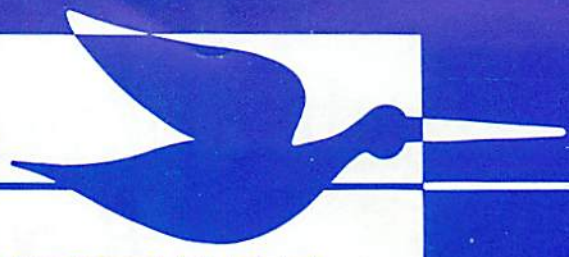


# *Snipe* **BULLETIN**



MARCH 1964

Vol. XIII No. 10



- August F. "Bud" Hook -  
1964 COMMODORE OF SCIRA



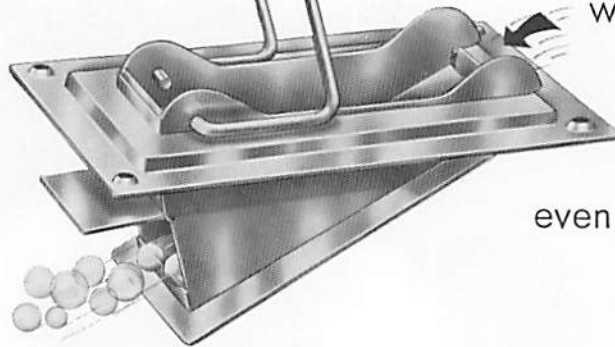


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## Voice Of The People

### A SNIPE IS AN INSIDIOUS THING!

"The trouble with being a Snipe sailor is its insidious quality. Having been contaminated by Owen Duffy, I built one Snipe and bought another one for my wife so she could sail while I raced. It turned out that she either wanted to race her own boat or crew for me while I raced! The next thing I knew I had talked a flock of impressionables into following my footsteps (this should have been "wake", but it seems that they were always ahead of me!) and so we started the Middle Tennessee Fleet. We weren't content to sail at Tullahoma, so we went to Nashville, Memphis, Atlanta, Chattanooga, and on to Columbus, Georgia. My yard went to hell (although it wasn't much to begin with) and I lived from Monday to Friday looking forward to the weekend of sailing.

Fortunately, I got a job in New York. I sold my Snipe, and moved out of the good Snipe area. I'm a new man! I've got the best yard in the neighborhood; work 50-60 hours a week at the office; and I'm building a small reputation in my profession. Also, my wife now stays home and keeps house, like any good wife should. I thank God!

By the way, you don't know where I could buy a house in this area with a drive-in basement, do you? I think I'd either like to build another Snipe or buy an old, beat-up one and get it in racing shape again." — Gordon Randall, Yorktown Heights, N. Y.

### RECOMMENDS NEW FLEETS TRAIN SEA SCOUTS

"In the two years of our existence, the Tyler (Texas) Fleet 521 has grown in size from 3 to 9 boats, with all 9 qualified as actively racing during the year. Another boat was placed in commission at the end of the fall series and not yet shaken down. Tyler YC and Fleet 521 will host the 3rd Annual Rose City Regatta over Memorial Day weekend, and we expect it to be even greater than when Bubba Horner of San Antonio won last year over 33 boats.

On April 11th, the local Sea Scout Ship will hold its regatta, using our facilities. They will sail in Snipes furnished by our fleet members. In a young organization such as ours, such activities as this can well supply the prospective crew members usually discovered in the junior program of more seasoned outfits." — FC S. A. Cochran, Jr.

### CONCERNING SANCTIONED REGATTAS

Every year there seems to be considerable confusion about getting local regattas approved and sanctioned. Although this process has been well publicized in the past, many new fleet and club officers are not familiar with it, and late compliance with the red tape causes delay in publicity of the SCIRA racing schedule for the season. Here is the dope:

As in past years and in accordance with class rules, the regatta committee will apply to the District Governor or this office for 3 blank sanction applications when making the original request for the desired dates.

If the event is an old one with all facts practically the same, it will not be necessary to fill the application out in all details — only put in the changes (if any), plus current personnel and instructions for entry which are necessary for contestants.

If the regatta is an entirely new one, without previous sanction, or if major changes have been made in location, sponsors, etc., all 3 blanks must be filled out in detail. Once that information is filed at National Headquarters, it will not need to be furnished again, except noted as above.

Return two copies to the Governor, who will then take action; if approved and assigned, he will keep one copy for his permanent files and send the other to National Headquarters whence will come official sanction for the event. The essentials include signatures of the Fleet Captain, Chairman of the Race Committee, and Regatta Chairman or Commodore of the Yacht Club stating they have read all pertinent class rules and requirements and will observe and enforce them.

no matter how you look at her, she's a

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**NO MIRRORS\***, microscopes or ouija boards are necessary to pick a Lippincott Snipe out of the fleet. The Lippincott's an **obvious** standout.

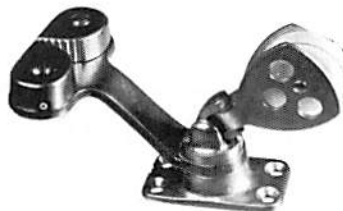
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# SNIPER BULLETIN

The SNIPER BULLETIN is edited and produced monthly by Birney Mills, Executive Secretary.

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655 Weber Ave., Akron 3, Ohio, U. S. A.

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## The Cover

### Introducing our New Commodore

When the Levinson brothers began to consider transferring their Snipe activities from their summer home in Lake Wausaukee to home-town Indianapolis, they cast eyes on city-owned Geist Reservoir as the proper spot. But it required help to get permission and grants from the city, and a stalwart work-horse loomed up in the person of one August Hook during the organization of the Indianapolis Sailing Club. Now home of one of the largest and best Snipe Fleets in the country after 8 years, Fleet 409 can boast (like Atlanta Fleet 330) of the enviable distinction of having two members hold the top office of the world's largest racing class.

It didn't take long for August to get acquainted, and soon "Bud" was a familiar name to Snipers all over the country. Seldom does one meet a more dynamic personality, and once again, the Class can be congratulated on its fine and fortunate selection of officers.

Born in Indianapolis in 1907, Bud was educated there and graduated from Purdue's College of Pharmacy, then on to Harvard Business School. As many sailors have discovered, Bud is a fighter and tough competitor - never gives up and quite likely to win; traits acquired as an athlete on the Purdue Varsity Football squad, Captain of the Swimming Team, and Water Polo player (the latter a sport where everyone tries to drown everyone else, especially the poor fellow lucky enough to get the ball). No wonder Bud goes out sailing in all kinds of weather (if he can't beat you sailing, bet he can swimming!).

He immediately went into his father's drug company, and after years of learning the business, is now president of Hook Drugs, Inc., owning 35 stores in Indianapolis and 60 more within a 75 mile radius. He has been active in chain store organizations and councils; in 1960 was Vice-President of the Chain Drug Stores comprised of 1500 units with purchasing power of \$500 million. He has held offices in Kiwanis, Better Business Bureau, "500" Festival, and Chairman of the Metropolitan United Fund for 2 years - all rather routine in the life of a successful business man. His most recent honor given in recognition of his personal contribution to the community was his selection by the 11th District of the American Legion of Indiana as the 1963 Distinguished Citizen of Indianapolis. Now he's Commodore of SCIRA!

But the one thing which puts him apart and displays his inherent liking for his fellow men has been his great interest in boys. He and Peg have one daughter, now married to Dave Caperton (a Snipe sailor, of course!), but Bud always found time to pursue his main hobby of working in the Boy Scouts. He has been a Board Member of the Indiana Council, BSA, for 24 years; recipient of the Silver Beaver Award in 1947; in 1960 President of the Central Indiana Council. Also, in 1961, elected to the Region 7 Executive Committee co-ordinating scouting activities in Indiana, Illinois, Michigan, and Wisconsin.

Many a young lad sailing today got started through Bud's

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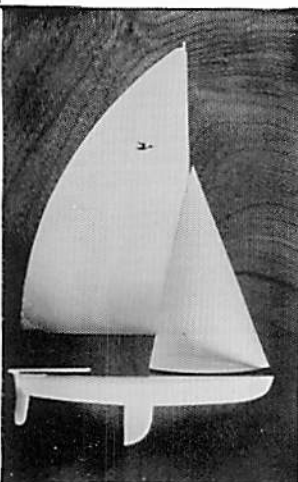
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interest and encouragement. As one of them remarked recently, "Well, after Buzz and Bud got after me and gave me the works, I had no choice than to be a Snipe sailor. How could you say "No"! to those fellows?"

As a sailor, Bud has been a spark plug and Past Commodore of the ISC; as a Sniper, he has won his fair share of honors. No one goes to more regattas and tries harder or with more enthusiasm -- and that is why SCIRA members can rest assured that nothing will be overlooked in class affairs this year. If hard work and executive ability can solve class problems, Bud is the man to lead the way, for he has plenty of both requisites.

## THE COMMODORE SAYS

"First, I want to thank everyone from SCIRA for the great honor to become International Commodore of the largest sailing organization in the world.

I also realize that with this honor, there is a vote of confidence that I will continue to steer the organization to the goals that have been set up by past officers of SCIRA. I will attempt to do as good a job as I know how, but I must hasten to say that many more people will be involved in a successful year other than just myself.

SCIRA is a widely scattered group of enthusiastic sailors who are interested in the Snipe class. Because of the many distances between us, the cement that holds us together is the monthly BULLETIN so ably handled by Birney Mills.

In order for us to improve, it will be necessary to first form committees who fully understand that communications will be their biggest problem and will require use of all the facilities at hand; namely, common meeting places such as regattas, the telephone, and the international postal channels. Discussions by mail and telephone, of course, are not easy and the people who are appointed on committees will necessarily have to be rugged individuals to jump this communication barrier to get a job done. It is not impossible, as I see it, and it is our easiest and fastest way to reach goals for a better SCIRA."

*August F. Hook*

### The 1964 Annual Meeting of SCIRA

The meeting was held as scheduled Sat., Feb. 1st at the Chicago Yacht Club at 11:30. Commodore Hughes presided with Board Members Dr. Angel Riveras of Spain, Wells, Wolcott, Hook, Norwood, Tillman, Keary, Schaeffer, and Mills in attendance. About 50 SCIRA members including Past Commodores Buzz Levinson and Eddie Williams were present.

After standing self-introductions, Commodore Hughes gave a brief speech of welcome. He announced the results of the election of officers for 1964 as follows:

Commodore August F. Hook - Indianapolis, Indiana  
Vice-Commodore Basil Kelly - Nassau, Bahamas  
Rear-Commodore John Wolcott - Fairfield, Connecticut  
Executive Secretary-Treasurer Birney Mills - Akron, Ohio.  
Chairman Rules Committee Ted A. Wells - Wichita, Kansas.  
New Board Members chosen were:

3 year terms - Secretary of Northern Europe (Svend Rantil of Sweden now in office)  
Secretary of Southern Europe (Dr. Vieri di Lasinio of Italy now in office).

John Jenks of Palo Alto, California was elected for the 2 year term vacated by John Wolcott; Dick Tillman, Bryan, Texas, was chosen for the 1 year unexpired term of Roy Yamaguchi.

Dr. Angel Riveras (Spain), Fernando Pedroza (Rio de Janeiro, Brasil), Doug Keary (Canada), Dr. Bob Schaeffer (San Diego, California), and Immediate Past Commodores Floyd Hughes and Dr. Sam Norwood continue on the Board.

A motion to suspend the readings of the minutes of the last meetings at Fort Worth was sustained.

Secretary Mills gave a brief summary of the year's activities. Since the BULLETIN has contained complete accounts during the period, the highlights only are mentioned here: Numbers for new

boats went from 14088 to 14674, the 576 being the 3rd best year in SCIRA history, exceeded only by 611 in 1961 and 755 in 1962, and 117 over the 32-year average of 459. 17 new fleets were chartered; important steps taken to bind the 28 member countries into a more international organization. The Western Hemisphere Regatta in Brasilia, participation of Snipe in the Pan-American Games, and the fine World Championships at Bendor, France, with entries from 22 countries brought excellent publicity to the Snipe Class. The BULLETIN was printed in 12 numbers of 16 pages with a monthly circulation now of 4100 copies. He concluded the future of Snipe and SCIRA is bright in spite of strong competition.

Doug Keary of Canada described the coming Western Hemisphere Regatta to be hosted by the Oakville Yacht Squadron at Oakville, Ontario, in September and hoped it would be a model for all future events. The organization will provide 15 similar fiberglass hulls made by Gramplan for all contestants. These boats are offered to purchasers now at special low discount prices, with delivery effected after the regatta. He asked for possible buyers to thus help in staging this event.

Dr. Schaeffer discussed preparations now being made for the U. S. Nationals at San Diego and warmly extended invitations and hospitality for the races in August 1964.

Commodore Hughes announced that the 1965 World Championship Regatta had been awarded to Spain and the Canary Islands. Dr. Riveras expressed his pleasure, describing the fabulous facilities at Las Palmas, and predicted the event would be late in September or October under favorable trade winds. This will probably be the largest Snipe WC Regatta ever held.

Mills gave a short resume of the treasurer's report, stating net receipts were about \$1000.00 larger than last year; that U. S. members contributed 94 1/2% of the total money handled. In spite of the fact that \$5300.17 was transferred to the U. S. Snipe Fund (the increase in dues paid by U. S. members), the year closed with \$6817.77 in the bank, all outstanding large obligations paid off, and a net equity of \$15,248.57.

Most of the afternoon was consumed with consideration of the report made by Ted Wells, Chairman of the Rules Committee. (See WW Page 9 this issue for complete report of final action).

It was moved by Dr. Schaeffer, seconded by Tillman, that the construction of fiberglass hulls be allowed under the same tolerances and class specifications as approved by IYRU and now in effect for wood hulls, with the effective date of this motion being January 1, 1965. This would eliminate the use of molds made from the official SCIRA mockups and allow all hulls which met IYRU class specs to measure in regardless of material used in construction, provided it was approved material. The voice vote showed 4 against the motion and 6 in favor. Commodore Hughes decided that all members of the Board should vote on this important matter and ballots were ordered sent to the 4 absentees. A majority decision will be announced when reached.

Approval was given of a new South Atlantic Regatta to be held during Easter Week of even years starting in 1964 between Argentina, Brazil, and Uruguay.

Announcement was made of the acceptance of a memorial trophy for Eleanor Williams for the U. S. National Regatta donated by Commodore Williams. Official regret was expressed in the loss of Mrs. Williams and Roy Yamaguchi of Japan.

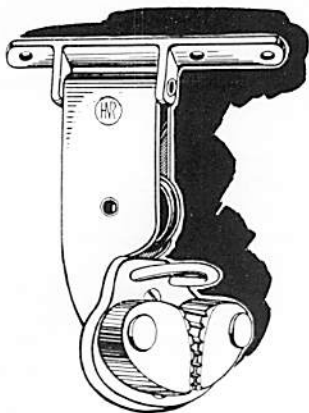
Commodore Hook announced (1) a committee would be appointed to study and make recommendations to re-district the U. S. as now constituted. Permission was granted to the new fleet at Yankton, S. Dakota, to sail officially in District 2 in 1964. (2) a competition for the designing of suitable class emblems and insignia for international use would be instigated shortly.

Moved by Hook, seconded by Keary, that a registration fee of \$25.00 for all new boats be established. Defeated.

Moved by Tillman, seconded by Schaeffer, that all Snipes participating in international and national championship regattas must measure in under IYRU tolerances starting in 1965. Lost. The U. S. National Regatta for 1965 was awarded to Fleet 131 at Peoria, Illinois.

Commodore Hook announced that the SCIRA Annual Meeting for 1965 would be held in Indianapolis, Indiana, on January 30th. Meeting adjourned at 4:50 P. M.

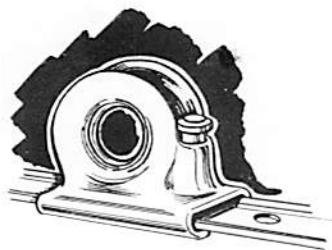
A banquet, preceded by music and cocktails, was held in the CYC that evening. Movies were provided by Chicago Fleet 86.



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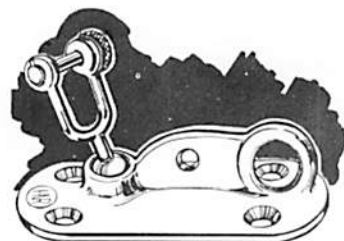


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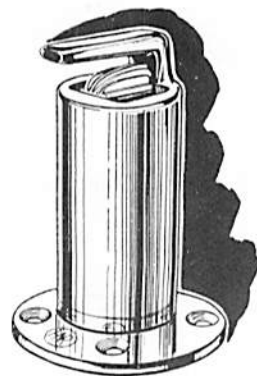
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Made of chrome plated bronze alloy and comes complete with fastenings. Mounts on aft end of centreboard box and takes 5/16" or 3/8" dia. sheet. Weighs 11 ozs., height 3-1/2" with a base dia. of 2-1/2"

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## THE LEEWARD MARK

Rules -- Having finally reached the leeward mark of the course (after 8 months!), we continue our consideration of rules and tactics at this point.

Of special interest at the leeward mark terminating a downwind leg is that under Rule 42.1, even though the inside boat nearest the mark is on port tack, overlapped boat must give room. This is one of the two exceptions to the Fundamental Rule (36) which requires a port tack boat to keep clear of a starboard-tack boat. Just be sure if you are pressing to apply this exception to the starboard-tack rule that you actually are "about to round, or pass a mark."

Also, when considering rules applicable to rounding the leeward mark, the importance of Rule 42.1c as was the case with the Reaching Mark, cannot be overemphasized, when there is any question at all whether it is possible to establish an inside overlap on a boat ahead in time — DON'T!

Tactics -- Tactics to apply when rounding the leeward mark may depend on the proper assessment of the ability of your competition which is about to round the mark just ahead. If you think he may take the mark wide through lack of experience, or the percentages are that some form of catastrophe will overtake him (such as dropping the whisker pole, fouled up jib, or main sheets, etc., resulting in a loss of windward position), be alert to cutting the mark very close and possibly passing him shortly thereafter to windward. On the other hand, if your competition just ahead is Bob Huggins, or a Harry Levinson, forget the idea of gaining immediate windward position, but rather take the mark somewhat wide in anticipation of going below for clear air and hopefully shortly thereafter to a safe leeward position. In any case, the objective when approaching a leeward mark with close competition just ahead is to plan a course of action calculated to immediately gain a position of clear wind when starting up the windward leg. Sometimes this objective may be gained by immediately tacking after rounding the leeward mark; however, care must be taken not to tack directly in the path of oncoming boats about to round the mark, or that the tack will take you in the wrong direction in respect to wind, tide, etc.

If you are the lead boat covering a closely following competitor, approaching the leeward mark should be done wide enough to leave as little as possible room between you and the mark (on the upwind side) and if you're Huggins or Levinson at this point you don't have to worry much about the trailing competition going by on either side.

Newly elected SCIRA Governor John Jenks took an active part in promoting Snipe in the San Francisco Boat Show in February and 3000 descriptive folders prepared by him were passed out to good prospects. "The willing horse gets all the work!"

## District 3 Holds Annual Meeting

The District 3 winter meeting was held in Indianapolis on January 18th with 11 fleets and four states represented. New officers taking over are: Frank Fehsenfeld (Grand Rapids), Governor; Dan Wesselhoft (Peoria), Vice-Governor; Paul Zent (Indianapolis), Rear-Governor; Chuck Greaves (Chicago), Secretary; and Stan Salzenstein (Peoria), Treasurer.

The District Championship Regatta was awarded to the Crescent Sail Yacht Club of Detroit on July 10-11-12. The reactivated Detroit Fleet 5 is growing rapidly — its last major Snipe regatta was the U. S. Nationals in 1942. Former Thistle Champion Jerry Jenkins is the regatta chairman.

Also, the Snipe Junior Championship inaugurated last year was voted to Gull Lake and it will be late in August. It promises to be the largest Junior regatta ever held in this area.

District 3 now boasts over 500 active Snipes spread over Indiana, Illinois, Michigan, Ohio, Wisconsin, and Minnesota.

## Important Spanish Snipe Regatta —

During the period Apr. 30 - May 3rd, the already classical regatta for Snipes - "Gran Trofeo Valencia" - will be celebrated in Valencia, Spain.

In spite of its short history, this regatta has already obtained a great deal of prestige in nautical centres throughout Spain and other foreign countries. This is due to its carefully planned organization, the valuable trophy to be won, the wonderful conditions for racing permitted in the Bay of Valencia, and the exquisite hospitality of the Valencian Nautical Club, organizers of these regattas.

The numerous and select assembly of Snipers, from all over Europe, together with the aces of Spanish racing, who have competed in past editions, show the importance and transcendence of the Gran Trofeo Valencia in the International Nautical calendar.

The Organization Committee has already begun hard work to make this regatta the best yet and all possible details are being carefully studied to insure the best technical development of these races.

Noted below, as general information to all Snipers, are the past winners of the regatta, since its foundation:

- 1960 - "LUIISA" - Juan-J. Gomez Raggio (Spain)
- 1961 - "MANDRIOL" - Mino Dellacassa (Italy)
- 1962 - "MANDRIOL" - Mino Dellacassa (Italy)
- 1963 - "CANUTO XIV" - Duke of Arion (Spain)

The first "Gran Trofeo Valencia" was finally won as a personal possession by the Italian Champion, Mino Dellacassa, as a result of his consecutive wins in 1961 and 1962.

The second trophy, like the first one, is kindly donated by the Town Hall of this city and is even more valuable than the original. It consists of a marvellous silver sailing ship; an authentic reproduction of the historical "Santa Maria", and it is mounted on a pedestal which is engraved with different aspects of Valencian scenery. It was ordered from the best Spanish workshop of gold and silver, famous for their intricate work and artistic value, not to mention the just price of the trophy - \$1,000.00.

The zone where these tests will be run is exceptional for the medium force and fixed direction of the wind, thus eliminating the fates of fortune and offering occasion for the teams to demonstrate their nautical skill. The temperature at this time, having full levantine spring, animates the pleasure of racing — if that's to be needed!

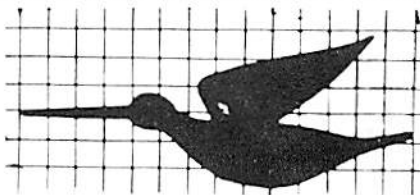
Negotiations have already begun in order to obtain a brilliant participation from both foreign and Spanish crews and without doubt are having effect, as we are already counting with the most eminent "tillers" of Europe.

A fine programme of events and social acts prepared for participants and their friends include the traditional cocktail reception, a lunch Valencian style in a beauty spot of the outskirts of the city, nightly "Fiestas", and not forgetting the Gran Gala Dinner during which the trophies will be awarded. An advance programme will shortly be sent to all Nautical Clubs in time for all to send their entries to the VNC. The attractive programme for the reunion of the "elite" of foreign Snipers will compensate, we are sure, for the difficulties to be overcome in order to carry out a perfect regatta.

— A. Lorente Marti, Commodore Royal Nautical Club of Valencia.

## The Official Snipe Insignia

Here is the design of the official Snipe bird as originally drawn by Bill Crosby and then printed on Sheet #1 of the Snipe plans for over 30 years. Many have never seen it.



Each square equals 1" - top of wing 5" from top of sail. Racing numbers 10" high placed directly under insignia.



## Texans Hold a Halloween Regatta—

1959 CHAMPION DICK TILLMAN DRIFTED TO VICTORY!

Woodlawn Sailing Club held their annual regatta on Halloween weekend, Oct. 27-28, 1963. The races were sailed on Lake McQueeney, about 35 miles northwest of San Antonio, Texas.

A total of 21 boats competed for the Alex Shaffer Memorial Trophy. Former National and District champions were entered, with one coming from as far away as California.

Because of the lack of wind (a gross understatement!), there was only one race sailed Saturday. It started with a reading of 0-2 mph with an occasional gust up to 4. Dick Tillman, from the Abilene Club, took an early and lengthy lead on a triangular course. The most exciting part of this floater (local S. A. slang for a drifter) came at the finish. As usual, there were about 10 boats coming from all directions reaching the finish line at the same time. Both the skippers and the race committee had to extra sharp and wide-awake in this melee.

After the last boat had crossed the finish line, activity (?) was called for the day with hopes of good wind tomorrow.

Most skippers rose early, rushed to the lake, and dropped in the nearest chair. There wasn't even a ripple on the water. It was agreed to sail only one more race in the regatta.

The race started late - but it started, and the course was a reverse of the day before. Frank Riesenecker of San Antonio got out in front, but just as he reached the first mark, the boats from behind drifted by. This process repeated throughout the entire race. If you were in the back of the fleet, all you had to do was to wait a half a leg and you would be up in the front of the pack. Some skippers thought the race would never end, but it finally did, with Tillman winning again. He was followed by Jimmy Zars of Woodlawn SC and Joe Ramel of Kansas City. Thus he won the regatta with a clean sweep.

During the trophy presentation, a special trophy was given to Frank Riesenecker. This is a perpetual trophy consisting of the box the last trophy came in, and is given to the skipper finishing one place out of the trophies.

After all the trophies were presented and farewells spoken, the visitors headed homeward, stoutly claiming this was one of the best regattas Woodlawn ever had, even though there was no wind. Perhaps we can do better at our Fiesta Regatta next Spring, so everybody plan to come!

### FINAL RESULTS - SAN ANTONIO HALLOWEEN REGATTA

BOAT	SKIPPER	Club	RACES	1	2	Pts.	Fin.
11793	R. Tillman	Abilene, Texas	1	1	3200	1	
9093	K. Zars	Woodlawn SC.	4	5	2665	2	
12888	J. Ramel	Kansas City, Mo.	3	9	2468	3	
14290	B. Cummings	White Rock SC.	2	11	2421	4	
12009	W. Botzler	Woodlawn SC.	9	4	2393	5	
11209	L. Woodbury	Woodlawn SC.	7	6	2381	6	
13631	B. Wheeler	White Rock SC.	12	3	2285	7	
13933	L. Nelms	Ft. Worth BC.	5	10	2257	8	
12334	J. Zars	Woodlawn SC.	17	2	2097	9	
14641	Fred Schenck	Newport Harbor, Cal.	11	8	1989	10	
10009	F. Riesenecker	Woodlawn SC.	6	14	1954	11	
11796	J. Jellerson	Woodlawn SC.	8	12	1930	12	
13857	E. Abbott	Waco YC.	20	7	1597	13	
11619	M. Cruce	Oklahoma City, Okla.	10	16	1586	14	
11888	D. Williamson	Ft. Worth BC.	15	13	1460	15	
13676	W. Ott	Tyler YC.	14	15	1405	16	
13045	F. McIntyre	Austin SC.	13	20	1225	17	
12006	J. Russell	Woodlawn SC.	18	19	1013	18	
13222	J. Muller	Ft. Worth BC.	19	18	1013	19	
13048	F. McBee	Austin SC.	21	17	976	20	
10793	F. McFadin	Austin SC.	16	dns	625	21	

## ATTENTION— all Fleet Measurers

The USE of two official Measurement Data Sheets in the Snipe Class is caused by the adoption of the IYRU specifications in 1959 - A for those hulls built under the old original tolerances, and B for those under the IYRU tolerances (after 12600). In all other respects, the same class specifications apply to both hulls. Thus, the new mast and boom bands specifications apply to all boats, even though A still shows the old requirements. We do not deem it necessary to constantly revise A as we have a good supply on hand for measuring the hull. Use A for hull specs; in other respects, an old boat may have modern improvements allowed on B. Check on B, but send in only A properly marked.

## Snipe News from Brasil

The Conrad brothers did not bring their boat Skipper II 13255 (see cover of last month's BULLETIN) back with them from Europe, as they sold it there. They have been using 11088 - Triton - and will race in it at Puerto Buceo, Puerto Buceo near Montevideo, Uruguay, will be the place for the first South Atlantic Championship, a regatta which has been planned for over a year and recently approved by the Board of Governors. The dates are March 20th to 26th. The first four top skippers of the Brazilian National Championship for 1963 will be there; namely, Reynaldo Conrad, Gastao Altmayer, Nelson Piccolo, and Axel Schmidt - a Paulista, two Gauchos, and one Fluminense. But many more Snipers will be on hand. At least 6 Paulistas and one Carioca. All will go by road and with their trailers.

Mr. Leopoldo Geyer has been invited to head up the Brazilian invasion at Montevideo. He has had a lot of practice at such jobs. He is a grand old man who enjoys the work - and all the sailors enjoy his company, too.

The National Championship for 1964 will be at Brasilia next July 19-28. The winner will then fly with the defender Reynaldo Conrad to Canada next August for the Western Hemisphere Championship. It should be a fine regatta!

—Fernando de Avellar  
National Secretary for Brasil



This picture, taken during the 1959 World Championship Regatta at Porto Alegre, Brasil, shows two men prominent in SCIRA of Brasil.

Fernando Gomez Pedroza (left) was elected General Secretary for the Western Hemisphere last year. Formerly active in Natal, he is now the president of a bank in Rio de Janeiro, where he is in close contact with Fernando de Avellar, National Secretary for Brasil for many years, and the famous Schmidts

On the right is Leopoldo Geyer, noted sailor from Porto Alegre, who, as President of SAVEL, has encouraged many lads to take up Snipe sailing by financing ownership of boats and leading the way to active competition. Active in ocean racing with other members of his family, he has long been recognized as the father of small boat racing in Southern Brasil. In appreciation of his services, Mr. Geyer was elected an Honorary Commodore of SCIRA in 1956.

Both men have donated national trophies for Snipers in Brasil: The Leopoldo Geyer Perpetual Cup is for the Brazilian High-Point Championship and the Cecelia Pedroza Trophy is awarded to the individual champion of Norther Brasil.

The International Snipe Class is indeed fortunate to have such fine gentlemen interested in our organization.



Wells

Wanderings



by Ted Wells

### REPRIEVE

Once every year I get a break - I don't have to think up anything to write for this column. I'll admit it is gypping a little, but it is all I can do to write up the rule changes from the Annual Meeting without trying to be creative. (I do have to make a living on the side. This job doesn't pay much).

These rule changes come from experiences during the year, from meetings of National Secretaries, and from complaints and suggestions from all Snipers. According to the book, they are supposed to be in the hands of the Executive Secretary not later than June 1 (Section 30, Constitution). They never are. They are then circularized to the rules committee for their comments, to all National Secretaries, and to all Board Members for their information and then submitted to the Board of Governors for decision at the Annual Meeting. With over thirty countries involved, coping with changes is difficult and it was the unanimous suggestion of the European National Secretaries that changes be made only every two years - except in dire emergencies. This has merit and was agreed to. I'll have to write a WW for March next year.

A general modernizing of the Year Book is being carried out, catching as many as possible of the errors which have crept in in the last thirty some years, and making the Year Book truly representative of a really international organization. Each country will have a national supplement of its own, if it desires. Many of the minor corrections will be skipped here. Read your rule book when you get it. The following comments are supposed to be in order as you start from Page 53 of the 1963 Year Book.

**SECTION 10.** Sentence added - Co-owners may not sail borrowed boats in regattas where this would result in more than one boat sailing with the same number.

**SECTION 16.** Add a phrase - " and a trademark approximately four inches in diameter. "

**SECTION 18.** Reword as follows - "During all races, a

skipper must use his own sails, and the number on the sails must correspond to a measured hull on which dues for the current year have been paid and registered in the skipper's name. " Second and third sentences not changed.

### SUPPLEMENT TO THE MDS FOR FIBERGLASS HULLS

The National Secretaries at Bendor had an unanimous recommendation that fiberglass hulls in countries outside the United States be built to the same standards as those in the U. S. A. except that the Association owned Master Mockup obviously would be impractical to use, so a mockup must be constructed to the exact center of all tolerances except for sheer height, which must be within 1/4" of maximum, also the stem contour, cross section radii, and hull cross sections back to station 1 must correspond exactly with the full scale loft lines. This passed at Chicago without much discussion except that some people had been taking liberties and had been caught. Things didn't get wild until considerably later, when a diametrically opposed motion was made and it became apparent that people really gave only lip service to the true one-design concept. (it is fine for everybody else, but there just might be a gimmick no one else has thought of. The human soul seems to have a slight larcenous tendency rooted down deep). What finally comes out of this hassle remains to be seen, but at least the person proposing letting people fiddle as they please with tolerances on fiberglass hulls ditched his constituents who had given him an additional mandate to drop the royalty charge on fiberglass boats since it was no longer justified by the fact that the master mockups are owned by the SCIRA. Whether he didn't have time to get this one in or had read the treasurer's report and had noted that the main thing that has kept SCIRA solvent in the past ten years has been royalties from fiberglass hulls, I don't know. Anyone want to run the Association for free? What happens to the motion to do away with the one design concept on fiberglass hulls will be reported elsewhere and later.

In any case, on page 72 under "Tolerance" this paragraph becomes "all fiberglass boats must be measured to standard tolerances. If desired, floorboards may be bonded directly to the bottom of the boat, omitting supports. A fiberglass and foam sandwich floor structure may be used. "

**PARAGRAPH 23.** A suggestion had been made to eliminate floorboards as a requirement, as they cost money and really don't do anything. There was opposition from an appearance standpoint, so the fourth sentence only will be omitted, which still requires them to be used, but makes their location optional.

**PARAGRAPH 35.** In the aforementioned hassle which developed at the end of the meeting, the subject of limiting the size of the hole in the deck around the mast got sidetracked. It was the

(WELLS WANDERINGS continued top of Page 10)



"NORTHEASTERN"  
Trophy

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SNIPER CHAMPIONSHIP

May 30-31, 1964

Saturday and Sunday

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against National and  
District Champions from  
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- \* Fiberglass floor board structure
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- \* Adjustable jib fairleads on double recessed track
- \* Weight to meet SCIRA's specification
- \* Whisker pole and paddle
- \* Slotted mast and boom of laminated wood or aluminum

"Ask The Man Who Sails One"

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(WELLS WANDERINGS from Page 9)

unanimous recommendation of the European Secretaries that this size be limited. Something should have been decided, but wasn't, so until and unless someone objects violently, a limit of 6" and 8" will be in effect.

**PARAGRAPH 45.** The new book will show final approval without spreaders of the section previously given tentative approval in Paragraph 45 (4).

**PARAGRAPH 48.** It was brought up in early correspondence, but not formally voted on because of late developments previously mentioned that the second sentence *should now read* "anchorage of jib stay and shrouds may be under deck, but location and length of jib stay and shrouds must be incapable of any change during a race." This change will be incorporated as the sense of the change has been approved.

**PARAGRAPH 56.** The tiller obviously was meant to be included in the empty weight.

**PARAGRAPH 66.** That "light pull of 3 lbs. applied to the corner opposite" is now eliminated. This is a blow to the cleverer people with larcenous instincts, and a great time saver for measurers at big regattas. Also, that monumental goof which occurred years ago and went undetected until last year has been corrected - the foot of the jib requires an 8 lb. pull also when being measured.

**PARAGRAPH 70.** Some revision here to show that IYRU now only required 10" height on national designations, to require display of national designation in international regattas, to specify that this designation be above the number instead of ahead of it, and to require the use of a uniform, official Snipe, a full scale drawing of which is obtainable from the Executive Secretary. (All this from the National Secretaries at Bendor. To forewarn sailmakers, an advance bulletin was sent out on this. Not long ago, I got an irate letter from a country outside the United States informing me that I had goofed in sending out the full scale drawing of the Snipe as shown on the official plans. They had photographically blown up the little tiny Snipe on page 4 and the neck on mine was too thick. (You can't win them all!)

**PARAGRAPH 71.** To eliminate an anachronism:

Change the first line to read:

Foot-----6'5"	Over	Under
	none	No limit

**UNDER POINT SCORES** Page 178. An insert in the first paragraph has been added as follows:

At the option of the local fleet, unpaid members may sail registered boats in fleet races in order to promote interest among non members. They shall receive no points and they shall not count as one of the minimum numbers of boats required to make an official race.

**PARAGRAPH 3** on Page 178 - change the first sentence to read:

Points shall be awarded to skippers, but in the case of co-owners, only one skipper can qualify for the National Championship, only one skipper can sail in any sailboat regatta, and only one point score can be counted for national and international point scores.

**PAGE 182.** Where between 41 and 50 boats are racing, the points for 1st through 9th place shall be for the squares of 50 through 41, and 10 places are added to the positions in the left hand columns below. Where between 51 and 60 boats are racing, the points for 1st through 19th places shall be the squares of 60 through 41, and twenty places added to the positions shown below. The same principles shall apply in case of larger numbers of contestants.

(These squares will appear in the Yearbook, so you won't have to compute them).

**RULES FOR CONDUCTING SANCTIONED REGATTAS.**

These met with general approval in Europe, except they (and most people in the U. S. A. ) did not understand the last half of the second sentence. The rule number is obsolete anyway, and it has not proven necessary, so it will be omitted.

At several points, "IYRU" will be added to "NAYRU" (they  
(WW continued bottom 2nd column page 11)



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**FOR SALE: BRITISH ROCKALL SNIPE SAILS - \$98.00.** New. R. Hailstone, Box 3856, Wilmington, Delaware.

**FOR SALE: GERBER SNIPE 12228.** Plywood hull, newly finished, complete with extras plus trailer; two suits of sails. Ready to race. Good racing record. \$1000.00. Bob Carlough, 181 Arch St., Rumsey, N. J. or Box 3381, High Point, N. Carolina, Tel: 382-9197.

**FOR SALE: SNIPE 6446 built by DUNPHY.** Cedar planked hull, plywood deck. Two dagger boards - one steel and one aluminum. Racelite fittings. Watts cotton sails. Full cover. Always dry-sailed - in very good condition. Boat only, \$475.00; or with two year old Alloy trailer, \$600.00. Don Black, 2636 Nottingham Rd., Columbus 21, Ohio. Call 486-9040.

**FOR SALE: PORTUGUESE SUCTION BAILERS.** Extra wide for bailing on-the-beat as described in "Well's Wanderings". \$15.00 postage paid. COMTEK, 135 Main St., Woburn, Mass.

**MUST SELL SNIPE 2255** to meet college expenses. Brand new mast, boom, rigging, fittings, tiller, pimm.line. Complete in every respect. A steal at \$425.00. Tell your friends about this sensational offer. Karl Maier, Box 25, Wesleyan Station, Middletown, Connecticut.

**FOR SALE: 1 year old suit of BOSTON FULL SAILS** in excellent shape for only \$85.00. One MURPHY & NYE main sail used twice for \$50.00. Dan Wesselhoft, 5419 Sherwood Ave., Peoria, Illinois. Phone 309: 688-5057

**WANTED:** Good low priced Snipe, trailer, and equipment. Racing condition. Send details to George Sewell, 66 Rio Vista, Durango, Colorado.

**FOR SALE: SNIPE 2118.** Good condition, sound planked hull, stainless rigging, bronze centerboard, 2 sets of cotton sails. Ready for the water. \$300.00. Jim Kennedy, 137 Summit St., East Providence, R. I. Tel. 401: 434-1453 or days 434-3311.

**FOR SALE: ULMER medium weather dacron sails** for \$60.00. English ROCKALL sails in excellent condition \$60.00. Paul Henkert, 2001 South York, Denver 10, Colorado.

**FOR SALE: SNIPE 10375.** Fiberglass-covered plywood, minimum weight with aluminum board. 1 suit of Watts, full cut: 1 suit of Morgan, medium cut. Fleet champion 4 out of 5 years. \$800.00. Snipe trailer \$75.00. Will deliver within 400 miles. Martin Hellar, 25 Westwood Cr., Dover, N.H. Tel603: 742-7587.

**FOR SALE: SNIPE 10818.** Fiberglassed when brand new, spray-painted, always dry-sailed. Minimum weight; aluminum dagger board, stainless steel stays and halyards with winches. Beautiful mahogany deck with extended sheer and turned-down cockpit coaming. Roberts Orlon sails; trailer with lights, new tires and dolly. Excellent racing record in District 3 competition. Price \$850.00. R. L. Hall, 720 Willow Rd., Winnetka, Ill.

**FOR SALE: GERBER SNIPE 12227.** Ratsey dacrons; measurement certificate; bronze board; all racing equipment; trailer; mooring cover. \$1060.00. Will deliver within 200 miles before April 1st. R. N. Hewett, 21 Cutler Drive, Springfield, Vermont.

**FOR SALE: BOTVED SNIPE 9732.** Former District 3 and Michigan Champion. Watts full dacron sails. Complete racing equipment. Fiberglassed hull; mahogany finished deck; custom canvas deck cover; stainless centerboard. \$725.00 includes new Tee Nee trailer. W.E. Wilson, 1107 Hol-Hi Dr., Kalamazoo, Mich.

**FOR SALE: MURPHY & NYE FULL MAIN AND WINDOW JIB.** Used 14 times. Excellent condition. Price \$139.00. W. E. Shurtz, 433 E. Ransom St., Kalamazoo, Michigan.

TWO EVENTS FOR SNIPEERS IN '64

# 1

*The Spring Series*

*At Lake Quassapaug*

*The First Snipe Competition*

*For 1964 in the Northeast*

*Beginning on Sunday April 26th*

*And Ending on Sunday May 24th*

*Three Races Each Sunday*

*Starting Time 12:30 P. M.*

*Total of 15 Races*

*Top Flight Competition*

*Prizes for top 3 Boats*

# 2

*Whittemore - St. John Regatta*

*Invitational Spring Championship*

*May 30 - 31*

*Two days of Racing*

*Three Races Daily*

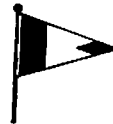
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*Quassapaug Yacht Club*

*Box #231*

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**A REGATTA PLANNED FOR YOU —**

**PEORIA** SLAUSON MEMORIAL REGATTA

June 27-28, 1964

Write for info: L. Leber, 1707 E. Shady Oak  
Peoria, Illinois

**SITE OF THE 1965 U. S. NATIONAL CHAMPIONSHIPS**

(WELLS WANDERINGS from page 10)  
say the same thing now).

**UNDER PARAGRAPH 5(b).** The Europeans shudder at the idea that a nautical organization uses miles per hour instead of knots. Therefore, the limiting nominal velocity here (and on page 193) will be changed to 25 knots. This actually reduces the maximum by 1 mph, which will make some people happy, and cancel the start of a few District 2 races in the spring. (U. S. A. District 2 that is - other countries have districts, also; apparently not so breezy).

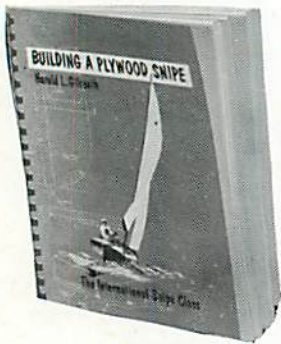
**RULES FOR CONDUCTING NATIONAL AND INTERNATIONAL CHAMPIONSHIP REGATTAS.**

These are changed to specify a 60 triangle as the desired triangular part of the course instead of a 45 - 90 - 45 triangle. and also to permit moving of the windward mark after the first beat. Wearing of life preservers may also be required by displaying a red flag from the stern of the committee boat. In World, Western Hemisphere, and European Championships, only three suits of sails may be measured and used.

**MISCELLANY.** Fiberglass masts and rudders were given tentative approval (subject to satisfactory practical experience) and for the present time at least, it was decided that measurers should overlook the fact that in the present craze for bending masts, some masts are being built with considerable curvature in — no sails, no wind, and of course, no larceny in the heart.

Lowry Lamb  
409 Lockwood Dr.  
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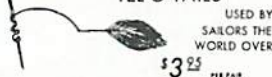
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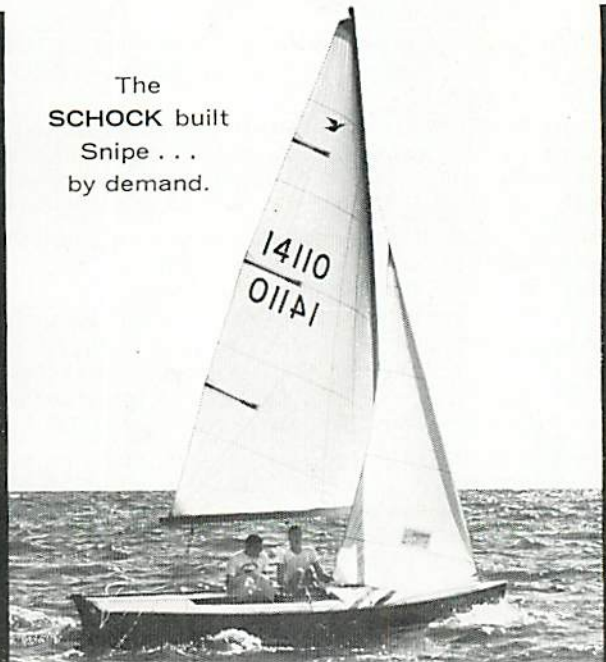
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