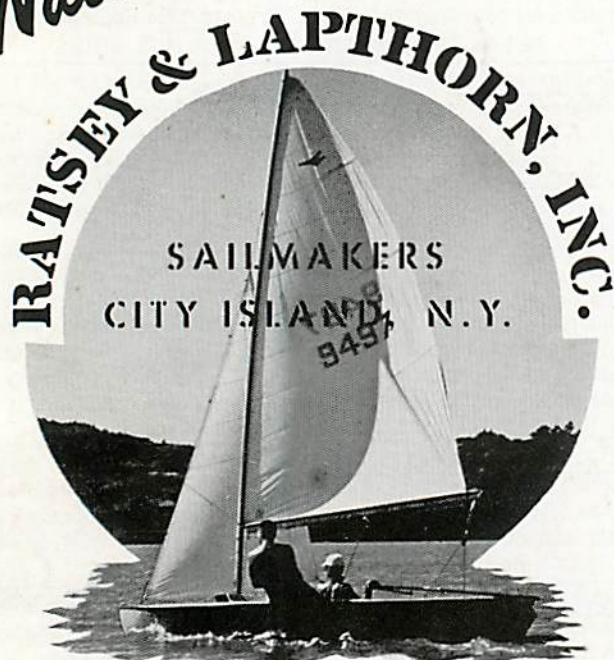
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REVISED JULY 1956

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— SANCTIONED RACE DATES —

- Apr. 18-19 FIESTA TIME, Texas State Snipe Championship, Woodlawn Lake, Dr. B. G. Horner, 3506 S. New Braunfels Ave., San Antonio 10, Texas.
 July 31- JUNIOR U. S. NATIONAL Championship Races
 Aug. 2 Fort Gibson, Oklahoma.
 Aug. 3-7 U. S. NATIONAL SNIPE CHAMPIONSHIP Races, Fort Gibson, Oklahoma.

Complete information on official regattas is published in this column when approval of the dates of such events is attested by the District Governor and official sanction has been granted by the SCIRA national office. It takes time for a Governor to make a complete schedule for his area, especially when race committees are slow in getting their requests in. The Governors should send in the dates for individual races as soon as approved by them so they can be published early. Dex Thede sends in a tentative list of dates as a guide for affected sailors to follow. They have not been sanctioned yet as final dates.

- May 30-31 IVY Invitational, Interdistrict Championships, Peoria, Illinois.
 June 20-21 OHIO STATE Open Championship, Cowan Lake, Ohio (NE of Cincinnati).
 July 18-19 DECATUR INTERCITY REGATTA, Decatur, Ill.
 July 18-19 MICHIGAN STATE Championship, Grand Rapids, Michigan.
 July 31- WESTERN MICHIGAN Championship (closed)
 August 2 Muskegon, Michigan
 Aug. 20-22 DISTRICT #3 Championship and DUNPHY Team Races. Jackson Park Yacht Club, Chicago, Ill. Thursday, Friday, and Saturday.
 Aug. 23 CHICAGO DAILY NEWS Regatta, Jackson Park Yacht Club, Chicago, Ill.
 Sept. 6-7 MIDDLE STATE Championship Regatta, Springfield, Illinois.
 Sept. 12-13 INDIANA OPEN STATE Championship, Eli Lilly Trophy, Indianapolis, Indiana.

THE FOURTH ANNUAL
COTTON CARNIVAL REGATTA

May 9 - 10

MEMPHIS

Contact:
Dr. Malcolm Stevenson, 1469 Poplar, Memphis 4, Tenn.

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APRIL 18-19

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