

*Snipe*



**BULLETIN**



MAY 1962  
Vol. XI No. 12

Proposed Revision of U. S. Nationals  
Weight Problems of a Snipe

**GERBER Built Snipe**  
 Owned and Sailed by Ray Kaufman  
 won  
**1961 Long Island Sound Championship**  
**District 1 Championship**



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## SNIPE BULLETIN

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

Address all correspondence to:

Snipe Class International Racing Association,  
 655 Weber Ave., Akron 3, Ohio, U. S. A.

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\$2.00 Per Year.

Owners of measured and paid-up Snipes receive  
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### The Cover

AND WHY DO PEOPLE GO IN FOR SAILING? Take a good  
 look at this fine study of a couple enjoying the thrills of sailing  
 and you'll have the answer! Dr. Ernie Reed and his wife,  
 Connie, members of the Chicago Fleet 86, are sailing on Lake  
 Michigan with Soldier's Field in the background. Are they  
 having a good time? —Photo by Al Levey, Midwest Film Studios.

### — THE SCORE —

Numbered SNIPES — 13677

Chartered Fleets — 544

During the month of March, 146 numbers were issued for new  
 Snipes, and that figures out 4.7 boats per day. Not bad! Not  
 bad at all! That makes 344 numbers issued in the first 6  
 months of our fiscal year. We should break all records this  
 season. 90 of these went to countries outside the U. S. with  
 France taking 45, Denmark 20, Switzerland 10, Canada 9 ( 8  
 fiberglass), Turkey 5, and Portugal 1. Of the 56 to the U. S., 42  
 were fiberglass hulls. Now for 277 more boats to tie the record  
 high of 1961.

Italy requested charters for four new fleets and so 539 went  
 to the L. N. I. -Genova Fleet at Genova-Nervi, 540 to the Capitan  
 Stromba Fleet at Milano, 541 to the Como Fleet at Varese, and  
 543 to the Scogli Neri Fleet at Castiglion cello (Livorno).  
 Demand for Snipes continues unabated in Italy.

It was nice to hear from Aydin A. Koral in Istanbul again and  
 to learn that Mr. Orhan Saka, now heading the Turkish Yelken  
 Federasyonu, has asked Aydin to resume the duties of National  
 Secretary for Turkey. And along with this announcement, came  
 the request for a charter for a new group of 6 boats which have  
 formed the Marmara Fleet 543. This makes the second fleet  
 for Turkey, but the best part is that another fleet is in formation  
 at Izmir and will be chartered soon. That is good news indeed!

A new fleet of 11 Snipes has been formed at the Der's  
 Yacht Club (Saint Dizier-France) and the Fleet Captain is Mr.  
 Delicheres. Charter 544 was issued in time for the official  
 presentation to be made the first of May when they would  
 hold a regatta. France is preparing for the 1963 World Champ-  
 ionship Regatta.

### The 1962 Rule Book

Copy for the complete book containing over 200 pages this year  
 went to the printer the first of March and the latest word is  
 that the book is ready for binding now (April 15th). That means  
 (providing the locals permit it) that the finished product should  
 be in the mail during the first ten days in May. It is the biggest  
 and (we hope!) the best rule book yet published by SCIRA.

### Building a Plywood Snipe

Last month, it was announced that the long-awaited "Building a  
 Plywood Snipe" would be available in about one more month.

Guess that was a little premature, and in our eagerness to meet the demand with positive action, it was assumed the promised delivery date of April 1st would not be too far off. Now the publisher has sent notice that he hopes to have the book ready by the first of July, 90 days behind schedule, so we ask your forbearance. The price of the book, which is complete in every detail and includes all necessary plans and drawings, is \$7.95 per copy, postpaid. Orders are acceptable now and will be given priority.

### The New Schedule of Dues

Ted Wells has often remarked that it appears people either do not read what you write or promptly forget it when they do. Judging from the amount of enquiries on the present fee and dues schedules, we are inclined to believe him. Seems that a great many Snipers did not read the February 1962 BULLETIN containing the announcement of an increase, or plain forgot it. But when we got a letter from a prominent Sniper and Fleet Captain saying that he had heard "rumors" that the dues were different now and asked for confirmation of the fact, it was apparent that notice should be published again: Here is the schedule:

- \$7.50 for each individual boat owner.
- \$5.00 for each co-owner of two or more
- \$3.00 - Associate Member
- \$5.00 - Subscribing Member
- \$25.00 - Sustaining Member
- \$10.00 - annual charter fee per fleet

You are respectfully referred to Pages 3-4 of the above mentioned article for complete details on the situation.

### Albums Received from Japanese

Roy Yamaguchi announced the gift of 5 albums containing a series of pictures of the 1961 World Championship Regatta at Rye last September. Shortly after the first of the year, albums containing thirty-two each beautiful 7x9 action pictures were presented to SCIRA with the compliments of the Japanese Snipers. Of excellent quality, they make a very fine record of the event, and you have probably noticed some of the photos taken by Fusanori Nakajima on the covers and in the BULLETIN in the last three months. Eventually the entire series will appear and they will make a nice collection for display. One of albums was exhibited in the Snipe booths at both the Chicago and New York Boat Shows. Many thanks are given to Mr. Yamaguchi for his splendid generosity.

### The Western Hemisphere Races

Latest word from Fernando de Avellar, National Secretary of Brazil, the host country for the 1962 Regatta, is that there is a possibility now that the races will be held in Brasilia and probably in December. Also, entry may be limited to only one team from each country, which is optional with the host country under the Hayward Deed of Gift.

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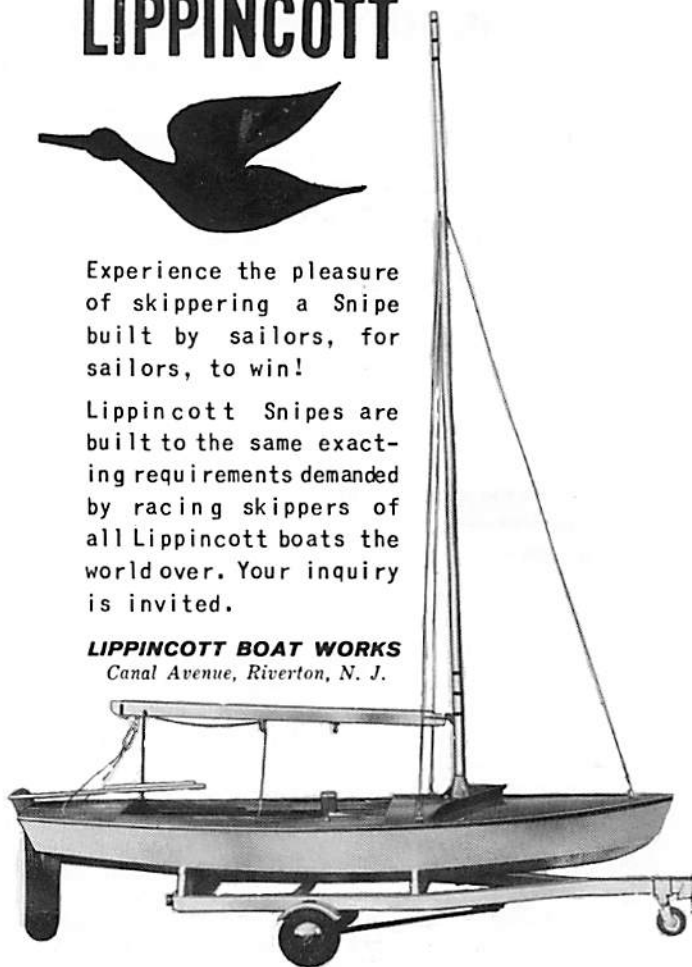
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# —DRASTIC REVISION OF U.S. NATIONAL CHAMPIONSHIP REGATTA—

PROPOSED BY FRED PEMBER OF ATLANTA FLEET 330

A great many Snipe Skippers throughout the United States are of the opinion that the time has come when we must limit participation in the U. S. National Championship Regatta. Their reasons, both pro and con, are many and varied. I don't propose to argue the point here; rather, I present herewith a plan for limiting the entries and the procedure for qualification of entries to the regatta. The plans follows:

1. Eliminate the Crosby and Wells Series.
2. Qualify all entries to the U. S. National Championship Regatta at the district level.
3. Make the Nationals (Heinzerling Series) a seven race Regatta with no races thrown out and to be sailed over a five day period (Monday through Friday).
4. Increase the number of entries for the Heinzerling from the present 25 to 40 entries.

## QUALIFICATION PROCEDURE

The current U. S. National Champion would be unconditionally qualified.

The balance of the contestants would be qualified through District Championship Regattas. These regattas would be held in each of the various districts prior to June 30th of each year. The actual date, location, number of races, etc., would become the responsibility of the district officers. Entries to these regattas would be closed to all but dues-paid skippers residing within the respective district.

Immediately following the district regatta and prior to July 4th, the District Governors would report the results of their regatta to the Executive Secretary, giving the order of finishes of the total number of skippers participating. All qualifications for the U. S. Nationals would be based on these results and from the highest downward in order of standing in each of the respective regattas.

The District Champion and Runner-up from each district would be automatically qualified. The balance of the participants would be selected from the various districts on the basis of an "activity ratio". This activity ratio would be computed by the Executive Secretary after the receipt of the results from all district regattas, using the following formula to determine the number of additional entries to be qualified from each district.

$$\text{Additional Entries} = \frac{25 \times \text{Number of entries in district regatta}}{\text{Total entries in all districts}}$$

The Executive Secretary would then advise each District Governor of the number of additional entries that could be qualified and entered from each district. The District Governors would then furnish the Executive Secretary with complete

lists of entries for their districts together with proper entry forms and fees prior to July 15th. Should any district fail to fill its quota of entries by July 15th, such places as might remain unfilled would be added to the entries allowed from the host district.

This plan anticipates the addition of or subdivision of present district areas into additional districts. It would also work should the total number of entries in the Nationals be limited to 30 or 35 entries by changing the number "25" to the formula of 15 or 20 as the case might be.

Below are some hypothetical computations showing how the plan would work. Chart I shows how 40 entries would be selected when there was a large number of participants (325) in the 7 district regattas; Chart II when there was a relatively small number of 174; while Chart III shows application of the formula to a mixed number (270) when only 30 entries were to be chosen for the Nationals. I sincerely hope that this suggestion of mine will be given careful study and consideration by the Board of Governors. "

CHART I

Dist.	No. entries Dist.Ch.Reg.	Ratio to total all Ch.entries	Add'l Entries	Auto. Qual.	TOTAL Dist. Entries
1	42	3.23	3	2	5
2	65	5.00	5	2	7
3	84	6.46	7	2	9
4	51	3.92	4	2	6
5	36	2.76	3	2	5
6	29	2.23	2	2	4
7	18	1.38	1	2	3
Tot.	325		25	14	39
Example	$X = \frac{25 \times 42}{325} = \frac{1050}{325} = 3.23, \text{etc.}$				Nat. Champ 1 40

CHART II

Dist.	No. entries Dist.Ch.Reg.	Ratio to total all Ch.entries	Add'l Entries	Auto. Qual.	TOTAL Dist. Entries
1	20	2.87	3	2	5
2	35	5.02	5	2	7
3	40	5.74	6	2	8
4	28	4.02	4	2	6
5	26	3.44	3	2	5
6	18	2.58	3	2	5
7	9	1.29	1	2	3
Tot.	174		25	14	39
					Nat. Champ 1 40
1	30	1.66	2	2	4
2	51	1.83	3	2	5
3	62	3.44	3	2	5
4	48	2.66	3	2	5
5	37	2.05	2	2	4
6	24	1.33	1	2	3
7	18	1.00	1	2	3
Tot.	270		15	14	29
					Natl Champ - 30

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Fred was the Chairman of the Race Committee at the 1961 U. S. National Regatta at Old Saybrook, Conn. His experience there convinced him that something should be done to keep the event from becoming unwieldy and tiresome and, combining his own ideas to opinions he had heard from various top skippers over the last three or four years, he comes up with an admirable solution to the mathematics of the case. His recommendations are, in general, in line with those submitted by the O'Brien brothers as a result of a study of the situation when they served as Race Committee heads at Fort Gibson in 1959.

It is inevitable that there will be some disagreement to some of his proposals (like abandonment of the popular Crosby Series and the early dateline of the district championship regattas), but these are problems contingent to the main adjudication of the proposal. Opinions are invited from one and all, for there is no doubt that this matter will come before the Board at the annual meeting in Seattle in August.

## The 1962 U.S. National Championship Regatta —

With the opening of the Century 21 Exposition and World's Fair in Seattle now one of the prime news items in papers all over the country, public interest is rapidly mounting and great attendance is forecast. Since all events are being publicized, many people will hear of and see a Snipe for the first time and the class is bound to benefit from the fact that our biggest competitive races are one of the Fair's featured events. John Rose and Dave North report that all arrangements have been completed with everything in readiness for the sailing visitors. It should be a National Regatta long to-be-remembered in a beautiful spot under historical conditions and you should make every effort not to miss this one. See the January 1962 BULLETIN for complete details.

## Official Sailing Rules Available —

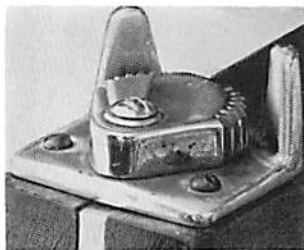
Last year, for the first time, we offered to supply copies of the official IYRU-NAYRU rule book at the regular price of 75 cents when purchased in conjunction with the SCIRA "Principal Sailing Rules" for 50 cents per copy. In answer to our enquiry, Bob Bavier, Jr., Corresponding Secretary of NAYRU, replies, "The 1961 rules will remain in effect through 1964. We have just reprinted the 1961 book which is unchanged except we have indicated it is the 1962 printing... and did correct a few typographical errors of a very minor nature. In short, the old books are still fine for use." There you have it straight — now send in your orders for both booklets at \$1.25.

## Does YOUR Crew Get the BULLETIN? —

When you pay your annual dues of \$7.50, you are entitled to two copies of the BULLETIN — one for you and one for your crew. But it is impossible to send one to the crew unless we have his correct name and address, and since there is a great changeover in crews each season, we automatically retire last season's

mailing list and start on a new one on the first of June. So be sure and supply the facts (as requested and demanded by the Crews Union) and keep the better half of the team happy.

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Our intensive research and testing program has been rewarded by the creation of a superior SNIPE sail. Achievements of skippers who switched to MORGAN RACING SAILS in '61 support this. The answer to your specific requirements and perhaps the most significant step toward your goal of championship performance could be a suit of MORGAN RACING SAILS.

Write for information about our latest racing sail developments.

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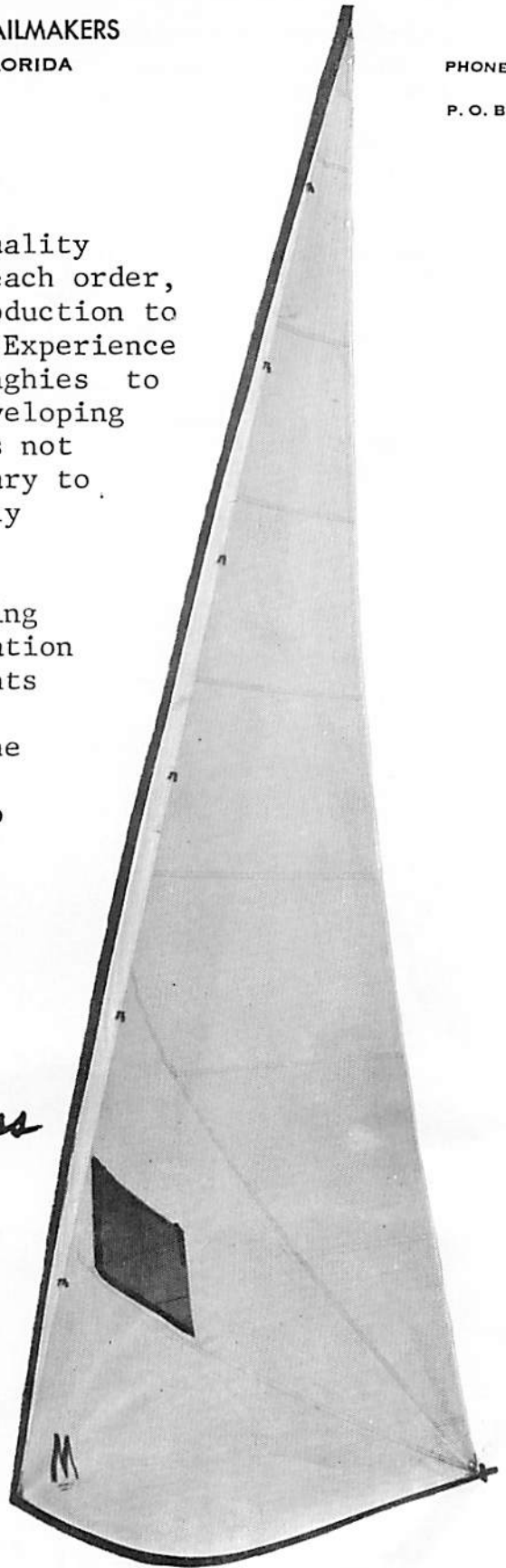
1<sup>st</sup> \* \* \*  
'62 FLORIDA CHAMPS

1<sup>st</sup> & 2<sup>nd</sup> MID-WINTER  
CHAMPS '62

\* \* \*

**M**

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SNIPE CLASS INTERNATIONAL RACING ASSOCIATION, INC.

FINANCIAL STATEMENT  
Fiscal Year ending October 1, 1961

RECEIPTS

Dues from all sources	\$ 7,123.00
Subscribing and Associate dues	110.00
Fleet Charter Fees	870.00
Numbers assigned	690.00
Transfer Fees	214.00
Advertising - Bulletin	5,040.11
" - Rule Book	787.80
Rule Books Sold	30.00
Plans & Blue Prints sold	884.00
Royalties from Fiberglass Hulls	3,598.91
Royalties-Scientific Sailboat Racing	685.94
Bulletin Subscriptions	361.70
Principal Sailing Rules sold	412.75
Other books (net profit)	36.48
Chicago Boat Show	200.00
Miscellaneous	253.10
Balance in U.S.National Entry Fee Fund	479.76
<b>TOTAL RECEIPTS</b>	<b>\$ 21,777.55</b>
Cash in Bank beginning of period	5,628.22
<b>TOTAL</b>	<b>\$ 27,405.77</b>

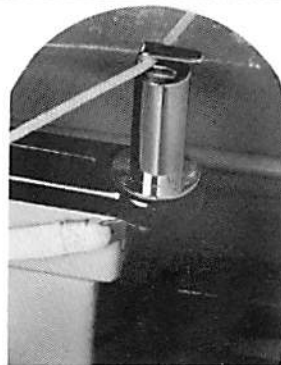
DISBURSEMENTS

Salary -Executive Secretary	\$ 5,974.00
Travel Expenses (National & WH)	850.00
Stenographer	1,600.00
Taxes	174.37
Postage	1,646.40
Royalties on Plans	293.00
" " Principal Sailing Rules	51.50
Printing Costs:	
Bulletin	5,262.10
Year Book	1,930.97
Cards, Stationery, etc	325.81
Auditing Fee	50.00
Telephone & Telegraph	179.79
Office Expense & Supplies	730.85
Chicago Boat Show	400.00
Blue Prints	177.81
Refunds	76.07
"Building a Plywood Snipe"	110.85
Miscellaneous	266.91
Transfer Balance USA Entry Fund	265.89
<b>Sub Total</b>	<b>\$20,366.32</b>
Bank Balance end of period	4,039.45
Cognovit Note Receivable	3,000.00
	<b>\$27,405.77</b>

For the last 8 years, money received from the entry fees for the U. S. National Regatta was placed in the general fund and earmarked for USA use. This year, the auditor made a detailed accounting of this money over the 8 year period and recommended a separate account be established for the credit balance of \$265.89 due the fund. This amount was taken from the general treasury and an account opened in the bank for the SCIRA USA Fund, which will be used for proper specified purposes.

PRO FORMA BALANCE SHEET

<b>ASSETS</b>	
Cash in Bank	\$ 4,305.34
Cognovit Note Receivable	3,000.00
Accts.Receivable	1,791.80
Postage Inventory	97.61
Office Equipment (Original cost)	3,558.41
<b>TOTAL ASSETS</b>	<b>\$12,753.16</b>
<b>LIABILITIES &amp; EQUITY</b>	
Accounts payable	\$ 548.93
Royalties due	104.00
Accrued Taxes due	362.20
<b>EQUITY</b>	
Net computed equity of SCIRA	\$11,738.03
<b>TOTAL</b>	<b>\$12,753.16</b>
Increase over 1960 Equity -	\$ 1,782.41



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Modified cam and spring action.  
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- Your crew can hike-out with the jib sheet as support without it coming unjammed.
- No more fumbling and aiming for narrow openings as found on ordinary cleats. Simply pass the sheet over the tube anywhere on its entire length of 3½". Sheet automatically slides up the tube engaging the cam and is held positively and firmly in the desired position.
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- 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 3/8" dia. sheet is used.
- Standard overall length is 3½". However, can be supplied in lengths from 2½" to 5" on request. On some boats the longer length eliminates the necessity of having to build up the centreboard box to the correct operating height in line with the fairleads.

SOME 1961 WINNERS USING THIS FITTING—

- Charles Morgan, St. Petersburg, Fla.—Clearwater, Fla. Midwinter Champion. Also third place U.S. Nationals.
- 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. Also runner-up Canadian Nationals.

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# SS Rumbings

The psychologists tell us that one important way in which to help develop self confidence and character is to make and to stand by many decisions. If this is true, and I have no doubt that it is, sailing should be a great character developer.

I was reminded of this bit of psychology recently after participating in the first major regatta of the season in the San Francisco Bay area. Two races were sailed on a "postage stamp" of a lake (Lake Merced), which is nestled in a predominantly apartment area of the City of San Francisco. Twelve marks of the course coupled with gusts of wind from various directions and up to 25 knots and 150 boats on the lake (25 Snipes), all combined to provide some real practice in decision making not likely to be found on the Gulf of Mexico off Clearwater, Florida. This regatta emphasized to me what seems to be an important point to successful sailboat racing (winning - that is!) which is that in the type of circumstances described, your decisions are not "thought out"; they are, and must be, instinctive. When you have ten boats arriving at a mark of the course at the same time, with a couple of them planing yet, you don't have time to give thoughtful consideration as to what your rights and obligations are; you are just making the right decisions at the right times without thinking or you end up tenth around the mark, if not out of the race.

Of course, making right decisions at the right times without thinking is a "knack" which few of us have mastered, but I'm encouraged to think that this ability can be developed. Just as the key to successful living is based on knowledge, understanding, and living by basic rules of life, such as are found in the Bible, so the key to successful sailboat racing should come from knowledge, understanding, and application of the NAYRU Racing Rules, coupled with collateral help from such contributions as "SCIENTIFIC SAILBOAT RACING" and the "SCIENCE OF SAILING" -- and practice, PRACTICE, PRACTICE!

Considering the performances of several of us during our recent Spring Series, Los Angeles Midwinters, and opening Regatta, it occurs to me that a little freshening up on the Rules at the beginning of each season might serve as a confidence builder, and maybe help to win a few early races. And this thought isn't directed to just the amateurs, either! In a recent Spring Series, one of our local skippers (who also happens to be one of the top skippers nationally with an unequalled record in the past 5 years of National Championship competition, but for purposes of this discussion will remain anonymous to save embarrassment), helped to prove my point. This top skipper approached the starting line of a windward first leg of the course on a broad reach, demanded (and got!) room at the windward mark from a close-hauled starboard tack boat. When reminded of the matter of Anti-Barging (Rule 42.2) after the race, an expression was made to the effect of how could one who is so familiar with the rules, so easily "lose his head" in the tight situation which occurred.

In any case, whether it's self-confidence or character you're trying to develop, or just successful racing (winning-that is!) the key (I'm sure) is instinctive, correct decision making, and comes from a combination of basic knowledge and practice, both of which can be acquired.

## —ADDITIONAL RACE DATES—

- Aug. 25-26 BANTAM LAKE Invitational Regatta, Bantam Lake 301, Connecticut. Birger B. Gabrielson, 169 Mt. Vernon Ave., Waterbury 8, Conn.
- Aug. 31 - LAKE WORTH Annual Regatta, Lake Worth S. C.
- Sept. 1-2 53, Fort Worth, Texas. V. E. Cresswell, 3620 S. Henderson, Fort Worth 10, Texas.
- Sept. 1-2-3 MASSACHUSETTS OPEN CHAMPIONSHIP, Mass. Bay 244, Boston Harbor, Mass. Raymond A. Smith, 66 Lowell Rd., Winthrop, Mass.

These events have been properly sanctioned according to SCIRA Rules. They are here on account of lack of space on Page 16.



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For



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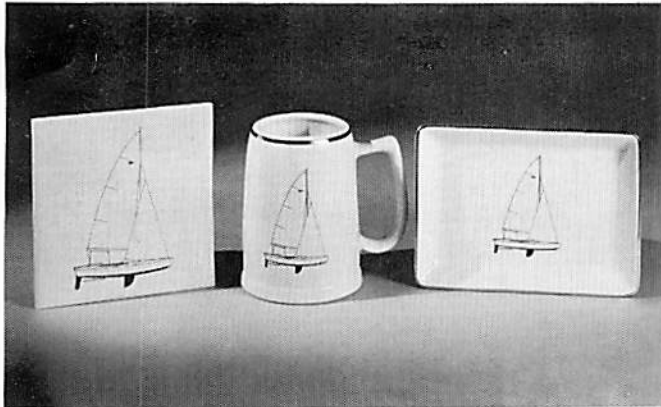
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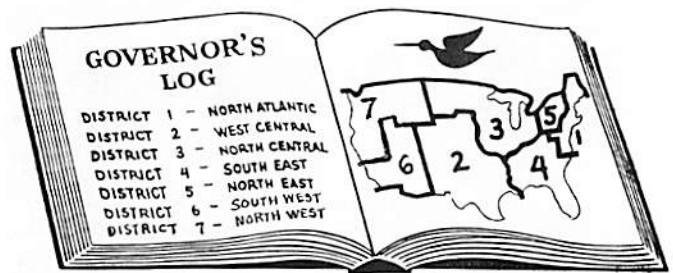
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### DISTRICT 6

— Reported by Herb Shear

We had our annual district meeting this weekend (March 1) at the Midwinter Regatta in Los Angeles and the following officers were chosen for 1962:

Governor: Bob Schaeffer - Cabrillo Beach

Vice-Governor: Lanny Coon - Newport Harbor

Secretary-Treasurer: Herb Shear - Mission Bay

We are going to enlarge our district newsletter in a form similar to that of District 7 in the hopes of developing a larger treasury.

On February 17-18, we held our first annual District 6 Governor's Regatta at Mission Bay. This regatta was put on sort of special for Ted Wells, but we intend to hold it every year about the same time. We also were pleased to have Lee Thompson, Jr., from Akron, O., to participate.

We sailed five races in the bay with light and variable winds, with 27 boats participating. The standings of the first 6 finishers were:

#### FIRST ANNUAL DISTRICT 6 GOVERNOR'S REGATTA

BOAT	SKIPPER	CLUB	PTS.	Fin.
12762	Scott Allan	Newport Harbor	7078	1
12377	Greg Harris	Mission Bay	6333	2
11771	Lanny Coon	Newport Harbor	6286	3
6752	Mike Jager	Newport Harbor	6046	4
13290	Biff Smith	Mission Bay	5861	5
12644	Bob Schenck	Mission Bay	5247	6

After this regatta, all hands felt prepared for the Midwinter Regatta to be sailed out of Cabrillo Beach YC in Los Angeles Harbor. Two races were sailed Saturday and one on Sunday with 30 participants from 4 states. The races Saturday were uneventful, with John Jenks winning the first and Jim DeWitt the second. Ted began to wonder why in the world they called that area "Hurricane Gulch." We all found out on Sunday! The race was a contest just to stay afloat, and it was necessary to sail only on jib and battens. On the reach in the first lap, Lee Thompson put on a dazzling exhibition of planing, passing about ten boats in the process and going on to win the race. On the second run, yours truly was hit by a puff and began a plane which ended at the leeward mark with the bow submarining and a near capsize. Meanwhile, someone capsized on top of Wells to end a good effort on his part. One other boat capsized, leaving 28 afloat at the end. We later heard that the anemometer at L. A. YC nearby was registering 30 mph in the lulls. That was a real whistler which we all will remember a long time. The final standing, reverse scoring used:

#### 1962 LOS ANGELES MIDWINTER REGATTA

BOAT	SKIPPER	TOWN	PTS.	FIN.
11771	Lanny Coon	Newport Harbor	12	1
10567	John Jenks	Palo Alto	12 3/4	2
11768	Jim De Witt	Richmond	13 3/4	3
12762	Scott Allan	Newport Harbor	14	4
3518	Bob Huggins	Palo Alto	24	5
12970	Dave Andre	Mission Bay	25	6

John Jenks won the title last year, and came within a whisker of repeating his performance. Both he and Huggins had considerable trouble during the last race with their lack of weight to hold the boat down. (Read Page 9 March BULLETIN again.)

Young Scott Allan, starting his second year of Snipe competition, will bear a lot of watching (and he gets it!) this season. He started out by winning the NHYC Gold Cup Spring Series in the 8-boat Snipe fleet; won the Governor's Cup; and then placed high in the big Midwinters. You'll meet him at Seattle!



LOOKS LIKE TROUBLE AHEAD! - Anyone want to bet? Did he - or didn't he? Looks like he did, but we really don't know!  
 —Another Fusanori Nakajima photo.



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## SNIFE NEWS IN BRIEF

During recent weeks, enquiries from various sources in Wisconsin and Minnesota indicate a stirring interest in Snipe sailing and the possibility of some new fleets. J. M. Brindley, Rt. 2, La Crosse, Wis., reports that they have 8 Snipes (6 new fiberglass hulls just purchased from Stamm) which are raring to go. He wants all information, measurement data sheets, and rules on Snipe and SCIRA so the La Crosse Sailing Club can establish an official fleet in the near future. . . . John F. Chambers, 25 Rock Island, Geouverneur, N. Y. displayed his boat in a local boat show this spring to try to rouse up interest in Snipes so he could get some local racing near home, which is lacking at present. With many fine local lakes, the St. Lawrence River, and Lake Ontario close, he thinks the area could develop into a hotbed of Snipe activity once they got started. If you live in that vicinity, get in touch with Mr. Chambers and see what's cooking. . . . Rod MacIvor of the Oklahoma City Fleet 14 broke a leg while skiing in Santa Fe last February and will have a limited sailing season as a result. He has relinquished his post as FC (which he held the last 2 years) to Commodore Harry Warner, who recently bought an old Snipe and is rapidly becoming an active skipper. Rod, a very ardent sailor, probably regrets his little skiing trip now. . . . A new group at Cliffe, England, has acquired four Snipes including the Canadian exhibit in the London Boat Show this winter and are very keen to get started officially with some racing. They are holding an open meeting for Snipes on June 11th which is the day after the Snipe team race at Medway, so they hope British Snipers will stop off on their way from Medway to the Nationals the next weekend. Foreign entries are most welcome and enquiries should be made to D. G. North, Millstones 16, Dalwood Rd., Orington, Kent. Cypriots now in England are very interested in obtaining Snipes to sail in their own country upon returning there. . . . New numbers were issued for 8 new wooden Snipes constructed as a winter project by members of the Pine Beach YC Fleet 256 in New Jersey. This will be quite a shot-in-the-arm for the club and indicates a revival of interest

in Snipe in that area. . . . The Annisquam YC in Massachusetts has adopted Snipe as one of their official racing classes. They intend to organize an official fleet soon. . . . The Canadian Oakville Fleet 321 is starting the season with over 30 Snipes and expect to continue their growth with increased activity in more interclub regattas with New York State Snipers. . . . John R. Haley, Ponca City, Okla., has purchased a Snipe with the hopes of getting enough together for a new fleet there. He will be glad to hear from any possibilities. . . . The Snipers at PLYC Fleet 110 in Akron, Ohio, believe in lots of practice and lots of races, for they scheduled over 30 official races last summer and more than one of their 24 sailors were in all of them. Seeing racing records like this at first-hand, one wonders why so many fleets cry about not being able to get in the required 5 point score races in order to satisfy class requirements or to meet National entry terms. And the Turkey-foot sailors are not kids, college boys, or bums -- they are all good business and professional men like the ones found in other clubs. If they can find time - and take it - you can, too! . . . Anyone have ideas about obtaining a large color photograph of a Snipe suitable for framing? Many enquiries indicate such a picture of esthetic beauty would be saleable. . . . Many home-made boats are still being built by amateurs and Charles Dills, Measurer of Potomac River 60 at Washington, D. C., reports that it was a pleasure when he recently checked a very fine job of home-building. The frames were made by Nearing Emmons and the chine and keel rocker measurements were perfect to the plans. Built of 3/8" Marine plywood covered with fiberglass except the deck, which is made of 1/4" with bright finish. It checked out according to Hoyle and the boys are delighted to have such a fine product in their fleet. Charlie would like to measure more just like it. The new "Building a Plywood Snipe" instruction manual should stimulate more projects at home in the future to the great advantage of the class. Our greatest strength comes from the sailor who started sailing his own handicraft. He really knows Snipe from A to Z and is always able to discuss Snipe problems with authority from experience.

## THE MAN BEHIND THOSE PERFECT SAILS IS AXEL SCHMIDT!

World Snipe Champion, Axel Schmidt, like World and National Champions in ten other classes, uses North Sails to give him the kind of power and speed he needs to win races.

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

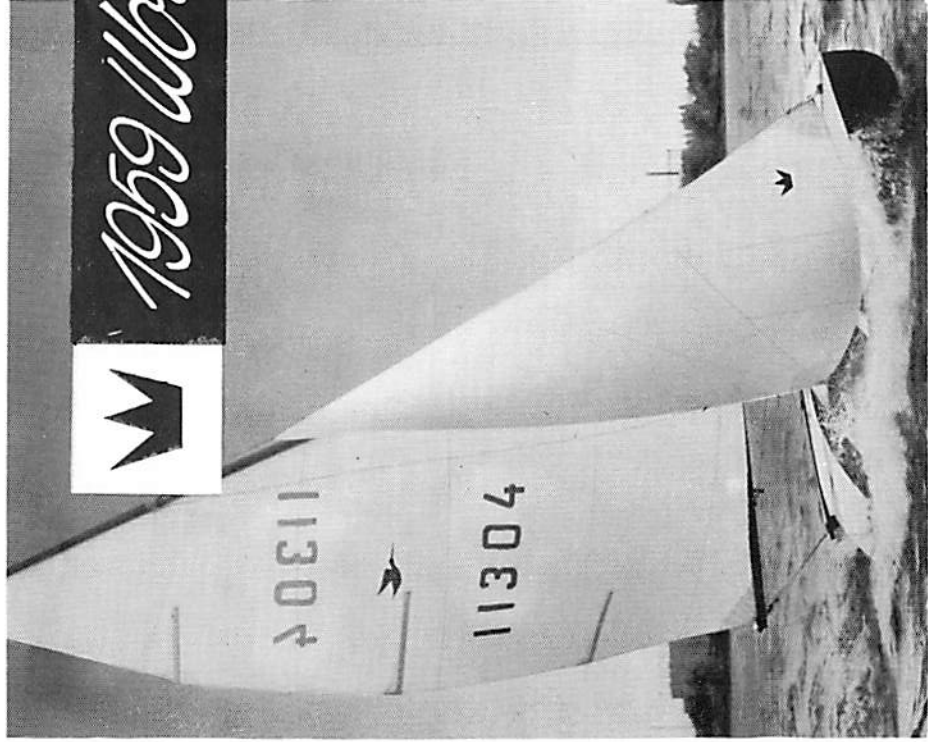
**SCOTT ALLAN**, winner 1961 of the Crosby Trophy.

**JOHN JENKS**, winner 1961 S.C.Y.A. Midwinters.



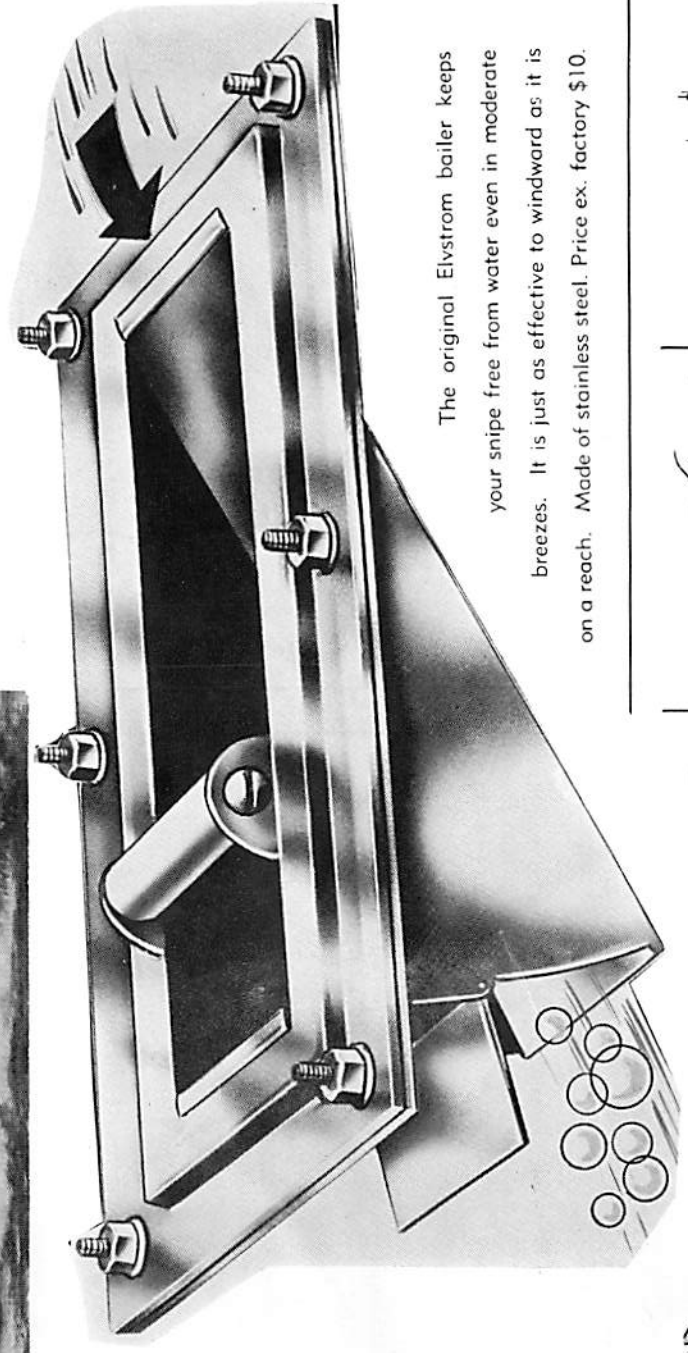
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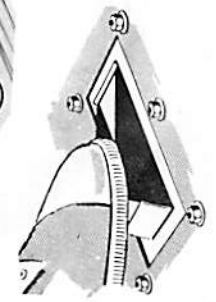


# 1959 World Championship

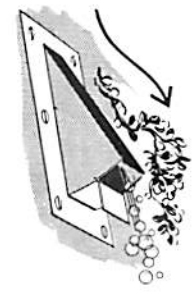
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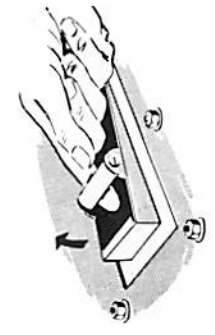
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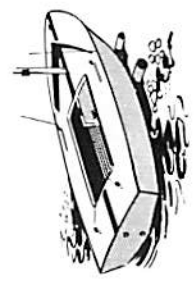
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# Wells Wanderings by



*Zed Wells*

## WEIGHT PROBLEMS

Recently, in almost the same mail, I received discussions on weight problems from sources as widely different as possible - John Jenks Rumbings in the March BULLETIN, and a letter from Raymond Lippert, National Secretary of Belgium. The problems discussed are entirely different, but related.

Explaining downwind performance is difficult and at times seems to defy rationality. John Jenks mentions that at the Nationals at Fort Gibson, I was going as fast or faster than Bob Huggins. Maybe so, sometimes. Yet, after winning the Crosby Trophy, I went down the drain to third place in the Heinzerling Trophy Series, and I did it on two downwind legs! In the first of two windward-leeward races, I went from 10th at the windward mark to a dead last 24th place at the first downwind mark - and I wasn't dragging any weeds, either. In the next race on the same day, on the same course, I went from third at the first windward mark to 7th at the downwind mark.

In the first race, I held somewhat to windward (not too far really), so I would not be blanketed and could be inside at the mark. I achieved a pretty pyrrhic victory as there was no one left to be inside of when I got to the mark. The second time, I went low and let the others go to windward. This didn't work, either. Now, to try to come up with some explanations.

In the first place, I agree completely with John on the weight

situation. I have had some excellent crews weighing up to 190 pounds and even in a drifter, I would rather have them than an inexperienced 100 pounder. In theory, you will plane enough sooner with light weight so you should get a payoff occasionally in this case, but there are always too many other influences that prevent any clear cut superiority even there.

I'm convinced that seemingly irrational performances downwind (eliminating conditions where superior technique in handling waves may pay off) are due to the fact that the wind blows in streaks, and that sometimes these streaks stay established for a long time. It is like driving in three or four lanes of traffic - sometimes you can never pick the right lane.

In the Nationals at Clearwater, John Jenks and I seemed to see a lot of each other. Generally, I believe we each just held our own downwind, but on one memorable run, I was in third at the windward mark. I sagged off a bit on the run - not much - While John and Warren Castle headed up. They both passed me and on the last windward leg which followed, John proceeded to hold a long port tack which I had done on the second windward leg for a sensational recovery and wanted to do again. I decided not to follow John. He finished second, almost first. I was down in the bottom of the barrel somewhere. These downwind legs can be disastrous, unless you stay off the panic button.

The letter from Lippert points out a growing practice in Europe, and for that matter, here also. Everyone wants speed, even if it is only speed for speed's sake and it doesn't get you anywhere. Otherwise, why put a 100 hp outboard on a sixteen foot boat on Santa Fe Lake? In a sailboat, the problem arises from some of the new classes which are lighter than a Snipe, and frequently have considerably more sail area. Some people are going to buy these things because under some circumstances they will go faster. In some parts of Europe, this is apparently providing serious competition for Snipe fleets, and Mr. Lippert raises the query as to whether it is possible or desirable to try to reduce the Snipe weight to meet this competition. This is a good question without, I'm afraid, a good answer.

There is, of course, a point where weight has to make a significant difference. I know that fifty pounds is not significant. Is 100 pounds? This I do not know. And, if 100 pounds does give a significant boost in speed, two questions arise. How do we achieve this weight reduction, and if we do, what about the thousands of Snipes we render obsolete? And will this in itself attract more people to Snipes - or maybe less? My personal feeling is that the difference in performance would be enough to cause people with old Snipes to sell them for flowerbeds, yet not enough to keep a prospect from buying a 505 or International 14 if he was inclined that way to begin with.

As far as I know, no one has yet brought up the horrible thought of a change in sail area to improve performance, except for the periodical popping up of the spinnaker question.

I'm sure that by taking off 100 pounds on hull weight and adding thirty percent to the sail area we would have a livelier boat. But - it wouldn't have the seaworthiness of the Snipe or the ruggedness and durability - and let's face it! IT WOULDN'T BE A SNIPE! I think we should sell what we have, a good rugged, seaworthy boat that can be sailed under almost any conditions. No boat needs to become obsolete, and you can be sure of racing any vintage of Snipe without disadvantage anywhere, yet the boat has been kept modern. Also, thanks to the large and truly international class organization, you can get more racing more places with more competition than any other class, even if a Flying Dutchman or a Catamaran will plane faster.

As to the spinnaker, George Q. McGown, Jr., Commodore of SCIRA in 1938, has decided to try, if possible, to settle this issue. He has purchased a spinnaker designed for Snipe and is loaning it to skippers out here to play with. Maybe we can have some conclusions by next Fall.



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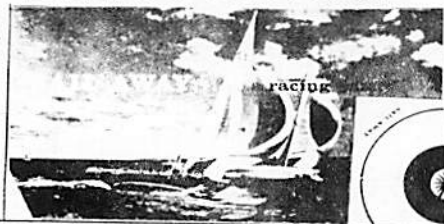
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## Voice Of The People

### INTERESTING COMMENTS FROM NEARING EMMONS

"I was very much amused when reading John Jenks' comments in the March BULLETIN on live weight in Snipe racing. The old question was alive 25 years ago. The same conclusion was reached then as now.

Another thing that seems silly to me is loading up a sailboat with so-called equipment. Once you get the ball rolling, there is no limit until it gets ridiculous. For instance, in Lightnings there were many tales of the boom vang stainless steel 3/32 7x7 cable snapping using simple tackle. Then the cry was 1/8-7/19 cable. It held! So they called next for a 10-1 winch. Then they began worrying about the strength of the boom, so now they want a heavier boom. (With a 3 part tackle and the boom in the crutch, a 300 pound lift won't budge it.)

I am still building various class boats after all these years and thus observe many angles and different rules on specifications in hulls. It is possible to build Lightnings with an actual variation of the bottom amidship of 1-5/8" Still it passes. I was pleased to see the new stem measurement in the Snipe. That is the thing to do - make it tighter and tighter and thus harder for the rule beater. They are building Lightnings in Buffalo with a straight stem, thus increasing the waterline length by 4". The present International Champion boat is built that way and it passes measurement. I feel it could be protested in that it is not built to blue print.

On the other hand, there is no tolerance at all in the Bantam anywhere except what comes from the very small variations resulting in cutting and dressing material. I feel that Snipe has made great progress in the right direction by adopting the new so-called Olympic specifications. They will pay off in the long run even if the boat is never in the Olympics.

The new Northeastern Regatta Trophy should become, in time, one of Snipe's real important and best series. It takes in the Heart of Snipedom. " — Nearing Emmons  
Central Square, N. Y.

### ON CALIFORNIA (SOUTHERN) SAILING

"We have read Ted Wells' WANDERINGS in the April BULLETIN and our reaction is that different yacht clubs should be tarred with different brushes. We had the pleasure of putting on the District 6 Governor's Regatta, and feel that a few of Ted's points could stand just a smidgeon of rebuttal.

Laterally sliding jib tacks don't seem to violate any of the class rules now, but I agree they should be made illegal. I do feel, however, that forestay deck fittings that are pivoted at the keel and are adjustable to move fore and aft in a long slot are illegal, even under present restrictions. (The people who have them say they never adjust them during a race.)

As for starting signals, we take minor exception to his comments on our little cones. They are according to NAYRU rules and are discussed in our club sailing instructions. (Most major yacht clubs have sailing instructions.) Our cones are 8" in diameter, and 2 1/2 feet long, and are red, and white, and blue.

We are a little hurt that Ted did not mention our snazzy scoreboard, for it was a real innovation.

Regarding "California Windward Starts", we couldn't agree more. "All yacht clubs aren't alike, you know!" If we don't have anything else, we have courses that begin with a beat and end with a beat. Sometimes, not much wind, but always a beat! We like beats. In fact, we like beats almost as much as we like our wives. Really!!

So this is the end of the tome and we close with the statement we feel that we consistently put on the best regatta and give the best courses of anyone in Southern California. "

— Herb Shear  
Mission Bay 495, San Diego.

### A COMPLAINT!

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**FOR SALE: SNIPE 6460.** Wood hull covered with fiberglass this year. Canvas deck. New POST mast and boom in 1961. One suit old cotton sails. Sturdy heavy gauge trailer. \$300.00. Dale Dixon, 41 Renwick Dr., Poland, Ohio (near Youngstown).

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**SNIPE MODELS IN COLOR** - Your Snipe mounted on a 6 1/2" x 8 1/2" dark finished American walnut wall plaque. Include your registration numbers and topside, boot top, and bottom colors when ordering. \$7.95 postpaid. I will refund your money and reimburse you for return postage if you are not pleased with this model. Richard Porter, Box 33, Waterford, Connecticut.

**AUCTION! AUCTION! - WORLD CHAMPIONSHIP-SAILED LIPPINCOTT SNIPE.** This beautiful Lippincott Snipe, as advertised and displayed in the BULLETIN has been sailed only in the 1961 World Championship Series. A new boat rigged as this would cost almost \$1500.00. IMMEDIATE DELIVERY is yours for the highest bid; FOB Riverton, N. J. \$900.00 minimum bid. Write Butch Rosenbaum, 2226 Sycamore Lane, Kalamazoo, Mich., or call Fireside 94917. Entries will not be accepted after May 27th.

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=====

JUNE 23 - 24, 1962

### IVY CLUB — PEORIA, ILLINOIS

Fine Competition - Spacious Waters - New Club House  
WONDERFUL FACILITIES

Write: Daniel Wesselhoft, 5419 Sherwood Ave., Peoria, Ill.

### MICHIGAN STATE CHAMPIONSHIPS

JUNE 30 - JULY 1

*Green Lake Sail Club*

FLEET 378

6478 ALDEN DRIVE

UNION LAKE, MICHIGAN

### PATRONIZE OUR ADVERTISERS

THEY DESERVE YOUR SUPPORT!

## — SANCTIONED RACE DATES —

- JUNE 2-3 FWBC ANNUAL INVITATIONAL REGATTA, Longhorn Fleet 45, Fort Worth Boat Club, on Eagle Mountain Lake, Ft. Worth, Texas. O. L. Pitts, Rt. 9 Box 191, Ft. Worth, Texas.
- June 15-16 DISTRICT 2 Championship Regatta, Oklahoma City BC, Lake Hefner. Rod MacIvor, 1501 Camden Way, Oklahoma City 6, Okla.
- June 16-17 SEVERN SAILING ASSOCIATION Regatta, Annapolis Fleet 532, Chesapeake Bay. Stewart Brown, 5711 Falls Rd., Baltimore 9, Md.
- June 23-24 MIDWESTERN CHAMPIONSHIP, Wichita SC, Santa Fe Lake, Wichita, Kans. Ted Wells, 755 Edgewater Dr., Wichita, Kansas.
- June 23-24 SLAUSON MEMORIAL Regatta, Ivy Club, Illinois River, Peoria, Ill. Daniel Wesselhoft, 5419 Sherwood Ave., Peoria, Ill.
- June 23-24 BRIODY MEMORIAL Regatta, Chautauqua 124, Chautauqua Lake, Jamestown, N. Y. Belford Russell, Jr., R. D. #2 N. Main Ext., Jamestown.
- June 23-24 4th OHIO STATE OPEN CHAMPIONSHIP, P. L. Y. C. 110, Turkeyfoot Lake, Akron, O. Larry Wheeler, 713 Upper Merriman Dr., Akron 3, O.
- June 30- July 1 MICHIGAN STATE CHAMPIONSHIP, Green Lake SC, Green Lake. William Wottowa, 6493 Alden Dr., Union Lake, Michigan.
- July 7-8 BURNHAM PARK YC Regatta, Chicago Fleet 86, Burnham Park YC, Lake Michigan at Chicago. Nate Whiteside, 314 N. Garfield, Hinsdale, Ill.
- July 7-8 NEW YORK STATE Open Championship, Keuka 384, Keuka Lake. Ray Hampson, Bath, N. Y.
- July 7-8 WINCHESTER OPEN Invitational Regatta, Winchester Fleet 77, Mystic Lakes. Winchester, Mass. Russell Cook, 13 Russell Ter., Belmont, Massachusetts.
- July 14-15 HEART OF AMERICA Regatta, Quivira SC 121, Lake Quivira, Kansas City, Kans. M. O. Smith, 475 Brotherhood Bldg., Kansas City, Kans.
- July 14-15 DISTRICT 1 CHAMPIONSHIP, Lake Mohawk 10, Lake Mohawk, Sparta, N. J. Mrs. A. R. Schaefer, 52 Longview Dr., Whippany, N. J.
- July 21-22 DISTRICT 5 CHAMPIONSHIP, Newport 103, Irondequoit Lake, N. Y. P. C. Lauterbach, 3019 Clover St., Pittsford, New York.
- July 28-29 MARYLAND STATE CHAMPIONSHIP, Deep Creek 71, Deep Creek Lake. Robert H. Lane, 3103 S. Park Rd., Bethel Park, Md.
- July 28-29 DECATUR INTERCITY Regatta, Decatur 144, Decatur Lake. Tom W. Palmer, 3 Edgewood Ct. Decatur, Illinois.
- July 28-29 ROCKY MOUNTAIN Invitational Regatta, Rocky Mountain SA 210, Lake George, Colo. Bill Siefert, Box 850 Rt. 3, Golden, Colorado
- July 28-29 SEATTLE SEAFAIR Sailing Regatta, Seattle 444, Lake Washington. John D. Rose. See January 1962 BULLETIN for procedure.
- Aug. 6-7 U. S. JUNIOR NATIONAL SNIPE CHAMPIONSHIP Seattle 444, Lake Washington. John D. Rose.
- Aug. 8-14 U. S. NATIONAL SNIPE CHAMPIONSHIP, Seattle 444, Lake Washington. John D. Rose. See January 1962 BULLETIN for procedure.
- Aug. 4-5 AUSTIN SC GOVERNOR'S Regatta, Austin 505, Lake Travis. Frank McBee, Jr., 1103 Bluebonnet Lane. Austin, Texas
- Aug. 11-12 BACHMAN MEMORIAL Regatta, Sheepshead Bay 115, Sheepshead Bay, Long Island, N. Y. Marvin Hochberg, 125 Ocean Parkway, Brooklyn 18, N. Y.
- Aug. 18-19 PROVINCE OF ONTARIO Open Championship, Oakville 321, Lake Ontario, Canada. Bob Aitken,
- Aug. 21-26 MANHASSET BAY Race Week & Special Weekend Series, Manhasset Bay 258, Long Island Sound. Dr. Leslie Commons, 56 Orchard Farm Rd., Port Washington, L. I., N. Y.