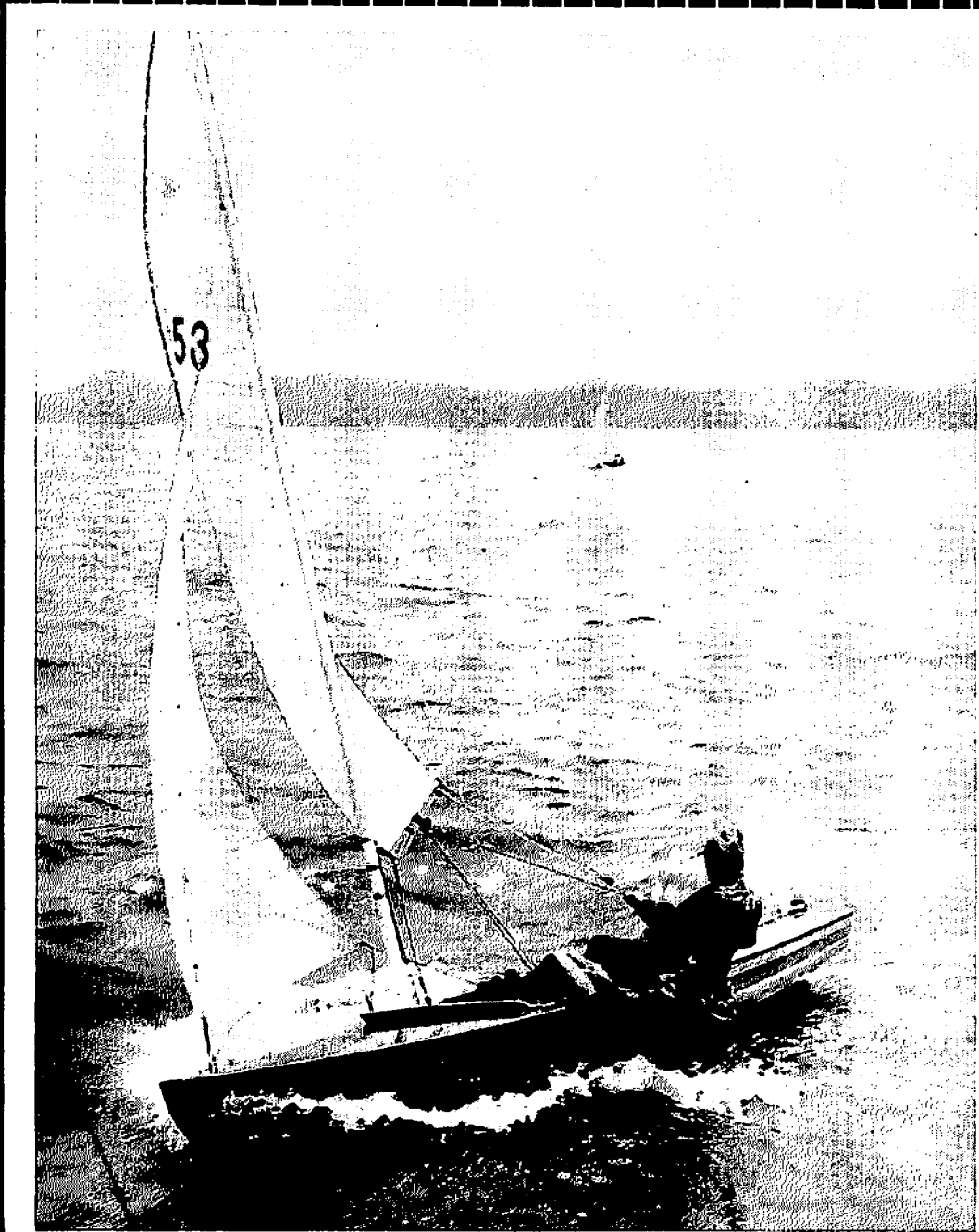


SHIPE BULLETIN

NOVEMBER 1953

VOL.3 NO.6



Harold Gilreath, skipper, with
Frank Johnson, crew, sailing
"TEXAN II."
Second Place-U.S.Nationals.

1953

SNIFE NATIONALS

Sails by Watts

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TOM FROST and **FREDDIE SCHENCK** sailed

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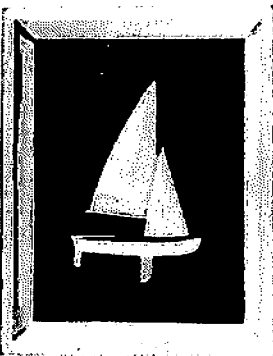
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HAROLD GILREATH placed second

and **TED WELLS** third. They all used sails by Watts.

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SNIFE BULLETIN

SNIFE BULLETIN is produced and edited monthly by Birney Mills, Acting 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 SNIFE BULLETIN as part of the membership free.

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Be sure to notify SNIFE BULLETIN of any change in address, giving both old and new addresses.

THE COMMODORE SAYS

For several years past, some members of the National Snipe Class have favored a change in the method of selecting district secretaries and also, to a lesser extent, some changes in their duties and responsibilities. This year the subject popped out into the open (as mentioned in the previous BULLETIN) at a skippers' meeting held during the National Championship Regatta at Ardmore. Those attending this meeting recommended that the subject be presented to the membership to determine what the majority favored.

In the past, district secretaries have been appointed by the Executive Secretary, but not enough secretaries were appointed to cover the necessary districts. Consequently, some districts have been without the services of a secretary. Also, district boundaries were not definitely defined. The duties, in general, as outlined in the Rule Book, are to promote racing, help to form new fleets, and see that rules and restrictions are adhered to. Some of the district secretaries have done outstanding jobs and they have been asked to hold the office over too long a period and the work, of course, becomes tiring in time.

In general, the proposals for change favor annual election of one or more officers for each district by the district membership and developing some method of giving these officers a vote on national issues. The chief officer of each district could be called a district commodore or governor. It is felt that, with such a system, the district chief officer would have more prestige, authority, and responsibility, resulting in better supervision of district affairs.

In order to give the district chief officers some representation on the Board of Governors, it is proposed that each district send its chief officer (or a substitute) to the National Regatta and that these officers elect one or two of their number to serve on the National Board of Governors for a minimum of two years, the terms to be overlapping and not concurrent.

In order that the preferences of the membership can be obtained, please send in to the Acting Secretary, Birney Mills, your choice of the following:

A. Continue present system of appointing district secretaries by the National Secretary (with approval of the Board) and with duties as outlined in Section 31, page 30, of the Rule Book.

B. Officers in each district to consist of a Governor (or Commodore), a secretary, and several others to comprise a district council presided over by the Governor. District officers to be elected by representatives from each fleet during the

district championship regatta, or at some other time, if preferred. Duties of these officers to be, in general, district racing and Association affairs, but with added emphasis on publicity, aid to inactive fleets, and formation of new fleets.

Governors, or their representatives, from each district to meet during the National Championship Regatta and elect one or two of their number to the SCIRA National Board of Governors to serve for the ensuing year.

Each Governor to furnish a report on the district activities for the year for inclusion in a year book.

G. Any different plan that you prefer or wish to submit.

Votes on the above are desired from any member in good standing of the Association, but it is preferred to have each Fleet Captain send in the majority preference of the members of his fleet. Be sure to identify your vote as representing your self or as the combined vote of your fleet. Votes must be forwarded not later than December 1, 1953.

---Carl Zimmerman.

OUR APOLOGIES---and an explanation!

Removal of SCIRA records and equipment to a new address with the edition of two BULLETINS---all in a period of five weeks has caused some confusion and delay in transacting regular SNIPE business. But the pile of old correspondence is dwindling rapidly and the next number may be yours. Also, at this time of year, fleet captains are sending in reports and stories of regattas expecting them to be in the next issue of the BULLETIN. Restricted space makes that an impossibility, but sooner or later, you will see your much appreciated article. We always welcome good material. -- Birney Mills

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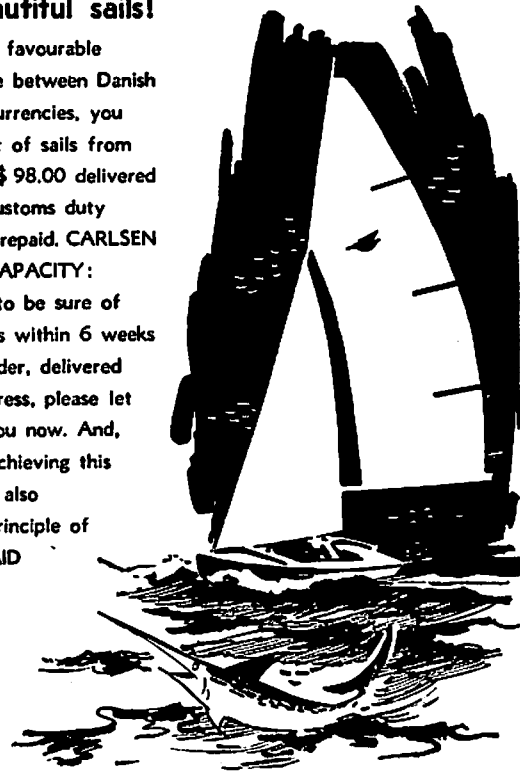
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THE SAILORS COME HOME FROM THE SEA.

How it feels to sail for the United States on an Olympic course in the International Snipe Regatta held at Monaco was described by Tom Frost, skipper, and Fred Schenck, crew, who took second in the world finals. They spoke before members of the Yachtsmen's Luncheon at Newport Harbor Yacht Club.

Tom, a senior at Harbor High, gave some highlights of the trip. His crew supplied others. As the meeting adjourned, the local pair was given a check for \$110---subscribed last week by the Yachtsmen--to be put toward the heavy expenses incurred in sending themselves and the "SNOWBALL" overseas. Tom sold his boat to an Italian youth following the championship races held off San Remo in Italy.

Schenck told of fairly stiff winds and high chop which were fairly constant during most of the races. They took first in the first race but were disqualified in the second because in luffing to the leeward mark, the backwash pushed them into the starting marker. They took second in the third race, didn't finish in the prescribed time limit in the fourth, but got a first in the fifth race.

It was in the final sixth race that they showed their transom to competitors of 14 other nations, breezing in 12 minutes ahead of the second boat. Even so, the Portuguese entry nosed them out for over-all winner.

At San Remo, where they were towed by a tug, they took second in the first race and a first in the second. In the latter race, the future buyer of SNOWBALL rode as crew. The young student and Schenck came home laden with silver trophy cups and a complete album of Monaco stamps given them at the trophy presentation dinner.

---Newport Balboa Press.

PPAFFS AGAIN WIN MICHIGAN STATE CHAMPIONSHIP



"Coming down the Avenue" to round a buoy.

Photos by G.E. Holton.

DAVIS

LEONARD PFAFF ROSE APPELGATE



OFFICERS and RACE COMMITTEE - left to right; Fleet Capt. John Heskett, Commodore Mel Boersma, Regatta Chm. Brooks Applegate - race committee - Len Vaughn, Capt. Cartland, Chr., Dr. H. S. Davis.



THE WINNERS—Jack and Bob Pfaff—Eagle Lake Yacht Club.

Jack and Bob Pfaff of Eagle Lake again emerged victorious at the Michigan State Snipe Championships, held very successfully this year on Portage Lake, Onkama, Michigan. Not far behind, though, were Bud Leonard and crew Dick Virgil of Diamond Lake, who placed second, with Brooks Applegate and crew Chuck Andrews of Portage Lake, coming in third.

The first two races were held on Saturday, August 15, in variable NW to SW winds of 5 to 12 MPH. The Pfafts took the lead soon after the start of the first race and won by a safe margin. A three boat battle ensued for second place, with Fred Weissert and John Rodse of Grand Rapids edging out Bud Leonard for third at the finish.

The second race was won by Chuck Greaves of Portage Lake, who did some fine sailing to beat the second place Pfafts and Ed Gavney of Gull Lake, placing third in this race.

The final race was held Sunday noon in a puffy 20-25 MPH NW wind. Tom Wurster of Diamond Lake came from behind on the windward leg of the course to win by a good margin. Stan Davis of Grand Rapids also came from behind to take second place honors, while Brooks Applegate battled right to the finish line to tie Bud Leonard for third place.

REGATTA NOTES:

This year's regatta was the biggest in the history of the Michigan State Championships, with 38 Snipes crossing the starting line in each of the three races. All finished, too--well, nearly all.

Sunday's strong winds brought two casualties to the fleet---Boersma of Portage Lake broke the spar on his boat, while Walt Krause of Diamond Lake had his spar jump out of the step, on the windward leg.

Sunday's race also ruined the chances of winning that race for a few of the top skippers. Hoping for a favorable wind shift, the leading six or seven boats around the leeward mark, headed by John Rose, Brooks Applegate, and Jack Pfaff, tacked too close under the windward shore and overstood a point of land that jutted out into the lake. They had to reach past the point, therefore, and then tack again for the windward mark, losing several

places in doing so.

There were only two protests, neither one causing any hardship to the Committee; the visiting skippers and crews were entertained in the cottages of Portage Lakers; all had a good time; lunches were served at the club-house; and Portage Lake Yacht Club looks forward to having the skippers again as our guests.

---By John Rose.

Summary of 1953 Michigan State Championship.

Skipper	Club.	Races	1	2	3	Fin.
Jack Pfaff	Eagle Lake	1	2	6		1
Bud Leonard	Diamond Lake	4	5	3		2
Brooks Applegate	Portage Lake	7	4	3		3
Tom Wurster	Diamond Lake	9	9	1		4
Chuck Greaves	Portage Lake	5	1	14		5
John Rose	Grand Rapids	3	10	8		6
Stan Davis	Grand Rapids	13	7	2		7
Bernie Rowe	Diamond Lake	8	18	5		8
Fred Weissert	Indian Lake	2	23	11		9
Bob Grace, Jr.	Muskegon	10	11	13		10
Julie Cartland	Portage Lake	18	13	7		11
Ed Gavney	Gull Lake	19	3	18		12
Arden Zimm	Gull Lake	15	14	15		13
Rosenbaum	Gull Lake	22	6	19		14
Mel Nichols	Wolf Lake	14	12	25		15
John Heskett	Portage Lake	23	8	23		16
Hill	Wolf Lake	31	20	10		17
Lloyd Green	Indian Lake	6	33	27		18
Walt Krause	Diamond Lake	12	16	DNF		19
Bill Vaughn	Portage Lake	24	30	9		20
Mary Lou Proback	Portage Lake	36	15	16		21
Sinclair Oswald	Portage Lake	16	24	20		22
Bob Harris	Glen Lake	17	27	22		23
Jim Miller	Muskegon	11	28	33		24
Murphy	Portage Lake	20	17	36		25
Dave Maverman	Portage Lake	32	34	12		26
Bill Ticknor	Gull Lake	26	19	24		27
Marylyn Harrett	Grand Rapids	21	22	30		28
Taylor-Carter	Portage Lake	30	31	17		29
Bud Tomlinson	Portage Lake	29	21	26		30
John Ebbert	Glen Lake	27	32	21		31
Pete Whiteside	Glen Lake	DSQ	25	28		32
John Keyser	Gull Lake	28	35	29		33
Palmer	Portage Lake	33	26	35		34
John Folz	Gull Lake	25	DSQ	34		35
Boersma	Portage Lake	34	29	DNF		36
Ginny Andrews	Portage Lake	35	36	31		37
Ed Vaughn	Portage Lake	37	37	32		38

BRAZIL SELECTS A CHAMPION

Flotilha de Snipes do Rio de Janeiro and big late Clube de Rio de Janeiro promoted the biggest Snipe Regatta in the yachting history of Brazil. Six races, in which the five best results of each boat were considered for final results, were held in the afternoons of July 9, 10, and 11 and the mornings of July 10, 11, and Sunday the 12th.

Skipper Pierre de Mattos, with Geraldo Rocha Pombo as crew, turned in a magnificent performance with five firsts to capture the Pimental Duarte Trophy, emblematic of Brazilian Snipe Championship.

Measurement of sails, many prizes, full hospitality during five days---in fact, everything Pedro P. Franca, Joaquim Belem, and their gang gave to this sailing event.

The Brazilian Navy destroyer "Bertloga" and the cruiser "Tamandare" transported Clio Guimaraes' Snipe "Corsarie" from Recife to Rio and back again, thanks to Admiral Harold Reuben Cox, 3rd. Naval District Commander. Miss Bibi Juetz' "Boogie", Claudie Laszlo's "Arigé", and Mirillo

Peixoto's "Espirite Santo" (the Argentinian boat bought by the capixabas last year after the City of Vitoria's Trophy Regatta) travelled by road. Snipes were loaned to the chaps who did not bring theirs with them. Rain, sun, high winds, and calms---everything there were during so few days.

FINAL RESULTS.

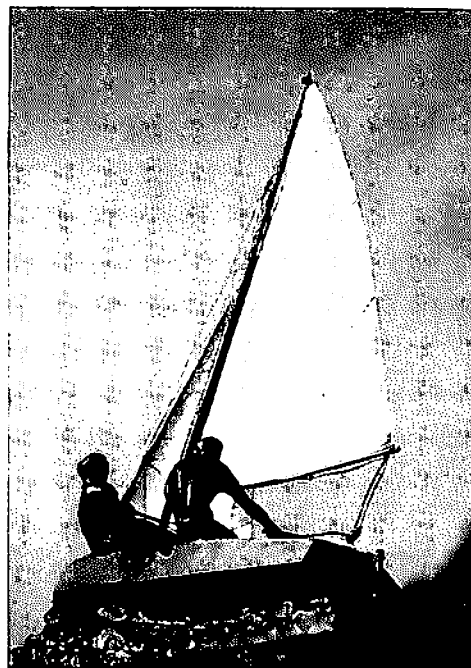
SKIPPERS	CREW	CLUB	POSITION
Pierre de Mattos-G.R. Pombo		Rio Fleet #159	1
Misses Bibi Juetz-Helena Lima		São Paulo 311	2
Pedro Penna Franca-A.J. Norman		Rio 159	3
Paulo Gomes-Henrique Hall		Guanabara 368	4
Claudie Laszlo-W. Schilman		Billings 377	5
Clio B. Guimarães-J.R. Malige		Pernambuco 211	6
Mirillo Peixoto-George Burns		Vitoria 245	7
Ugo Cantisani-Barnabe Chianca		Paraiba 306	8
Paulo Leyraud-R. Mascherpa		Guanabara 368	9
Robert Fischer-Rudi Pehl		Billings 377	10
Oscar Salette-José Reboucas		Vitoria 245	11
William Hering-Manfred Mayer		Billings 377	12

Photos by NONATO.

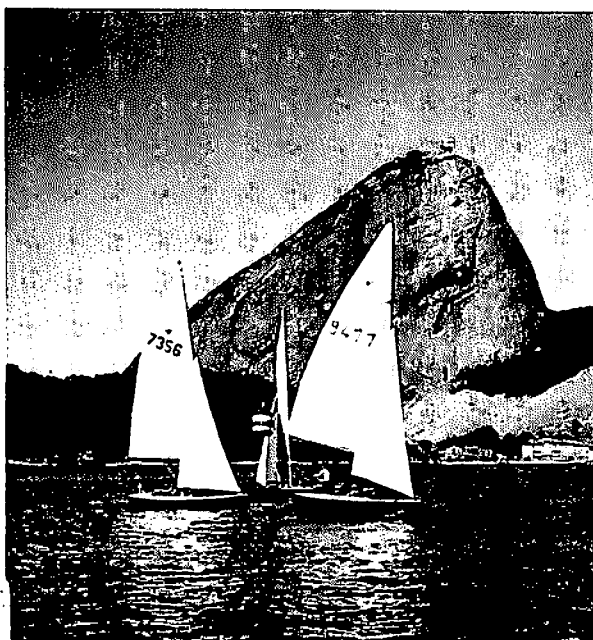
---Fernando de Avellar.



Brazilian Representatives at World Snipe Championships. Geraldo Rocha Pombo (crew) and Pierre de Mattos (skipper).



At right---
PIMENTAL DUARTE TROPHY.
Emblematic of Brazilian Snipe Championships. The base is made of jacaranda, an expensive hard wood, native to the forests of Brazil. The sea, boat, and crew are made of bronze and the sails of silver, with everything in scale.



"Rolling down to Rio" on a warm afternoon. Champion Pierre (9477) and Miss Bibi's "Boogie" (7356). The Sugar Loaf with a J.V. station on its summit is behind. Ht. 1000ft.

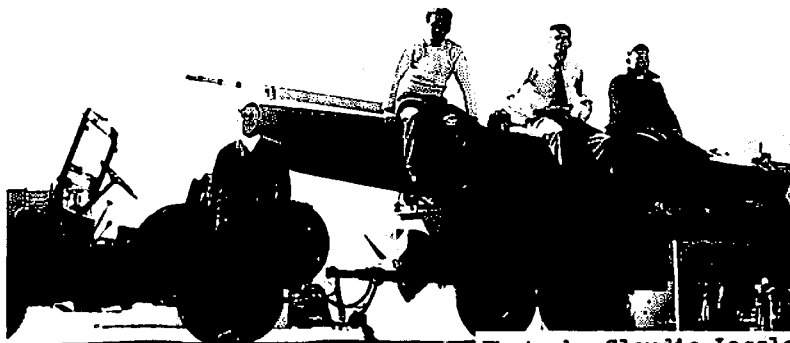


Photo by Claudio Laszlo.

This is the way the paulista boats "Arigé" (in the picture) and Bibi's "Boogie" travelled the 306 miles between São Paulo and Rio. From left to right: Pedro Franca, Rio's Fleet Secretary; Claudio Laszlo, Captain S. Paulo #377; Paulo Lextrand, Guanabara's Fleet Secretary; and Manfred Mayer.

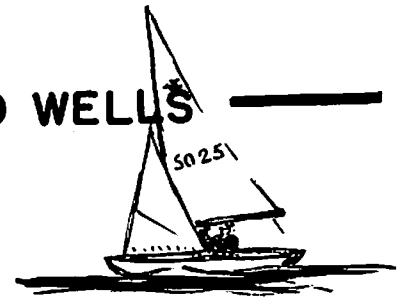
WELLS' WANDERINGS

By TED WELLS

November 1953

WELLS' WANDERINGS

European Wanderings - Second Installment



Since returning to this country I have received two French magazines with articles on the World's Championship at Monaco. These articles were quite interesting in view of the almost universal European opinion that it is necessary to do tricky things with the Snipe lines and tolerances in order to make a boat which can win races. At Monaco they had an excellent measuring rig and I had hoped that after they measured Tom's boat, which is a Varalyay just like mine except that it is only five years old instead of six, Tom's performance in the races would convince them that there was more to winning races than fiddling with tolerances.

This hope turned out to be pretty much in vain, however, as even though the boat showed on the measurement rack that it was built to almost the exact middle of all tolerances nobody would believe it. One of the French magazines published an article on the World's Championship and stated that the boat was specially built for the World's Championship (quite a bit of foresight was involved in this case as the boat, judging from its number, must have been built about five years ago) and was extremely carefully built because it came within the tolerances everywhere by a margin of one millimeter. The other French magazine carried an article covering both the World's Championship and the International Invitation Regatta at San Remo. This article said in effect that while after Monaco it could be said that the American boat of Tom Frost was the best, after San Remo in which Americans finished first and second out of forty-five boats---one of the boats being a borrowed one---the conclusion had to be that the Americans won by being better skippers and possibly having better sails.

The subject of measurements and tolerances came in for much discussion in the meeting of all of the European secretaries after the Championship at Monaco. Several countries had had experiences in having large numbers of boats thrown out by either being built outside of the tolerances or going outside of them and some of the opinions on what to do about the situation were pretty violent. The final recommendation of the European secretaries was to reduce the overall length tolerance and add two more stations to be measured on the stem contour.

It sounds silly but I think probably the first statement on the measurement data sheet and in the rule book should be to the effect that the Snipe is a one-design class boat and all hulls are supposed to look alike and be alike. Two regattas have been won during the past summer by Snipes which were later found to be outside of the tolerances with very embarrassing results all around. In one case the boat did not even look too much like a Snipe as there was about a six-inch radius between the stem and the deck with a piece of aluminum tacked on so that the shape of the stem in a side view from a distance looked like it belonged on a Snipe. This boat also had the centerboard trunk cut down considerably below the deck line. The prize for having boats out of measurement goes to the Italian Championship for this year, however, as only four out of twenty-eight boats which showed up were allowed to race. No wonder some of the Europeans were pretty excited about clamping down on measurements.

Another recommendation which they made was that a new weight limit be adopted covering the hull, centerboard, mast, boom, rudder, tiller, and rigging but nothing else that wasn't firmly buttoned on to the boat and could be accidentally left on shore. The reason for this was that several boats have shown up with thirty or thirty-five pound anchors which at the least is carrying ballast and at the worst can be forgotten and left on shore on a light day. The same tendency has been noticed in United States recently and this recommendation will undoubtedly be adopted.

Another recommendation which the European secretaries made was that sliding seats, hiking boards, trapeze rigs, etc., should be specifically ruled out. These have been considered illegal for some time but nothing has ever been written in the rules on the subject.



MORE COMPETITION FROM CALIFORNIA.

These two proud young sailors are launching their new Varalyay snipe out at Lake Merced, San Francisco, Cal. Don is steadying the boat while his brother, Stu Geddes, Fleet Captain of the Lake Merced Snipe Fleet, is getting ready to swing the bottle.

Incidentally, this snipe is #9551, the last number issued by Bill Crosby.

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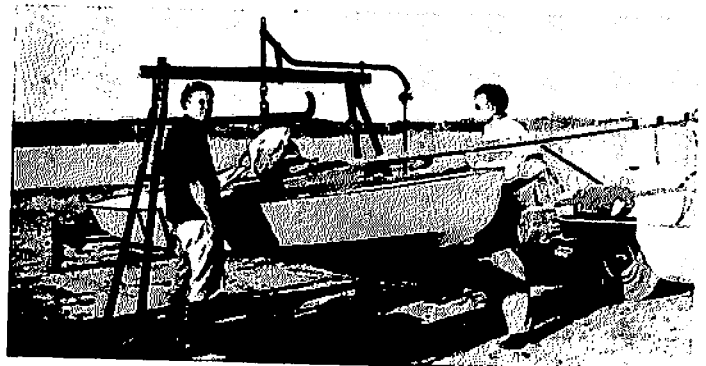
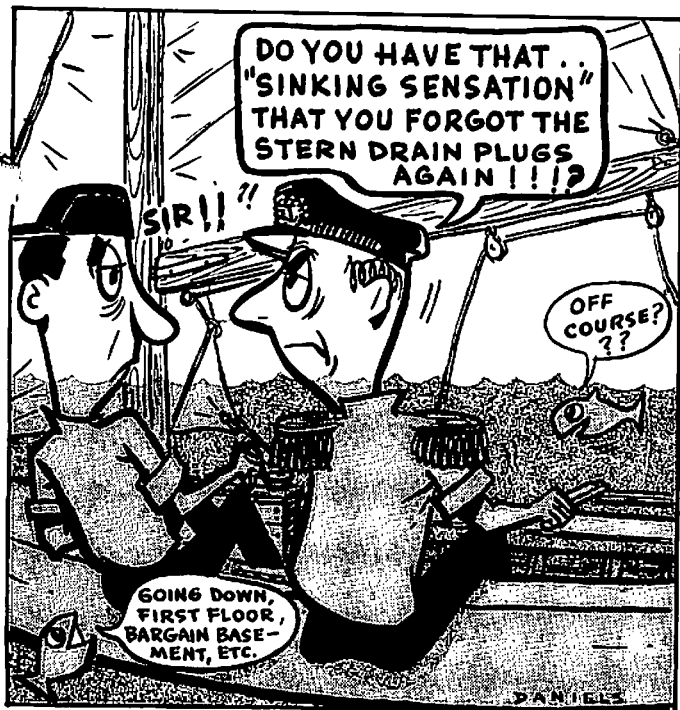
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Frederic P. Fember, Acting Capt.
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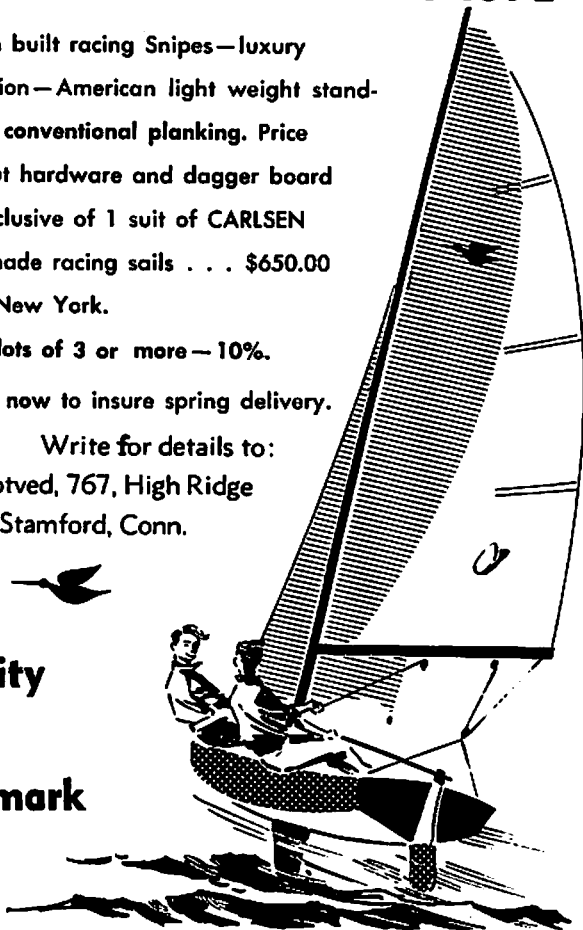
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MISSOURI REGATTA.

The Lake Lotawana (Missouri) Regatta was sailed on September 19 and 20. Jerry Jerome of Tulsa carted home the perpetual trophy, as winner of the event. Harold Gilreath, of Wichita, came in second. He won two of the three races, but tenth place in the first race cut down his point total. Harold managed this in spite of having tape plastered all over his boat to keep out the lake, as several had opened up in transporting

as several seams had opened up in transporting it on the trailer. John Hayward, also of Tulsa, placed third, just a few points behind Gilreath. Eddie Williams of the home fleet was in fourth place.

The races were sailed in the special racing breezes arranged for and guaranteed by Joe Ramel, Lotawana Fleet Captain. The first and second race had about a ten mile breeze and in the third race on Sunday, a twenty mile blow gave everyone a nice work-out.

Diana Scoble of Green Lake upset and lost her dagger board to David Jones, who is always around and on the alert for such opportunities.

The new Snipe Fleet located at Lake Quivira, just out of Kansas City, Kansas, was represented with four boats. This being their first experience with regatta sailing, they didn't win any prizes, but we can expect to hear a lot about them in the future.

SKIPPER	CLUB	Position.
Jerry Jerome	Tulsa	1
Harold Gilreath	Wichita	2
John Hayward	Tulsa	3
Eddie Williams	Lotawana	4
Don MacIvor	Wichita	5
John Rix	Wichita	6
Dwight Westholt	Lotawana	7
Bob Williams	Wichita	8
Cleve Slauson	Peoria	9
Bob Kilpatrick	Oklahoma City	10
Floyd Hughes	Council Bluffs	11
Dianne Scoble	Green Lake	12
Jack Schwindler	Lotawana	13
Dick Stock	Lotawan	14
Bob Lawton	Shreveport	15
Craig Donnecke	Wichita	16
Marshall Kennedy	Quivira	17
Chet Livergood	Tulsa	18
Earl Simpson	Council Bluffs	19
Art Hoffman	Wichita	20
Bill Sebring	Quivira	21
J.W. Alexander	Tulsa	22
Brick Eiehls	Tulsa	23
Kevin Curran	Lotawana	24
Joe Goetz	Lotawana	25
Sally Meyers	Quivira	26
Harold Jones	Wichita	27
Ann Gadd	Quivira	28

---Joe Ramel.

The European National Secretaries have accepted the invitation of France to hold the European Championships in Arcachon, France, from August 10--20, 1954.



DECALS
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One Minute, Please!
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Junior Airollers \$9.00 each
\$18.00 a pair boats up to 400 lbs.

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Boston Post Road, Corner of Fair St.
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