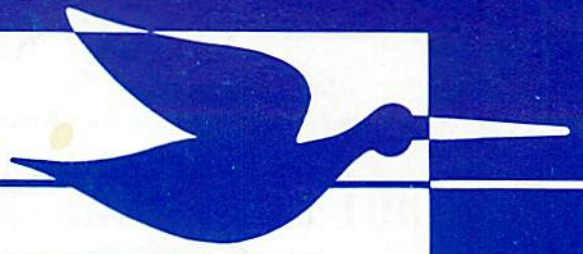
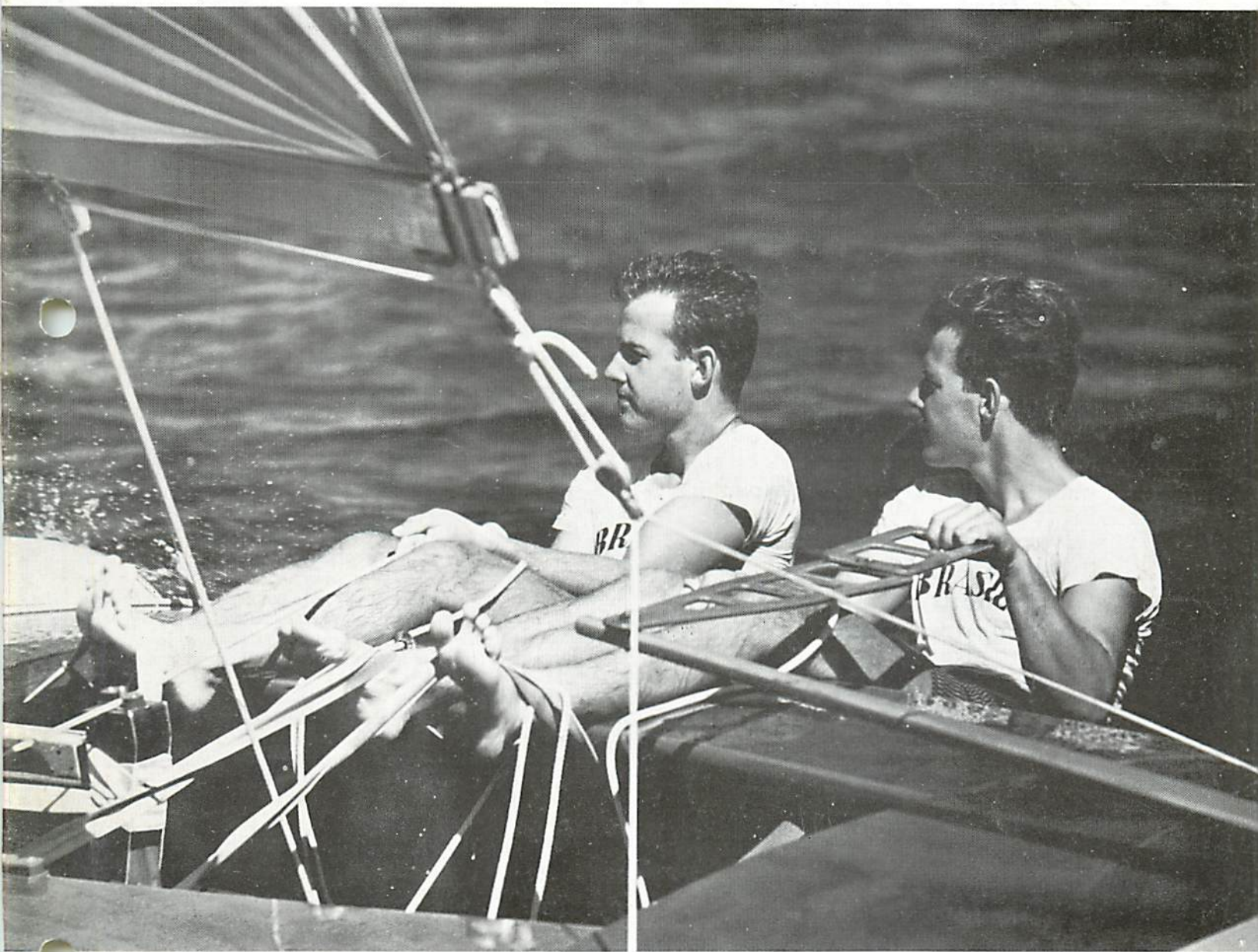


Snipe



BULLETIN



MARCH 1962

Vol. XI No. 10

BERMUDA CHAMPIONSHIP REGATTA

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SNIPES BULLETIN

The SNIPES BULLETIN is edited and produced monthly by
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The Cover

This excellent picture, taken by Fusanori Nakajima at Rye,
New York, last September, shows the Schmidt twins, Snipe
Champions of the World, in action. Both boys are Brasileiros
and sail regularly with the Saco de São Francisco Fleet 477 at
Niterói on famed Guanabara Bay, Rio.

They are both skippers, but Axel, the 1961 National Champion
of Brasil, has the tiller (that is his own extension) this time,
while Eric tends the jib sheets. The identical 22-year old twins
weigh 158 pounds; stand 5'7"; — and are UNMARRIED! Axel is
an engineering student and fellow office worker with Eric in his
father's (Preben Schmidt) engineering firm in Rio de Janeiro.
They have won many local, national, and international honors in
Snipe, Lightning, and Star Regattas.

The tangle of lines and equipment may appear hopeless to
the uninitiated, but sailors will recognize their orderly functions
and can understand when they say. "We like any kind of wind!"

SCIRA is mighty proud to be represented by these fine young
men, two of the best small boat sailors in the world!

Snipe Featured in New Magazine

A new sailing magazine devoted strictly to the one-design
sailing classes made its appearance on the newstands the first
of the year after a year's preparation. Headed by Knowles
Pittman as editor and publisher, the staff includes many noted
class sailors. Comprising 36 pages, the contents promise to
be very interesting to all who love sailing.

The March issue of ONE-DESIGN YACHTSMAN, the Magazine
of Sailboat Racing, will carry a cover story on "The Care and
Feeding of a Racing Fleet" which describes the dramatic revival
of the Chicago Snipe Fleet 86. Almost dead in October 1960,
with only 9 boats which had sailed through a half-hearted
schedule of only 7 races, the fleet had grown to 39 boats a year
later with promise of hitting the goal of 50 boats sometime in
1962.

The fleet recruiting program, revitalized racing program,
and winter program which FC Dick Ver Halen and other fleet
officers organized is a model for Snipe Fleet organization and
promotion everywhere. If you want to read some interesting
sailing articles and also see some Snipe publicity, get a copy
at a newstand or send a request to 44 East Superior St., Chicago
2, Illinois, for further information.

Point Scores Due Now

Now that point score reports are due again, attention is called
to the fact that uniform report and tally sheets are furnished by
SCIRA headquarters (upon request) for the use of all fleet cap-
tains. It is absolutely imperative that each score be listed on a
separate piece of paper, so they can be filed numerically. If the
official score sheets have been used throughout the season, there
is no problem. Otherwise, if they are sent in all listed on one
sheet of paper, they will be sent back to be done over again.
With hundreds of scores coming in, there must be some method
and standard practice required and observed by all.

COLYER KEEPS SUNSHINE TITLE



TITLE DEFENDERS - Crewman Stewart Conklin hikes out so far he's partially in the drink in an effort to hold down his skipper's boat. As a result, Bruce Colyer logged his second straight victory in the event. -- Miami-Metro News Bureau.

More than 300 boats in 21 classes, possibly the largest sailing fleet ever assembled in the Miami area, converged in South Biscayne Bay during the Sunshine Regatta Jan. 20-21st. Host club was Biscayne Bay YC and co-sponsors were the Coconut Grove SC, Miami YC, and the City of Miami.

In the Snipe class, 26-year-old Bruce Colyer and his crew Stewart Conklin, 16, both of West Palm Beach, piloted "Make Way" to three firsts. Colyer said he had "good average starts," helping him to the wins. Carlos Bosch, former Snipe champion of Cuba and now of Miami, was second overall.

RESULTS OF THE 1962 SUNSHINE REGATTA

SKIPPER	HOME TOWN	RACES	1	2	3	Fin.
Bruce Colyer,	West Palm Beach	1	1	1	-	1
Carlos Bosch,	Miami	4	3	2	-	2
Al Kroeger	"	2	10	3	-	3
Carl Zimmerman,	Akron, Ohio	6	4	7	-	4
Jerry Guardiola,	Miami	7	7	4	-	5
Fred Bremen	"	8	5	6	-	6
Don Cochran,	Clearwater	3	2	dns	-	7
Charlotte Call,	Miami	9	11	8	-	8
Walter Rodgers	"	12	12	5	-	9
William Johnson	"	5	9	dns	-	10
Henry Magri	"	10	6	dns	-	11
H. Moran	"	11	8	dns	-	12

We like this little item which has been passed around from publication to publication. If you haven't read it, perhaps it will fit into situations that you know, too:

"When men have a big crisis to meet, on which their future depends, they usually meet it with clenched fists and a high heart. But in the little daily demands - the things that they can do or duck - it is here they fail.

"Life is made up of little things. Big crises never come into many lives.

"So, when you see a man shy away from a little task, the odds are against that man ever making a well-rounded success of his life." —Town Crier.

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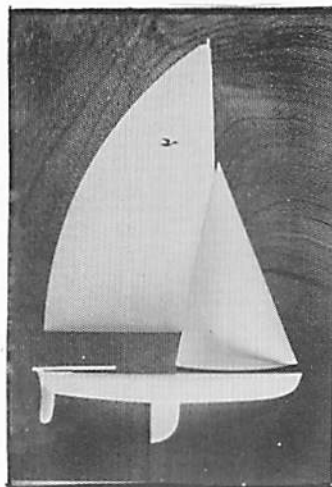
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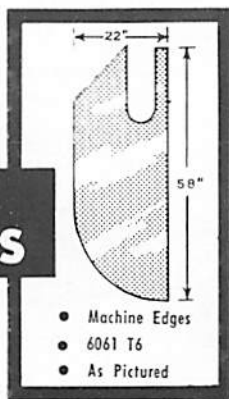
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ATTENTION

We are pleased to announce:

In view of the numerous letters from Snipers all over the country, the Boston Insurance Company has reinstated The SCIRA PLAN effective 1 January 1962.

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P. SIMMONS AND B. SOARES WON BERMUDA CHAMPIONSHIP



THE NEW CHAMPIONS -- Bobby Soares ties up the winning Snipe while Champion Eugene "Penny" Simmons prepares to lower the sails after the last decisive race. This famed team went on to the World Championships at Rye in September and finished in 7th place.

The Bermuda National Championship held on the waters of the Great Sound last summer proved to be one of the most thrilling and keenest regattas in recent history. There was sadness, too, in the case of the defending champions, Bobby Oatley and George Brown. Just about a half mile from the finish line in the first race, and leading the fleet, the mast of the champion boat Thunderbird snapped. This was a serious blow! The Thunderbird was, however, able to take part in the other five races of the series owing to the sporting gesture of the young crew of the Jinx. As soon as the accident happened, the Jinx withdrew from the race and the skipper, Gerald Hill, and his crew, David Wall, generously offered the use of their mast to the Thunderbird.

With the Thunderbird disabled, the first race was thrown wide open between Half Crown, sailed by Western Hemisphere Champion Bernard Hayward and Jimmy Amos, and Little Undine, sailed by Penny Simmons and Bobby Soares. Close on their heels was Premiere with Wayne Soares at the tiller and Rebel with skipper Kenneth Simmons. The almost incredible happened when Half Crown and Little Undine were judged to finish in a tie for 1st place.

The second race was sailed on the same day and was won by Rebel followed by Little Undine, Thunderbird, and Swallow, sailed by Edwin and Henry Hayward.

In the third race, Oatley and Brown recovered some lost ground and Thunderbird finished 1st while the best Penny Simmons could do in Little Undine was 5th. Premiere was doing well with a 4-5-3 in the first 3 races. Just prior to the start of the 4th race, a rain squall made up and passed over rather quickly, taking the wind with it. The boats which remained on the starboard tack after the start soon became becalmed, while the port tack boats found a few breezes here and there and were able to make slow headway. Echo, sailed by young Robert Brown



A REST PERIOD between races. -- Pictures by Photo House

and Anthony Payne, showed good form in reaching the weather mark as the lead boat. She then lost it to both Little Undine and Little Teaser sailed by Conrad Soares, but again crossed both boats on the windward leg for the second time. It was only the lack of experience that lost the race for them.

The fifth and sixth races proved exciting with winds from the west at 12 knots. Soon after the start, it was apparent that the boats which sailed up the centre would be the boats to watch. Premiere and Swan, sailed by Commodore Ronald Marshall of the Spanish Point Boat Club, rounded the windward mark 1st, closely followed by Swallow. At the reaching mark, Swallow and Little Undine had overtaken Swan. Half Crown had come up well and soon after the leeward mark was reached, was about to pass Premiere, who in turn attempted to luff him. Both boats tacked, and in so doing, Premiere rolled to windward and touched Half Crown. Hayward immediately protested Soares, but when the protest came up for consideration, the Committee refrained from hearing the case as Hayward had failed to notify Soares of the Rule under which he was protesting in accordance with the Racing Circular. The final race was a ding-dong affair between the three boats which were leading the series going into it, namely, Little Undine, Thunderbird, and Rebel. Oatley had his Thunderbird beating well and proved his sailing capabilities by taking this last race. But Penny Simmons was more than satisfied to bring his Little Undine home in 2nd place and thus into the Championship for the fifth time. Penny has the formidable record of having won the National Championship 4 times in a row from 1956-1959; the Western Hemisphere Championship in 1956; and third in the 1960 WH Races. Bobby usually sails with him as his regular crew and the team is highly respected by all competitors.

— Reggie Tucker

As announced on Page 3 of the January 1962 BULLETIN, Snipe owners in good standing are invited to attend the International Race Week in Bermuda April 30th-May 5th. This is a grand opportunity to test your skill against these fine Snipe sailors, who rate in quality with the best in the world.

FINAL RESULTS - 1961 BERMUDA NATIONAL CHAMPIONSHIP

BOAT	SKIPPER - CREW	RACES	1	2	3	4	5	6	PTS.	Fin.
9884	E. Simmons-R. Soares		1	2	x	1	3	2	7686	1
9882	R. Oatley-G. Brown		x	3	1	7	2	1	7321	2
12511	K. Simmons-A. Pitman		4	1	2	5	x	3	7320	3
10520	W. Soares-R. Belvin		3	5	3	4	5	x	6849	4
9879	B. Hayward-J. Amos		1	7	4	x	4	5	6790	5
9883	E. Hayward-H. Hayward		6	4	7	x	1	4	6719	6
12221	C. Soares-C. Simmons		5	6	6	2	x	6	6492	7
9878	R. Brown-A. Payne		7	8	x	3	10	9	5674	8
11777	G. Wilson-B. Marshall		10	9	9	6	8	x	5323	9
10522	K. Chiappa-J. Chiappa		8	10	11	8	x	7	5195	10
10507	R. Marshall-C. DeSilva		9	x	8	10	9	10	5059	11
9557	F. Konwinski-E. Kyme		11	DNS	x	11	DNF	12	3482	12
10516	P. Hartley-J. Harvey		12	DNF	DNS	DNS	DNS	DNS	1682	13
9881	G. Hill-D. Wall		DNF	DNS	DNS	DNS	DNS	DNS	729	14

SEAVY SPLENDID SPOOK AGAIN AT ATLANTA REGATTA

NIPS GILREATH IN HALLOWEEN HEART-STOPPER



THE WINNER - Francis Seavy, veteran Snipe sailor, adds another victory to his impressive list, which includes the U. S. National Championship in 1951. — Photo by Bill Wilson.

Francis Seavy of Clearwater, Fla., overcame a deficit caused by rounding the windward mark the wrong way in the last race to edge Harold Gilreath of Atlanta for his fourth victory in the autumnal racing classic. Francis's crew, George Lewis, took home the Tom Steward Memorial Trophy for the

winning crew.

The margin could not have been closer. Both Seavy and Gilreath had identical finishes of two 1sts and one 2nd in the split fleet line-up, but Francis had beaten Harold in Saturday's second race when the two were matched together. A real heart-breaker for Harold and a fine victory for Francis!

Atlanta, where species "Ancien Josephus" was first inducted into Snipe lore, declared a holiday for the ornery critter and steady winds from 15-20 mph with gusts up to 25 mph prevailed for the weekend. 56 boats, 33 from out of town, catapulted around the man-sized courses set by the race committee. Dick Tillman of Ft. Walton Beach, Fla., displayed the heart that won him the National Championship in 1959 by coming back to win his last two races after a boat-shattering collision prior to his five-minute gun in the first race forced him to effect repairs before starting well after the remainder of his fleet. Tillman's performance in the last two races caused the six 1st places to be equally divided between him, Seavy, and Gilreath.

Several other skippers turned in sterling performances. Bill Collins, Ned Lockwood, Dan Wesselhoft, Bruce Colyer, and Carlos Bosch were as hot as the hot buttered rum and were always in contention. Bad Hook was well up with the troops until a gaping hole caused by a collision in the last race contributed to a bad finish. The Friday and Saturday night parties were so hotly contested that it was impossible to declare winners in that field, although Vice-Commodore Sam Norwood deserves honorable mention.

COME BACK NEXT YEAR! You know we love to have you. WE APPRECIATE IT! —Franklin Johnson.

FINAL RESULTS -- 8TH ANNUAL HALLOWEEN REGATTA

Lake Allatoona - Atlanta, Georgia - October 28-29, 1961

BOAT	SKIPPER	HOME TOWN	RACES	1	2	3	Pts.	Fin.
6995	Francis Seavy	Clearwater, Fla.	1	1	2		4721	1
8653	Harold Gilreath	Atlanta, Ga.	1	2	1		4721	2
13234	Bill Collins	Indianapolis, Ind.	3	2	4		4334	3
11933	Ned Lockwood	Indianapolis	5	3	2		4261	4
13105	Dan Wesselhoft	Peoria, Ill.	2	6	3		4190	5
8569	Bruce Colyer	W. Palm Beach, Fla.	6	3	3		4113	6
12056	Carlos Bosch	Miami, Fla.	5	4	5		3961	7
10350	Dick Tillman	Ft. Walton Beach	17	1	1		3766	8
12660	Bud Hook	Indianapolis	3	4	10		3774	9
10901	Brad McFadden	Atlanta	2	6	10		3707	10
12021	Fred Pember	Atlanta	4	9	6		3618	11
9020	Lee Thompson	Akron, Ohio	6	5	9		3545	12
12750	Bill Aicardi	Montgomery, Ala.	12	5	8		3226	13
7435	Derek Peters	Atlanta	11	7	7		3212	14
8600	Paul Zent	Indianapolis	13	7	6		3165	15
6948	Stan Smith, Jr.	Chattanooga, Tenn.	8	8	11		3078	16
12586	Pete Duvoisin	Birmingham, Ala.	10	8	9		3074	17
11900	Julius Kroeger	Rochester, N.Y.	4	21	5		3065	18
9123	Joe Harmon	Atlanta	9	9	13		2832	19
8076	Bob Bigham	Cincinnati, O.	8	14	12		2659	20
11660	Lloyd Cox	Chattanooga, Tenn.	13	10	12		2586	21
13330	Skip Boston	Detroit, Mich.	10	DSQ	4		2499	22
12883	Butch Horan	Chattanooga	15	10	14		2366	23
10210	Rosser Shelton	Atlanta	12	12	15		2358	24
8054	Dick McCarthy	Atlanta	9	DSQ	8		2282	25

Top 25 of 56 entries.

PRINCIPAL SAILING RULES OF NAYRU GRAPHICALLY INTERPRETED

These Rules will be used until 1965

33.3 Tacking and Jibing.

3a While Tacking:

Until Head to Wind, A is a yacht on a tack.



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REGATTA SCHEDULED IN SPAIN —

The Royal Nautical Club of Valencia (Spain) once again finds itself in the process of organizing its large international test: for Snipe Regattas, which, as in previous years, gather on its waters the best Spanish and European sailors.

The days -28-29-30th of April and 1st of May - will be the dates during which the races of the Third Regatta of the "Gran Trofeo Valencia". These races have the patronage of the Town Council, who (in all great sportive events, as, for example, these races) give every form of help desired. The Organizing Committee had its first experience in 1960, when these races took place in March, coinciding with the traditional holidays of "Las Fallas", but from 1961 the dates of this regatta have been moved forward to the last of April as being more suitable in coinciding with the plentitude of Spring in this region. It is similar to the European summer and is the time for most favorable winds and sea, and the regatta can be held on any part of the large Bay of Valencia then.

This year the Gran Trofeo Valencia will consist of four races with all 4 counting; the courses will be Olympic. Having the top Spanish and European Snipe sailors in our waters will be an unequalled splendour.

Countries which have already assured us of their entries are: Italy, who will be represented by Mino Bellacassa who now holds the Trofeo after winning it last year; France, Portugal, Monaco, and Algiers. Replies of acceptance are awaited from Great Britain, Germany, and some Nordic countries.

Of the Spanish skippers, we are assured of the assistance of the Spanish and Third Place World Champion, the Duke of Arion, who is a member of the Nautical Club of Madrid; the ex-Champion of Spain, Angel Armada of the Royal Nautical Club of Vigo; Angel Riveras de la Portilla of the Nautical Club of Madrid, who is the National Secretary of the Snipe Class for Spain; Juan-Jose Gomez Raggio, first winner of the Trofeo in 1960, of the Royal Mediterranean Club of Malaga; Jorge de Montaner. Jose M Sanchez Egea, Eduardo Fornells, Antonio Suris, and Antoni Grau of the Royal Maritime Club of Barcelona. And in addition to these, the Committee still has pending many confirmations both National and from other countries. We are expecting splendid time at this event. The 1962 European Championship Regatta will also be held in Spain. — Angel Riveras

The results of two large interfleet regattas held recent in Spain are given below.

FINAL RESULTS - COPA DE INVIERNO

BOAT	SKIPPER - CREW	CLUB	POS.
CANUTO XIII	Duque de Arion-Luis Triay	Madrid	1
NUMA	Felix Cancedo-Luis Perez	Malaga	2
ESPERANZA	Carlos Gomez Raggio-Manuel Pico	Malaga	3
VAQUECHUTA	Hermanos Gallego	Madrid	4
CARINO	Carlos Pardo-Fernando Gorunje	Ferrol	5
LUSISA III	Juan J. Gomez Raggio-F. Antelo	R.C. Medi.	6
BINIGAUS IV	Rafael Iturrioz-Alfredo Gomez	Cartagena	7
PORTO II	Gabriel Mas-Marcos Tadeo	Baleares	8
ROCIO II	Padro Casado-Miguel Parra	Malaga	9
JUCAR	Jorge Navarro- Juan Conesa	Levante	10

Top 10 of 31 entries.

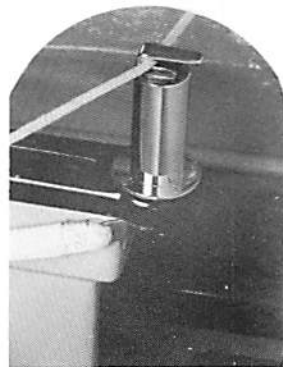
FINAL RESULTS - COPA MARCA

BOAT	SKIPPER - CREW	CLUB	Pos.
CANUTO XIII	Duque de Arion-Luis Triay	Madrid	1
LUSISA III	Juan J. Gomez Raggio-F. Antelo	Malaga	2
BINIGAUS IV	Rafael Iturrioz-Alfredo Gomez	Cartagena	3
ESPERANZA	Carlos Gomez Raggio-Manuel Pico	Malaga	4
KANAKO	Manuel Rodriguez y Sra.	Melilla	5
JUCAR	Jorge Navarro-Juan Conesa	Levante	6
NUMA	Felix Cancedo-Luis Perez	Malaga	7
VAQUECHUTA	Hermanos Gallego	Madrid	8
ESS IX	Scholander - U. Molin	K.S.S.S.	9
CARINO	Carlos Pardo-Fernando Gorunje	Ferrol	10

Top 10 of 29 entries.

"What in the world are you doing down there in the cellar?" asked the puzzled rooster.

"Well, if it's any of your business," replied the hen, "I'm laying in a supply of coal."



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- Releases instantly with a simple flip of the wrist. Saves precious seconds every time you tack. The crew can be hiking-out immediately after tacking rather than still leaning inboard trying to get that turn around the winch.
- Chrome plated bronze alloy, comes complete with screws for mounting on aft end of centreboard box.
- Suitable for all racing classes in which the jib is trimmed manually and where a 1 4" or 5 16" dia. sheet is used.
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Red Garfield, Chautauqua, N. Y.—Lake Ontario Champion.
Ina Sullivan, Halifax, N.S., Can.—Maritime Champion.
Charles Webster, Rochester, N.Y.—New York State
Champion.
Howard Richards, Oakville, Ont. Can.—Ohio State Champion.
Ontario Provincial Champion.
Nova Scotia Provincial Champion.
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As some of the skippers who attended the 1960 Nationals in Clearwater, Florida, will remember, during the general meeting of SCIRA, we got into quite a discussion concerning weights of skipper and crew. One of the suggestions during this discussion was that a minimum combined weight be established with weight added in the form of sand bags, if necessary to meet minimum weight requirements.

I remember I argued strongly at the time in favor of this idea, my thinking no doubt having been conditioned to this point of view through the past several years of racing experience with its frustration of time after time watching Bob and Ellie Huggins with a 30 pound weight "advantage" (and all on account of me! — Laurie and Ellie are the same lightweights!) pass us again and again, especially going downwind. In fact, I developed a complex about this, for everytime I got to the windward mark ahead of Bob, if he was within 10 boat lengths, I'd just start covering the next boat back, figuring that Bob would be ahead at the leeward mark.

Well, at least two experiences during the past couple of years have changed my mind on this subject. The first being at the Clearwater Regatta itself. In one of the early races, I watched Warren Castle (230 lbs?) go by me on a windward leg, and not having sailed against Warren before, I took another look and decided that I could concentrate on covering the next boat, as "Old Warren" would still be half way down the run by the time I reached the leeward mark with all his weight "disadvantage" (in spite of his "featherweight" wife and crew Irene). Well, I was sure wrong, and "Old Warren" was 5th best in the Nation at Clearwater and 5th again last year at Old Saybrook.

Then I remembered the Nationals the year before at Lake Fort Gibson in Oklahoma. I recalled that at this Regatta I had seen something I had never seen before when someone had been going as fast and even faster than Bob Huggins downwind, and that "someone" was Ted Wells, who carried an added combined weight disadvantage of possibly 30 pounds.

With these two experiences in mind and another year's racing experience to prove the point, the conclusion seems apparent: weight disadvantage, even downwind, may be largely a matter of mind. For me, this has been just an excuse to explain the "goof-ups" and lack of attention to the more important things of setting the sails properly, watching the shifts, tactics, etc.

So again, it occurs to me that, while weight may be a disadvantage when all other things are equal, other things actually never are equal, so why not forget the weight (as long as your total isn't over 250 pounds) and concentrate on sound sailing and tactics, and chances are you'll be way ahead of all those "flyweights" who figure to wipe you out on the next run.

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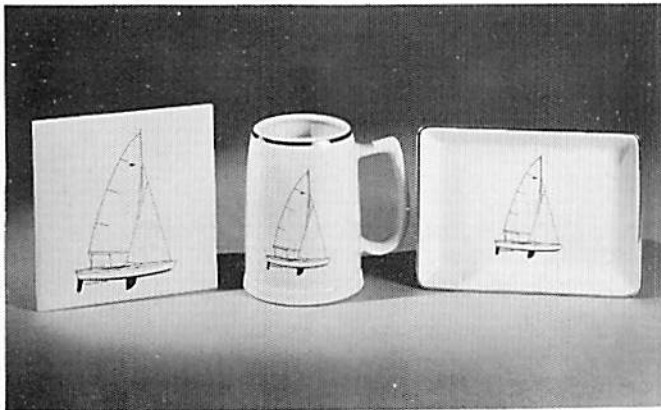
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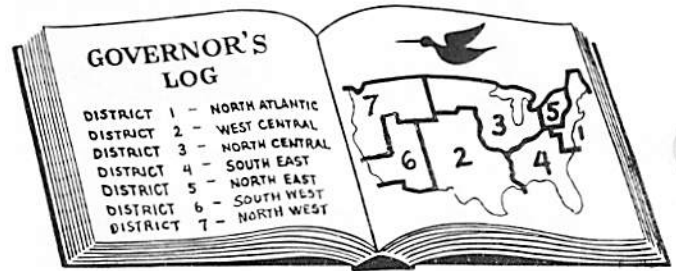
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GOVERNOR'S LOG

DISTRICT 1 - NORTH ATLANTIC
DISTRICT 2 - WEST CENTRAL
DISTRICT 3 - NORTH CENTRAL
DISTRICT 4 - SOUTH EAST
DISTRICT 5 - NORTH EAST
DISTRICT 6 - SOUTH WEST
DISTRICT 7 - NORTH WEST

DISTRICT 1 HOLDS ANNUAL MEETING

District 1 held their annual meeting at the New York Boat Show and it was a tremendous success. 11 fleets were represented, which was a comparatively fine showing, and great interest was displayed by all. Thomas J. Legere, Jr., of the Winchester Fleet 77 and winner of the Massachusetts Bay Open Championship last September, was elected Governor. They voted to establish a District News Letter, which will get under way shortly, and also adopted a schedule of 17 races which will be published officially as soon as proper sanctions are obtained.

DISTRICT 5 GETS IMPORTANT NEW REGATTA

About a year ago, FC Jackson Cummings of the Onondaga Fleet 18 proposed that a new sectional regatta be established to satisfy the demand for more participation in sailing with nearby Canadian sailors and also simply to promote Snipe racing in the area. With the backing of the Onondaga YC, the Snipe Fleet organized and promoted the idea within the District, obtained approval of a Deed of Gift from the SCIRA Board in August, and now the first Northeastern International Regatta is scheduled for May 26-27th, 1962, at Lake Onondaga, located in the heart of the lake region of central New York State and well-known as the site of the annual Intercollegiate National Rowing Regatta as well as the past two Olympic and Pan American trial races.

The success of the Southwestern Regatta each year encouraged the local fleets to endeavor to seek an improvement in Snipe racing through the addition of a counterpart major championship regatta for their own section, and this event is limited to fleets from Districts 1, 3, 5, plus the eastern Provinces of Canada. The main trophy is a large old silver cup and fine silver pieces are provided for 2nd and 3rd places. Dave Cooper, as joint architect for this event, hopes to make it a big success, as it deserves to be. The idea is certainly a good one!

DISTRICT 7 HAD A FINE RACING SEASON

For 14 years, Snipes have raced in the Small Boat Racing Association of Northern California and have been considered one of the "hottest" from the standpoint of activity and competition. A total of 38 races were sailed under the SBRA program during 1961, some kind of a new record. Bill Drummond began the year as a newcomer to sailing and Snipe racing, but he participated in every one of the races plus the Districts at Seattle and the Midwinter at Los Angeles. But only 18 of the scheduled races were counted as championship races, and the best 13 were figured for the final results. And who would be the logical winner? Why no one else than old John Jenks himself! He got 8 firsts for a low total of 26 points, while his nearest competitor, Jim De Witt, was second with 47 and arch-rival Bob Huggins was third with 61. These last two positions were not settled until the very last SBRA Regatta. John started the season out with a string of 6 firsts in a row, which is hard to beat in any league. Below are given the winners of the most important District Regattas for 1961:

SPRING SERIES (8 races)	- John Jenks	LMSC
SBRA-Lake Merced	- Carlos Mattson	LMSC
SBRA-Folsom Lake	- John Jenks	LMSC
SBRA-Lake Merritt	- John Jenks	LMSC
SBRA-Richmond YC	- John Jenks	LMSC
SBRA-Clear Lake	- Bob Huggins	LMSC
July 4th Invitational	- Bob Huggins	LMSC
SBRA-Encinal YC	- Jim De Witt	RYC
SBRA-Inverness YC	- John Jenks	LMSC
SBRA-Monterey	- Stan Kintz	RYC
SBRA-Palo Alto	- Jim Warfield	LMSC
Midwinter Regatta-L.A.	- Jim Warfield	LMSC



SNIPESAILOR'S NIGHTMARE — Usually occurs the night before the last race in a big regatta when you have the coveted trophy within your grasp. — Miami News Bureau

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AXEL SCHMIDT, winner of the 1961 Snipe Class World Championship.

BOB HUGGINS, winner 1961 of the Griffith High Point Championship.

GREGG HARRIS, winner 1961 of the Junior National Snipe Championship.

SCOTT ALLAN, winner 1961 of the Crosby Trophy.

JOHN JENKS, pictured at left. Winner 1961 S.C.Y.A. Midwinters.



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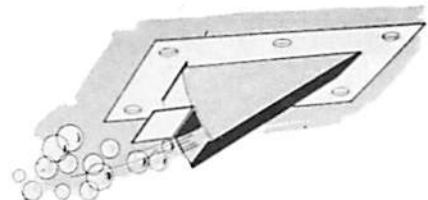
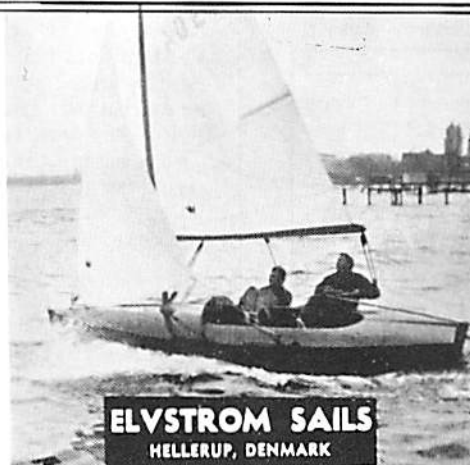
SNIPES NEWS IN BRIEF

Of continued interest to Snipers is the news that Paper Tiger, the 40-foot yawl which Charles Morgan designed, once again won the 29th annual Sir Thomas Lipton Cup Race held at Miami February 10th. Paper Tiger, the defending champion, was skippered by Jack Powell of St. Petersburg and placed first overall and first in the 14-craft Class C. The win was credited to good navigation in that they broke from the class at the start and went on a different tack north, which kept them from getting the bad wind of other boats. This win put her in 2nd place in the SCRC series, having recently won the St. Petersburg-Venice race. Then her growth of concentrated effort turned into a grin as she emerged victor of the 184-mile Miami-Nassau Race Feb. 12-13th for the second consecutive year, for this put her in first overall series standing. Charley sure is getting experience—wonder if it will help any next summer at Lake Washington. . . . With assignment of Navy officers Dick and Jack Tillman to Maxwell Field in Alabama, great interest and activity is expected in Snipe racing around Montgomery this summer. The local sailors will have an exceptional opportunity to find out what the sport is all about from two enthusiastic and well-qualified leaders. . . . Butch Rosenbaum of Gull Lake seems to have a horseshoe in his pocket, for he sold his prized Snipe one Saturday before the District 3 Championship Regatta. Imagine his pleasure (expressed by his customary aplomb) when one name was drawn out of a hat and long-time Snipe Butch got the Lippincott World Championship Snipe which the District bought. Now he just has to keep on sailing! . . . W. B. Romeling, Box 53, Van Hornesville, N. Y., reports that he is getting a new Emmons Snipe and hopes that someday they may have a local fleet on beautiful Otsego Lake, located in the heart of Snipe sailing in District 5. . . . Many Snipers, like Morgan, are active and noted in other classes and sailing events, and we are particularly pleased to learn that Basil Kelly of Nassau outsailed four ex-world champions and a former Olympic winner, James Schoonmaker of Miami Beach, to win the Bacardi Cup for Stars in Biscayne Bay Feb. 2-4. Going into the final race trailing Schoonmaker by one point, Kelly had to overhaul him on the second weather leg to win the title by just 10 seconds for the 10-mile course. Brother David (and his cigar) crewed for Basil and they also had the satisfaction of beating their fellow club mate, Durward Knowles, Bacardi Cup winner and 1947 World Champion, who took 3rd place in the 20-boat fleet. Congratulations to the Kelly boys, who once again prove their sailing prowess, of which many world Snipers are well aware. . . . Curzon Kay, P. O. Box 207, Clarksburg, Calif., reports that there are now quite a few Snipes sailing on Lake Washington and there is a great deal of interest displayed in reactivating the old Fleet 43 there. That will be good news for other California sailors, and if close to where you live, get in touch with Mr. Kay. . . . Also, Bob Krohn, Box 233, Truckee, Calif., says they have 4-5 boats in the Tahoe area and might start a new fleet. . . . And Mr. M. E. Freeman of Council Bluffs had to buy a new boat when the hull of his Snipe was badly damaged on the 4th of July by a cherry bomb thrown into the boat by a youngster. That is one for the books—insurance companies should take note. . . . Latest report from Mission Bay Fleet 495 at San Diego: GROWING AND GROWING! According to Dex Thede's records, Grand Rapids paid dues on 49 boats last year and he thinks it is the United States record, if not a world record, for all time! Forecast now is that there will be a great three-fleet race between Grand Rapids, Indianapolis, and Chicago this coming season. We are for it! Fleet 370 at Silver Lake in New York State had a good season and ended it up with another very good Harvest Regatta. This year the Snipes outnumbered the Lightnings at the Regatta. "Hurray for our side", says FC Bill Matson. . . . In the November BULLETIN, Ernest Hardy mentioned how the Snipe Fleet is growing in Massachusetts Bay. "I would like", says Frederic Gross, 142 Old Oaken Bucket Rd., Greenbush, Mass., "to let you know of further progress. We at the Wessagussett YC are about to start a new fleet as 6 of our members have just got new Grampian fiberglass Snipes, and so we will have 8 boats to start with about the first of the year. We are fixing up the boats now." Last summer's SCIRA races in New England are bring results!

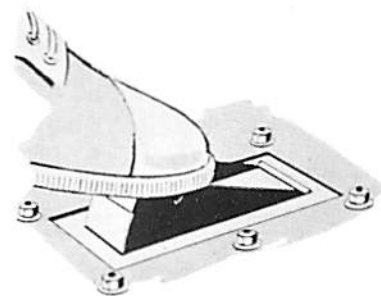


WEIGHING A SNIPE AT THE WORLD CHAMPIONSHIP REGATTA -- Interested contestants watch as officials perform this exacting task. — Photo by Fusanori Yakajima, Official Marine Photographer

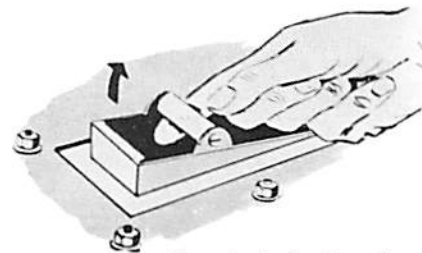
The original Elvström bailer



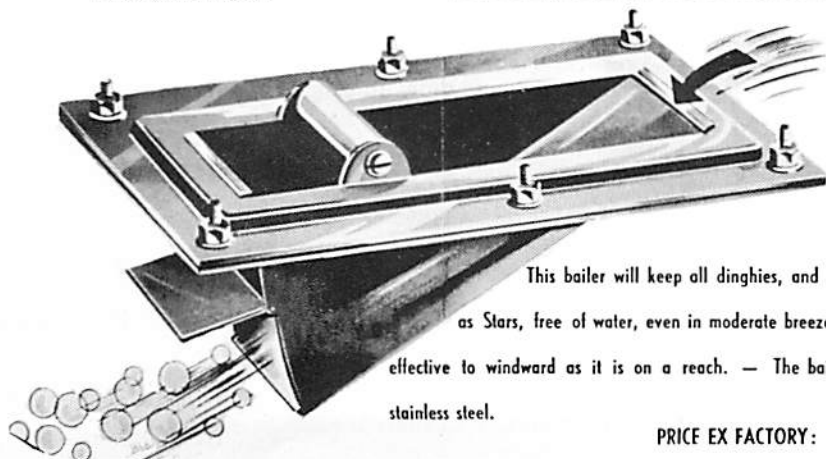
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Wells Wanderings

by Ted Wells

CHANGES IN THE CLASS RULES FOR 1962

(Ted Wells is chairman of the Snipe Class Rules Committee)

Once a year I get a break and don't have to rack my brain for something to write about. This is in the winter when I can write about the changes that will appear in the new Rule Book, which is fortunate, for I'm not doing much wandering this time of year. The following items have been voted on by mail by the Board of Governors and where changes have been approved, these will be placed in the new Rule Book.

Approval for allowing changing the length of the jib stay while racing was voted by the narrowest of margins. This does not approve a bright (?) scheme cooked up by someone on the West Coast for a forestay attachment which could be moved back and forth.

An additional measuring point was added to control shape of the stem. Lack of compliance with this dimension obviously wouldn't affect racing performance, but compliance will result in a more uniform appearance. The new limit is 1 1/4" plus or minus 1/4" back of the stem head, 21" above the base line.

Sometime ago the European Secretaries suggested checking maximum width of a cockpit with rolled down edges at a point even with the sheer rather than at the tangent point with the deck crown. This has been approved.

Some builders use a tube to carry the main halyard over the top of the mast rather than a sheave. There has been some contention that if the tube ended 1-inch from the top of the mast, the sail could be pulled up higher than if a sheave was used. It was decided that a tube cut off 1-inch from the top of the mast meets present requirements.

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In at least one European country, a Finn type adjustable tiller has been used. This consists of a tiller sliding in a sleeve attached to the top of the rudder. When in its shortest position, there is a couple of feet of tiller sticking out behind the boat. This was voted illegal.

The continued use of 10-inch numbers and electric bilge pumps was approved. Also, use of country designations is continued as optional on sails.

A method of breaking most ties was agreed upon. If places are identical, the one beating the other the most times wins. If there is a dropped race in a series in which there are an odd number of races and there is a tie, the dropped race shall be counted to break the tie. If a tie still exists, the local committee can break it any way they consider best.

Section 18 of the By-Laws will be changed to read: "During all races, a skipper must use his own sails, and the number on the sails shall correspond to a registered measured hull on which dues for the current year have been paid. If he owns more than one boat, he may use numbers corresponding to either boat."

Paragraph 64 in the Measurement Data Sheet will be changed to read: "In all races, skippers shall use their own sails. Borrowed sails may not be used."

On the aluminum mast situation, a new requirement was adopted specifying 6061 T 6 material or equivalent. The question of what is a perfect section for a Snipe mast may or may not be settled ever -- but I'm sure it won't be in the near future. I'll stick my neck out and venture the opinion that there is no aluminum mast made in the United States that is any good, and that the choice between the Proctor small mast with swinging spreaders and the larger one without spreaders is entirely a personal one. Some like one and some like the other. At the time I received my Proctor mast, the larger one wasn't available. The spreaders are a nuisance, but I haven't considered it worthwhile to change.

An aluminum boom section has been approved. (Any of the existing mast sections are, of course, approved for use as booms, but they are far from ideal). The newly-designed section is 4-inches deep, 1-inch wide, and should weigh about as much as a wood boom. The problem now is to promote someone into paying for the extrusion die and for the minimum mill run on the section.

Another bright (?) idea came from the West Coast. This was to put the jib tack on a track running across the deck so there was lateral adjustment of the position of the tack. This could have been tossed out under Rule 8, but to prevent further argument, Option 8 will be changed to read: "Height above deck may be changed while racing."

That old turkey about why we have three bands on the mast - everybody always sails with the sails at the top - popped up again from the West Coast, with the suggestion that for the one time a year you would drop the main, just use a smaller sail. Significantly, both times this suggestion has come up from the West Coast, it has been from old timers who haven't raced very actively recently. It is interesting to note that on the Snipe postcards which show a race in the Western Hemisphere Championship in Bermuda (See classified column ad), every sail is down about 9 inches. Guess the Hemispheric National Champs were just a bunch of dopes without the latest word from California!

I'm really not mad at California and I hope they don't get mad at me, because I'm just on the point of leaving for San Diego and Los Angeles to sail in regattas there. I'll have to miss Clearwater this year due to a combination of events, and if the weather degenerates again to where it was a week or so ago, I'll only get as far as the nearest snowdrift and won't be sailing anywhere until Bermuda in April.

Voice Of The People

USE OF SPINNAKERS ON SNIPE FOUND NOT FEASIBLE

"Recent comments in the BULLETIN concerning the use of spinnakers on Snipe has prompted me to look up some details of the facts in my old Snipe correspondence, and this is what happened.

There had been some demand for a spinnaker from sailors who felt it would "improve" the boat, and in January 1936, Bill Crosby wrote me that George Ratsey had designed a parachute spinnaker for Snipe, similar to those carried on 6 metre yachts. It was to be used with or without a pole, contained about 50 square feet, and was to sell for \$15 to \$20. Bill showed the spinnaker at the Snipe Dinner at the New York Boat Show, and the Rules Committee was carried away by the idea to the extent that they incorporated the optional use of this sail in the 1936 Rule Book. The idea was that, if all members of a fleet agreed to use it, okay; but it could not be used in inter-fleet or sanctioned regattas.

Bill wanted to test the worth of this sail on Snipe, and in March 1936, he and Henry Thompson of Miami tried it out on Thompson's Snipe, both at Palm Beach and at Clearwater. Bill wrote me that it worked beautifully once it was set, but it was such a 'devil of a job' to get it hoisted, set, and drawing (not to mention lowering and securing the jib), that it didn't seem worthwhile on a Snipe. Both Thompson and Bill were pretty hot sailors in those days, and could handle sails as well as anyone else, but they couldn't keep up with the boys who simply rounded the mark, set their whisker poles, and were off and gone downwind while Henry and Bill were still struggling.

Bill tried the spinnaker out in the Western Long Island Fleet that summer, with the same result, and interest in it rather fell off. There was some question as to whether the spinnaker would be allowed in the 1936 Internationals here at Oshkosh, but it was ruled that only the mainsail and Genoa jib could be used, said rule then being incorporated in the 1937 Rule Book and in all SCIRA class rule books since. Why not leave it as is?"

— Harry Lund
SCIRA Commodore 1937.

The Rules Committee has not been considering the use of spinnakers on Snipes. Present discussions have all originated in a new generation of sailors.

LIKES SNIPE

"That's just one of the many fine things about the Snipe Class -- you can usually find a fleet to sail with. Not like the National One Design and many others. I really love Snipes, particularly our own 7377 on which we've put so many hours of work. I look forward to getting the BULLETIN each month like a kid who has sent an order to Sears for his first air rifle. It is a most powerful adhesive force of SCIRA, as you no doubt have been told countless times.

Received a friendly note from Fred Schenck recently. He was on the starboard watch of M Class sloop Sirius, which was the first to finish in the Trans-Pac Race. It went across the line dragging 150' of "sea anchor" of a fouled spinnaker that they couldn't get free. He has just received a new Dragon from Portugal and hopes to be all set for the Olympic trials in 1963. "

— Clement Haines
South Bend, Indiana.

POSSIBILITY OF A FLEET IN CHILE

"Recently a friend of mine bought an old Snipe in Antogagasta and he intends to fix it up. I likewise am planning to build one this winter for my two boys so they can learn to sail when they come back from school in Germany.

There is a fair chance to build a little Snipe fleet in Iquique. I myself am an old Star sailor, racing from 1938-1944, but later my jobs and extensive world traveling excluded my chance of picking it up again. But now my kids shall go through this school of sailing, for I think it is a part of the education to form a man. "

— Horst Brose
Santiago, Chile.

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FOR SALE: BOTVED SNIPE 9732. Two times District 3 Champ; 2 times Michigan State Champ. Complete with all racing equipment, one suit of sails, and stainless daggerboard. Fiberglass covered - 425 lbs. Brand new Tee-Nee trailer included in the low price of \$795.00. Dexter Thede, 1460 Burke NE - Apt. B, Grand Rapids 5, Michigan.

FOR SALE: SNIPE 9331. Dacron sails; aluminum daggerboard; Racelite fittings; boat cover. Needs seasonal repairs and paint. Custom trailer has dropped axle, lights, and Ford wheels. All for \$550.00. Jerry Tepper, RD 2 Box 377, Madison, Ala. 534-0516.

FOR SALE: SNIPE 5888. Fiberglassed hull. Dacron sails. Racing fittings with complete rigging plus extras. Trailer included. Good condition overall - \$550.00. Lawrence Perry, 201 Edgewood Dr., East Peoria, Illinois.

FOR SALE: VARALYAY BRONZE DAGGERBOARD - weighs 80 lbs. Also 56 lb. pivot board, and one suit of Watts medium cotton sails. All items first class. Best offer takes. Mel Nichols, Rt. 7, Jackson, Michigan. Phone Grass Lake 5638.

WANTED: LATE USED SNIPE, with or without trailer. Write complete description with recent snapshot, if available. Richard Engberg, 724 W. Ridge St., Peoria, Illinois.

WANTED - USED SNIPEs for our fleet! We have several prospective buyers and we are interested in boats in all price ranges. Please send description and photographs, if possible. Barton Boat Club, 1310 Pomona Rd., Ann Arbor, Michigan.

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SNIPE POSTCARD IN COLOR showing beautiful scene of Snipes racing in the Western Hemisphere Bermuda Regatta. Appropriate Snipe and SCIRA information on the back - a fine 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.

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- Apr. 30- May - 5 BERMUDA RACE WEEK, Royal Bermuda YC, Great Sound. John P. Chiappa, Parquito, Spanish Point, Pembroke West, Bermuda.
- June 16-17 NORTHERN WARM-UPS, Wolf Lake YC, Wolf Lake, Michigan. Mel Nichols, RD 7, Jackson, Michigan.
- June 23-24 SLAUSON MEMORIAL, IVY Club, Lake Peoria, Illinois River. Dan Wesselhoft, 5419 Sherwood Ave., Peoria, Ill.
- June 30- July 1 MICHIGAN STATE CHAMPIONSHIP, Green Lake SC, Green Lake. William Wottowa, 6493 Alden Dr., Union Lake, Michigan.



*Quassapaug
Yacht Club*

SNIPES FLEET #231

Lake Quassapaug Middlebury-Conn.

Announces

Spring Series Invitation Regatta

Five Consecutive Sundays

April 29 thru May 27

Three Races Daily

Entry Requirements

- 1. Paid up Scira Card*
- 2. Measured Snipe*

For further information, write to:
Fleet Captain George Schwenk
Upper Whittemore Road
Middlebury, Connecticut.

COTTON	MAY 5-6
Contact: Frank Jones Box 265 MEMPHIS, TENN.	CARNIVAL REGATTA



"NORTHEASTERN"
Trophy

The NORTHEASTERN INTERNATIONAL

SNIPES CHAMPIONSHIP

May 26-27

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Onondaga Snipe Fleet 18
Liverpool
New York

REGATTA CHAIRMAN

Jack Cummings
Marcellus
New York

OPEN TO:

Districts 1. 3. 5 plus
the eastern Provinces
of Canada

REGATTA HEADQUARTERS

The Sahara Motel
Liverpool
New York