

Snipe



BULLETIN



NOVEMBER 1963

Vol. XIII No. 6

Slauson Memorial Regatta at Peoria
The 5th District Championship Regatta



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Voice Of The People

THEY REALLY HATE TO BRAG!

" Snipe Fleet 77, Winchester, Massachusetts (30/35 boats) never looks for trouble and always goes along minding its own business.

There has been no noise at all from up New Hampshire way lately - and the only threat to our security has come from little old Lake Quassapaug in Connecticut. This is to be expected! Fightin' and Feudin' between them and us has gone on for a generation.

Now that snow is beginning to fly and us old timers sit around a hot stove crackin' walnuts, we like to chuckle over the way we gave them their come-uppance last Spring.

Well, word reached us by devious ways that they were planning a little turkey shoot in May. Most of us old guys had to pass it up (what with the bursitis, arthritis, and the cold, plus the fact it was a little boring to beat them again), but we had one young feller here who, it happened, wasn't doing nothing much that weekend. We asked him to represent us and he said he would be glad to go down and see what he could do.

This young feller, whose name, incidentally, is Tommy Legere, took his sister Anne along as crew and off they went, dragging their boat behind them. Anne helped Tom to qualify on Saturday morning, but then she remembered a date or some thing back home more important to a pretty girl than an old sea-picking regatta, so off home she went, leaving poor Tom stranded without a crew.

Just then, Tom spotted a young lad named Robert Pettijohn leaning against the derrick and he asked him if he would like to ride in a sailboat (the wind was then about 25 knots), but Robert said he would, so off they went!

The first race they came in **FIRST!**

The second race they came in **FIRST!**

The third race they came in **SECOND!**

Tommy fell asleep in this last race, having been up all night and being tired, and Hy Upson caught him with his eyelids down, and, sneaking up on him, stole first place.

So that's the way it went! -but I say when you win one race it could be an accident; you win 2 races, it could be a coincidence; but when you take a 2nd in the third race and win the regatta - well, it does prove something or other, don't you think? Here at Winchester, we think that it proves we've got the edge on old Quassapaug, but good!

When you beat Terry Whittemore, Hy Upson, Harry Allen Luke Czarny, the Wolcotts, Joe Remlin, and other sailors of the same ilk too numerous to mention, all in the same day, -well, we hate to brag, but it's awfully hard to be real modest about it!"

— Clarence S. Borrggaard.

START OF A NEW SNIPE FLEET?

" I just bought my Snipe from Chuck Hardey in Shreveport and, as a neophyte, am looking forward to many years of participation in this great sport.

I will be sailing here on Lake Texarkana. There is very little sailing interest here now and I am the only Snipe owner in the midst of 5 Y-Flyers. We have no organized club, but we hope to gin up a greater interest in sailing in general, and in the Snipe Class in particular. I would appreciate any help from any source to realize my objective."

— Stern Feinberg, Jr.
3939 Boyd.
Texarkana, Texas.

WANTS MORE TECHNICAL ARTICLES

" Occasionally you show a picture of a Snipe and mention especially interesting hardware, equipment, methods of rigging, etc., but not one picture or word of detailed explanation. You want to improve the BULLETIN? Give us details!

All-in-all, we actually appreciate the magazine very much over here in Western Japan and avidly search the pictures for new grommets and ideas. Would appreciate, therefore, more technical discussions rather than the present 100% racing records, rule regulations, etc. "

----K. S. Amer.

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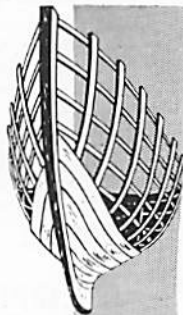
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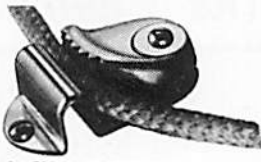
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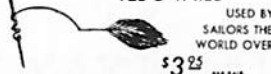
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SNIPE BULLETIN

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The Cover

Here is another excellent shot of the Snipes racing in the 1963 World Championship Regatta at Bendor, France. Again, it shows the champion Schmidt twins out in front in BL12748 and to windward of Belgium (12170). France (14517) and Turkey (13825) are also in good positions.

The 1964 Annual Meeting of SCIRA

Commodore Hughes announces that the 1963 Annual Meeting of the International Snipe Class will be held at the Chicago Yacht Club on February 1, 1964. The club, located at the foot of Monroe Street, is close to downtown hotels and is easily reached by taxi. There is also plenty of parking space available. Meetings were held there for 5 consecutive years until 1960; then held at various other spots for 4 years, so many will welcome the return to the pleasant CYC quarters.

Final arrangements are now being made and will be printed in the December BULLETIN. In past years, many Snipers stayed at the Blackstone Hotel and it has been designated as "unofficial" headquarters. The Hilton Hotel is right across the street. You can make your own hotel reservations direct. The Chicago Boat Show dates are from March 21-29th, as this event was moved back later in the year a few years ago. All SCIRA members in good standing and friends are invited to attend this important meeting.

Snipe News for Snipers

When Bill Crosby first published the BULLETIN in April 1951, his objective was to furnish information about the Snipe and class organization to all interested parties, especially the owners. Hence the slogan above. And that has been the main policy of the BULLETIN ever since.

K. S. Amer's letter in the current "Voice of the People" column reminds us again of the importance of that objective and his desire for more "dope" on the boat and equipment merely echoes many other similar requests. There is always the temptation to print articles of general sailing interest, for now many sailors who don't own Snipes take the BULLETIN, but still nothing is more desirable than articles pertinent to Snipe affairs.

Since we do not have a paid or professional staff to furnish or hunt up such subjects, we are dependent on amateur and volunteer writers who are interested in the class — and that is where you come in. If you have anything of general interest to sailors and like to write, sit right down and get busy now. All agree that some of the most interesting articles come from the occasional contributor. And if you have been to any big and important regattas lately (like at Bendor) and have anything on your chest, either favorable or critical, you are invited to send in your observations and comments. The BULLETIN will only be too glad to print your article in an effort to make the class magazine more interesting and enjoyable to all. And if you're good enough, perhaps you can get a permanent column a la John Jenks and Ted Wells!

THE COMMODORE SAYS

The 1963 Snipe World Championship Regatta, which was sailed in the Mediterranean Sea off the coast of southern France early in September, was truly a memorable experience for all privileged competitors and spectators. Birney Mills gave a fine report on the details of the sailing and other activities in the October BULLETIN. I would like to add to his report some of my own observations.

Our International Snipe Class is indeed fortunate to count among our members such fine individuals as Jean Dumas and all the other committee members who worked with him. It requires a high degree of dedication to accept the responsibilities of organizing and running a World Championship Regatta for a big class like we have. On behalf of the International Snipe Class, I wish to express our sincere appreciation to all those men and women for a job well done!

The small privately owned Isle de Bendor, on which all the activity centered, is indeed unique and interesting. The Ricard family, which owns and operates a resort facility on the island, was most hospitable, and again on behalf of SCIRA, I wish to extend our thanks for their generosity. The physical arrangements couldn't have been better. We all enjoyed and appreciated the comfortable housing, the excellent food, the well-planned social activities, the fine harbor facilities with most competent equipment and personnel, and the opportunities for the special comradeship that is always a noted part of Snipe activities the world over.

It has frequently been humorously observed that there is a direct relationship between the importance of a regatta and the size of the committee boat. The importance of the 1963 championship to Jean and the French Snipe sailors is reflected by their success in obtaining a 250 foot mine-sweeper with the services of its French Naval crew to go along with it. It was extremely interesting to watch the unusual situations that developed with a committee boat of this size. For instance, to check the mast stripes of the competitors, it was necessary to look down on the top of the masts from the stern of the mine sweeper. And we also appreciated the well-organized help of the rescue boats with their teams of rubber-clad skin-divers.

The 1963 World Championship was indeed a memorable event for Janie and me, and it was a rare privilege to be present as your Commodore. Thanks very much!— Floyd E. Hughes, Jr.

ATTENTION— All Fleet Captains

We want to call your attention to point scores for the season just passed. Every active chartered fleet must send in point score race results before the end of the official season on March 31st, 1964. Special forms are provided by this office and THEY MUST BE USED in order to get uniform records for proper and easy filing. Of course, these scores must be figured according to SCIRA rules as printed on these sheets and great care exercised that they are properly tabulated, as it is impossible to check all of them. The fleet official who has this job must make certain that each boat listed is in good standing for the current season and a member of his fleet. Each year some scores come in from unmeasured and unpaid boats. These are simply destroyed, so be sure you do the job as required and as soon as possible, for March may seem like a long way off, but we need plenty of time to get the results compiled and ready for the new rule book. Your co-operation will be greatly appreciated, and, if you are a member of a fleet, be sure your officers get your scores in.

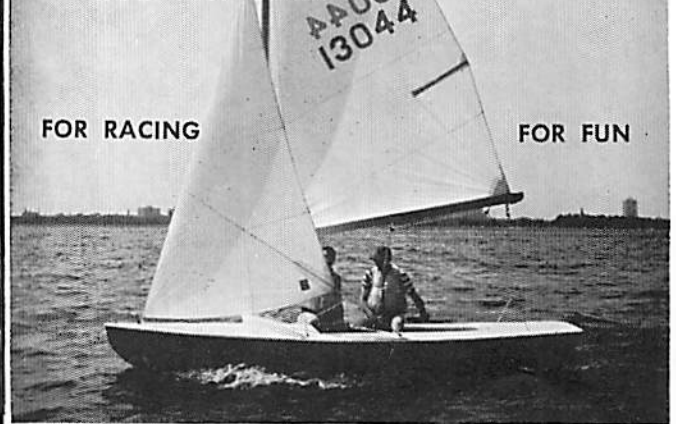
As announced in the September BULLETIN, all delinquent members were removed from the BULLETIN mailing list last month. Notices were mailed out, and, as in the case of all records, some errors crept in. Now, as you check your score sheets, is a good time to get everything straightened up so all SCIRA records agree. Get after those who haven't paid 1963 dues - they may be waiting to hear from you right now! And it will help SCIRA in many ways!

Also, send in a list of new officers as soon as elected so the rule book will be up-to-date. We want to get it out early.

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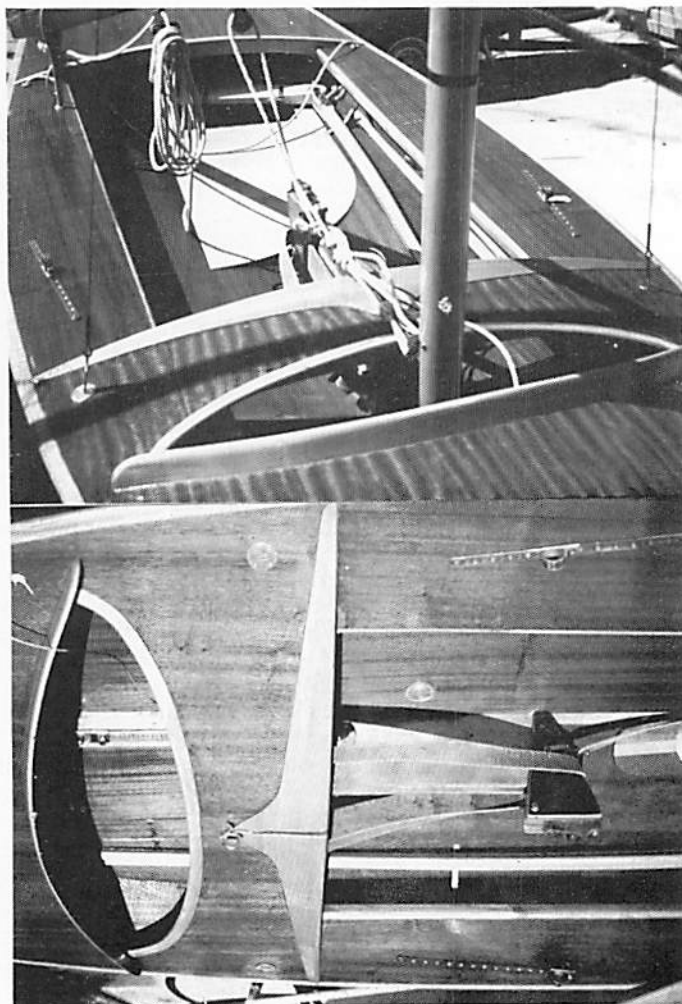
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Large Deck Mast Hole Desirable?

At a World Championship Regatta where contestants bring their own boats, one naturally expects to see the best and latest of everything. Usually, a few turn up with radical or experimental ideas, and Bendor was no exception.

The most startlely (and controversial) were a few boats built in Spain which had extremely large and wide holes in the deck where the mast went through, as revealed in these pictures.



The first glance sent everyone running for a rule book where it was found: Paragraph 35: Where the mast is stepped on the keel, the hole in the deck where the mast goes through the deck may be of any size or location. That made it legal!

The next question, after the first shock, was, "Why? What's the advantage?" All angles were widely debated, with mixed feelings. The advocates said the principal reason was that in case a side shroud would break, the mast would gently fall over the side of the boat, as there would be no compression exerted on the mast at any point by the deck; the butt end of the mast would not strike the deck on the way up or be otherwise jammed, causing possible damage. It would collapse like one stepped on deck, but still maintains the advantages (if any) of a mast stepped on the keel.

Opponents said (a) the boat would take on more water, which was answered by pointing out the hull was a self-bailer and water was no problem; (b) objected to the appearance as it didn't look like a Snipe. If you go that far, why not eliminate all that portion of the deck from the cockpit to the splashboards, and have a more open boat? Would that be desirable?

As reported in the BULLETIN last month, 17 of the 20 National Secretaries recommended a maximum limitation for mast holes through the deck. It will come up at the February meeting in Chicago. There the question rests - if you have any definite reactions one way or the other, send in your views and opinions now.

IN MEMORIAM

ROY RYOICHI YAMAGUCHI

The many friends of Roy Yamaguchi all over the world were saddened when word was received of his death on September 22, 1963, after medical treatment for half a year. Prominent in world yachting circles, his passing at this time is not only a great shock, but also the Japanese Yachting Association's great misfortune, for Roy was looking forward to participation in the Tokyo Olympic Games next year to the very last day of his life, for which he had been working very hard.

Influenced into the spirit of yachting through his late father, Mr. Shiro Yamaguchi who was the first person to sail a yacht in Japanese waters and who did so much to develop the sport in Japan, Roy took interest in sailing from his childhood days and in recent years he exerted all efforts in developing the Snipe and Dragon Classes. He was instrumental in organizing the Tokyo Bay Fleet of SCIRA in 1956 and since then, Snipe in Japan developed to the present 3 fleets with 45 registered boats and over 80 members. Another fleet is anticipated this year. The Japan Dragon Racing Association which he founded recently has developed to a fleet of 15 boats. Currently, especially in racing boats, the fact that Japanese yachtsmen are gradually approaching the level of the foremost countries is all through the efforts of Roy Yamaguchi.

He worked unceasingly to get Snipe into the 1964 Olympics, and in 1959, SCIRA recognized his leadership and loyalty by electing him to the Board of Governors. That same year, he constructed 8 Finns in preparation for the 1960 Olympics and donated them to respective universities. Introduced to the Dragon boats by Fred Schenk, he imported the first one to Japan and eventually was responsible for the construction of 8 other Dragons in Japan. He attended the Snipe World Championship Races in Rye, New York, in 1961 with members of his own Tomoe Yacht Club who qualified to represent Japan. At that time, he renewed old friendships and made many new acquaintances in SCIRA. On his return home, he founded another Bay Snipe fleet and later that year, established the first Dragon Fleet. In 1962, he participated for the first time in the Dragon Gold Cup Race; in 1963, he ordered and constructed a 5.5 meter boat designed by Sparkman and Stephens in preparation for the 1964 Olympics, and sailing in the actual qualifying races for Japanese representation this summer was his last sailing activity.

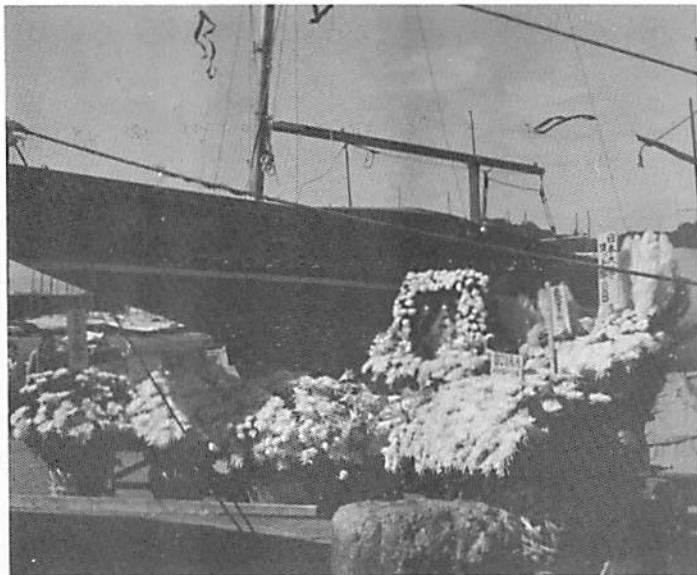
His fellow sailors in SCIRA all echo these words of a close friend, "We lost him now, but we are certain that his contribution to yachting association will be kept and continue to blossom in all Japan. Also, the international goodwill he has fostered through sailing will be long remembered."



Among the many floral wreaths and bouquets at the memorial ceremony were two beautiful pieces from SCIRA which were placed on each side of his picture.



Roy loved to go out on his power boat and coach the boys from his Tomoe Yacht Club (where he was Commodore) on the fine points of sailing. This last Spring, he observed the Dragon entries for the Olympic qualification races. A technical man by nature and education (he was President of the large Tomoe Engineering Company of Tokyo), he loved the water and boats. A real sailor has gone over the horizon!



A memorial was held at the Hayana Yacht Harbor on the 20th of October, attended by the leading yachtsmen of Japan. A funeral race with all classes of boats, with his picture on his own boat leading the race, was dedicated to "the bliss of his death." In the background, you will note the Dragon "Choke" which was one of Roy's favorite boats. During his lifetime, he also owned a 30 ft. sloop and a 22 ft. sloop.

Tom Head Won Slauson Memorial Regatta at Peoria

The big event of the year at the IVY Club at Peoria for Snipes is the Cleve R. Slauson Memorial Regatta. This year, 43 sailors from Illinois, Indiana, Michigan, and Ohio gathered there to race on the Chicago River and make it a "howling" success - the kind of a party that Cleve himself would have enjoyed.

The regatta was divided into four fleets because of the number of contestants. The first race of the first division of 2 fleets saw Dex Thede of Grand Rapids get out in front and steadily increase his lead to win, followed by Lee Thompson of Akron, Ohio, with Bud Leonard of Diamond Lake, Michigan, 3rd. Mark Schoenberger of Cincinnati, Ohio, won the first race in the second division; Tom Head of Peoria, 2nd; and Bill Patton of Springfield, Ill., 3rd.

The second race Saturday afternoon followed with the same 8-10 mph breeze. Again, Mark Schoenberger got an early lead in his fleet and although the wind lightened on the second lap of the triangular course, he was able to show Dan Wesselhoft of the host club how to get across the line first. Bill Collins of Indianapolis was 3rd. In the 2nd race for the other division, Lee Thompson continued to stick with the leaders when he snagged a 1st ahead of Tom Head in 2nd and Bill Patton 3rd.

Saturday evening, a free cocktail party was held at Stan Salzenstein's home with Fleet 131 providing collations. This is where the howling success culminated and it lasted until about 9:30 when all adjourned to the Ivy Club for dinner. After dinner, a rock-and-roll twist band struck up and by the end of the evening, many of the contestants were twisted out of shape.

The next morning dawned a bright new day! All the party winners arrived with dark-tinted sun glasses and groped around for their boats. The wind was very light for this third and final race and in the first heat, the boats all stacked up at the first mark and drifted for a short one lap finish. Tom Head won again over Dex Thede and Bill Zent of Indianapolis. The second

division was led by Dan Wesselhoft, who performed the feat of drifting through both fleets to win, with Dean Bilton of Evanston 2nd and Lee Thompson 3rd.

After the races everyone filled their beer mugs (which were favors given out at registration). At the Trophy presentation, Tom Head evolved the winner with 2-1-2; Lee Thompson second with 2-1-3; and Dan Wesselhoft 3rd with 4-2-1.

Indianapolis had the disgrace of winning the famous Garbage Can Traveling Trophy, awarded to the entrants from either Indianapolis or Peoria (considered as teams) with the lowest total score. Competition is held whenever two or more boats from each city are entered in the same regatta.

This was the biggest and best Clauson Regatta ever held. Everyone is invited to share the fun next year.

FINAL RESULTS - CLEVE R. SLAUSON MEMORIAL REGATTA

IVY CLUB - Peoria, Illinois - June 15-16, 1963

BOAT	SKIPPER	TOWN	RACES	1	2	3	Pts.	Fin.
11220	Tom Head	Peoria, Ill.	2	2	1	4	4642	1
13008	Lee Thompson	Akron, Ohio	2	1	3	4	4565	2
13103	Dan Wesselhoft	Peoria, Ill.	4	2	1	4	4490	3
13200	Dexter Thede	Grand Rapids, Mich.	1	4	2	4	4490	4
13858	Mark Schoenberger	Cincinnati, Ohio	1	1	7	4	4356	5
9299	Bud Leonard	Diamond Lake, Mich.	3	7	5	3	3896	6
14325	Mike Negley	Peoria, Ill.	5	4	9	3	3759	7
8076	Bob Bigham	Cincinnati, O.	4	7	6	3	3750	8
14305	Bob Wesselhoft	Peoria, Ill.	13	5	4	3	3649	9
13234	Bill Collins	Indianapolis, Ind.	10	3	6	3	3630	10
9361	William Patton	Springfield, Ill.	3	3	14	3	3617	11
14147	Paul Zent	Indianapolis, Ind.	6	10	3	3	3569	12
12322	Stan Salzenstein	Peoria, Ill.	8	5	7	3	3541	13
13501	Dean Bilton	Evanston, Ill.	9	12	2	3	3386	14
13026	Phil Peterson	Springfield, Ill.	7	8	12	3	3086	15
11811	Tom Heckel	Indianapolis, Ind.	11	13	5	2	2980	16
13314	Harry Goldstein	Peoria, Ill.	9	6	15	2	2925	17
14330	Dick Ver Halen	Forest Park, Ill.	7	9	14	2	2909	18
12534	Bruce Canterbury	Peoria, Ill.	17	11	4	2	2906	19
12660	Jim Richter	Indianapolis, Ind.	6	15	10	2	2862	20
9871	Ed Grier	Peoria, Ill.	15	8	9	2	2789	21
10175	John Eilers	Cincinnati, Ohio	11	12	11	2	2641	22
10953	Tom Palmer	Decatur, Ill.	12	17	8	2	2506	23



HOW ABOUT A SKIPPERS' MEETINGS, FELLOWS? Probably would be a good idea to attend!

Typical Pictures Taken at a Typical Regatta



SAILING ISN'T ALL ACCOMPLISHED ON THE WATER! An awful lot of it goes on while sitting around a table (usually when there are some pretty listeners). Here is one of many tables in the IVY Club dining room on Saturday night after the first two races. Some braggadocio, probably, but still not as boring as a bunch of golfers playing the course stroke-by-stroke.



WIND IS WHERE YOU FIND IT - and Tom Head (11220) and wife Judy must have succeeded better than anyone else, as this picture shows them in the favorite position at the start of the first race. Tom went on to win the regatta and the Illinois State Championship. Tom sails a self-built Snipe.



AND WHAT IS MORE FUN THAN DANCING WITH A PRETTY GIRL? Lou Leber thinks that doing the Sailors Twist with Sally McMasters of Peoria is next best thing to winning a race. And if you can't win, he's right!

The Larson Team Won District 5 Title Again—

THEIR 4 FIRSTS AND 1 THIRD OVERWHELM THE FLEET - CHUCK WEBSTER 2nd - PAUL BETLEM 3rd



STATE CHAMPS-Crewman Vic Larson and his son, Skipper Les, second and third from left, receive the New York State Snipe Championship Trophy. Fred Dawson, Race Committee Chairman is on the left while General Regatta Chairman Red Garfield brings up the other flank.

Down near Olean, New York, on a little old dammed-up bit of water called Cuba Lake, the zephyr breezes were blowing, according to 15 local Snipe sailors. But an outside opinion has it that the 15 visiting skippers added new depth to the term "variable wind conditions."

This is the story of the District 5 Championship Regatta on July 12-13-14. On Friday, the Juniors began their series of 3 races with 9 eager skippers, average age 16, with some even younger and more eager crews aboard. Their first 2 races were drifters, but then Ted's friend, Old Joe, showed up for the Twist Party that evening, and from then on things changed rapidly. By the time all the sleeping bags were unzipped on Sunday morning, there was a slight breeze, very unsteady, from the south. Now just picture the foothills of the Alleghenies, with this little lake snuggled in the valley! As Ted said in a recent WW article in the BULLETIN, "Sailors who cope well with shifty winds sail in small lakes with high bluffs." That's sure Cuba Lake!

The Juniors certainly had their chance to prove what they could do. Last year's defending champ, Alvin Bugbee of Chautauqua, left no doubt in anyone's mind what he could, as he swept the first place spot in all three races. Some other pretty plucky young people were out there keeping him guessing, though, including Tom Rose, who, along with Bugbee, also sailed in the Seniors later. District 5 has had Junior races before in the years 1952 through 1957, and then in 1962.

With nearly a 6 mile Olympic course, the Senior division moved out into the water just before noon on Saturday for their first race. It was anybody's game as each skipper tried to find the new wind direction before his competitors snipped it out. But who should come steaming up through the pack to win? None other than that young sunburned chap who won everything in sight last year: Les Larson, with 'Pop' in there showing us all how to handle those jib sheets. Close behind, though, was another Chautauquan whose name is getting up on the right end of the race results these days: Whitey Johnson. Rumor has it that he had a hard job of keeping his crew in line, some fellow by the name of Red Garfield. They managed to keep ahead of Paul and Nancy Betlem of Newport, who were breathing down their necks. Fritz Gram, last year's New York State Champ, was playing tag with Julie Kroeger, and finally nosed him out on the last beat to the finish.

After some eats, everyone sailed out again for 2 races back-to-back. The winds kept shifting and it became impossible to cross the starting line of the 2nd race on starboard. This prompted an Onandaga skipper to remark later, "This regatta is a smash, and I have a bleeding hull to prove it." Larson again was impossible to beat, with Charlie Webster in close second. Then Van Deusen of Onandaga came along, after claiming he had finally found himself a good crew, his wife, Jean. The third race which followed immediately, ended in another 1st for Larson, with Paul Betlem managing to hold a 2nd over Van Deusen. Whitey Johnson had the dubious distinction of receiving the only DSQ of the weekend, which lost him a possible 3rd in the regatta. Alvin Bugbee, the Junior winner, was a contender all the way.

If this regatta had followed the pattern of the New York State and the Briody, Sunday would have been a drifter, but to our surprise there was a fairly stiff breeze coming in from the east. This time, five skippers sat out the race, and had an unexpected bonus. Charlie Webster very sportingly tossed his spare pole to Bob Vreeland of Newport, whose crew, Sue Webster, inadvertently dropped theirs. Then Webster tried a jibe on the last downwind run to try for an inside spot at the mark, but (showing that even the best can err) the board was up and the boom vang down, and over they went. But "Papa" Charlie and daughter Judy righted it immediately and saved their 2nd spot behind Vreeland. Les had to settle for a 3rd in this one. But in the 5th and final race it was Les again, followed by Dick Edwards of the host club, and then Webster with John Glenn of Newport right behind him.

All in all, it was a 'fun' regatta, with lots of tricky sailing, good comapnionship, and the old timers (from 30 up) showed the youngsters our version of fun with a good old-fashioned square dance Saturday night. The local Lightning Fleet lent a helping hand to details, and certainly proved themselves necessary. Thanks, Cuba Lake, for a good regatta!

— Esther (Mrs. Julie) Kroeger.

FINAL RESULT - DISTRICT 5 CHAMPIONSHIP

Cuba Lake - July 12-13-14

Boat	Skipper	Club	1	2	3	4	5	FIN.
10390	Les Larson	Chautauqua	1	1	1	3	1	1
3929	Charles Webster	Newport	9	2	5	2	3	2
11600	Paul Betlem	Newport	3	5	2	9	14	3
10900	Alvin Bugbee	Chautauqua	6	6	4	5	12	4
11664	Lee VanDeusen	Onandaga	14	3	3	6	9	5
12099	Bob Vreeland	Newport	18	8	7	1	6	6
13087	Fritz Gram	Cuba	4	7	9	8	10	7
11599	Whitey Johnson	Chautauqua	2	9	DSQ	4	5	8
10870	John Glenn	Newport	15	10	11	7	4	9
11900	Julius Kroeger	Silver Lake	5	12	13	11	7	10
14065	Dick Edwards	Cuba	10	4	20	26	2	11
14068	Ward Wilday	Cuba	8	15	15	16	11	12
11315	Bob Perrigo	Cuba	7	11	10	25	18	13
13311	Pete Lauderbach	Newport	12	17	21	12	17	14
13434	Larry Dietter	Cuba	11	13	23	27	8	15
14115	Charles Rose	Loon Lake	13	18	14	20	15	16
11317	Bob Dodds	Cuba	19	20	16	15	13	17
13275	Bud Edwards	Cuba	21	14	22	10	21	18
8459	Harold Lyness	Onandaga	26	21	12	13	19	19
11295	Bud Booth	Onandaga	23	28	8	19	20	20
11389	Howard Fletcher	Olcott	16	19	6	DNS	DNS	21
10037	Jim Herzog	Cuba	20	16	31	14	DNS	22
10007	Doug Magde	Newport	22	25	17	24	22	23
11554	Bob Worden	Cuba	25	23	18	21	23	24
14356	Mike Mitchell	Cuba	28	24	26	22	16	25
11316	Tom Forrestal	Cuba	DNS	22	19	BNS	24	26
12208	Tom Rose	Loon Lake	17	DNF	27	23	DNS	27
11318	Carl Edstrom	Cuba	31	29	29	17	26	28
13437	Al Blodgett	Onandaga	27	27	28	18	DNS	29
12757	Bud Williams	Cuba	29	26	25	DNS	25	30
4177	Tom Dugan	Cuba	24	DMF	24	DNS	DNS	31
14357	Ted McClure	Cuba	30	30	30	DNS	DNS	32

Les and Vic had a very crowded sailing schedule this summer, especially in July. Immediately after this regatta, they went to some Olympic elimination races for the 5-0-5 on Long Island Sound for a week; then taking time off to kiss Mama goodbye, they left immediately for the Nationals in Texas. They're tough!



It seems appropriate at this time to digress from our discussions of Rules and Tactics to comment on the recent U. S. National Championship Regatta at Eagle Mountain, Fort Worth, Texas.

My personal opinion is that this year's Nationals again demonstrated in a personal way what I believe to be a fact - that the ultimate in small boat sailboat racing is epitomized by the Snipe Class.

With a complete variety of winds and sea, especially in the Heinzerling Series, the competition remained close at all times, much closer than the summary of finishes would indicate; and you know this to be true when such excellent skippers as Jerry Jenkins, Lee and Jerry Thompson, and Louis Nelms all finish on the "downstream side" of 10th place, or when Bill Kilpatrick can finish last in one race and 2nd in the next, or Bob Huggins in 16th in the 6th race and 1st in the last race to win it all.

Again it was amply demonstrated that differences in boat speed in the Heinzerling were essentially negligible, which again to my mind is what makes the Snipe stand out way and above many other so-called one-design classes where minor changes, tuning, sails, etc., contribute so significantly to disparities in boat speed, all of which tends to minimize racing skill and tactics. The National Championship this year (as in all recent years), was determined basically by tactics and general racing skill on the part of the winning skippers Bob Huggins closely followed by Carl Eichenlaub - both had that little extra edge in the tactic and skill departments which put them on top.

Also encouraging for the class is the appearance of the newcomers to the top ten in the Heinzerling. Sailing in their first Snipe Nationals in addition to Carl Eichenlaub in second was Lew Bedford in third and Kim Desenberg in tenth (all from the Southern Californi "factory" of fine skippers).

And for the rest of us, there is always "next year" and the opportunity in the intervening time of sailing in the many local regattas, acquiring that little extra edge in the tactics and skill department which we will be discussing in this column during the months ahead.

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Wells Wanderings by Ted Wells

FRENCH REGATTAS

The first impression one gets, at least from limited exposure, is that the Europeans are a hardy lot, with lots of long races and lots of entertainment scheduled in a short period of time, with not much opportunity to work in any sleeping. Everybody gets a trophy of some sort and at the final dinner at Villefranche, one of the prizes for which the contestants drew lots was a brand new complete Snipe!

This regatta was a Saturday and Sunday affair, winding up with an excellent dinner and a long list of trophies going well into the night. I don't think many contestants arrived at their jobs Monday morning bright-eyed and eager. We did not sail there; it took place on the first weekend of the World Championship, but the Hughes and Wells were invited over for dinner.

At Bendor, there was a regatta scheduled the preceding week. I borrowed a Spanish boat and a Finnish crew and, with considerable apprehension, went leaping and bounding around the Mediterranean in conditions which were about the same as the next week in the World Championship. These Spanish boats had a self-bailing cockpit which was maximum width, with the floor exceptionally high. It got rid of the water alright, but I had the feeling it was also doing its best to get rid of me. (In the World Championship, the Bermudian skipper did fall out of one of them.

These boats had fore-and-aft hiking straps and a mainsheet cleat on the boom, which are fine if you are accustomed to them, and a very narrow and slippery piece of deck over each side of some rough and very high cockpit flooring. Tacking and jibing involved tripping over the hiking strap, landing on bare knees, then turning around with the mainsheet wrapped around the neck, which of course pulled the sheet out of the cleat, strangling the skipper if wrapped well around the neck, or letting the boom fly out and the main flap if not wrapped so well. The mainsheet traveler also limited the travel of the tiller unless it was jammed hard over and held there, which is not too big a problem to cope with if it is the only one. We didn't capsize jibing and I didn't fall out, but my knees were bloody and in the last race, I was in irons at least four or five times.

In this race, the wind was about the same as the last one in the Championship, so we sailed in the bay, but the wind direction was opposite, so we had a big sea from an offshore wind, but we weren't bothered by the funnel effect between the island and the shore. I had noticed what appeared to be some pretty bad barging in earlier races, but I hadn't been near enough to be sure. In this race, with the wind and sea what it was, I wasn't tacking any oftener than I had to. Marks were to starboard and I made a long run for the windward end of the line close hauled, arriving at the mark right with the gun, but with the choice of landing in the cockpit of a European National Champion who should have known better, but apparently didn't - or of bearing off sharply. I chose the latter because the crash would have been terrific; the waves were about 5 or 6 feet high and we were going fast. The Schmidts and Conrads and I were talking about racing rules at the regatta at Lacanau the week after the Championship and agreed that enforcement was practically non-existent.

In this regatta, the Schmidts and Conrads were as unbeatable as they were in the Championship which followed. The only crumbs of satisfaction we had came in the two light wind races in one of which we were ahead of them for two whole laps and almost that long in the other one. The combined planing - surfboarding on the reaches was really something to behold

in most of the races. I felt like I needed a seat belt.

After the Championship, we rented a Volkswagen and went to Monaco for a party at the Yacht Club in Monaco, then ate our way across Southern France to Lacanau, which is a beautiful lake just barely inland from the Atlantic ocean, east of Bordeaux. We arrived Friday afternoon after the Schmidts and Conrads had gotten their pick of the borrowed boats, but that backfired on them. Late Friday or early Saturday, a new Spanish boat showed up. This one had a mainsheet cleat to the centreboard trunk and a dagger board, so I took it. At least, I would know what to expect from the boat. In addition, to the Spanish boat, I had a French crew and American sails with Brazilian identification letters on them. (By this time, I did not have any sails with me, so I borrowed some that the Schmidts weren't using. I wasn't familiar with the jib, so I asked Axel how to trim it. He said not to worry - I couldn't put the fairleads in the proper place even if I knew).

The most striking thing here as at other places in France is that there are no docks or piers to tie boats to. You just take off your shoes and socks and carry them (shoes, socks, and boats) into the water. There was a beautiful beach with a sand bottom extending a long way out. When you cast off, you walk out until it is deep enough to put in the centerboard and rudder, then climb in, and away you go! If you don't get slowed down soon enough coming in, it is hard on rudders. This probably also explains the popularity of pivot boards.

We were to be "at the disposition of the jury" at 9:00 AM Saturday and Sunday mornings. This means in the water, sails hoisted, ready to go. I thought this was working a little hard on a two-day four-race regatta until I realized that their normal course was a standard Olympic course plus an extra triangle and a fifth beat to finish at the center of the circle - about ten miles! They only managed to go this far once, but they always went about seven miles.

The lake was large, but surrounded by trees and fair sized hills and promised to give a good guessing contest. Axel Schmidt couldn't sail because of an infected arm, but having Eric instead wasn't too much consolation to the opposition. In the 1961 Brazilian Championship, Eric was sailing his own boat and finished 6 points behind Axel.

Saturday morning was misty, and as the mist cleared, the wind veered. The starboard end of the line had the advantage and I decided to go to a port tack immediately, so I started on the starboard end, prepared to round the committee boat and start late if I got there too early, but determined to drive in and discourage the bargers that I was sure would be there. This tactic worked a little better than I had anticipated and I hit the line right at the committee boat a few seconds early, with a leeward boat overlapped on me just enough so I couldn't bear off. I was about to round the committee boat (fortunately only about 20 feet long), when two bargers wiped out the boat overlapping me to leeward, letting me get back from behind the line for the second best start. A French boat had the same idea I had - he held the port tack longer than I did, and won the race. I got second.

This was the last time there was any logical reason for guessing on which side of the fleet to go, but the correct guess turned out to be terrifically important. Eric Schmidt took to flipping a coin. This worked the first time and he got a first. From there on, his luck was so bad that my decision where to go in the last race was to do the opposite of what he did. It almost worked. I had the regatta won until the last 100 yards when I lost the Conrads in a windshift. I've resailed that last leg of that race every night since then. I know the book says to cover your nearest competitor in a case like this, but when you start the last beat with a 6-inch lead over a couple of Brazilians named Conrad - that is easier said than done! Experience on the previous beat was that we lost about five feet on each come-about trying to cover them and gained only by tacking on shifts and holding to the port side of the fleet. If the race had been 100 feet shorter, the decision to sail the last beat this way could have been correct.

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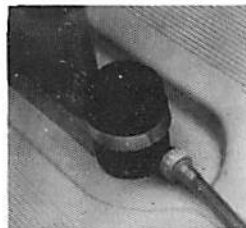
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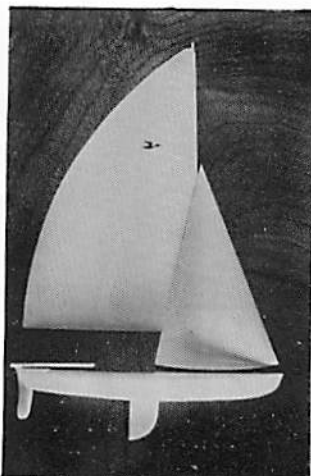
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SNIPE NEWS IN BRIEF

Chuck Ellery, 310 Kerby Rd., Grosse Pointe Farms 36, Mich., writes as follows: "I am a member of Crescent Sail Y. C. of Detroit and Past Commodore of the Michigan District L. C. A. With Jerry Jenkins to lead the way, some of us at Crescent are in the process of re-grouping the Snipe Class here. Years ago Crescent had one of the largest fleets in the country. We now have six boats for sure, just since September, and by next Spring we hope to have several more including some from Fleet 5, if we can get them in the club by then. I would be glad to get some literature to use in recruiting other members and also will be pleased to hear from any interested parties. . . . Alan "Buzz" Levinson is breaking in a new Flying Dutchman in anticipation of the Olympic tryout races in that class which are scheduled next July. Buzz was delegated as the official representative skipper for Snipes by the Board at Fort Worth and he hopes to get Capt. Jack Tillman (Dick's brother) as his crew. They have done very well in a few recent races. . . . Carl Eichenlaub, Jr., won the U. S. National Lightning title for 1963 and will go to Peru to participate in the World Championship Races there in late November. And Jim de Witt from San Francisco captured the Mallory Cup, which is emblematic of the 1963 North American Men's Sailing Championship, the very top honor. Both Carl and Jim are Snipe owners and active racers; Carl finished 2nd in the Snipe

Nationals at Ft. Worth and Jim races regularly with Fleet 12. . . . Bruce Bidwell has moved from Florida to 5413 E. Lake Dr., Greensboro, N. C., and his presence there revives hopes of Snipe activity in the area. He has contacted some local owners, and if you can participate, get in touch with him. . . . The comparatively new Massachusetts Bay Fleet 542 has grown from 9 to 24 boats in the past year and more are expected. With this kind of enthusiasm, they anticipate a good racing season next year. . . . Horace Crispin, National Secretary for England, got a chuckle when he received a letter from Salt Lake City complaining he could not locate the SCIRA Secretary in the United States and would he please send all available information about the boat, etc. Since this office gets from 30 to 40 letters a day from all over the world, it is hard to imagine the difficulty experienced in Utah. . . . Gerald Gieseke, 2105 - 24th St., Columbus, Nebraska, was bitten by the Snipe Bug (with a little help from Commodore Floyd Hughes) and he and a friend bought two new fiberglass Snipes. Sailing is just beginning in that area and they hope to interest enough neophytes to start a Snipe Fleet by next Spring. . . . Lake Mohawk Fleet 10 in New Jersey is now some 30 years old and is making a strong comeback after a lackadaisical period. From 5 boats in 1953 to over 20 in 1963 despite the loss of 3 fleet champions and many others. They have started a junior fleet and ran a separate Fall Series. They expect to pick up another 5 boats from their future sailing school graduates. .

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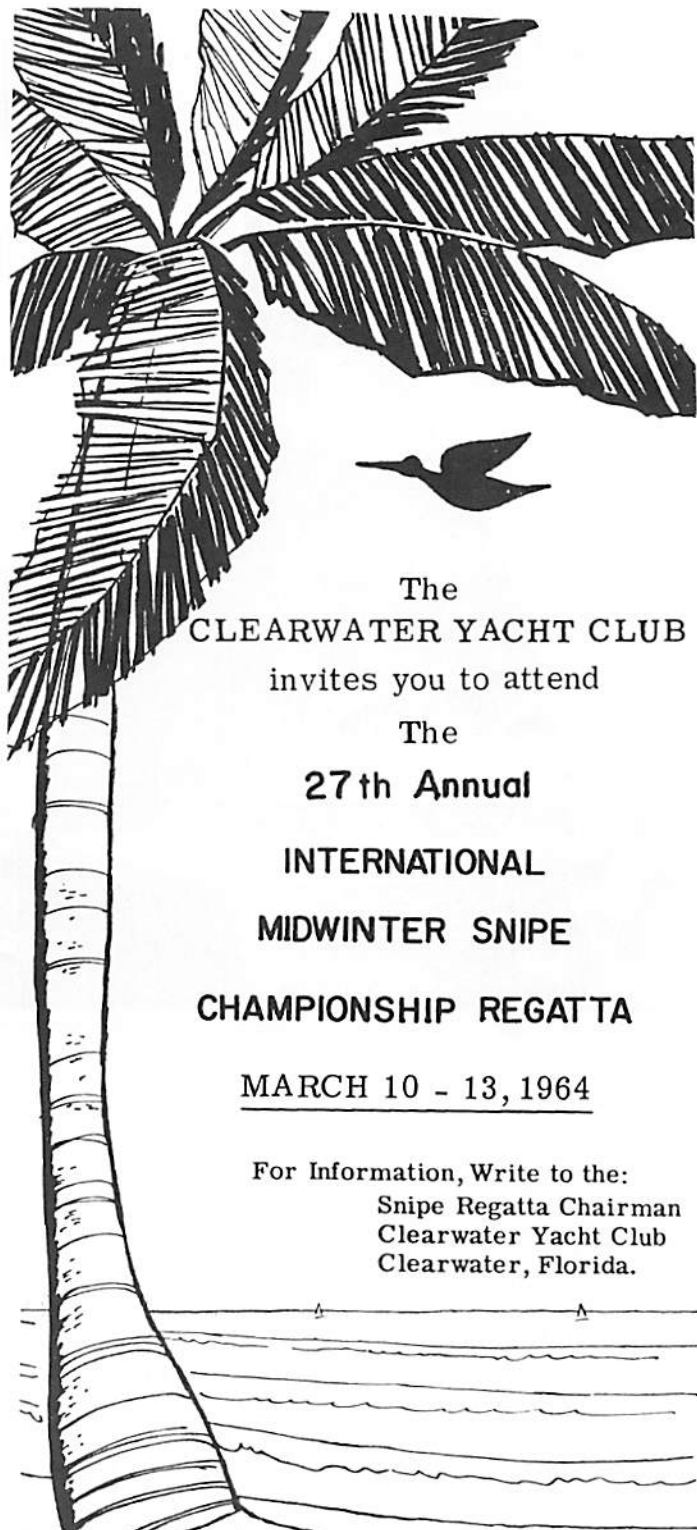
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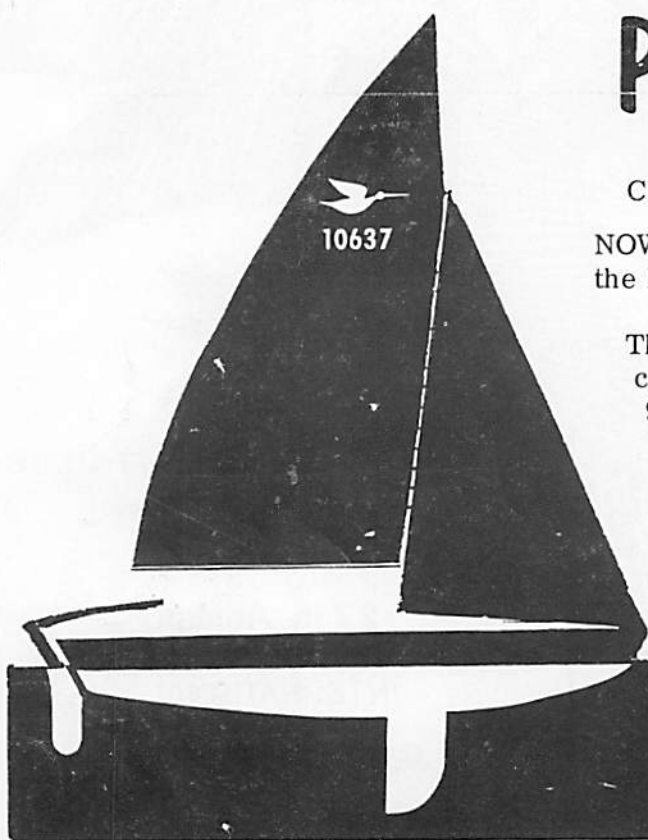
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