

# SNIPE BULLETIN

MAY 1965

Vol. XIV No. 12



# SO NEW... SO BRIGHT

*so obviously*

# SAIL CRAFT

1965

## LOFLAND

### FIBERGLASS SNIPE

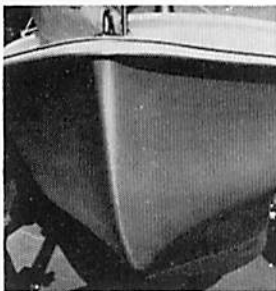
over the years have  
set the pace in quality  
and craftsmanship



**NEW  
SHARP STEM  
HULL**

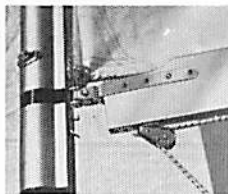
**IMMEDIATE  
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#### FEATURES: Tested and Proved in action for 1965



Newly designed sharp entry bow section just approved for fiberglass construction by the S.C.I.R.A. Competition tested and proved.

Newly designed Proctor aluminum spar. New section — no spreaders — perfect flexibility. (Exclusive U. S. dealer. \$175 f. o. b. Wichita.)

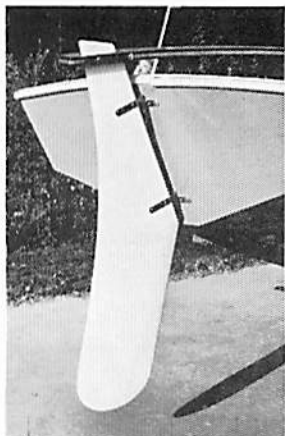


Newly designed minimum width daggerboard. New rounded entry and extra-sharp trailing edge. Competition tested and proved.

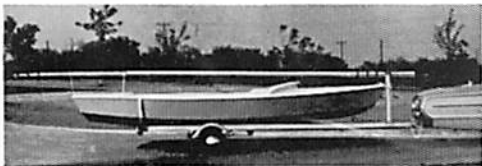


Newly designed floorboard to permit customer choice of bailer location and make.

Newly designed rudder. Thicker midsection — longer trailing edge — laminated fiberglass. Competition tested and proved.



New built-in gadget box. Standard equipment.



The LOFLAND SNIPE TRAILER is designed especially for the LOFLAND SNIPE. Performance proved by actual roadtesting. Complete with signal, stop, and tail lights. Extremely low structure permits unrestricted rear vision from auto. Springs, axle, tires permit pulling Snipe at all speeds in absolute safety. Tubular steel used in A-frame construction. A cradle is provided for carrying mast above deck.



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**LOFLAND SAILCRAFT, INC.**

4123 N. BROADWAY, WICHITA  
KANSAS 67219 Ph. (316) TE 8-4462

**As Others See It**

## Voice Of The People

### SNIFE APPEALS TO CLD SAILOR

"I would appreciate if you would sent all information on joining the Snipe Class. As soon as this is received I will forward the necessary funds.

John Steve has been sending me the Snipe Bulletin for several months which I have enjoyed very much. John is the one who converted me to the Snipe from the Celebrity class. He did not have to work too hard either, because District Five in my opinion is about tops. I did attend all the events in the district this year, either as an observer or helping out with the race committee. This included the New York State Open, The Bridie, The Districts, Western Hemisphere, Ontario Open, and Harvest Regatta. The fellowship is tops.

The Snipe is quite a change from the first sailboat that I set foot on twenty three years ago. It was a square rigger at the Kings Point Academy of which I am a graduate. I know the Snipe will be more enjoyable than that square rigger."

--- Dean Miller  
Elma, New York

### HAPPY WITH HIS HOME-BUILT SNIFE

"Enclosed is my check for \$4.00 to cover a couple years of Snipe Bulletins. Can you send me the names of dealers who sell aluminum dagger-boards in this region? I've checked with a few of the marine dealers here and they seem to have little or no interest in sailors.

For the record the Snipe I built from the plans I bought from you, has given my family three summers of enjoyable sailing and it still looks like new. I made it of plywood with a finish of fiberglass and resin."

--- John Schleigh  
Belmont, New York

### SNIFE BUG STILL BITES!

"You are an insidious old rascal, I've suffered each time I received a copy of the Snipe Bulletin—and me with no boat! Now, I told you a year ago I had taken the cure; given up sailing for yard work; grown the best lawn in the neighborhood (you should see what a close cutting and the summer drought did to it— TERRIBLE!); and almost cured the flutter in my stomach whenever the TV ads showed a sail boat.

I've had enough!

But then, I don't want to be beholden to no one. So I'm inclosing \$2.00 for the issues you sent me last year.

I'm also inclosing another \$2.00 so you will haunt some one else. A friend of mine has sailed a dumpy — for the past couple of years and he is thinking of getting a new boat. Send your confounded Bulletin to him and let him get the Snipe bug."

--- Gordon Randall  
New York

### CHICAGO SNIPERS ON THE JOB

"As you may judge from the contents of the ad inclosed, several of the Chicago Snipe sailors have developed these items which we feel are otherwise unavailable with the unique features which they incorporate. We did sell approximately two dozen of these last summer on a test basis and feel that the final designs are now quite functional as well as durable. Since our enthusiasm is high, we have decided to try a few ads in the Snipe Bulletin to judge the respons: (Back Page)

Incidentally, I have contacted the individual whose name you recently forwarded to me requesting information about the Snipe Class activities in this area. Birney, I feel that here in Chicago, we do a rather comprehensive job of getting publicity for Sniping and yet in spite of this, here is a young man who "would like to know if the Snipe Class boat is used on Lake Michigan or any other lakes around the Chicago area." In a sense, this is a little discouraging, but it clearly illustrates that you cannot have too much publicity for your Snipe fleets."

---Richard Ver Halen  
Chicago, Illinois

# SAILS - SENSE



"Jerry's got it!"

1964 U.S.A. NATIONAL SNIFE CHAMPION, Jerry Jenkins, Crescent Sail Yacht Club, Grosse Pointe, Michigan, also took top honors for the highest total point score in both the eliminations and the U.S.A. finals, using Boston-developed Karnac sails exclusively.

Inter-Lake, Y-Flyer, Rebel, Flying Scot, Folkboat North American and numerous other 1964 National Class Champions used Boston-developed sails.

# BOSTON

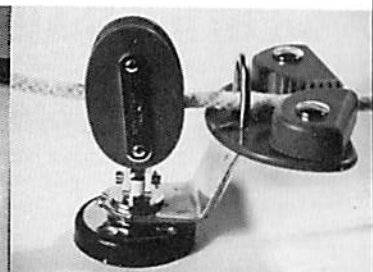
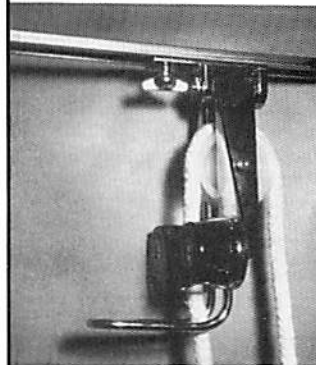
MT. CLEMENS, MICH.

Sailmaker for the Champions

PLAN AHEAD—ORDER NOW FOR NEXT SEASON

**BOSTON YACHT SAIL COMPANY**  
38807 HARPER AVE. • MT. CLEMENS, MICH.

## IMPORTED SNIFE FITTINGS

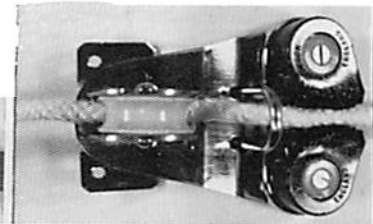
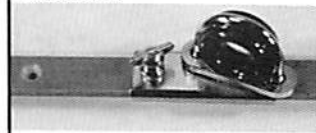


#366 YC — \$14.00

This mainsheet jam cleat normally sells for \$18.75. Stainless and laminated plastic construction. Universal swivel action.

#400 YC — \$15.00

Under boom mainsheet jam cleat. Nylon block and cams. Swivels freely athwartships. Has 12" track for adjustments.



#332 YC — \$10.00 @ pair

Bullseye type fairlead. "Tufnol" construction. 15" track. Set screw allows for instant adjustments.

#425 YC — \$9.00

Stainless and nylon construction. Full swivel action. The perfect low cost mainsheet jam cleat for a Snipe.

Yankee Clipper Imports Post Office Box 43  
Brocton, New York

## BUILD YOUR OWN

Build a Winning Snipe with most advanced frame kit ever offered. No layout, no sub-assemblies, no building jig required.

Frame kit—\$203.50

Complete Mahogany Plywood Snipe Fiberglas covered. \$1275



Spars — Rigging — Parts — Fittings  
English Dacron Snipe Sails - \$91.00

COMPLETE SNIPE FITTINGS  
MASTS - BOOMS - RUDDERS  
MASTS Built To Bend To Fit Your Sails

THE FAMOUS  
NOW MADE OF STAINLESS STEEL



## — Every Sailor Needs It — SCIENTIFIC SAILBOAT RACING — by Ted Wells —

First appearing in 1950, this fine sailing book has become the "Sniper's Bible." Completely revised and enlarged with some 20% of new material in 1958, it has proved so popular throughout the world that it was recently reprinted. This 3rd edition is now immediately available. Why Noy Buy the Best?

SIX DOLLARS direct from SCIRA or any book store  
DODD, MEAD & CO., 432 Fourth Ave., New York 16, N. Y.

## FITTED SNIPE COVERS

Proven designs of heavy Army Duck treated with the best mildew water repellant obtainable. Extras include a bolt rope around edges for added strength, brass grommets, and snaps with double thickness stress points. Satisfaction guaranteed!

1. COCKPIT COVER— Rectangular—Fits over the boom \$18.00
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3. COVER FOR ENTIRE DECK— Similar to No. 3 Snaps or ties under rub rail including snaps for boat \$50.00
4. TRAILING COVER— Covers deck & sides with mast up or down. Has mast collar which closes opening when trailing \$50.00
5. WINTER COVER— Covers deck and sides but with no openings. \$50.00
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7. MAST COVER with Red Flag— For protection when trailing \$10.00

K. & D. Supply Co. Shipped Postage Paid  
Phone EM-63167 501 Ashworth Rd., Charlotte 7, N. C.

# SNIPES 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, Ohio 44303, U. S. A.

Subscription Rates.

\$2.00 Per Year.

\$2.00 of the amount of membership dues in SCIRA are paid for a year's subscription to the Snipe BULLETIN.

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## The Cover

There are no finer sailing spots in the world than along the coast of the French Riviera — the waters are ideal and the scenery picturesque. These shots show a typical Snipe Regatta held at Villefranche-Sur-Mer, and Ted Wells, translating from a French newspaper article, tells about it:

This regatta, which is becoming one of the largest Snipe regattas in Europe, took place in 1964 on Saturday and Sunday, September 19 and 20, in the Bay at Villefranche-Sur-Mer, on the Mediteranean, not far west of Monaco. Commodore Hughes and I went over there for the trophy presentation in 1963, and I drove through there on my way to and from Monaco after the World Championship at Bendor. It is a beautiful spot, but so well protected by hills that it is an ideal spot for mooring visiting U. S. warships, but with a tendency toward light and flukey winds.

One outstanding event at this regatta is a drawing participated in by all skippers and crews in which the prize is one brand new fully-equipped Snipe! No wonder they had thirty-nine competitors. The Snipe was won by Messrs. Vidal and Vidal of Barcelona, Spain, who also took fourth place in the overall standing. Rossetti and Gerin of San Remo, Italy, were in first overall, followed by Gorla and Dal Grande of Orta and Giombini and Santoni of Villefranche.

Although the winds varied from drifting to light, the leaders were quite consistent, first place being taken with 4-1-6-1, second with 2-4-1-4, and third with 6-6-3-6. Fourth place was a bit inconsistent with 16-2-12-2, the type of scoring normally expected in light going.

In what is apparently a fairly standard operating procedure for European weekend regattas, they had two races Saturday and two Sunday, dropping one in the final scoring. There was a trophy presentation dinner Sunday night, which means that people don't get started home very early. The dinner in 1963 was worth waiting for -- and I assume it was this year also.

## — THE SCORE — Numbered SNIPE — 15657 Chartered Fleets — 597

Averaging about 3 new Snipes a day, the total for the last 30-day period is 92, which is about normal for this time of year. The distribution has been good, too, with Italy leading with 30, France 25, and the U. S. 27. Norway took 7, Belgium 5, and England continues her steady demand with 5. Our 6 months total is now 303 boats. This is 381 behind the 1964 year total, but only 156 below our 33-year average of 459.

It's a pretty safe bet that 1965 will be a top year—perhaps the biggest one yet! All over the world, interest is increasing in the little Snipe and enquiries concerning official affiliation arrives in almost every mail. It is really surprising—and also quite assuring. "Get Your Friends in Snipe".

The 13th Edition of  
**PRINCIPAL SAILING RULES**  
 Now Available

It is with a great deal of pleasure-and relief-that we can now announce that this famous little sailing rules book by Fearon D. Moore of Hawaii is now off the press and immediately available in any quantity with shipment on receipt of orders.

Relief—in that we have been "pestered" (pleasantly) with demands and orders for the new 13th edition for the last 4 months from sailors and yacht clubs from Hawaii to Bermuda.

**PRINCIPAL  
 SAILING RULES**  
*of the*  
**North American Yacht Racing Union**

*Graphically Interpreted*  
 by  
**Fearon D. Moore**



**13th**  
**REVISED EDITION**  
 covers  
 the Racing Rules of the  
**INTERNATIONAL YACHT RACING UNION**  
 as adopted by the N. A. Y. R. U.  
 1965

*NOTE: Any variance implied herein from full wording of the NAYRU rules shall be disregarded. Complete NAYRU rules shall govern - not this simplified interpretation. Be Fair - Observe All Rules.*

The reputation of this pamphlet is well-known for many years and this 16 page edition is up to the same high standards with complete coverage and diagrams for all rules. This book will be good until 1969 when the next official revision of IYRU NAYRU rules is scheduled, so you get a real bargain at 50¢ per copy, or 20 for \$5.00. 75¢ additional will bring you a copy of the 1965 NAYRU Rules Book, too (receipt of these expected any day now).

Every Sniper should have a copy of PSR, for it will not only help improve sailing conditions and competition in Snipe regattas, but also improve our financial standing. Every cent received goes into the Class treasury, thanks to the generosity of Mr. Moore, a former Snipe with a warm spot in his heart for "the greatest little boat in the world" as designed by his long-time personal friend, Bill Crosby.

**ATTENTION—All Fleet Captains**  
 If you haven't already done so, send in your season point scores at once in compliance with Section 13 By-Laws Page 13 of the Rule Book so they can be published in the July BULLETIN.



The Crosby Series  
 had fourteen  
**SCHOCK Snipes**  
 competing.

They placed  
 4th, 5th and 7th  
 out of the  
 first ten boats.

Seven  
**SCHOCK Snipes**  
 qualified for the  
**Heinzerling Trophy**  
 Series.

Doug De Souza  
 placed 3rd,  
 Dave Ullman 4th  
 and Earl Elms 5th.

**BOAT BUILDERS**  
**W. D. Schock Co.** 3502 Greenville  
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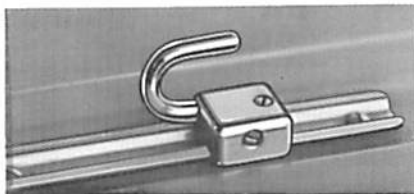
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NO MASTS TOO BIG OR TOO SMALL  
 Built to Any Stage of Completion

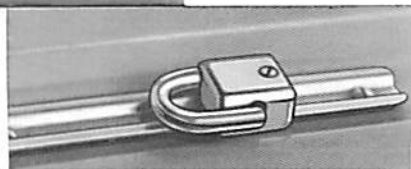
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 in 30 seconds.

Get a Pair for only **\$15.00**

RAY MILLER - 125 Settlement St. - Akron 6, Ohio

# Varalyay **BUILT SNIPES**

**THE CHOICE OF 12 NATIONAL CHAMPIONS  
NOW AVAILABLE**

**Our NEW FIBERGLASS HULL with the lines of our  
FAMOUS WOODEN HULL of PROVEN PERFORMANCE**

Sandwich Core Hull for Wooden Stiffness but  
Fiberglass Maintenance (optional extra)

Complete & Ready to Sail      Semi-Finished

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## Elvström bailers

**LARGE \$16**      5 3/4"

**MEDIUM \$16**      5 1/2"

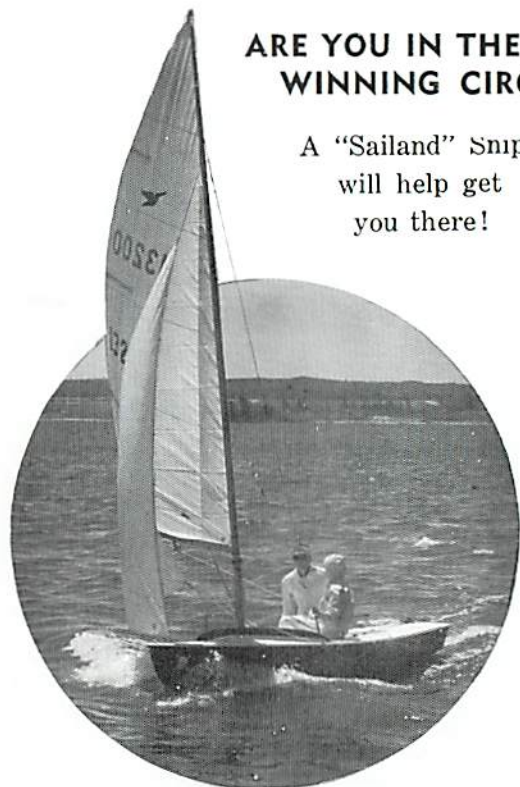
**MINI \$9**      3 3/4"

STAINLESS STEEL

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will help get  
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Walled Lake, Mich.

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# 1965 Standing Committees

Commodore Hook has appointed the following committees to carry on his program started last year. 4 new ones have been added to the old ones and if quality has anything to do with efficiency, this should be a year to remember.

## BROCHURE COMMITTEE (NEW)

Responsibility: To develop a brochure to pass out at boat shows or other places for promoting Snipes.

Mark Schoenberger, Chairman, 3678 Clifton, Cincinnati, O.  
John Jenks, 545 Byron Street, Palo Alto, California.  
Doug Deary, 238 Albion Ave., Oakville, Ontario, Canada  
Herb Shear, Jr., Mission Bay Yacht Club, San Diego, Calif.  
Helen Welcher, 7340 Indian Lake Rd, Indianapolis, Ind.

## ADVERTISING COMMITTEE (NEW)

Responsibility: To help Birney Mills get more advertising for the Snipe Bulletin.

Dexter Thede, Chairman, 351 Gladstone, Grand Rapids, Mich.  
Louis J. Leber, V. Chairman, 1707 E. Shady Oak Dr. Peoria, Ill.

## MEMBERSHIP COMMITTEE (NEW)

Responsibility: To help stimulate SCIRA membership and if necessary send letters to various delinquent members.

Bruce Lockwood, Chairman, 1451 Arcadia Pl., Palo Alto, Calif.  
Bill Collins, 171 W. 73rd. St, Indianapolis, Indiana  
Hattie Campbell, 10 Burbank Rd, Oakville, Ontario, Canada

## RULES BOOK CORRECTION COMMITTEE

Stephen Taylor, Chairman, 2908 Finchley Lane, Okla. City, Okla.  
Birney Mills, Akron, Ohio  
William Krieg, Indianapolis, Indiana  
Ted A. Wells, Wichita, Kansas  
Herb Shear, San Diego, California

## PAN AMERICAN GAMES COMMITTEE (NEW)

Responsibility: To determine what qualifications would be necessary to represent the U. S. in the Pan American games to be held in Winnipeg, Canada--Summer of 1967.

Dick Tillman, Chairman, Box 502, Wright Patterson AFB, Ohio.  
Harry Levinson, V. Chairman, 6605 Sunny Lane, Indianapolis, Ind.  
Ross Harris, 1102 Fleetridge Dr., San Diego, California  
Joe Bucek, 5651 Primrose Ave., Indianapolis, Indiana  
Bruce Colyer, 3135 Washington Rd., W. Palm Beach, Florida

## OLYMPIC COMMITTEE

RESPONSIBILITY: To attempt to get Snipe into the Olympics. Appointed at the Annual Meeting, they held their first meeting that Saturday night, and are already hard at work to get immediate action. They report progress.

Angel Riveras, Chairman, Avda Jose Antonio 33, Madrid, Spain  
Basil Kelly, V. Chairman, Box 865, Nassau, Bahamas  
Richard A. Tillman, Box 502, Wright-Patterson AFB, Ohio  
John Wolcott, Fairfield Eng. Co., 51 Miller St., Fairfield, Conn.  
Terry Whittemore, 327 Church St., Naugatuck, Conn.

## NATIONAL REGATTA COMMITTEE

Responsibility: To determine site for National Regatta each year.

Bob Schaeffer, Chairman  
3609 Navajo Place, Palos Verdes Estates, Calif.  
Francis Seavy, Vice-Chairman  
1840 Stevenson Ave., Clearwater, Florida  
Dick Tillman, Box 502 Wright Patterson AFB, Ohio  
Carl Zimmerman, 105 Fir Hill, Akron, Ohio  
David North, 4519 9th Ave., S. W., Mercer Island, Wash.  
Buzz Lamb, 407 Lockwood Dr., Chattanooga, Tenn.

John Jenks, 545 Byron St., Palo Alto, Calif.  
Red Garfield, 14 Bassett Street, Jamestown, N. Y.  
Louis Nelms, 3845 Westerley Rd., Fort Worth, Texas

## PUBLICITY AND PROMOTION COMMITTEE

Dick Elam, Chairman, KPAR-TV, P. O. Box 588, Abilene, Texas  
District I

Art Karpf, 41-65 Forley St, Elmhurst 73, New York

District II

Dick Elam, KPAR-TV, P. O. Box 588 Abilene, Texas

District III

Mrs. Thomas Head, 211 Newsom Ave., Columbus, Indiana

District IV

Dan Williams, 834 Kentucky Ave., Signal Mountain, Tenn.

District V

Lt. Gov. Paul Betlem, Lost Mtn. Manor, Rochester 25, N. Y.

District VI

Dan Elliott, 3275 Cherry Ave., Lomh Beach 7, Calif.

District VII

Dave North, 4512 9th Ave. S. E., Mercer Island, Washington

## NOMINATING COMMITTEE

Alan Levinson, Chairman, Indianapolis, Indiana  
Dr. F. V. G. Penman, Vice Chairman, Ayrshire, England  
Dr. Sam Norwood, Atlanta, Georgia  
Edward Garfield, Jamestown, New York  
Fred Schenck, Newport Beach, Calif.  
Floyd Hughes, Council Bluffs, Iowa  
Terry Whittemore, Naugatuck, Conn.  
Edward Williams, Kansas City, Kansas  
Ted A. Wells, Wichita, Kansas  
Carl Zimmerman, Miami 32, Florida

## EMBLEM COMMITTEE

Paul Zent, Chairman, 3605 Balsam, Apt. 22, Indianapolis, Ind.  
David Caperton, Indianapolis, Indiana  
Robert L. Randall, Indianapolis, Indiana  
John Call Jr., Indianapolis, Indiana



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- NEW LIGHTWEIGHT DECK
- MAHOGANY SPLASH RAIL & FLOOR
- STAINLESS STEEL FITTINGS
- HIGHEST QUALITY THROUGHOUT

P.O. Box 413

VI-55641

# Basil Kelly and Harry Levinson Win Nassau Trophies

## Kelly Takes Gambelin Trophy—Harry 2nd; Harry Gets Bacardi Cup—Basil 2nd



BACARDI CUP WINNERS Basil Kelly (left) and crew Buck Johnson have just received their trophies from Governor Sir Ralph Gray (center). — All photos by Roland Rose

This year, the Nassau Sailing Week consisted of two groups of races starting with 3 in the Bacardi Cup Series and immediately followed by 5 for the Gambelin Trophy sponsored by the Royal Nassau Sailing Club, they were all sailed over 7-mile modified Olympic courses on or outside Montagu Bay in almost perfect wind and weather conditions. 17 boats (9 from as many states in the Union) competed in this international event.

In winning the 3rd and final race Monday A. M., Basil Kelly outsailed Harry Levinson and 15 others to win the Bacardi Cup, first jewel in the Bahamas Snipe Winter Championship treasure chest. Kelly and crew Buck Johnson, in winning their second successive race in the three-race series, finished with 4,496 points on a 5-1-1 record. Levinson was 4th Monday and second overall with 4,194 points on finishes of 1-6-4.

Winds estimated at 8-12 mph accompanied the fleet in the first race Sunday morning when the Levinson boys (Harry, skipper and brother Buzz crewing) scored an impressive victory. They led by 45 secs. at the 1st mark and by the time they reached the 2nd windward leg, the rest of the fleet was well behind. Their winning margin was 2 min 5 secs. over Pierre Siegenthaler of Nassau. Basil Kelly and Buck Johnson finished in 5th place.

That afternoon, over the same course but with gusts of about 14 mph, Kelly piloted his green hull Snipe to a lopsided victory to take a slim lead in the series. They never trailed as they skimmed over the course outside Montagu Bay in a speedy 1 hr. 10 mins. 46 secs. to finish 98 secs. in front of Godfrey Lightbourne and Peter Sweeting from RNSC.

Taking the lead enroute to the windward mark, they held an 11 sec. margin sailing to the broad reach, increased it to 35 at the close reach, and led by 70 when they rounded the 2nd windward mark. By the time they were beating for home,



GAMBELIN TROPHY WINNERS MEET THE GOVERNOR Harry Levinson (center) and brother Buzz with Governor Sir Ralph Gray at the awards night banquet.

there was no possible chance of their being overtaken. The 16th boat over the line in this race beat the winner's morning clocking by 32 secs.

Easterly winds of 12 mph whisked the fleet along in the final Monday A. M. race. In winning this race in the time of 1 hr. 12 min. 34 secs., Kelly and Johnson displayed extraordinary seamanship in outmaneuvering the pace-setters. They trailed Godfrey Kelly of RNSC, Levinson (2-time U. S. National Champ) and Jerry Jenkins (present U. S. Champ) around the second windward mark. From there they moved into 3rd place at the leeward mark and—tacking expertly—sailed into the lead 50 yards from home and won by a 2-second margin over brother Godfrey. They well-deserved the Cup!

### FINAL RESULTS - BACARDI CUP SERIES

Feb. 28-Mar. 1, 1965 - Montagu Bay - Nassau, Bahamas

SKIPPER	CLUB	RACES	1	2	3	PTS.	Fin.
Basil Kelly	Nassau		5	1	1	4496	1
Harry Levinson	Indianapolis, Ind.		1	6	4	4194	2
Godfrey Kelly	Nassau		8	3	2	4054	3
Ted Wells	Wichita, Kan.		4	4	5	4034	4
Jerry Jenkins	Detroit		6	5	3	3965	5
Godfrey Lightbourne	Nassau		7	2	6	3902	6
Pierre Siegenthaler	Nassau		2	8	8	3699	7
Carlos Bosch	Nassau		3	7	11	3500	8
Bob Wesselhoft	Peoria, Ill.		11	10	7	3017	9
Peter Christie	Nassau		9	9	10	3009	10
A.F. (Bud) Hook	Indianapolis, Ind.		15	11	9	2600	11
Terry Whittemore	Middlebury, Conn.		10	12	16	2427	12
Frank Jones	Memphis, Tenn.		12	13	15	2301	13
Sam Norwood	Atlanta, Ga.		14	14	12	2299	14
Tom Forrestel	Medina, N.Y.		13	15	17	2036	15
Geoffrey Johnstone	Nassau		17	16	13	1985	16
Harold Horn	Lincoln, Nebr.		16	dnf	14	1930	17

### THE SECOND SERIES

Warmed up by the Bacardi Series, the contestants started the 5-race Gambelin Series with blood in their eyes.

Sailing in good 12 mph winds, Kelly and Johnson appeared to have the opening race Monday P. M. well in hand as they rounded the 2nd leeward mark 6 secs. ahead of Siegenthaler. But as they circled the mark, their jib was knocked out of place and they forfeited valuable time to the onrushing Siegenthaler. Pierre won this one; Kelly 2nd; Levinson 3rd.

On Tuesday, the hard-luck team of Lightbourne and Sweeting won the 2nd race held in brisk southeasterly winds of 18

mph with occasional gusts up to 22 mph. Knocked out of the 1st race when they collided with the committee boat at the starting line, they posted a 11 second victory over the hard-charging Kelly. The Levinsons were 3rd.

That afternoon, in southerly winds of 15 mph, the fleet swept over the starting line on a starboard tack with no one in advantage. Carlos Bosch came back first on a port tack and thus set the pace for most of the race. He led Peter Christie by 10 secs. at the first windward mark with Kelly 3rd. Rounding the 2nd leeward mark, Christie moved into 1st, Kelly took over 2nd, and Bosch slipped to 3rd. On the beat home, Kelly outmaneuvered Christie to win by 11 secs.





**BAHAMIAN BEAUTY** Jeannie Russell sets the tone for the opening of the 1965 yachting season at Nassau and the Bahamas.

Levinson dropped back to 5th. By winning this spirited 3-boat tacking duel, it appeared that the crack RNSC team had virtually clinched the Trophy. If they could finish anywhere near the top in the last two races, they would sweep the two championships.

But it was not to be! The veteran Levinson brothers, famous for their fighting come-backs, sailed two faultless races to get 2 firsts and claim a mighty sweet victory.

Sailing a 7-mile triangular course in 7 mph winds, Kelly failed to cover Harry at the start of the 1st race. He was apparently more intent on winning the race than on protecting his substantial lead. His strategy proved disastrous, for he was forced out of position at the gun and had to circle the line for a second start. In 15th place, he was never able to mount a serious challenge and finished in 6th place. Meanwhile, Harry, sailing in winds dropping to 5 mph (which he especially likes), led by several hundred yards on the last beat home and crossed 21 secs. ahead of Siegenthaler, Basil's lead was thus cut considerably. He needed a 2nd place finish to win the trophy.

The last race saw Kelly battle back after another poor start. 12th at the windward mark, he pushed to 9th at the reaching, 6th at the 1st leeward, and 4th at the second windward. But he could not catch the scurrying Levinsons, who led from the reaching mark on and finished 19 secs, in front of Siegenthaler. Thus Harry won with a point total of 7384 and 3-3-5-1-1. Kelly was 2nd with 7136 points and 2-2-1-6-5; while Siegenthaler had 7100 and 1-4-8-2-2. Godfrey Lightbourne might have won this regatta except for his DSQ in the first race, as he roared back with finishes of 1-4-3-3, good for 4th place overall.

**FINAL RESULTS - DUDLEY GAMBELIN MEMORIAL TROPHY**

MAR. 2-3, 1965 - Montagu Bay - Nassau, Bahamas

SKIPPER	CLUB	RACES	1	2	3	4	5	PTS, Fin.
Harry Levinson	Indianapolis, Ind.	3	3	5	1	1	7384	1
Basil Kelly	Nassau	2	2	1	6	5	7163	2
Pierre Siegenthaler	Nassau	1	4	8	2	2	7100	3
Godfrey Lightbourne	Nassau	17	1	4	3	3	6433	4
Godfrey Kelly	Nassau	4	7	6	4	10	6080	5
Jerry Jenkins	Detroit	5	5	10	7	7	5865	6
Peter Christie	Nassau	7	10	2	13	6	5647	7
Carlos Bosch	Nassau	6	6	3	11	13	5578	8
Ted Wells	Wichita, Kan.	8	8	9	10	4	5532	9
A.F. (Bud) Hook	Indianapolis, Ind.	9	11	7	12	17	4497	10
Sam Norwood	Atlanta, Ga.	13	12	13	8	11	4398	11
Bob Wesselhoff	Peoria, Ill.	10	9	14	15	12	4231	12
Geoffrey Johnstone	Nassau	11	13	12	16	15	3826	13
Terry Whittemore	Middlebury, Conn.	14	dns	11	9	9	3677	14
Frank Jones	Memphis, Tenn.	15	14	16	14	14	3488	15
Harold Horn	Lincoln, Neb.	12	dns	dns	5	8	3226	16
Tom Forrestel	Medina, N.Y.	16	15	15	17	16	3178	17

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## 1965 U.S. NATIONAL SNIPE CHAMPIONSHIPS

Aerial picture at right shows site of the regatta at the IVY Club, Peoria, Ill.

Racing schedule given below:

### JUNIOR NATIONALS

WED. July 28-10:30 P. M.  
Measurement cut-off time.  
THURS, July 29th-2 races  
FRI, July 30th - 2 races  
SAT., July 31th - 1 race.

### U. S. NATIONAL CHAMPIONSHIPS

SAT., July 31-5:30 P. M.  
Measurement cut-off time.  
SAT. Afternoon-Tune-up

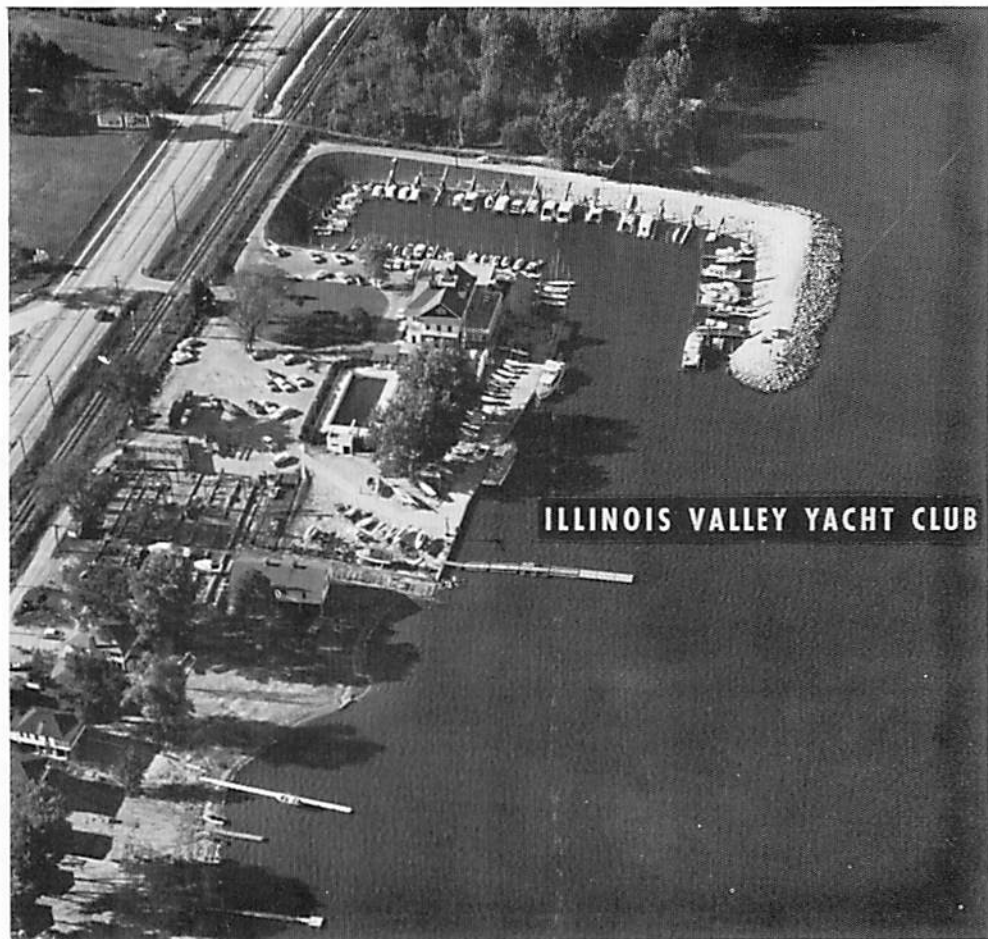
### CROSBY SERIES

SUN. Aug. 1-2 races  
MON. Aug. 2-2 races  
TUES. Aug. 3-1 A. M. race

### HEINZERLING & WELLS SERIES

WED. Aug. 4 - 2 races  
THURS. Aug. 5 - 2 races  
FRI. Aug. 6 - 2 races  
SAT. Aug. 7 - 1 A. M. race  
SAT. Night-Banquet, etc.

For more information, write:  
U. S. National Championship  
Regatta Chairman:  
Stan Salzenstein  
912 W. Fairmont Dr.  
Peoria, Illinois 61614



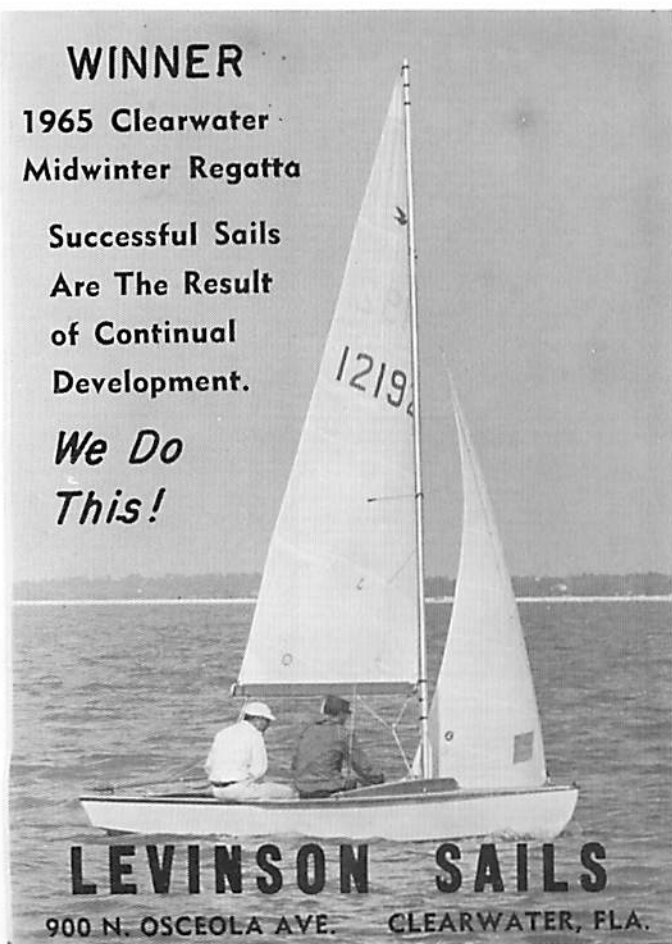
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# Harry Levinson Wins Midwinter Championship Regatta

## *Duel Started in Nassau Continued and Kelly Comes in 2nd — Seavy 3rd*

March is known as the month that comes in like a lion and goes out like a lamb.

Well this year's Mid-Winter International Snipe Regatta had weather that didn't quite agree with the old proverb. In fact it was just the opposite as the first two days the only wind available was man-made by a fan on one of the accompanying spectator boats.

However when the 28th regatta came to a close Friday, the winds had kicked the Gulf up to a white-foamed wavy pitch and the race committee had to decide on an alternate site of South Clearwater Bay, due west of the Bellevue Biltmore Hotel.

But no winds or the gusty winds, which were reported as high as 30 knots on Friday, it didn't make any difference to Harry Levinson. Harry, one of three brothers who have made their names synonymous with sailing, finished second and first in the two races held on the last day and captured the crown with a point score of 7842.

In second place was Basil Kelly of Nassau with a 7072 total, while Clearwater's Francis Seavy was third with 6796. Seavy, sailing in the kind of weather he loves best, won the initial race Friday to climb up in the standings. Jerry Jenkins, the current national Snipe champion, was fourth overall while Ted Wells, finished fifth.

The 29 skippers from 12 different states (plus Nassau) came to this 20th Annual Regatta expecting to have a great week of racing—and that is exactly what they got, for the weather was almost perfect and the competition was tops. How could it be otherwise? The list of entries was headed by the 1964 National Champion Jerry Jenkins of Michigan and Danny Flaherty, Junior National Champ. from Clearwater. It was studded with ex-national champions and former winners of the Midwinters; in addition, famed Olympic sailor Basil Kelly of the Bahamas and Gonzalo Diaz, former Cuban Champion helped spice the brew. It promised to have a real Kentucky Derby atmosphere!

The regatta started off smoothly as a single race was sailed Tuesday on the Gulf of Mexico. Clearwater's Gonzalo Diaz led the fleet around the first mark and held on to post a narrow win over Jenkins. Flaherty was 3rd, a surprise considering the light air, while Harry Levinson was 4th.

There were two races scheduled for Wednesday but light air dragged the first one out to over 2 1/2 hours and the second one was cancelled. Jenkins won in a walk while Harry Levinson and Diaz were the next two skippers across the line.

The wind picked up Thursday and so did Levinson's chances—Harry's, that is. He won both of the events on the Gulf and held a lead of 789 points over Diaz. Bruce Colyer and Kelly were 2nd and 3rd respectively in the first race on Thursday while in the second Harry was followed across the finish line by Seavy and Kelly.

At this point, it was evident Harry was the man to beat and that, barring some totally unexpected mishap, he would continue with his usual form and win the title. His worst race was a 4th, so he could still afford a poor performance, but not our Harry! He proceeded to wrap up the contest by finishing second behind Seavy in Friday's initial race.

But the next two places were still up for grabs and it was between Seavy and Kelly, who had taken his 3rd straight 3rd.

Kelly's consistency paid off as he once again was 3rd in the last race of the regatta and this boosted him into second in the final standings. Levinson finished in a blaze of glory by winning the finale, really rubbing it in. Dick Tillman, a former national champion, was the runnerup skipper.

Actually it was quite an accomplishment just to finish. Seven of the Snipes turned over and many ran into trouble of some sort, and one boat snapped a mast while waiting for the start of the final race.

Since six races were sailed Harry Levinson was permitted to throw out his worst finish—a fourth. His winning total was



WINNERS POSE WITH COMMODORE HOOK — (left) Francis Seavy, third place winner; Harry Levinson proudly holds his big championship cup. SCIRA Vice-Commodore Basil Kelly of Bahamas, who won second place, on the right. — Clearwater Sun Photo

computed on 2-1-1-2-1, which gave him a 770 point margin (about 11 boats) over his nearest competitor. A find performance by a real champ!

Kelly's finishes which counted were 5-3-3-3-3. He threw out a 9th, while Seavy discarded an 8th and used finishes of 6-6-2-1-6 in accumulating his total.

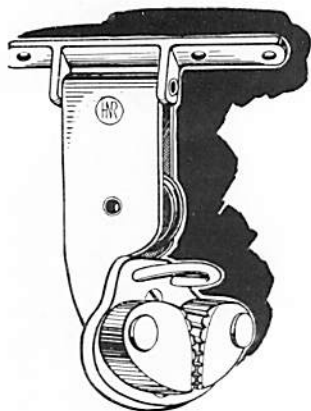
Harry Levinson dominated the regatta more than anyone has since Charlie Morgan won four out of the five races that counted in 1962. Harry gave much of the credit to his crew, Mike Walbolt. Harry had captured the Nassau Regatta just a week ago but didn't expect to do as well here. In Nassau he had his brother Alan (Buz) for a crewman, and there two sailed together for many years.

But Harry soon found out that Walbolt knew his way around a Snipe and they worked so well together they never were far back in any of the races. It was Harry's first mid-winter win but wasn't his biggest victory ever in Clearwater. In 1960, when the nationals were held here, he won over a field of 70-odd skippers—the best in the country.

Still he was a happy man when he was handed the SCIRA trophy but, for that matter there were a lot of happy people Friday night. It was that kind of a regatta—enjoyed by all.

— Ed Haver, Sports Editor of the Clearwater Sun  
Final Results - Midwinter Championship - March 9-12, 1965

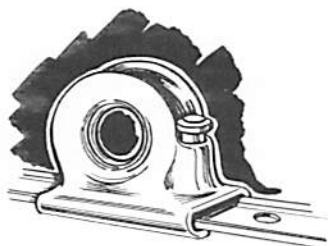
BOAT	SKIPPER	CLUB	RACES	1	2	3	4	5	6	PTS.	Fin.
12192	Harry Levinson	Indianapolis, Ind.	K	2	1	1	2	1		7842	1
14888	Basil Kelly	Nassau	9	5	3	3	3	3		7072	2
6995	Francis Seavy	Clearwater	6	6	8	2	1	6		6796	3
14676	Jerry Jenkins	Birmingham, Mich.	2	1	11	dnf	8	5		6406	4
6025	Ted Wells	Wichita, Kan.	8	4	4	6	5	dns		6348	5
6156	Bruce Colyer	West Palm Beach	7	7	2	dnf	4	8		6291	6
10111	Gonzalo Diaz	Clearwater	1	3	10	5	14	10		6262	7
10350	Dick Tillman	Dayton, Ohio	23	21	7	4	7	2		5602	8
8598	Dan Flaherty	Clearwater	3	9	dnf	10	9	11		5353	9
9920	Carlos Bosch	Nassau	15	18	20	7	6	4		4955	10
12453	Don Cochran	Clearwater	5	13	9	8	dnf	dns		4517	11
13032	David Larsen	Sandwich, Ill.	19	8	19	17	10	7		4266	12
8652	Frank Levinson	Clearwater	11	12	5	dnf	12	dnf		3999	13
14703	Tony Waller	Clearwater	27	15	18	13	11	9		3913	14
13843	Eddie Williams	Kansas City, Kan.	10	14	6	11	dnf	dns		3815	15
7435	Derek Peters	Atlanta, Ga.	14	22	12	12	15	16		3712	16
14065	Dick Edwards	Cuba, N.Y.	12	24	14	16	17	12		3612	17
13007	Bud Hook	Indianapolis, Ind.	21	11	22	9	13	dnf		3592	18
9026	Courtney Ross	Clearwater	20	16	16	19	dnf	13		2959	19
13205	L.P. Verwey	Jacksonville	17	10	15	dnf	dnf	dnf		2681	20
15223	Robert Mills	Silver Springs, Md.	25	25	13	dnf	16	15		2462	21
14107	Eldon Howell	Clearwater	28	29	23	18	14	2280		2280	22
13433	Jay Swan	Columbus, Ga.	24	17	21	20	dnf	dnf		2030	23
14764	Martin Hellar	Dover, N.H.	18	20	24	15	dns	dnf		1935	24
14305	Bob Wesselhoft	Peoria, Ill.	26	19	20	14	dns	dnf		1879	25
13659	H.E. Wilkinson	Crystal Lake, Ill.	13	26	17	dnf	dnf	dnf		1729	26
11316	Tom Forrestel	Medina, N.Y.	16	23	26	21	dns	dnf		1574	27
12973	C.F. Curtis	Clearwater	29	27	27	23	19	dnf		1344	28
13516	John Mace	Philadelphia	22	28	25	22	dns	dnf		1147	29



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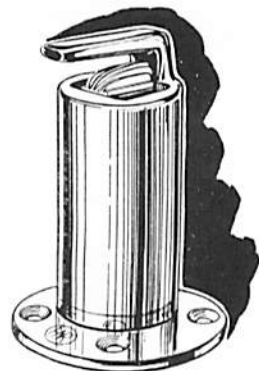
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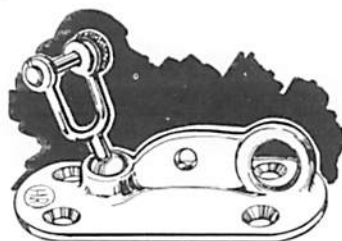
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The four items depicted here were adopted as standard equipment on all the snipes used in the 1964 Western Hemisphere Championship.



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## Wanderings



by Ted Wells

### THE CLEARWATER MID-WINTER REGATTA

Clearwater, for the second year in a row, —lucked out on weather—four races in nice, light winds on the Gulf, and two with fairly brisk breezes in South Bay when the Gulf was too rough. As usual, the racing there was interesting, with top competition.

One of the races on the Gulf turned into a reaching parade after the first beat due to a windshift. This race could have been salvaged as a race by using code flag "C" and moving the windward mark as provided for in paragraph 2 (f) under "Rules for Conducting National and International Regattas." (Perhaps, it isn't clear that the provisions of these rules may be adopted for any sanctioned regatta. They can.) At least one other race could have been improved considerably by moving the windward mark for the last two beats—but no code flag "C" ever showed up. As a matter of fact—it turned out that they didn't have the "answering pennant" or the "first repeater" which NAYRU has specified for postponement and general recall since 1961. The courses that most of us out here have to use on our overgrown duck ponds, can't be helped much by anything in case of a bad windshift—but there is nothing sadder than the Olympic course when the wind shifts badly. On a large body of water—code flag "C" can work wonders if used properly.

A couple of racing rule situations came up for considerable discussion—both involving the conviction held by many people that if they are close hauled on a starboard tack they can do no wrong. Unfortunately—they can. One of these situations had come up at a regatta several weeks earlier. A boat came up to the starting line close hauled on the starboard tack and caused much consternation among those reaching down the line. In this situation, the close hauled boat must remember that he doesn't have right of way because he is close hauled—he has it only by being leeward boat, and if he clobbers a reaching boat six inches ahead of the transom—he himself is probably out because in establishing his overlap to leeward, he did not give the windward boat ample room and opportunity to keep clear. Just how much room would be considered ample, I'm not sure—it probably depends on a number of factors—but the close hauled boat does not have right of way just because he is pointing as high as he can. As a matter of fact, he may get himself in trouble by doing just this before the start if the wind shifts and he heads up with the shift. He had better be sure of his luffing rights before he alters his course.

In the other situation, another skipper came up as I was putting my boat in one morning and remarked that he was surprised to see me finish the race the previous day after I fouled him. This was the first intimation I had that he was unhappy, my version of the event being that some time after I tacked under him for a safe leeward, even though I had practically stopped while coming about in the heavy chop, he drifted down onto me when my safe leeward position took charge. The contact was very gentle, the other skipper was not too experienced, and just didn't realize that simply pointing as high as he could point (which he said he was doing) isn't enough to avoid trouble when another boat has a safe leeward position, so I did not protest. I had been watching him before tacking as I probably could have cleared him on the port tack but the chop was very heavy in relation to the wind and the boat would

occasionally pound instead of going anywhere, so I decided to tack for a safe leeward.

The other skipper's version of what transpired was undoubtedly different from mine (this is always the case) and if he thought he was right, he should have protested (it was certainly obvious that I wasn't dropping out of the race). Anyway—the rule is that the starboard tack close hauled boat loses its right of way when it becomes an overtaking boat—and this happens the instant the other boat is on a close hauled course. The tacking boat can be dead in the water with his sails flapping but if he is on a close hauled course, his tack is completed and the other boat must then keep out of the way. How close the boats can be at this time depends on conditions—obviously in a twenty-five knot wind and high seas more room is required than with a five knot wind. With a light wind a few inches is enough—if the other skipper is on the ball and knows the rules. If he isn't watching or thinks his starboard tack close hauled course is sacred—you may be in trouble.

Harry Levinson put on a convincing performance by going well in both light and heavy winds. An interesting thing was the fact that with the sails he was using, he did not point as well as any of the other top boats—but he more than made up for it by going fast as soon as he got clear. Another interesting fact was that he and Francis Seavy were both still using the old Proctor mast with the swinging spreaders. It's too bad they don't know that this mast is obsolete. Someone should tell them.

### UNSCHEDULED FLOTATION TEST

In an earlier article, I mentioned that I didn't know whether or not my English combined foul weather jacket and glorified water wing would keep me afloat with frostbite gear on. I now know that it will. I acquired this knowledge by coming about in a twenty knot wind with the crew still sitting on what is now the low side trying to uncleat the jib which is still on what is the windward side.

### NEW CONTEST

Last month, the last of the items suggested for changing, improving or correcting the Year Book appeared here. Reading the proofs after returning from Florida when it was too late to do anything, suggests we now need a new contest for corrections on the corrections before final publication. No prizes offered—just more work.

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Fleet 113 July 18-23, 1965

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Syracuse, N. Y.

## 1965 DISTRICT 7 CHAMPIONSHIP

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on Yale Lake, Washington

June 26-27, 1965

Write: Don Waggoner  
2715 SW Glen Eagles Rd., Lake Oswego, Oregon

Let's Have a Big Turn-out!

## SANCTIONED SNIPE REGATTAS —

- MAY 22-23 HURRICANE GULCH Regatta, Cabrillo Beach YC, Los Angeles Outer Harbor. Arch Higman, 3316 Grayburn Rd., Pasadena, Calif.
- JUNE 5-6 RIFF-RAFF Regatta, Cowan Lake YC, Cowan Lake, Ohio. Stuart Griffing, 1087 Meredith Dr., Cincinnati 31.
- JUNE 5-6 FORT WORTH BOAT CLUB Regatta, Lake Eagle Mountain, Ft. Worth, Texas. O. L. Pitts, 2201 Montgomery St., Ft. Worth, Texas.
- JUNE 12-13 MICHIGAN STATE CHAMPIONSHIP (closed), Grand Rapids YC, Reeds Lake, Grand Rapids, Mich. Dexter Thede, 1411 Giddings Rd., Grand Rapids 7, Mich.
- JUNE 12-13 ISLAND BAY INVITATIONAL REGATTA, Island Bay YC, Lake Springfield, Illinois. J. T. Borton, 1111 S. 2nd St., Springfield, Illinois.
- JUNE 12-13 HEART OF AMERICA Regatta, Quivira SC, Lake Quivira, Kansas City, Kansas. John K. Boyd, III, Lake Quivira, Kansas City 66106
- JUNE 19-20 OHIO STATE OPEN Championship Regatta, Chippewa Lake YC and Portage Lakes YC, Chippewa Lake, Ohio. Arthur B. Kenat, 17819 Naragansett Ave., Lakewood 7, Ohio.
- JUNE 19-20 OKLAHOMA CITY BOAT CLUB Regatta, Lake Hefner. Dave Babcock, 3143 Wilshire Terrace, Oklahoma City, Okla.
- JUNE 19-20 ROBERT MORLEY Memorial Regatta, Wessagussett YC, Hingham Bay, Weymouth, Mass. Lawrence Callahan, 38 Rinaldo Rd., Weymouth, Massachusetts.
- JUNE 26-27 NEW YORK STATE Open Championship Regatta, Onondaga YC, Onondago Lake, N. Y. William A. Cummings, 409 N. McBride St., Syracuse, N. Y.
- JUNE 26-27 CLEVE SLAUSON MEMORIAL Regatta, IVY Club, Illinois River, Peoria, Ill. Robert J. Wesselhoft, 609 W. Crestwood Dr., Peoria, Illinois.
- JUNE 26-27 CONNECTICUT STATE Championship, Quassapaug YC, Lake Quassapaug, Conn. Tom St. John III, Timothy Rd., Naugatuck, Conn.
- JUNE 26-27 MIDWESTERN CHAMPIONSHIP Regatta, Wichita Sailing Club, Santa Fe Lake. Ted A. Wells, 753 Edgewater Road, Wichita, Kansas.
- JULY 10-11 MYSTIC LAKES Invitational Regatta, Winchester Boat Club, Upper Mystic Lake, Winchester, Mass. R. M. Swanson, 44 Swan Rd., Winchester, Mass.
- JULY 10-11 2nd Annual OZARK MOUNTAIN Championship Regatta, Queen City SC, Fellows Lake. Ernest Frisch, RFD #6, Springfield, Missouri.
- JULY 17-18 DISTRICT 1 Championship - Senior and Junior Regattas run concurrently. Winchester Boat Club, Upper Mystic Lake, Winchester, Mass. R. M. Swanson, 44 Swan Rd., Winchester, Mass.
- JULY 24-25 NEW ENGLAND Snipe Championship, Wessagussett YC, Hingham Bay, Mass. Lawrence T. Callahan, 38 Rinaldo Rd., Weymouth, Mass.
- JULY 29-30-31 U. S. JUNIOR NATIONAL CHAMPIONSHIP Regatta, Ivy Club, Lake Peoria, Illinois River, Peoria, Illinois. 2 races each Thursday and Friday - 1 Sat. A.M.
- AUGUST 1-7 U. S. NATIONAL CHAMPIONSHIP RACES, IVY Club, Lake Peoria, Illinois River, Peoria. 5 race Crosby Series starts Sunday the 1st; 7 race Wells and Heinzerling Series Wednesday through Saturday August 7th. Stan Salzenstein, 213 SW Adams St., Peoria, Ill.
- AUGUST 1-4 NORTH EUROPE DISTRICT Open Championship, Fleet 324, Viken, Sweden. Sound Week will take place August 4-8 at Skoshoved, close to Copenhagen, Denmark, thus affording another week of fine sailing and competition. Write to Svend Rantil, Box 115, Helsingborg, Sweden.
- August 14-15 BOARD OF GOVERNORS CUP Regatta, Quassapaug YC, Lake Quassapaug, Conn. George Schwenk, Upper Whittemore Rd., Middlebury, Conn.
- AUG. 14-15 ROCKY MOUNTAIN Snipe Championship, Rocky Mountain SA, Shadpw Mountain Lake, Grand Lake, Colorado. W. T. Scofield, Box 826 Rt. 3, Golden, Colorado.

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**FOR SALE: DACRON SNIPE SAILS** by Mel Jones. Used one (1) year - in excellent condition. Only \$70.00. Call or write to Stephen Wm. Shure, 4246-C Falcon Court N., McGuire AFB, New Jersey. Tel: 723-2047

**FOR SALE: SNIPE 10073** in Excellent Condition. Built by Clark Mills. Dry-sailed. All Race-lite fittings; mahogany marine plywood with natural finish. 2 sets Morgan dacron sails plus extra main. Custom made trailer included. An excellent racing record. \$950.00. Contact: Bill Cloninger, 215 E. Avondale Dr., Greensboro, North Carolina. Phone 299-9269 or 273-5655.

**FOR SALE: ROBERTS ORLON FULL MAIN** with Watts dacron full jib in very good shape for \$60.00. Complete set of Murphy & Nye dacron - full modern cut - \$70.00. Both suits very powerful. Machine edged stainless steel 72 pounds dagger-board at \$25.00. Gonzalo Diaz, 1829 W. Flagler St., Miami, Florida 33135. Phone 221-4373 after 8:00 P.M.

**FOR SALE: LIPPINCOTT SNIPE 13024.** Wooden hull in good racing condition with aluminum mast. Complete with North medium jib and main, trailer, bronze daggerboard, compass, anchor, etc. Ready to sail. \$950.00. Larry Mosier, 4636 Highgrove Dr., Fort Worth, Texas. AX2-2666

**FOR SALE: GERBER 12225** - 425 lbs. Superior cedar-planked hull. Former New England Championship boat. Hard and North sails; trailer. All in top condition and ready to win. Complete for \$975.00. E. P. Chase, 27 Lawson Rd., Winchester, Massachusetts.

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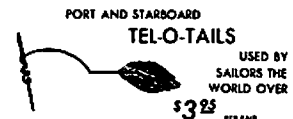
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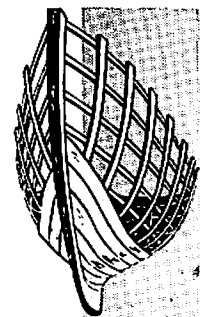
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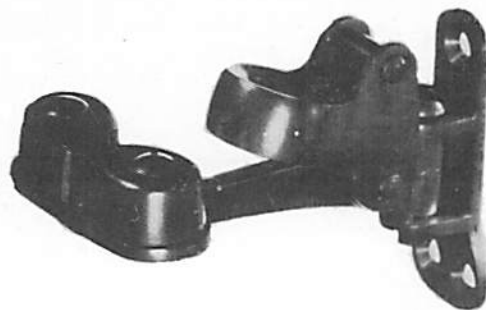
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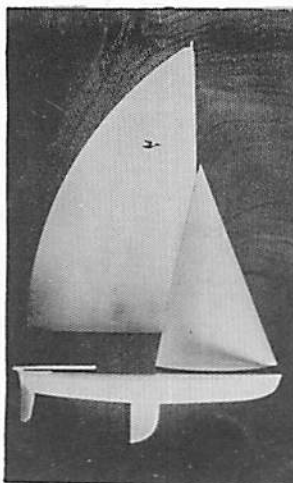
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