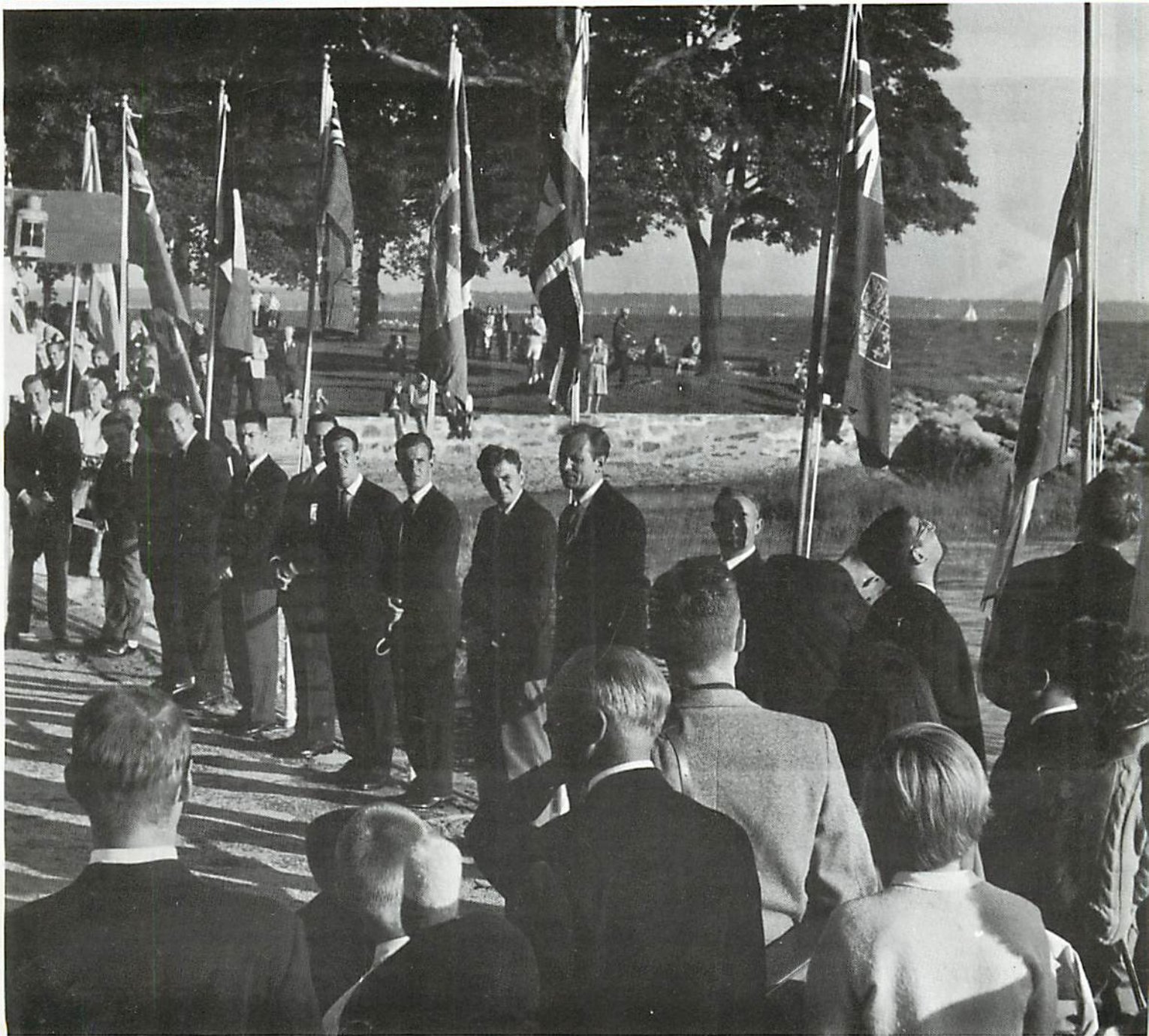




SNIPE

BULLETIN



November 1961

Vol. XI No. 6

Flag Raising Ceremony

1961 World Championship Races

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SNIPE BULLETIN

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

Address all correspondence to:

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SNIPE BULLETIN as part of their membership free.

Forms close on the 10th of each month preceding publication. Material received after that date will not appear until a later issue. Contract advertising rates may be had on application. Be sure and notify SNIPE BULLETIN of any change in address, giving both old and new addresses.

The Cover

Denmark's sailors hoist their national flag in pre-race ceremony of the 30th anniversary World Snipe Championship at the American Yacht Club dock, Rye, New York. Staffs were placed on both rails of dock, with hoisting of flags in alphabetical sequence of 18 competing countries as cannon fire signalled the occasion. Long Island Sound off Milton Point at Rye is seen in the background - the very area where the Snipe sailors raced until Brazil's Schmidt twins finished their conquest of wind, waves, and other national champions. (Ted Cronyn photo)

New Building Manual Being Printed

It is with great pleasure that SCIRA announces that - finally - the new booklet of instructions on how to build a Snipe is now in the hands of the printers.

An entirely new book, it is the production of Past Commodore Harold Gilreath of Marietta, Ga., and is a compilation of step-by-step methods used by him over the last year while building his own plywood Snipe, using the most modern materials and procedures. Containing many pictures, diagrams, and plans, it combines all needed information into one piece of literature and fills a long-emptied space in SCIRA literature.

The contract was let to a California firm; it will be a high quality production; and delivery is promised about the first of April 1962. Watch the BULLETIN for further announcements.

Special Snipe Insurance Policy Withdrawn

The Boston Insurance Company has notified SCIRA that, effective immediately, due to the lack of interest in the insurance program in the last two months, it will be necessary for them to withdraw from writing any more policies for Snipe owners at the very high deviation of premium allowed this year. Those policies which have been written under the SCIRA program will stay in force until their renewal or until normal expiration, at which time renewals would be at the standard rates for sailboats. Further, the special endorsement and privileges granted the Snipe owners will no longer apply.

This special insurance policy for Snipe owners was endorsed and promoted by SCIRA (at no profit) as a class service in reply to many enquiries received from them about boat insurance. It is indeed regrettable that more of them did not avail themselves of the opportunity to get good protection at special rates. On the other hand, it is regretted that the company did not stick through the dull season and be in a position to get the Spring business, which doubtlessly would have been in larger volume the second year as other policies expired during the winter. Well, it was a good try!

ATTENTION - All Fleet Captains

On October 10th, there were 218 SCIRA members in the United States who had not paid their 1961 annual dues. Notices have been sent to these delinquents with the BULLETIN and now individual duns are being mailed. An appeal is made to all Fleet Captains to check over their membership carefully and, working in conjunction with the central office, make a special effort to get this money in now and eliminate this sizable loss of revenue.

Meeting of National Secretaries

A general meeting of SCIRA National Secretaries was held at the American Yacht Club, Rye, New York, on Wednesday, Sept. 20, 1961, at 2:30 P. M. National Secretaries (or their representatives) from the following countries were there: Argentina, Bahamas, Belgium, Bermuda, British Guiana, Brazil, Canada, Denmark, England, France, Italy, Japan, Norway, Sweden, Spain, Switzerland, United States, and Uruguay. SCIRA Flag Officers and some members of the Board of Governors were also present as guests. Executive-Secretary Mills presided.

1963 WORLD CHAMPIONSHIP REGATTA

Jean Dumas of France announced that the next World Championship Regatta of the Snipe Class was being organized by the French National Sailing Association; that identical boats of fiberglass construction with self-bailing cockpits would be used; that it would be held in September 1963 in the Mediterranean with the exact dates to be announced later.

SNIFE IN THE OLYMPIC CLASS

Efforts of SCIRA to get Snipe into the 1964 Olympic Games in Japan were reviewed and discussed. Mr. Roy Yamaguchi of Japan announced that the Japan Sailing Association (to which over 400 Japanese Snipes belong) had now become affiliated with the Japan Yachting Association and consequently, the JYA was now behind a movement to get Snipe admitted as an additional entry in the two-man centerboard class. No effort would be made to have Snipe displace an already existing entry in that class. And in view of the fact that Snipe was increasing in popularity in certain other countries, it was thought by all that this new effort might meet with success if all countries would put on a concerted drive to get support for this proposal when presented by Japan at the next annual IYRU meeting in London in November. All promised to start such a drive immediately.

ORGANIZATION OF THE WORLD CHAMPIONSHIP REGATTA

The subject of future regattas was discussed at length with opinion being expressed that the cost of an elaborate affair was more than many countries could assume and that bids for the event would suffer accordingly. It was the consensus of opinion that in the future (1) a host country was not necessarily obligated to pay all hospitality expenses (housing and feeding) (2) contestants could bring and sail their own boats (3) a host country was not required to build all new boats, but would be obligated to furnish boats either new or equivalent to the top boats in the country to those who could not bring their own boats.

SAIL LETTERS

Mr. Christie of Bahamas called attention to the fact that IYRU made it obligatory for all international classes to carry code letters of countries on sails. It was felt this was desirable, but that a general changeover for all existing sails would entail considerable effort and expense and that new sails could carry such insignia in the future. Meanwhile, all Snipes entered in any international regatta must carry letters of national identification as specified by IYRU.

LIFTING RUDDERS

Mr. Crispin of England requested that lifting or hinged rudders be authorized for use in shallow waters. It was pointed out that permission could be granted on a national level for local use only in those specific places where shallow water made such equipment necessary and desirable.

PROPOSED REORGANIZATION OF SCIRA

Mr. Angel Riveras of Spain made the following proposals after a lengthy discussion of the Snipe Class organization:

(1) Now that SCIRA was the largest class in the world and still growing at a steady pace, the organization should be world-wide in scope, as it had outgrown the original U. S. concept of the last 30 years. The Rule Book should be revised to show this status, eliminating all the provincial references (such as U. S. Districts; other purely local regattas) and treat all countries alike in

(Continued top of Page 4)

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(MEETING OF NATIONAL SECRETARIES from Page 3)

material included. This change in Rule Book format should be systematized.

(2) As an International Class, there should never be any modification of class rules until the next official meeting of the Board of Governors; the class should be ruled only by the current Rule Book and no other publication or notices sent out as far as rule changes are concerned, as changes in the past have been too frequent. He suggested the Board meeting should be held every two years at the World Championship Regatta with National Secretaries meeting on the alternate years. He compared the structure of SCIRA organization to a pyramid. He pointed out no provision in the rules for details of election of General Secretaries. Mr. Wells said those details would be restated in the next Rule Book.

Mr. Mills pointed out the necessity for all countries in a world wide organization to pay the full amount of dues as set up on an international basis and schedule and expressed the hope that all international members would meet their obligations.

Commodore Penman thanked Mr. Riveras for his suggestions, stating there was evidence he had spent considerable thought on the matter and requested he put his ideas for changing the Constitution into writing for future study and consideration. Mr. Riveras graciously accepted the assignment.

ADJUSTABLE FORESTAY

Mr. Kelly of Bahamas requested that Rule 48 Page 77 1961 Rule Book be changed so the forestay may be capable of change during a race. It was voted to make such a recommendation to the Rules Committee.

ALUMINUM CENTERBOARDS

Complaint was made that the great difference of tolerance in weight now allowed in centerboards ranging from 24 to 80 lbs was rather confusing and created some disadvantages as the availability to get aluminum varied greatly in countries throughout the world. Study should be made to equalize this discrepancy so there would be no possible advantage (either real or fancied) due to this situation.

RULE BOOK FORMAT

A suggestion that all advertising be eliminated from the Rule Book, thus making it a technical class production of facts and figures, was voted down.

THE 1965 WORLD CHAMPIONSHIP REGATTA

The Duke of Arion from Spain stated that Spain was considering a bid to SCIRA for the 1965 WC Races with the expectation it would be held in the Province of Las Palmas in the Canary Islands. This statement was filed for future reference.

Meeting adjourned at 5:00 P. M.

SNIFE Will Be In N.Y. Boat Show

YOUR CHANCE TO HELP!

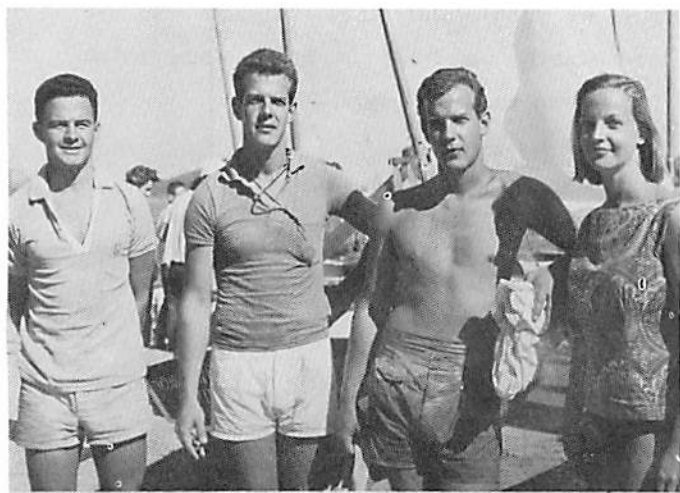
Snipe will be exhibited in the New York Boat Show during the third week in January with Arthur Karpf, 1646 Weeks Ave., New York, N. Y., heading the committee representing the District 1 fleets who have again undertaken the task of representing SCIRA.

With both the National and World Championship Regattas staged close to New York this last summer, it was considered a golden opportunity and a "must" performance in order to reap more of the benefits resulting from the fine publicity attendant to these two events; and to further the interest, it is planned to show the Lippincott Snipe which the Schmidt brothers used in their brilliant victory at Rye.

Furthermore, all members of SCIRA with any ideas or suggestions for making the booth more attractive are urged to submit them to Artie at once, for he desires to make this a most outstanding show - the best ever for Snipe! And if your mind is a vacuum, perhaps you can offer your physical being and help man the booth and otherwise promote Snipe. You can also attend the annual District 1 meeting schedules as usual on Friday the 19th at 8:00 P. M. The line forms to starboard!

BRAZILIAN CHAMPIONSHIP IS A FAMILY AFFAIR

SCHMIDT BROTHER AND SISTER TEAM WIN THE TITLE BY BEATING THEIR BROTHER BY 6 POINTS.



THE WINNERS: at right, Axel Schmidt and Margret Schmidt Hay, his crew; left, Lt. Oscar Mattoso Maia (crew) and Erik Schmidt.

Thirty seven Snipe teams representing 20 of the 30 Brazilian Snipe Fleets assembled at Vitoria, the capital of the State of Espirito Santo to fight for the several trophies (Pimental Duarte to the winner; Savel to the 10th place; Casa Masson to the 15th; and Sterns Watch to the 20th; plus many other local prizes) of the 1961 Snipe Championship of Brazil.

The regatta, consisting of the best 6 out of 7 scheduled races, was held outside the harbour before Cambury Beach from Monday to Saturday, July 24-29th. His Excellency, the Governor, Carlos Lindenberg, assisted as Honorary President of the Race Committee.

The first contest of the regatta was a greeting race held Sunday afternoon, called the Fernando de Avellar Race after the long-time National Secretary of Brazil. This was won by the Schmidt brothers, with Erik and sister Margaret crewing for him coming in first, while Axel, twin brother of Eric, was second with Lieutenant of the Navy Oscar Mattoso Maia crewing for him. This set the pattern of the victors, for the result at the end of the Championship was the same except reversed; Axel the champ and Eric the runner-up. The Schmidt twins are of Danish and Russian parents and sail regularly at Rio de Janeiro. They are terrific indeed, and in them, their defeated rivals and countrymen rest great hopes for their performance in Rye, N. Y., in September.

The weather was excellent in the open waters of Cambury. The winds ran all the scale from a zephyr to a full sailing breeze



ALMOST A PERFECT START for 37 boats, 25 of which are seen. The dark blue colors of Axel Schmidt's sails detach themselves in excellent position just after the gun.

on Saturday.

Thursday was a day of rest for the sailors who gathered at the Espirito Santo Yacht Club in the annual assembly of Brazilian Snipers and voted the locale of the next Championship to be at Rio de Janeiro in the second fortnight of July 1962. The possibility that the Gauchos, as the boys at Porto Alegre are called, might defer their intentions of promoting the 1962 Western Hemisphere Regatta in favour of the Carioca Snipers was discussed. In that case, the regatta would be sponsored by the Rio de Janeiro Yacht Club with the event being held in the broad expansion of Guanabara Bay, famous for its beauty and light, favorable sailing winds. Announcement of final settlement of this matter will be made shortly.

SCIRA was represented by Virgilio Gualberto, the President of the Sail and Motor Confederation of Brazil.

Final Results - 1961 BRAZILIAN CHAMPIONSHIP (1st 10 boats)

BOAT	SKIPPER	FLEET	PTS.	Fin.
CAPREY IV	Alex Schmidt	Nietheroy 477	7021	1
CAPREY VII	Erik Schmidt	Nietheroy 477	7015	2
SIMBAD	Nelson Piccolo	Porto Alegre 376	6938	3
JANGA IV	Gabriel Gonzalez	Porto Alegre 376	6654	4
VERA MARU	Fernando Melchert	Sao Paulo 311	6636	5
MICIUM II	Gastao Altmayer	Porto Alegre 376	6362	6
FRAJOLA	Nelson Pena	Porto Alegre 376	6185	7
MISTRAL	Reynald Conrad	Santos 483	6045	8
FETICO III	Augusto Barrozo	Rio de Janeiro 159	5431	9
BROCIO IV	Waldemar Bier	Porto Alegre 376	5362	10

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AXEL SCHMIDT, winner of the 1961 Snipe Class World Championship.

BOB HUGGINS, winner 1961 of the Griffith High Point Championship.

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

SCOTT ALLAN, winner 1961 of the Crosby Trophy.

JOHN JENKS, pictured at left. Winner 1961 S.C.Y.A. Midwinters.



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THE 1961 SNIPE CLASS WORLD CHAMPIONSHIP RACES

BRAZIL WINS THE TITLE — UNITED STATES 2nd — SPAIN 3rd

NATIONAL CHAMPIONS FROM 18 NATIONS COMPETE ON LONG ISLAND SOUND



THE WINNERS - Axel Schmidt holds the Isaacks Trophy and watches Commodore Penman of England hand over other prizes to his twin brother and crew, Eric.

— Photos by F. Nakajima



THE RUNNERS-UP - Alan Levinson (left rear) watches his brother, skipper Harry, receive the second place trophy. Vice-Commodore Sam Norwood, Janie Hughes, wife of Rear-Commodore Floyd Hughes, and D. Verner Smythe, Chairman of the Protest Committee, applaud.

When a couple of young sailors from Brazil won the Lightning division in the Pan American Games in Chicago in 1959, world Snipers became keenly aware of the fact that they were also top Snipe sailors in their home town of Rio de Janeiro and that, in all probability, they would eventually make their mark in the Snipe class.

And this year they did so with a big bang! The young 22-year old twin brothers, Alex and Eric Schmidt, came to Rye, New York to the 20th World Championship Regatta and swept the Sound in a most convincing fashion. Arriving early Sunday after participating the previous week in the Lightning World Championship Races at Milford, Conn., where they took 3rd place, they entered the third tune-up race and took 1st place away from the Bahamians, who had won the previous two events on Saturday. Thus they gave emphatic notice of their entrance to competition and to some, it appeared that a finger was writing on the wall.

And this belief was justified, for on Monday the twins won both races handily and by the end of the week, they chalked up a 1-1-2-2-1-1 for a grand total of 9442 points, just 1133 points more than the U. S. team with 7-3-1-3-5-4 (8309), who themselves were 270 points ahead of Spain in 3rd with 5-2-1-8-8-3. This was the most decisive victory ever scored in a Snipe class World Championship Series and, considering the top-flight competition, one of the most brilliant. They have won many local, national, and international titles in the Star, Lightning, and Snipe classes, and here they upheld their reputation so impressively that no doubt was left in anybody's mind that they rank as top small boat sailors in the world.

The regatta, sponsored by the Snipe Fleets of the U. S., was expertly organized by the Quassapaug (Conn.) Fleet 231 and held at the famed American Yacht Club at Rye, N. Y. 18 National Championship teams competed in this 30th Anniversary of the Snipe Class on Sept. 16-22nd, with Portugal and Finland unable to come at the last minute. Cuban sailors, prominent and successful contenders in the past 10 years, were missed by all their friends.

The modified Gold Cup Olympic courses were laid out on Long Island Sound in front of the yacht club, where the towers of New York City are visible on a clear day. Ten races in all were scheduled - 3 tune-ups on Saturday and Sunday with the 7 championship races from Monday to Friday, and in spite of the approach of hurricane Esther (which culminated in a near miss Wednesday night with winds of 40-50 mph), all races were sailed

exactly as scheduled, which, under the circumstances, was considered very lucky indeed.

Sailing conditions were practically unchanged throughout the period from Saturday to Wednesday noon with a steady 12-16 mph wind. It shifted to the NE Sunday P. M. after the last tune-up and there it held with increasing force as Esther approached with high waves building up into white caps and rather short rollers—quite choppy for Snipes. But as Esther passed, the wind shifted to NWxW Friday morning, dropping to 10-12 mph and bringing ideal sailing conditions for the last two races.

Most of the contestants arrived at Idlewild early in the week where they were met and driven to lodging at the Westchester Country Club. 18 new wooden Snipes, completely equipped, awaited the contestants. Beautifully constructed by the Lippincott Boat Co., they were destined for post-regatta delivery to buyers who had consented to their use on the regatta. Friday A. M., sails were measured and after lunch, boats were drawn by lot. Then each team did its own rigging, and evidently Basil Kelly of Bahamas was the best rigger, for he won both races Saturday in fairly heavy weather, which he likes. But Sunday, the Schmidts arrived - and the die was cast!

Sunday P. M. saw the opening ceremony with a colonial Fife and Drum Corps entertaining with music and marches; a formal flag raising and cannon salute for each country; speeches by various notables; and then christening of the boats with toasts to all drunk in champagne. All set for Monday's races!

(RACE 1) - Wind ENE 14 mph. Considerably more waves than Sunday, which bothered many of the boys. Start was good with Brazil and Bermuda on to shore while Argentina and U. S. went out on port tack. At the first 3 marks, it was Argentina, Brazil, Bermuda, but at end of 2nd beat, Brazil was 55 seconds ahead of Argentina with Bermuda 3rd and Bahamas 4th. Brazil finally won by 21 seconds. Japan, Uruguay, and British Guiana could not solve the waves and wind and did not finish after capsizing.

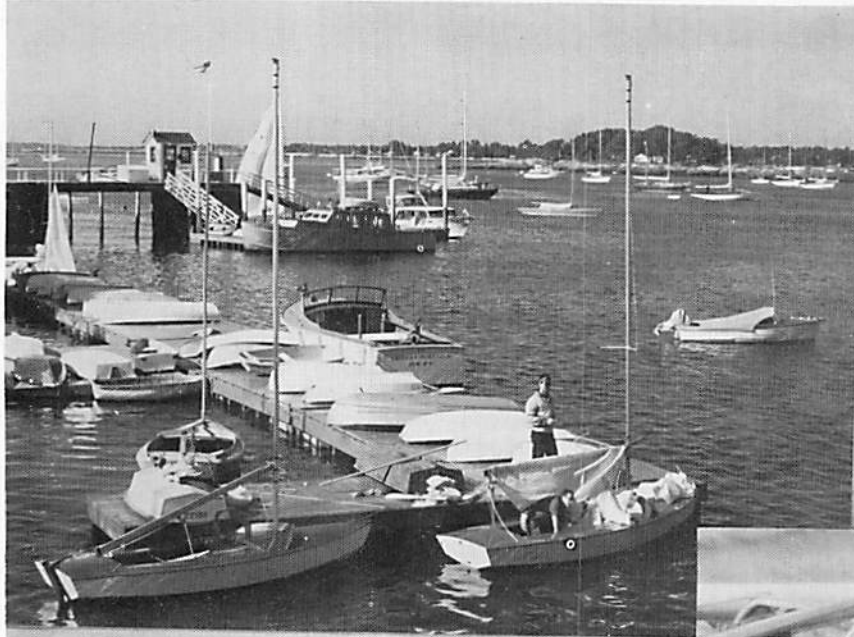
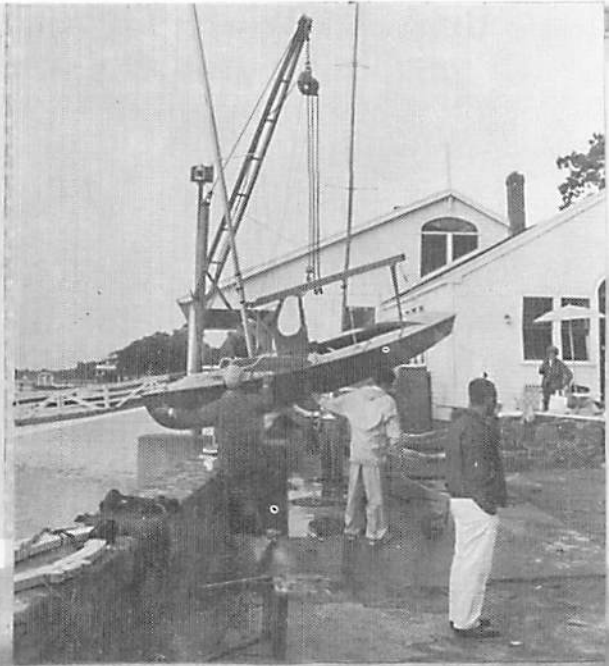
(RACE 2) - Practically a repetition of the first slug-fest, except this time Spain led Brazil the first half of the race, but when a turnbuckle got loose on De Arion's boat, the Schmidts passed him on the 2nd windward leg. Argentina sailed a close 3rd, while Bahamas nosed out Switzerland for another 4th. Brazil's margin was 56 sec. in this one. These were the worst races in the whole series for U. S. with 8-7.

(Continued top of Page 10)

SCENES OF THE 1961 SNIPE CLASS WOR



18 New Boats, completely equipped, awaited the contestants. - Jane Nevin photo.



General view of Milton Harbor at the American Yacht Club.



The Duke of Arion surveys his disabled mast - and is unhappy!



The Japanese and the U.S. boat (white hull) await their turns to use the swinging crane located beside dock utility buildings.

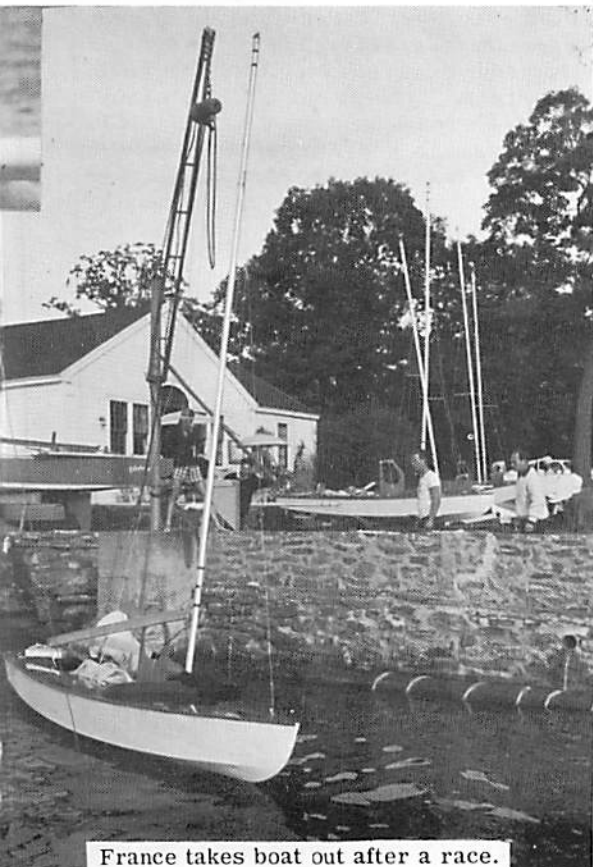
THE WAVES WERE HIGH! Canada slides downhill.



LD CHAMPIONSHIP REGATTA — Taken by F. NAKAJIMA



Lief Husebye, National Secretary of Norway (right) supervises the delicate task of getting his boat over the seawall without damage.



France takes boat out after a race.



New York State Lt. Governor Malcolm Wilson officially welcomed the contestants at the Flag Raising Ceremony. Arthur Knapp, former Sniper and America Cup's yacht helmsman, wears white cap. Commodores Penman and Norwood at center.



Boats lined up ready for dedication and christening ceremonies Sunday afternoon.



Rough and rugged competition prevailed throughout the first five races.

(WORLD CHAMPIONSHIP RACES continued from Page 7)

(RACE 3) - Tuesday A. M. Wind NE at 12 mph and gale warnings from Esther. Good start but the experienced rough weather boys strung out at once. Spain led Brazil all away around in a beautiful race to finish 1st. U. S. overtook Denmark and Norway and slipped into 3rd at the third mark while Bahamas moved into their familiar 4th spot when a protest against Switzerland by British Guiana was upheld.

(RACE 4) - Sailed immediately with winds up to 14 and height of waves increasing. The Levinsons, now getting used to being knocked around and learning by bitter experience, asserted themselves from the start and passed every mark in 1st place. closely pursued by Brazil all the way, but edging them at the finish by 21 sec. with Norway 3rd. Spain was a close contender, but when tacking close to the finish line, the skipper caught his foot in the floorboards and he cried out in anguish as the boat went the other way. He temporarily lost control and four boats passed him, all 5 finishing within 7 seconds of each other. It was another tough break for Spain! But even then, the Duke still maintained 2nd in overall standing after Brazil with her two 1sts and two 2nds, with Bahamas and U. S. in close contention for 3rd.

(RACE 5) - In spite of dire predictions, the Wednesday morning race was started at 10:10 with wind shifted to ENExE at 16 mph. Waves were now about 3 feet (6 ft. from bottom of trough to top of crest) and rolling down the Sound with sea steadily building up. Again, Spain duplicated her performance in the third race, but, with victory almost in her grasp with a nice lead at the end of the 2nd beat, disaster struck when the mast rattled down as the starboard chainplate pulled out, tearing a hole through the deck. The team sat disconsolately, watching their pursuers - Switzerland, Bahamas, U.S., and Brazil - pass them to finish in that order. Under the extremely rugged sailing conditions, France and Uruguay capsized; Japan did, too, but managed to right her boat and finish the race. The wind was now blowing about 20 mph and quits were called for the day.

With no races scheduled for Thursday, and bad weather reigning, everyone relaxed with a bus trip to New York with a tour through the United Nations, followed by a cocktail and dinner party at the New York Yacht Club, a most outstanding event.

True to predictions, Friday was a beautiful day for sailing. While Brazil now had a most convincing lead and Bahamas and U. S. were well ensconced in 2nd and 3rd, Spain, Norway, and Bermuda were practically tied for 4th.

These important last two races were thus sailed under nigh perfect conditions with winds of 10-12 mph from NWxW with wave action of no consequence. The light weather boys were happy!

(RACE 6) - A long starting line slightly favored leeward end with boats well strung out. Starboard tackers got the break and at the first mark it was Argentina, Brazil, Bermuda, U. S., and Spain. Brazil tussled with Argentina down the next leg and got the lead there, holding it for a 38 sec. margin at the finish line. On the

final beat, Argentina fell back to 4th with Bermuda and Norway moving up to 2nd and 3rd. The U. S. was 5th.

(RACE 7) - After lunch, wind dropped to 6-12 mph and quite shifty for the first time all week. Same course with same advantage to starboard tackers. Switzerland led at windward mark ahead of Brazil, Sweden, and Japan. Positions changed rapidly with wind shifts and puffs predominating, but Brazil worked ahead of Switzerland to win by the easy margin of 1 min. 24 sec., thus proving conclusively they could sail in all kinds of weather. Spain, U. S., and Japan followed in order. The heavy Bahamian team, frustrated by the light winds and a couple of bad tacks, relegated themselves to a 5th overall position in the regatta when they got a 12 and 17 for the day's races. Switzerland's fine 2nd place in the last race was a tough blow for them.

Practically everyone was glad to hear the final gun, for it had been a long week of racing. Even the hardest had a few bruises and so did some of the boats, and it will long be remembered for the hard tough fight it was against wind and waves to merely stay afloat and survive to say nothing about trying to beat someone else home, where they wanted to go anyway. Spain was the hard luck team of the series, for their 3 mishaps cost them dearly in final scoring. But boats and horses are alike - anything can happen at any moment. It was a real contest all the way!

Trophies were awarded by Commodore Penman Friday night at a banquet with many noted sailors of the area in attendance. All received prizes and a little silver cup memento, but outstanding was the big grab-bags of various items found on drug store shelves presented to every contestant and officials. Donations from Bud Hook of Indianapolis, the enormous boxes will serve to remind all recipients of the occasion for the next year at least.

Saturday morning, all were taken by cars to Middlebury Conn., for lunch and an afternoon of relaxation at the Quassapaug Yacht Club with members as hosts. That evening, after a cocktail party given by Terry's father, Harris Whittemore, Jr., at his country home, the guests were taken to various homes in the vicinity for dinner and overnight accommodations. A general party lasted far into the night. At 10:00 Sunday morning, all met in a park to say goodby and board private buses on the final trip to New York and home.

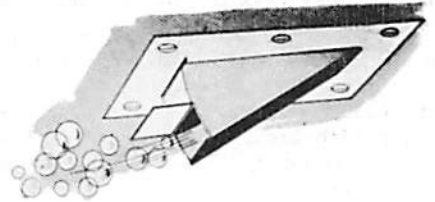
And so SCIRA's big bi-annual regatta came to a close! To say that the U. S. Snipers are indebted to the people who served on the committees headed by Terry Whittemore is expressing it mildly; especially goes thanks to Ted Wells for his admirable job of running the races (there was no foolin', boys!); to Frank Hemle and Verner Smythe who served as race officials; to famed Arthur Knapp and Eddie Eagan for their moral support; and to Commodore James Mertz and his wife (Allegra Knapp) who were such fine hosts at the American Yacht Club.

But to Terry himself is reserved the greatest praise. He planned day and night for over two years and, with loyal assistance from his fine friends and relatives, he was the key man for the entire regatta. SCIRA will always remember his service here with gratitude and affection.

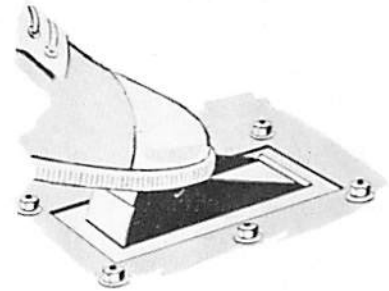
Sept. 16-22, 1961 - American Yacht Club, Rye, New York

BOAT	COUNTRY	SKIPPER - CREW	RACES	1	2	3	4	5	6	7	Pts.	Fin.
12741	BRAZIL	Axel Schmidt-Eric Schmidt		1	1	2	2	4x	1	1	9442	1
12192	UNITED STATES	Harry Levinson-Alan Levinson		8x	7	3	1	3	5	4	8309	2
13070	SPAIN	Duque de Arion-Louis Triay		5	2	1	8	DNF	8	3	8039	3
11571	SWITZERLAND	Bernard Mach-Eugene Patry		7	5	DSQ	7	1	6	2	7954	4
10052	BAHAMAS	Basil Kelly-Buck Johnson		4	4	4	4	2	12	17x	7838	5
10625	NORWAY	Harold Grav-Leif Husebye		10x	6	8	3	5	3	7	7654	6
9884	BERMUDA	Eugene Simmons-Robert Soares		3	9	5	6	10x	2	8	7599	7
11839	ARGENTINA	Fernando Sanjurjo-Jorge Sanjurjo		2	3	13x	10	9	4	10	7280	8
12726	BELGIUM	Daniel Graux-Pierre Van Bauvert		12x	10	10	5	8	11	9	6231	9
11915	DENMARK	Jorn Beng-Kerstan Philip		6	12	9	13x	7	9	12	6111	10
11500	FRANCE	Didier Poissant-Jean Claude Dumas		13	8	7	9	DNF	7	14	5938	11
11702	ENGLAND	David Henry Crispin-Peter Bentley		9	11	6	11	12	10	13x	5851	12
10678	JAPAN	Fujiya Matsumoto-Kenjiro Matsuda		DNF	16	12	14	15	14	5	4896	13
10100	CANADA	Harry Henderson-John MacLeod		11	13	17	15	6	17	18x	4737	14
11628	BRITISH GUIANA	Ian Page-Cor Laan		DNF	14	11	12	11	15	15	4722	15
11658	SWEDEN	Viggo Almkvist-Berndt Prahl		14	17	16	18x	14	13	6	4668	16
9193	ITALY	Denilo D'Isiot-Carlo Scognamiglio		15	18x	16	16	13	16	11	4286	17
801C	URUGUAY	Victor Pena Pampin-Oscar Gilardini		DNF	15	14	17	DNF	DNF	16	3664	18

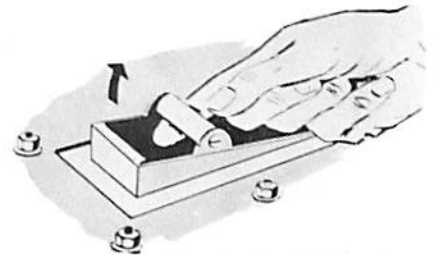
The original Elvström bailer



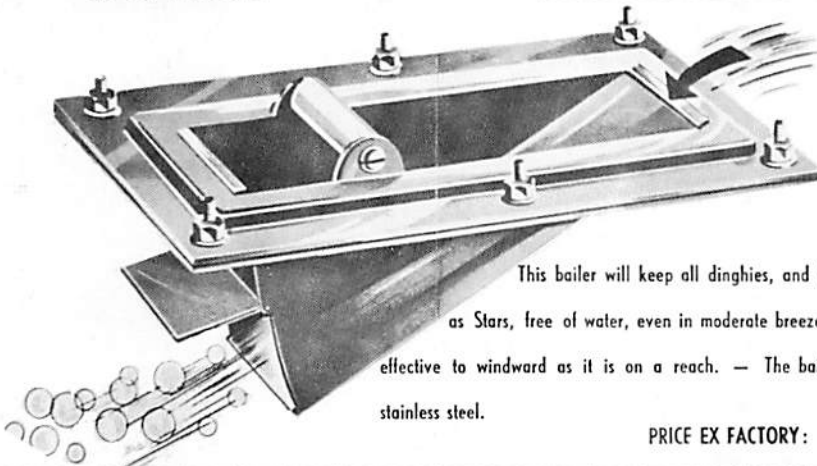
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1959 NATIONAL SNIPE CHAMPIONSHIP

Recognize these winning grins? These happen to be worn by the new National Snipe Champion, Richard Tillman, and his crew, Beth Norwood. Had we the space we would like to display many more such winning smiles, including those of the Jr. National Snipe Champion, Leslie Larson.

Perhaps most pleasing to us is the realization that each entry in this national championship series is a fleet champion in his own right, and more than half of the entries used Watts sails, recognizing their championship caliber.

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SOME COMMENTS BY THE LEVINSONS

It was certainly a privilege for Buzz and me to represent the United States in this championship, although at times during the high winds and heavy seas we would have gladly been back drifting on nice Geist Reservoir. One of the hardest parts of sailing under such conditions is that you have to work just as hard on the reaches and runs while trying to get the boat to plane and surfboard on the waves. Here the Brazilians were superb in technique and usually gained much ground on these legs.

Their excellence in sailing to weather was also tops, for in several races, they had only average starts and their weight was average (I guess about 155 lbs each), but they generally pointed their boat quite high and kept it moving all the time, arriving either first or very close to first at the windward mark. They are the finest sailors I have ever competed against and their ability is matched by their fine personalities, good sportsmanship, and competitive spirit.

All the participants, committees, hosts, and visitors embodied a marvellous spirit of friendship. We will long remember the teams we competed against and we fell a little closer to the countries they represent. Although it is only a small event in the history of our times, it certainly was a positive step towards uniting our one world through the sport of sailing. And all members of SCIRA can be proud of the job Snipe and SCIRA has done, and is doing, among fleets, districts, and nations. - Harry.

The 1961 Snipe World Championship Regatta was one of the finest sailing events ever held. My brother, Harry, and I were most fortunate to have the honor of representing the United States. The winners, Axel and Eric Schmidt, demonstrated superb sailing ability. In fact, their victory was as clear cut as that of Elvstrom of Denmark in Porto Alegre two years ago. Unfortunately, Elvstrom could not attend this event. It would be hard to make a comparison because Elvstrom won in Brazil in light winds; the Schmidts won in strong winds and heavy seas.

Winds varied from 12-22 mph except for the final two races which were sailed in 10-15 mph off shore winds. During the first 5 races, the wind persisted from the northeast, which meant the waves could build up the entire length of Long Island Sound.

Although wind velocities in sailors' stories are subject to as much exaggeration as the "ones that got away" are to fishermen, the wind and sea conditions on the Sound those days were the maximum that a Snipe can endure. In fact, one day on which the Snipes sailed, the International One Design Class (a large keel boat which was also holding their national championship series on the Sound) did not venture out.

The Schmidts are good to weather, but downwind they are at their best. Their planing technique on reaches and runs was magnificent - their Snipe did everything but dance a jig!

The boats were beautifully constructed, and only the aluminum masts were subject to much criticism. Many masts were bent, but it is doubtful whether wooden masts would have fared much better under the same conditions.

American Snipers really pitched in and without them, the regatta could not have been such a grand success. I believe all participants enjoyed the good sailing and warm hospitality ever present. Commodore Penman summed it all up in his anecdote about the captain of a whaling ship who was out three years without getting any whales. When he was questioned, he said, "True we didn't bring home any oil - but we had one helluva good sail!" - Buzz.

GUY ROBERTS

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ALL THIS - and Esther, too!

Even the best World Championship Regatta in the past didn't have a full-fledged hurricane scheduled to land right in the middle of the regatta. Actually, hurricane Esther caused only a minor amount of inconvenience, while adding suspense to the show, and enabled us to claim the most outstanding Snipe World Championship Regatta yet held without risk of offending any of our friends who have held them before - but without hurricanes!

In Kansas, when Spring arrives and the tornado season starts, the radio announcers in effect give you your choice of heeding them and spending the summer in the basement or of ignoring them and going along as if nothing were going to hit you. Thirty years of ignoring the dire predictions of these gentlemen provided valuable background for my job of Race Committee Chairman for the World Championship Regatta on Long Island Sound. We had hurricane watches, gale warnings, small craft warnings - and beautiful sailing conditions. Each morning the prediction was for the currently existing wind of 12 mph to increase rapidly to anywhere from 25 to 40, with Esther's arrival imminent (a little careful checking of previous positions and rate of progress showed that the hysteria started when Esther was 800 miles away).

On Monday, Tuesday, and Wednesday, we did take the precaution of scheduling the second race as soon as possible after the finish of the first one. On Monday and Tuesday, this really wasn't necessary. On Wednesday, the wind had only picked up to a 16 mph average, but from east north-east which meant we were sailing on the leeward end of the sound and the waves were fairly high. Spain pulled out a shroud anchorage and by this time the owners of a number of the larger boats had run for the bushes, so we had plenty of equipment to rescue people, but not enough to rescue boats, so we sailed only one race that day.

Esther went by Wednesday night and Thursday while we went to the United Nations. On the theory that you never call off a race until the last minute when you are sure, the Thursday morning race was still officially scheduled for 10:00 A. M. start when I stepped out of the elevator at 7:45 A. M. - dressed in sailing clothes and foul-weather gear in case we had to move the boats to higher ground. The wind during the night had been blowing 40-50 mph and the rain had been coming down in buckets.

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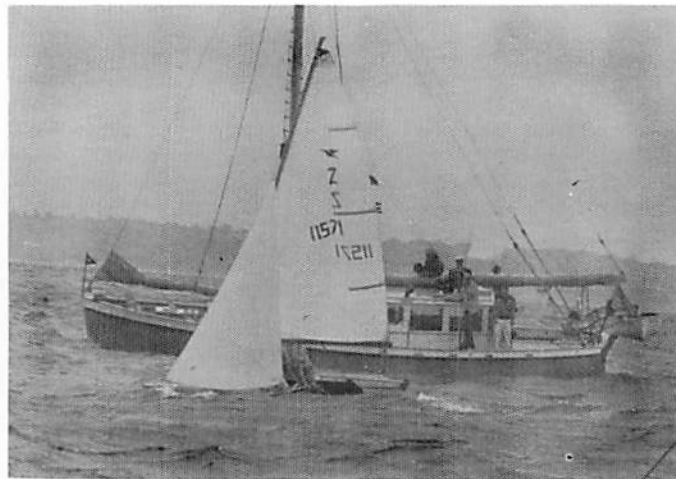
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COMMITTEE BOAT ON THE JOB as Switzerland finishes.

And I will never forget the horrified expression on the faces of the Uruguayan team when they saw me and thought I was just heading for the committee boat as usual.

Many skippers maintained that the wind was higher than the 12 - 14 mph which the committee claimed it to be. I'm sure we were right in our velocities and I think the claims of error came from several sources. First, the weather was cool and we were at sea level, resulting in high density air. Second, we were on salt water, where the boats float very slightly higher. Third, the waves were fairly high at time, which slowed the boats down and made them harder to hold up. Fourth - and most important - I never saw so many great big full sails. If you want to carry these balloons, you have to work.

On Friday, after Esther had passed, the wind had backed to north northwest, which meant smooth water and delightful sailing. The radio, of course, was still mumbling about 25 mph winds, and at the Yacht Club, the wind funnelled down an inlet, blowing through tall trees and wire halcyards and made a horrible noise. Going down on the floating dock, the wind didn't seem to be over about 16 mph and I was sure it would be less on the sound. I almost had an insurrection on my hnds when I announced only a thirty minute delay to give time to step the masts which had been lowered as a hurricane precaution. The wind on the sound was 8-10, with gusts 12-14, and no sea.

We sailed one race in the morning and one in the afternoon Friday, completing the seven scheduled races. Although the windward mark was over a mile off shore, the wind blowing across the sound produced lake sailing conditions, and the Bahamians, Basil Kelly and Buck Johnstone, should never have gotten out of bed. They had won the tune-up series of three races (an error that is frequently fatal!) and weren't doing too badly until Friday. Old Joe really loused them up then, however.

The tune-up series was a good idea, especially for the committee. The American Yacht Club had furnished everything anyone could ask for in the line of boats, radio, and equipment of all types, but we needed a little practice. Then, of course, the wind shifted after the tune-ups, so we had more sea, so the anchor on the committee boat dragged on Monday. We fixed that with a heavier anchor, then realized that the marks were dragging - not much, but enough to louse up one starting line by about 10 degrees. Adding line didn't help, either, but heavier anchors on them did. The assistance of Reggie Tucker of Bermuda as sort of unofficial Assistant Chairman (he thought of things I forgot) and of Kenny Simmons, who was the anchor-puller-upper, and of many others helped to make this an outstanding championship.

Now the big question - How did the Schmidts win so decisively? They did everything right, and did it just a little bit better than anyone else. It was just that simple! (I didn't say EASY - I said SIMPLE!)

Voice Of The People

NEW SAN DIEGO FLEET HAS GROWING PAINS

"We really seem to be rolling now, and it does look like the fleet might more than double in the next year. We have made a good impression here, since everybody had heard from someone else that the Snipe was undersailed and overweight. It has raised some eyebrows around the club to see us beat boats which are longer, lighter, and more generously sailed. It is also interesting to note that in our club handicapping we are rated third below the Lightnings and the 5-0-5s.

As a matter of fact, the Lightning is the only other boat in our club (and we have about 15 classes) which can even touch us going to weather. For these reasons, we are bound to grow. All we ever needed in San Diego (California) was a chance, and now we have it. Thanks to Ross Harris!

And with our growth and more activity, competition is getting tougher in our fleet. On Labor Day weekend I had two 4ths and a 2nd ans till came in 4th overall!" — Herb W. Shear.

THINKS BONUS POINTS TOO EASY TO GET

"Are we looking at bonus points realistically in the point scoring of races? If bonus points are a racing incentive, why not start bonus points only after a skipper has sailed ten races, and then begin the points at the rate of ten points for the next 15 races instead of for the first 15 races as at present?

This would help equalize scoring with 25 chances for DNF's, DSQ's, and mental lapses. The point premium would be paid for more races - not the least races. The 25 race skipper would collect and the 10 race skipper would not." — Len Lewis.
Akron, O.

WHY FINLAND MISSED THE WC RACES

"I am a Finnish Snipe sailor who is studying at the University of Wisconsin for two semesters. I miss Sniping very much as I have not done any since I arrived in the U. S. A.

As you already know, Snipe activity in Finland is rising steadily: in the Finnish Championship this year there were 42 boats competing and in Nylandska Jaktklubben's 100th Anniversary Regatta, 57 boats took part. It should be one of the biggest starts in the world.

Last winter, we got 5 new mahogany boats and a couple of fiberglass boats. I happen to be the proud owner of one of the mahogany boats, with which I also won the Finnish National Championship this year. Jussi Salovaara, a clubmate and owner of a sisterboat, won the Scandinavian Championship in which I was 2nd, and a Norwegian ended up 3rd. This is the best achievement ever for Finland in Snipe sailing and I think it will result in many new boats for next year.

Due to the fact I won the National Championship, I was signed up for the World Championship, but unfortunately, at the last minute, I was unable to attend because of registration and other business at the university. Nobody else could afford to be away from Finland for the length of time it would take to travel and to sail in the regatta. So therefore, Finland could not take part this year, and we hope the omission will never happen again.

As a member of SCIRA, I get the BULLETIN sent to me in Finland. Now I miss getting it very much and now I ask you to send it to my above address."

— Carl-Johan Krogius.
627 N. Lake St.
Madison, Wisconsin

REGATTA PUBLICITY BRINGS SOME RESULTS

"I returned from the Nationals last summer full of enthusiasm and now I am happy to report that Massachusetts Bay Snipe Fleet 244 is growing by leaps and bounds. The wonders of Snipe have spread across Boston Harbor and the interest in the boat is remarkable. Our fleet will have 25+ boats by next season. Our annual Labor Day Regatta drew 31 boats with Tom Legere of Winchester winning it. Holding two big regattas in New England brought us a lot of fine publicity."

— Ernest E. Hardy, Jr.

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WANTED: GOOD USED SNIPE. Send description and price. Prefer fiberglass, with trailer. T. Bowers, 203 Linwood Ct., Smyrna, Georgia.

SUIT OF DACRON SNIPE SAILS: Special for November and December only \$125.00 delivered. Cut medium or full and complete with insignias, numbers, sail bag, and battens. Send 25¢ for our catalogue of complete hardware for Snipe, Lightning, Comet, Blue Jay, Penguin with suggested rigging methods. Illustrated. Send for catalogue "S", listing Race-Lite, Tughblox, W. & C., and Kimro hardware. Catalogue also contains over 90 books on boating and boats.

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FOR SALE: RUMSEY-OTT SNIPE 7139. Fully equipped for racing with new mast, dacron sails, bronze daggerboard, and trailer. Ideal for learning to sail and race. \$450.00. Louis T. Lusk, Wolfpit Ave., Norwalk, Conn. Phone VI 7-2053.

FOR SALE: SNIPE 6460. Wood hull covered with fiberglass this year. Canvas deck; new POST mast in 1960. 1 suit old cotton sails. Sturdy, heavy gauge trailer. \$375.00. Dale Dixon, 41 Renwick Dr., Poland, Ohio (near Youngstown).

DO YOU NEED A NEW MAST? Get a complete set of plans for the CHAMPION round mast for Snipes designed by Ted Wells and build your own. 4 sheets of blueprints with all details for hardware and rigging for only \$1.00 per set. SCIRA, 655 Weber Ave., Akron 3, Ohio.

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1959 World Championship



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JJ Rumbings

WHY DO YOU SAIL A SNIPE? That is a question which I'm sure many have had a chance to answer.

The other day, for the "umpteenth" time, I discussed this question with a group of sailing friends sailing other class boats, and as is usually the case, I found myself being justifiably dogmatic on the subject. Sure, if I wanted to, I could go out and get a Star, Thistle, or possibly even an International One, but to my mind, I would be substituting a sport of racing skill for one of "tinkering", boat and sail design. For I'm convinced there is no sailboat class in the world which provides as good an opportunity for pure racing skill as does Snipes.



The best illustration of this point which I can think of is in the most recent America Cup races where a completely out-designed English challenger was beaten by an obviously faster Columbia. Now, I don't suppose anyone really knows whether the English skipper and crew were as good, or even superior to the American team; I don't suppose they were, but the point is the races didn't demonstrate this feature because the races were decided, not on the basis of racing skill, but rather on the boat design and speed. And to some degree, this same illustration, I think, can be made when considering most of the so-called One Design boats.

Most Star skippers, for example, spend the majority of their time devising ways in which to make their boat a little faster than the other guys and they seem to spend a lot less time concentrating on sound tactics, close maneuvering, etc. On the other hand, the Snipe doesn't lend itself to "gadgetry"; little differences just don't make that much difference in boat speed. In spite of efforts by a few to make "rule beaters", the tight tolerances adopted by the International Snipe Class practically eliminates the likelihood of really significant differences in hull shape and boat speed, thus leaving the basic test to racing skill. Of course, this isn't to say we don't or shouldn't do everything possible with our equipment and sails to make the boat go, but what seems to me to be demonstrated is that with a Snipe, this is relatively easy to do and once having your equipment and sails in top shape, you are on a truly equal basis with a large number of other Snipers all over the world.

Having sailed in the past six National Championship Regattas, I've gained a real appreciation for the fact that time after time, especially in the Heinzerling Series, there will be perhaps 30 seconds between the 1st and 5th place boats. This is real racing, where split second reaction, sound judgment, tactics, and decision count!

Winning a major Snipe Championship Regatta then isn't an indication of having the fastest boat as is so often true in other classes, but is evidence of superior skill and this, to my mind, is what sailboat racing basically should be about and this is why I prefer a Snipe!

— John Jenks

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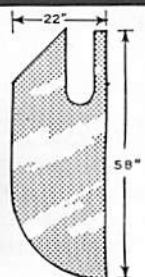
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