

*Snipe*

**BULLETIN**



NOVEMBER 1958  
Vol. 8 No. 6



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## SNIFE BULLETIN

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

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### Concerning the Cover

This unusual action picture was taken at Chautauqua during the Crosby Series by the Jamestown Post-Journal. Stan Kintz from California in 10569 and on a port tack, crosses the bow of 10350, Jack Tillman of Florida, on a starboard tack. Since no buoy is visible, it is not known whether this took place rounding a buoy or not and, although action was pretty close and fast, evidently there was no argument over right-of-way or tacking close aboard. Really a picture for the books!

### A most important ANNOUNCEMENT

CHANGE OF LOCATION AND DATE OF ANNUAL MEETING

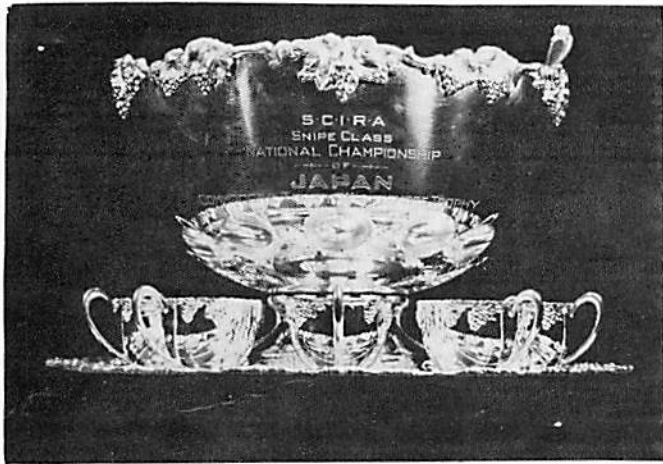
After due consideration of all factors involved, the Board of Governors of SCIRA has voted to hold the 1959 Annual Meeting in Kansas City, Missouri, on Saturday, February 7th.

A proposal to return to Chicago was accepted tentatively by the Board at the 1958 meeting, but the final decision has just been made and is now announced. For 22 years, New York was the meeting place; change to Chicago was made in 1955 in order to give Snipers a more central location and an opportunity to participate in official affairs. At that time, there was a feeling that the location of the meeting place should be changed every year, with the presiding Commodore choosing his home town or some other convenient district spot. After 4 years in Chicago, it was time to give other local Snipers recognition, so now the meeting moves from District 3 to District 2, sort of a compromise with Commodore Schenck of California. The date coincides with the second Saturday of the Kansas City Boat Show, a big event there. Come Friday and leave Sunday. Past-Commodore Eddie Williams has volunteered to act as General Chairman for the affair and headquarters will be the Muehlebach Hotel, where Eddie has already made proper reservations for all visiting Snipers. You are invited to come and spend this nice weekend with your sailing friends amidst new scenes.

### SCIRA in the New York Boat Show

Once again, Snipe will be in the January Boat Show in New York, but this year space will be big enough to accommodate two boats -- one of wood and one of fiberglass. They will be new ones picked for beauty, the wooden one being furnished by Gerber, similar to last year's exhibit. It is completely equipped and, as last year, some lucky person will have a free Snipe for next season. In addition, 4 other fine door prizes have been donated by Snipe suppliers.

Ray Kaufman, Vice-Governor of District 1 and member of the Manhasset Bay Fleet 258, is the General Chairman in charge and he will be assisted by members of the same surrounding fleets who did such a marvelous job last year. This venture has been successful financially and Ray has already mailed out details how every Snipe can help to each Fleet Captain. He can tell you all about it. Your support to help promote Snipe and SCIRA is urgently requested. Write Ray at 69 Davis Rd., Port Washington, New York, if you want more information. Also, volunteer booth workers are needed. So, come to a great show; make the booth your headquarters and meet your friends there; then attend the District 1 meeting Saturday night.



Japan first joined SCIRA officially in May 1956 when the Tokyo Bay Fleet 428 was chartered and Snipe has made progress there ever since. It is estimated that there are about 400 Snipes in Japan and Nobusaburo Ozawa, National Secretary, is making efforts to get them organized into fleets as opportunity presents.

The Japanese Snipers entered into competition immediately and the first official Japanese National Championship Regatta was held in June 1957 with Roy Yamaguchi getting the distinctive title, going on to the World Championships in Portugal that summer, where he made a creditable showing.

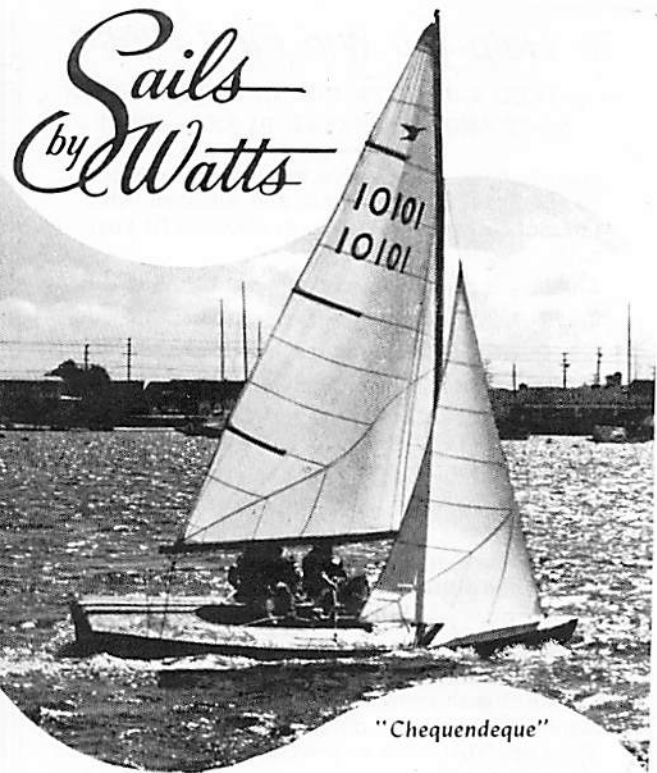
Upon his return from Cascais, Commodore Terry Whittemore, impressed by their enthusiasm and anxious to help Snipe in Japan, decided to donate a suitable trophy emblematic of the Japanese National Championship. And so the lovely silver and crystal punch set pictured above was presented to them. Needless to say, it was accepted with great pleasure and Mr. Ozawa says, "We are most proud of the trophy Mr. Whittemore donated to the Japanese Snipe Class sailing world. We are so thankful to him that we named it the "Commodore Terry Whittemore Trophy". The bowl is thus suitably inscribed. The races for this trophy were scheduled for September 23-27-28th this year.

**Some New Officers are Chosen**

The National Secretaries of Europe held a meeting while at the European Championships in England and, among other things, re-elected Capt. Vieri Lasinio di Castelvero of Italy to another 2-year term as Secretary General for Europe and Great Britain. Capt. Lasinio, a true sportsman and devotee of Snipe, has given time and energy to his job in the past and this is a just recognition of his labours and ability. Glad to have you on board again, Captain!

Fred Rochat, long a SCIRA fixture in Switzerland, stepped aside this summer and the new National Secretary for Switzerland is Jacques Poncet, "La Caranette", Bellerive, Geneva. SCIRA regrets exceedingly the loss of the fine services of Mr. Rochat, who always had the best interests of the organization at heart, and is pleased to know that he is continuing his interest in the class and will represent Switzerland in international meetings. Mr. Poncet has universal class wishes for his success for, with the new European Champion under his wing, he is already in the limelight.

Ilham Filmer, successor to Aydin Koral ( founder of SCIRA in Turkey) as the National Secretary, now informs SCIRA that an agreement has been made with the Water Sports Federation, a government agency, whereby all Snipe activity will now be consolidated under one head. This logical move thus eliminates duplication of efforts and so Mr. S. S. Cihanoglu, head of the WSF, is the new Secretary for Turkey in accordance with their laws and SCIRA regulations. Mr. Filmer will represent Mr. Cihanoglu at times, but all official correspondence should be addressed to the new Secretary, Türkiye Yelken Federasyonu, Taksim, Siraselviler 57, Istanbul. Mr. Cihanoglu is an able man, a real gentleman in the fullest sense of the word and SCIRA welcomes his services and offers congratulations on this step forward.



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# NEW JERSEY STATE REGATTA

Fleet 256 of the Pine Beach Yacht Club was host for the New Jersey State Championship Snipe Races on August 16-17th. The Crane Bowl, one of the oldest trophies in SCIRA, was the main prize sought by the skippers and crews sailing in 3 races.

Bruce Munro from Lake Mohawk was the final victor and new State Champion after placing 1-1-4 with a total of 4569 points. Competition was keen and consisted of Andy Whitman, State Champ in 1957 and co-winner of SCIRA's Minneford Trophy in 1956, and also Beth Olson, former State Champion for 7 consecutive years. Beth and her husband, Dennis, who crews for her, were both crewing for their 9 year old daughter, Debbie. This young lady is being taught by experts and will undoubtedly become an expert herself someday, and she may well be one of the youngest skippers in SCIRA today.

The 3rd race started as a drifting match and was recalled before any boat reached the first mark in the allotted time. When restarted, the wind had picked up and continued to increase it's velocity. This is typical of wind conditions on Tom's River, where they blow at various velocities from different directions. This not only confuses skippers, but also the Race Committee when trying to establish a course. The starting line moved so many times in the third race that everytime a boat came about, the line was in a different position.

The big event of the weekend was a dinner dance Saturday night, preceded by a cocktail party that started things moving faster than Bruce Munro's winning Snipe could sail. Awards were plentiful, with each skipper and crew receiving individual trophies.

Three wonderful races; two beautiful days; one highly entertaining night; and a new State Champion concluded a very successful regatta.

— W. A. Kebea  
Fleet Captain.

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## NEW JERSEY STATE CHAMPIONSHIP

BOAT	SKIPPER	FLEET	RACES	1	2	3	PTS.	Fin.
7183	Bruce Munro	Lake Mohawk	1	1	4	4	4569	1
8046	Andy Whitman	Fine Beach	2	2	3	3	4486	2
5894	Dave Weller	Lake Mohawk	3	4	2	4	4334	3
7610	Debbie Olson	Beachwood	5	6	1	4	4121	4
9306	Jackie Mace	Fine Beach	4	3	9	5	3837	5
8677	Robert Longnecker	Lake Mohawk	7	8	5	6	3541	6
9877	Ginny Rossi	Beachwood	8	7	7	7	3401	7
5485	Howard Jones	Beachwood	13	5	6	8	3305	8
10178	Walt Rice	Fine Beach	6	14	11	9	2854	9
11522	Fritz Reichel	Fine Beach	12	10	10	10	2763	10
4220	Phyllis King	Fine Beach	14	11	8	11	2718	11
4839	Bill Kebea	Fine Beach	9	13	12	12	2649	12
6914	Herb Toy	Fine Beach	10	12	15	13	2478	13
2380	Robert Anderes	Lake Mohawk	15	9	14	14	2469	14
5630	Tom Browne	Fine Beach	11	15	16	15	2201	15
5221	Harold Steelman	Fine Beach	17	16	13	16	1985	16
4274	Mr. Shoemaker	Lake Mohawk	16	17	DNF	17	1777	17

## SCANDINAVIAN CHAMPIONSHIPS

The Scandinavian Championship was won by the Swedish Champion Bjorn Jameson, while the Scandinavian Team Championship Races went to Norway, represented by Nils Monstad, Brynjulf Romslo, and Per Skjonberg. Sweden was second, Denmark third, and Finland fourth. The Regatta was held at Abö in Finland.

Olavi Valli won the Finnish Championship; Ragnar Ostensen the Norwegian; and the Snipe "Dumpe II" won the Danish title. The new address for Lief Huseby is Morgenposten, Oslo, Norway.

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# — CRACKER BARREL REGATTA INAUGURATED —

## BOSCH-NORWOOD TEAM VICTORIOUS



— Pix by Dr. Stevenson

**WINNING CREWS (above):** Only the good-looking ones are identified -- (l. to r.) Estelle Noland, Miss Bartoo, Mimi Norwood, and her daughter, Vicki.

**MIDDLE:** The Snipe burgee topped the code flags spelling SCIRA on the flagpole.

**FAR LEFT:** Walker Flournoy, Fleet Captain of Fleet 452, and Pappy Welch, General Chairman, flank the prized trophy held by Carlos Bosch, co-winner with Dr. Sam Norwood.

### SEVEN TEAMS FROM FIVE FLEETS COMPETE IN A SUCCESSFUL REGATTA PLANNED FOR DISTRICT 4

(This is a new event established by the new Chattahoochee Fleet 452 ( Georgia) and will be the Team Championship Races for District #4. The Deed of Gift to SCIRA is now being prepared and it is hoped this regatta will become as successful as the Dunphy Team Races have been in District 3. The " Crackers", urged on by indefatigable Pappy Welch, are quite enthused over the prospect and naturally, all Snipers applaud this additional activity. This first series was certainly encouraging! Just another sign that District 4 is getting stronger. )

This was a regatta true to its name. The " Barrel" is a two-gallon wooden keg bearing a silver title plate — captured by the sloops Fiesta and Try Again in the name of the Miami Fleet 7 and now resting safely in the trophy case at the Miami Yacht Club.

And there were " Crackers" all over the place -- Georgia, Tennessee, and Florida varieties, but " Crackers" nevertheless. They slept on air mattresses under the stars, in cabins, and in station wagons; they ate grits and Southern-style barbecue; they let their beards grow and generally acted about as they pleased while on the beach. On the water it was strictly NAYRU, but their natural " Cracker" meanness had ample outlet in the form of team tactics, fouls, protests, and a collision or two.

Lindy Bosch came to the regatta from the Nationals, but none of his Miami fleet members were able to make the long (?) trip to Central Georgia. In true Southern style hospitality, Sam Norwood volunteered to sail for a non-Atlanta fleet, and what a partner he proved to be! Carlos and Sam shared all the winning guns and covered well enough for one another that few boats ever separated them. The Bosch-Norwood combination now rules as the Team-racing Champions of District 4.

Atlanta's two teams took 2nd and 3rd honors while Governor

Stevenson and Virgil Noland, representing Memphis, took 4th in spite of an unfortunate DSQ. Top team of the host fleet also lost heavily via the port tack route; while the Middle Tennessee team folded under the pressure of the last two races for a 6th place when the final standings were posted.

A report of the Cracker Barrel Regatta would be incomplete without mention of a real Sniper who watched the hassle from the safety of the Committee boat. Once in, the Snipe germ never leaves the blood. Charlie Gabor, ex-National Champion as skipper of Snipe #4 and an associate of Bill Crosby, drove the 420 miles from Clearwater to mingle among the people he so dearly loves -- whoever and whatever they are as long as they sail and love a Snipe. Three cheers from Dixie for a retired Snipe sailor and a fine old sport!

— By Pappy.

### FINAL RESULTS -- CRACKER BARREL REGATTA

FLEET	SKIPPERS	BOAT	RACES	PTS.
Miami Fleet 7	Bosch Dr. Norwood	10999 9363	2 1 4 1 3 1	9134
Atlanta Fleet 330	Bartoo McCarthy	11390 8054	4 2 2 3 8 DSQ	7620
Atlanta Fleet 330	Harris Shelton	8653 10210	5 9 8 12 6 3	6919
Delta Fleet 4C7	Stevenson Noland	10163 8049	10 10 6 DSQ 4 9	6219
Chattahoochee Fleet 452	Welch Flournoy	10038 9139	DSQ 7 5 6 13 12	6031
Middle Tennessee Fleet 440	Randall Buck	8389 9915	7 5 13 11 DNF 7	6021
Chattahoochee Fleet 452	Schley Clark	246 11391	8 11 11 9 12 10	5715

# SWITZERLAND WINS EUROPEAN CHAMPIONSHIP

RAYMOND FRAGNIERE IS THE NEW CHAMPION — WORLD CHAMPION MARIO CAPIO OF ITALY TAKES SECOND

The European Snipe Championships were held at Plymouth, England, during the first week of August. There were 10 countries competing.

With the bad weather all have experienced this year, we hardly expected to sail the full program on schedule. But with the winds holding good for the entire week and the excellent organization of the Port of Plymouth Sailing Association, the Championship series turned out to be one of the best for many years.

Half of the boats were measured on the Saturday, but on Sunday morning a force 8 gale blew, preventing all activity except sail measurement. No sails exceeded the new girth measurement, but one suit from France appeared to be under weight but were allowed, as we had no means of checking.

The afternoon cleared and the remaining boats were measured. The Swiss boat 10576, which was at Cascais for the World Championships of 1957, was deemed out of order by the measurement committee. The curve of the stem was too blunt and after much discussion, was allowed to participate providing it was reshaped. A local boatbuilder took off a sliver about 12" long by 1/2" thick, but even this did not bring it into line. The position of the measurers was weakened by the fact that the same boat was allowed to participate in the World Championships. Measuring was made easy by the use of a jig presented to the Snipe Association by Mr. J. McKinlay, Vice-President of the Maldon Yacht Club.

The opening ceremony was performed by the Lord Mayor of Plymouth and the national flags were broken at mast heads to a fanfare by the band of the Royal Marines, Plymouth.

Luckily, by afternoon the wind was down to force 4 to 5 and a triangular course was set. A good start saw Norway, helmed by Nils Monstad, gain a lead over Dany Graux of Belgium, and he maintained it throughout the race. England and Scotland both retired after hitting a mark on the first round. Sven Rantil from Denmark came up to 2nd place, beating R. Fragniere of Switzerland. The first 7 boats finished within 2 1/2 minutes. Mario Capiro, the Italian World Champion for the Snipe Class, did well to finish 5th, as he was still suffering from air sickness.

France (B. Achard) protested that Norway had fouled a mark, but the two judges closely watching from a stake boat testified that this was not so.

On Tuesday morning, the first windward-leeward race got off to a slow start owing to a wind shift from S to SW, which fortunately held there. Bernard Achard (France) went away on his own and gained a good lead over the entire fleet. Denmark and Norway made headway, whilst Dr. Clark Penman (England) fell away. Result: France 1st, Denmark 2nd, Norway 3rd.

Wednesday, two races were scheduled and as the wind held due South, we got the remaining two windward-leeward races off. The start of the morning race was good with Italy first over the line, a position she maintained. The fleet split with Italy, Switzerland, and Spain (The Marquis de Povar) choosing the cliffs and Norway and Denmark the breakwater. The cliff paid off. Spain retired with a broken shroud lashing. Result was Italy 1st, Sweden 2nd, and Belgium 3rd. That afternoon the wind dropped to force 3 and Mario Capiro, finding his form, came in half a minute ahead of Achard of France with Spain close behind in 3rd place. This made the points position most interesting, with several in the running at this time.

Scotland, participating for the first time in Snipe Championships, was represented by Mr. J. Mackay who was not at home in a borrowed boat and was well down the fleet.

The wind lessened as the week progressed and this favoured the Swiss boat, who obtained two 1sts. In the last race, Italy had to get a 5th or better to win the event, but was early at the starting line and turned towards the committee boat. Dany Graux (Belgium) had a perfect start but masked Mario's view and so he did not see his recall number until a few seconds later. This cost him the championship, as he finished 6th. Mario put in a protest, saying that Dany must have been over as well, but the protest was not upheld. Subsequent viewing of a film taken of that start proves the judges right. Spain finished 2nd and Den-



OFFICIALS AT THE REGATTA. The Lord Mayor of Plymouth (left) speaks with Dr. Clark Penman, British National Champion, while H. J. Crispin, National Secretary for England, (center) listens in. — Photo by Western Morning News

mark 3rd in that race.

Dr. Clark Penman never struck his form and as someone remarked, being the perfect host, he allowed all but Scotland to beat him.

The entertainment side was very good with cocktail parties and a reception by the Lord Mayor, the Royal Corinthian Y. C., the Royal South Western Y. C., and the Royal Western Y. C. of England, the latter at the home of Lord Morley. A tea party was given by the Lord Mayor at the home of Sir Francis Drake, Buckland Abbey.

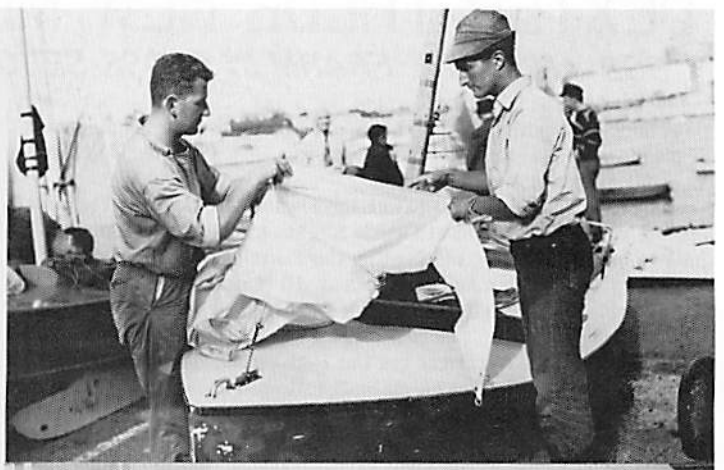
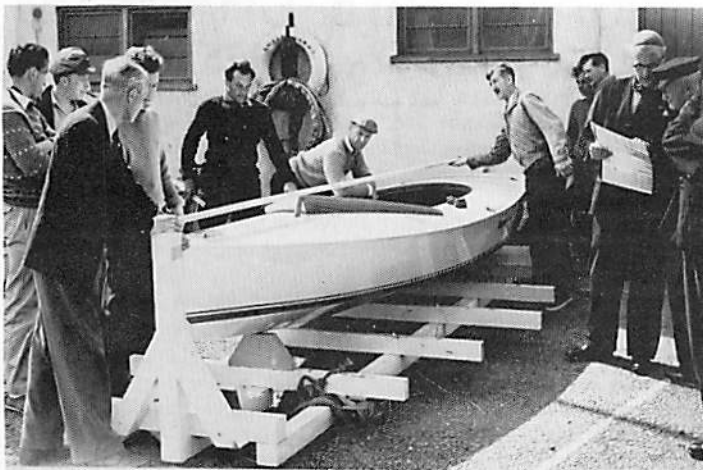
The prize giving dinner and dance was held in the Officers Mess at the R. A. F Mount Batten by kind permission of the A. O. C. The Vice-Commodore of the P. P. S. A. expressed the hope that Plymouth might see a Snipe World Championship there one day.

The 6 Snipe Fleets of England and numerous friends raised the funds for the Championship and without their help, this most successful regatta would not have been possible. Competitors testified to the warmth of welcome shown by the people of Plymouth, which makes for the success of all International sporting events. — H. J. Crispin, National Secretary

## 1958 EUROPEAN CHAMPIONSHIPS

BOAT	SKIPPER	CREW	COUNTRY	PTS.	Fin.
10576	R. Fragniere	R. Glutz	Switzerland	7309	1
11156	Mario Capiro	L. Podesta	Italy	7242	2
10036	Svend Rantil	B. Keutil	Denmark	6938	3
10921	B. Achard	P. Gramond	France	6875	4
10623	Nils Monstad	H. Grav	Norway	6780	5
11542	Marquis de Povar	L. Triay	Spain	6723	6
8226	B. Jameson	F. Ahman	Sweden	6711	7
9518	Dany Graux	F. Michaels	Belgium	6563	8
8855	A. C. Penman	E. Hine	England	5254	9
10326	J. Mackay	H. Sutherland	Scotland	4931	10

6 races sailed — 5 counted

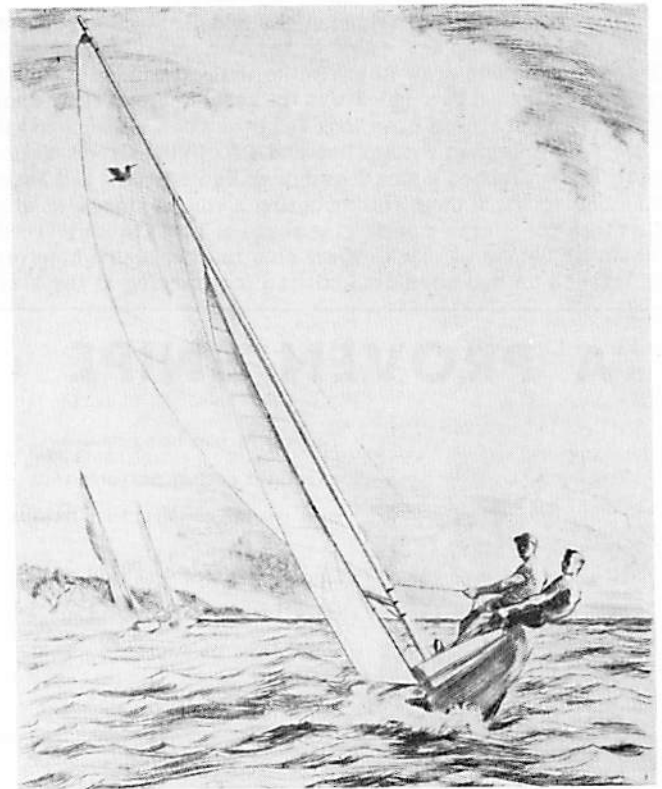


MORE PICTURES FROM PLYMOUTH. (upper left) The Swiss boat, the winner, is measured in; (upper right) Harald Grav and Nils Monstad of Norway rig their boat; (lower left) Start of the first race; (lower right) The new Champions, Raymond Fragniere and Rene Glutz from Switzerland, display their trophies to admiring regatta officials. —Western Morning News.



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# DEXTER THEDE NEW MICHIGAN STATE CHAMPION

## BOB AND ANNE FRAHM IN CLOSE SECOND PLACE—MARYLYN HARRETT THIRD

Dexter Thede of Grand Rapids put a 1st place finish between 2 seconds to capture the Tenth Annual Michigan State Championship held on Reed Lake at Grand Rapids July 12-13th. 41 boats from 5 fleets were represented.

Although John Keyser of Gull Lake was the defending champion, the regatta was held at Grand Rapids to allow the Gull Lake fleet to put full efforts into hosting the District 3 Championships. Entries were divided into 4 fleets of 10 boats each; each fleet sailed each other once, exactly as in the Crosby series in the U. S. Nationals.

In the 1st race Saturday for the Red-Green division, Dexter and Valerie Thede took a quick lead, followed closely by Bob and Anne Frahm, 1955 titlists. It wasn't long before each were a full leg ahead of the rest of the fleet, engaged in a fierce battle for first. The 0-5 mph winds first favored one, then the other. But the Frahms held a slight edge when the finish line was crossed ahead of Thede, who in turn led Leon and Virginia Irish over the line by 30 minutes. In the Yellow-Brown fleet, Arden Zinn with crew Terry Dolan, 1956 champs, fought off hard-charging Bill Ticknor to gain 1st place, while Nancy Fehsenfeld with her father Frank as crew, finished 3rd.

After lunch, there was a long wait before everyone finally decided to wait until Sunday to race the final 2 races because of the lack of wind. (Sure enough, as soon as everyone had gone home, the wind came out of its hiding place in full force).

Saturday evening brought a delicious dinner, some exciting and unique entertainment, plus an enjoyable square dance.

Skippers found Sunday to be a better sailing day with winds of 5-12 mph. In the 2nd race of the Red-Yellow fleet, Bob Frahm again showed his transom to the fleet, taking a good 1st over Marylyn Harrett and Arden Zinn. The Green-Brown group saw a similar situation with Thede winning handily over Nancy Fehsenfeld and John and Nancy Gordon.

At the end of 2 races, Frahm was 1st, Thede 2nd, Zinn 3rd, Fehsenfeld 4th, and Ticknor 5th, with everyone having a chance to win; the last race was to mean the works!

This race found Bob Frahm, in the Red-Brown fleet, over the line at the start and never able to recover. Marylyn Harrett of Grand Rapids, with crew Betsy Burke, sailed a beautiful race to come in 1st, which gave her 3rd in the series. Edwin Rosenbaum with sister Carolyn as crew took 2nd over Dean Kesterman with crew Tom Edleman; Frahm finished 4th. In the Green-Yellow fleet, Thede grabbed a small lead over Bud Leonard and Arden Zinn only to watch them roll by during a violent change in wind. Zinn then concentrated on staying ahead of Leonard while Thede remained just out of reach. When Zinn reached shore, however, he learned he had been disqualified for barging at the start.

Thus, Buddy Leonard and Tom Wurster won the final race with Thede 2nd and Ticknor 3rd.

And so the Thedes won the Eagle Lake Yacht Club Trophy, emblematic of the Michigan Snipe Championship, with one 1st and two 2nds.

Outstanding was the part played by the girls in this regatta. Of the 6 occupants of the 3 top boats, 4 of them were females! Valerie crewed for brother Dex; Anne for husband Bob; and Betsy Burke for friend Marylyn Harrett. And don't forget Nancy Fehsenfeld in 6th place, either. What gives, fellows?

The members of the Grand Rapids Yacht Club deserve much praise for the beautiful job they did in making this a very successful regatta. All the visiting skippers and crews were treated royally with huge free meals and homes with yacht club members. For those unfortunates who were unable to come — let's make next year even bigger!

— by Dex

### FINAL RESULTS — MICHIGAN STATE CHAMPIONSHIP

Boat	Skipper	Crew	Fleet	Races	1	2	3 Fin.
9732	Dexter & Valerie Thede		Grand Rapids	2	1	2	1
2740	Bob & Anne Frahm		Grand Rapids	1	1	4	2
10010	Marylyn Harrett-B. Burke		Grand Rapids	6	2	1	3
10800	Bill Ticknor-P. Schweitzer		Gull Lake	2	4	3	4
9299	Bud Leonard-B. Wurster		Diamond Lake	4	5	1	5
8794	Nancy & John Fehsenfeld		Grand Rapids	3	2	5	6
10963	Dean Kesterson-T. Edleman		Grand Rapids	5	6	3	7
9314	Ed & Carolyn Rosenbaum		Gull Lake	9	5	2	8
8043	John & Nancy Gordon		Grand Rapids	8	3	7	9
11160	Leon & Virginia Irish		Green Lake	3	6	10	10
10368	Arden Zinn, Terry Dolan		Gull Lake	1	3	dsq	11
7999	John Fehsenfeld-T. Fox		Grand Rapids	7	9	5	12
8592	Park Johnston-D. MacIntyre		Grand Rapids	8	8	6	13
10688	Noel Yarger-Jim Hoehn		Diamond Lake	dsq	4	4	14
10170	Colton & B. Weatherston		Green Lake	7	10	11	15
4349	Wayne Gray-Ron Sanders		Wolf Lake	4	7	dnf	16
8589	Norm Underwood-D. Norton		Gull Lake	11	11	8	17
4243	Jim Towler-Bob Lyke		Wolf Lake	10	13	8	18
8581	Waldo Matthews-J. Fischer		Gull Lake	12	10	9	19
7780	Mel Nichols-Jean Nichols		Wolf Lake	10	16	7	20
4238	Wally Blicher-H. Callender		Wolf Lake	12	17	6	21
7083	Richard Grant-C. Sheppard		Grand Rapids	13	13	10	22
6715	Jim Edgar-Steve Wheeler		Grand Rapids	13	11	12	23
3940	Darcy & Arthur Harwood		Grand Rapids	9	15	13	24
11388	Keats & Janet Vining		Grand Rapids	dsq	7	11	25
3994	Bobbie Frahm-Pat Fox		Grand Rapids	11	14	13	26
11469	Jim Bissell-Lance Caston		Grand Rapids	6	14	dsq	27
3487	Ricky & Peg Bolich		Grand Rapids	19	9	12	28
8050	Gordon & John Caldwell		Grand Rapids	18	8	15	29
10818	Maj Hall & Stuart Cowan		Grand Rapids	15	12	14	30
10398	Cheri Jarecki-Bill Metcalf		Grand Rapids	14	12	16	31
9297	Spike Sherriff-Jon Bowers		Gull Lake	20	15	9	32
10694	George & Mary E. Needham		Grand Rapids	15	17	14	33
4381	Joe Thomas-Art Hamp		Grand Rapids	17	16	15	34
10695	David Gray-Doug Rissi		Grand Rapids	16	18	17	35
4792	Harry & Skip Baxter		Grand Rapids	18	19	16	36
1560	Steve Parmelee-M. Fleerne		Grand Rapids	17	18	18	37
4406	Murry Rood-Bill Shade		Grand Rapids	16	dsq	dnf	38
10180	Roger Brussee-G. Nancarrow		Gull Lake	5	dns	dns	39
5113	Craig Booher-N. Smith		Grand Rapids	dns	19	17	40
10047	Garrett Mulder-Gay Kenney		Gull Lake	14	dns	dns	41

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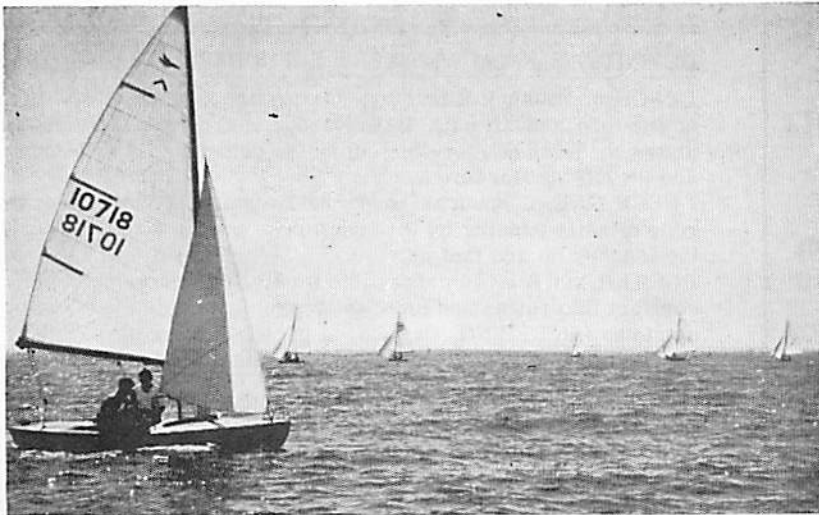


— Jamestown Post-Journal

HERE IS ONE OF THE BEST PICTURES OF ACTION AROUND A BUOY THAT WE HAVE EVER SEEN. These Snipes reach the leeward mark after a run in a stiff breeze and things happen fast. 9924 is already around and hardening up on the new course; 10963, with buoy room, is preparing to tack; 4711 keeps clear by sailing wide; while Zimmerman in 10175 stands up prepared to cut in behind 4711's stern to follow 10963. A scene of great excitement, amply illustrating the thrill of racing.

## JUAN MANUEL ALLENDE, WORLD CHAMPION S.C.I.R.A., 1957 FAR AHEAD AT CASCAIS, PORTUGAL, WITH ULMER SAILS

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**ENGLISH ALUMINUM MAST**

In the 1958 yearbook and the latest measurement data sheet, tentative approval is given to an aluminum mast from England, final approval being subject to testing. After a long drawn-out exchange of letters, drawings, etc., during which I developed a deep sympathy for Sceptre's crew, I finally managed to start testing one of these masts. Unfortunately, I haven't had a chance to use it in a wind over 20 mph, so I am not completely sure, but I believe it will be satisfactory with swinging spreaders. Without spreaders, the lateral bow becomes alarming in a wind of about 20-mph.

These swinging spreaders are attached to the mast about six and one half feet below the stay fittings and displace the stays outward about one inch. They are free to rotate in a horizontal plane. They do not interfere with the jib, and while the main lays against them on a broad reach or a run, they do not seem to do any harm. The chief advantage of this mast over the aluminum masts available in the United States is that the mast is air tight and will float as well as a wooden one--in addition, of course, to not having diamond stays whose spreaders poke holes in jibs. The weight is about 20 lbs. and the cost is supposed to be comparable to that of a good wooden mast. If the wind blows before the ice comes in, a final answer will be available shortly.

**HALYARD TROUBLES**

Quite a few people have trouble with 1/16" stainless steel halyards. Two simple practices will eliminate most breakages. The first precaution is always to tape the end fittings to the mast while traveling -- if they are left free to vibrate around, the cable will work harder and a failure is sure to result even-

tually. The second is to start out with halyards about six feet too long. At the start of every season, chop off about a foot on the end where the halyard attaches to the sail. This puts a new section of cable in contact with the pulleys where the working takes place. Also, never try to solder a fitting to stainless cable; either splice it or swage on a ball or sleeve.

**HIKING OUT MADE EASIER**

While it doesn't show up too well in the photograph of the latest cockpit on 6025 in the BULLETIN for May 1958, the deck at the sides of the cockpit is bent down on a radius starting eighteen inches from the boat centerline so that it is about 1 1/4" lower than the normal deck contour at the cockpit edge. This distributes the pressure against the backs of the legs while hiking out and not only lets the skipper and crew get out farther, but they can stay there lots longer. The difference isn't slight -- it is very noticeable. The use of two hiking straps for the skipper is very helpful, also. The combination of the two permits me to get out far enough that a hiking stick two feet long isn't long enough, at times.

**SOMEBODY MISQUOTED ME**

In the October BULLETIN, an article immediately following Wells Wanderings quotes me as advocating the use of pucker strings or leech lines. Somebody goofed. I've never seen a leech line, much less used one or advocated using one. And according to people in the sail making business, who should know the vocabulary involved, the terms "leech lines" and "pucker strings" are synonymus.

In any case, a letter is now being circulated to all sail makers and members of the Board of Governors asking their opinions on the use of grommets. My original interpretation of the rules was that since adjusting the tensions on the luff and foot of the sail was permissible, the adjustment by grommets should also be permissible. And I defy any sailmaker to add any usable area to a mainsail in view of the fact that the length of the luff and foot are controlled by stripes, and there is a maximum girth between the midpoint of the luff and the leech. The only place left to add area is in roach on the foot, which wouldn't appear to be very profitable.

The whole thing probably isn't worth arguing about if people are going to get all excited about it. The amount that a sail can be flattened by grommets is slight, but it is enough so that the average skipper could sail most of the time without wishing he had another main. Maybe you shouldn't expect sailmakers to be enthusiastic about a gadget that would let most people get by without even wishing they had more sails.

**DEFINITIONS FROM WEBSTER'S DICTIONARY**

**LEECH**, n. Nautical: Either edge of a square sail; the after edge of any fore-and-aft sail. In England, and rarely in the United States, the leech of a fore-and-aft sail is called the "after leech" and the luff the "forward leech".

**LEECH LINE**, n. Nautical: One of the lines attached to the leech rope of sails passing up through blocks on the yards, to haul the leeches up and taut by.

**PUCKER**, v. t. & i: To gather into small folds or wrinkles; to contract into ridges and furrows -- often with up, as to pucker up cloth. **PUCKERING**: The folds at the top of a bag when drawn together (by a string or rope) and connected with the form of a pocket.

**PUCKER**, n. A fold; a wrinkle; a collection of folds.

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## Voice Of The People

### WANTS SOME CHANGES MADE

"I was greatly interested in reading in the October BULLETIN about the differences in the weights of the boards in the leading boats at the Nationals. It reminded me of certain features about Snipe which have disturbed me for some time.

With the sensible adoption of the light board, attention has been centered on boards and the resultant weight changes thus resulting. I have used a light aluminum board for 2 years now and wouldn't think of ever going back to an 80 pounder (my wife wouldn't let me, anyhow!), but I believe we are wide open when, as a strict one-design class, we allow variation in boards to run from 29 to 80 pounds, or a difference of 51 lbs., equivalent to the weight of a small child. Even though, under the new rule, ballast can be added if permanently attached to make up the difference in boards, the net result is a lot of Snipes all with different hull weights, which is necessary for the one particular board they happen to have at the time of weighing. It is assumed that observance of the ballast rule will be voluntary, but I am not convinced this is the right answer. We have 18 Snipes in our P. L. Y. C. Fleet 110 at Turkeyfoot Lake and at least 12 of them have different hull weights, necessitating constant vigilance on the part of the measurer or race committee that they are using the proper board and are otherwise legal, etc. Also, it is merely a matter of minutes for a heavy boat to substitute a light board for a heavy one and my mind is never at rest when such a temptation is so easily effected.

Then again, we are trying to tighten our tolerances for IYRU recognition, but still we have two very different types of trunks and centerboards allowed, which, coupled with the great choice of weight in boards, certainly makes for general confusion and departure from a true one-class design. I have seen other classes with one trunk and board for everybody. They have accepted a light wooden board which everyone can handle and that is it — no exceptions!

80 lb. boards have been advocated by Snipers for years as giving the best performance, but now that seems debatable. So let's take a hard look at the entire centerboard set-up and try to make a sensible specification which will eliminate all this leeway and confusion. I don't know the answer myself (being just a country lawyer), but I suggest the Rules Committee come up with a plan next February. This should include settling on one type of trunk (daggerboard choice is logical) and one weight of board (not over 50 pounds at most) with possible lowering of the minimum hull weight after a certain date and number.

Now I've stuck my neck out (with my red head on it) and I'll probably be ostracized by my fellow sea-lawyers, but that's my case and I'll present it."

— Sherman Dalbey  
Rittman, Ohio.

### SNIPES MAKES GOOD IN DETROIT

"The former Snipe stronghold, the Crescent Sail Club of Lake St. Clair and the donors of the District 3 Championship Trophy, invited us to sail a Snipe in their one-of-a-kind regatta. Mike Choquette sailed his boat and I crewed for him. The race was sailed in 6-8 mph variable winds with a strong chop around a 3 mile course. Boats were divided into a centerboard section and a keel boat section. Scoring system was the Bavier time handicap ratio. Results: (1) Snipe; (2) Thistle; (3) Lightning (4) Jolly Boat; (5) Penguin; (6) Flying Scot; (6) Highlander.

Snipe also beat every boat in the keel division. We finished 4th with the winner about 200' in front. The Lightning was sailed by H. J. Cawthra, present International Champion, 1953 Class Champ, and 1957 President's Cup winner. Jerry Jenkins, who placed 4th in their Nationals this year, sailed Penguin. Boat for boat, Snipe beat Jolly Boat, Highlander, and Penguin. Mike sailed a terrific race and about all I did was act as ballast.

As this was the 1st appearance of a Snipe there in ten years, you can understand what a sensation this caused. There was much comment and inspection of the boat later. As a result, we were invited to join the club, an offer we will probably accept."

— Burt Eaton.

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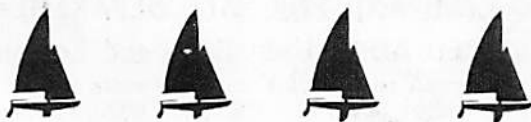
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# U. S. Sailing Future Lies on Lakes, Ponds, Says O'Day

The following clipping from the Boston Daily Globe is reprinted as of general interest to all small boat sailors. George O'Day, North American sailing champion, is rated as the best small boat sailor in the United States. He is an exclusive dealer of foreign built planing hulls of various classes and he is exceptionally well-qualified to express opinions, which are always respected. Here is the interview with Skipper O'Day:

"Our sailing future is on the ponds and lakes, not places like Marblehead and Long Island Sound," he said. "That's where we will develop our sailors. Marblehead hasn't produced a first-rate skipper in ten years. The kids there don't spend enough time in centerboards. They go from Brutal Beasts to 110's, and are smothered when they have to compete in centerboards."

O'Day noted these trends:

More cruising boats.

More racing of small centerboard craft.

Less racing of such old keel classes as the Internationals and U. S. One-designs.

More community and less yacht club sailing.

O'Day admitted his love for centerboards. Taking his first lesson at 6, he was raised in them and credits his success to them.

"A centerboard sailor can race a keel boat much better than a keel-boat skipper can race a centerboard. A keel-boat skipper has never shifted successfully to centerboards, as far as I know."

O'Day has a long and envious record. The first time he sailed a 5.5, he won the Prince of Wales Trophy at Bermuda last Spring. But his versatility is well known. He won the national championships in the 110, 210, the Firefly, and Jolly Boat classes the first times they were ever sailed. At 14, he won the inter-scholastic dinghy title in 1939. He won the Mallory Cup (North American Championship) at Marblehead in 1957 sailing a Thistle, his finest triumph. He has devoted most of his time to promoting the International 14, which he considers a he-man boat along with the Flying Dutchman. He is only 34, but competitively, his only interest now is international racing. He will try to make the Olympic team in three divisions-- the Finn, Flying Dutchman, and 5.5. He prefers them in that order. If he makes one, he will withdraw from the others. He can never see himself going back to week-end racing at Marblehead."

Mr. O'Day thus corroborates a trend which has been evident for the past few years, at least since the war. The great boom in water sports and boating has opened up sailing areas never dreamed of before -- in fact, did not even exist until recently. With everyone taking to the most convenient water, the concentration of sailing events in the great yachting centers of the past has been broken up and diversified into many localities. Now important regattas can be and are held all over the United States and in many cases, in better water than previously available at historically famous spots. Besides, the great influx of motor boats around metropolitan areas has virtually crowded out the small Corinthian sailor, for scarce docking spaces and high fees and club dues have forced the little fellow to hunt up other places. But that can be expected, for commercially, the power boat owner is a much better customer dockside than a sail boat man, and the customer who spends the money gets the attention first. The transition of the small boat sailor from the large yachting centers to the lakes and ponds has been evident in the Snipe Class for several years now and, as confirmed by expert Mr. O'Day, we are on safe water when we make our plans for the future accordingly.

Joe was a well-known gambler and a very popular fellow. When he died, hundreds of his friends came to the funeral. The preacher looked down at Joe's casket and then at his friends. "Joe isn't dead," he said. "He is only asleep." Then came a quiet voice from the back of the church, "Here's a hundred bucks that says Joe won't wake up!"