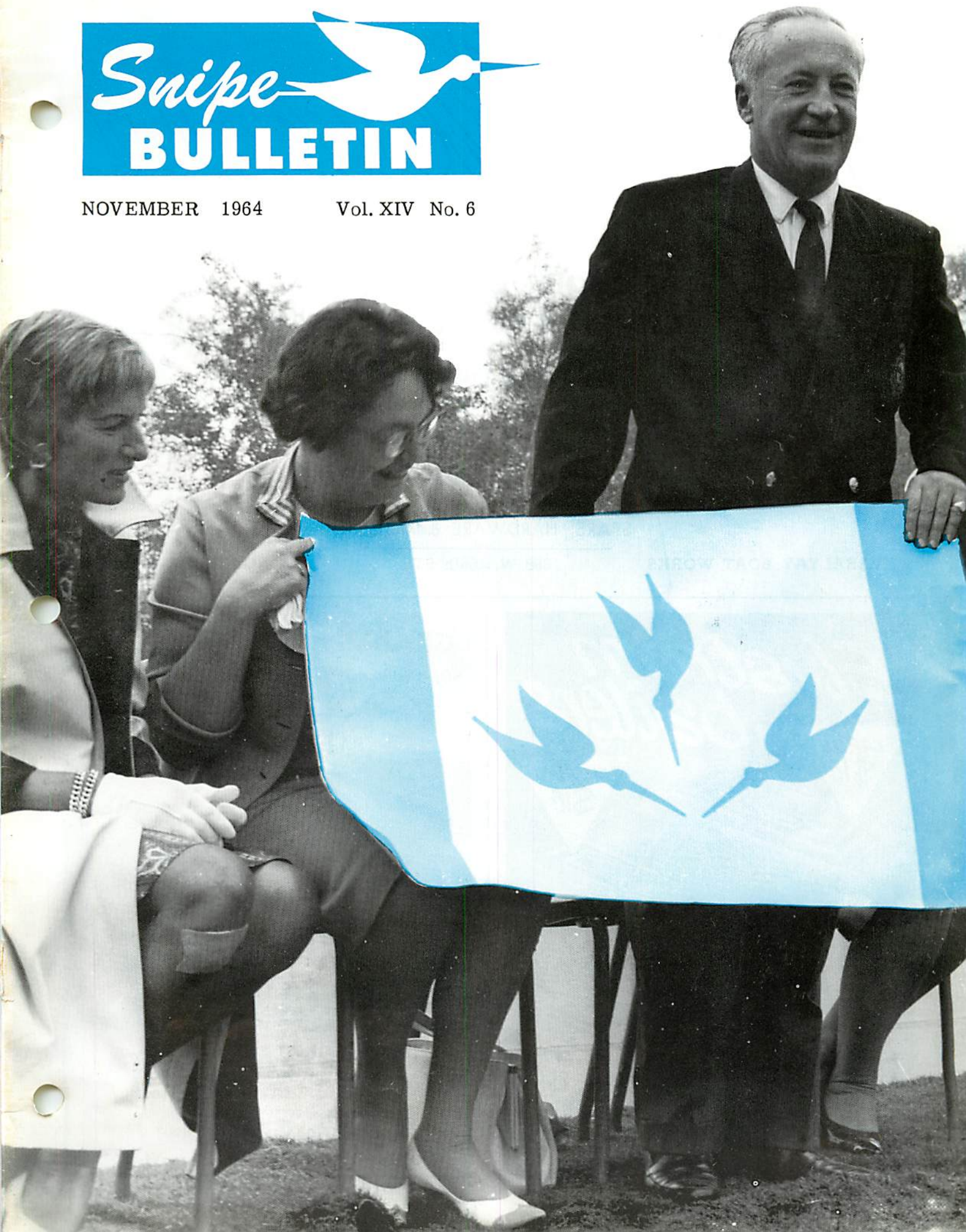


Snipe 
BULLETIN

NOVEMBER 1964

Vol. XIV No. 6



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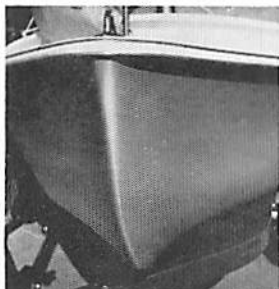
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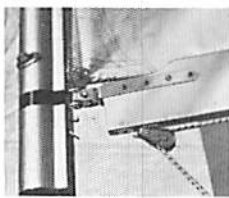


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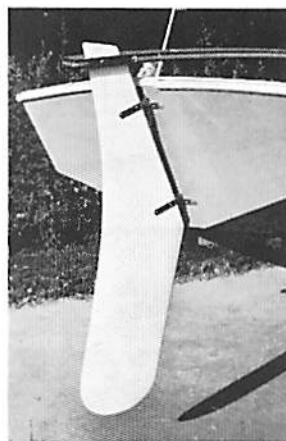
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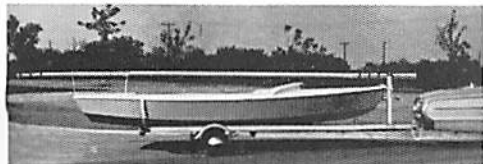
Newly designed minimum width daggerboard. New rounded entry and extra-sharp trailing edge. Competition tested and proved.



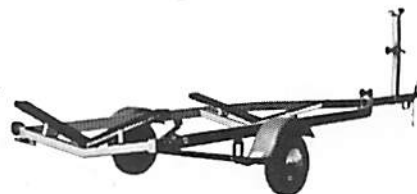
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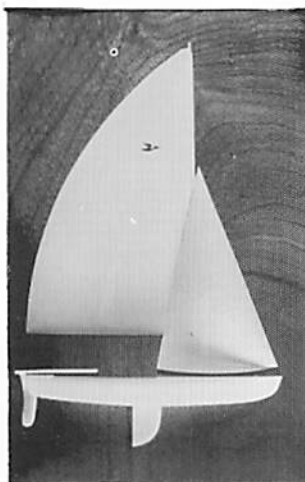
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SNIPE BULLETIN

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

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The Cover

During the opening ceremonies of the Western Hemisphere Regatta at Oakville last August, Mayor Al Masson indulged in a little political by-play when he presented a Snipe flag to Miss Judy La Marsh, a Cabinet Member in the Liberal Government of Canada.

Miss La Marsh (center), attending the regatta representing the Canadian Government, solemnly inspects the flag which the Mayor offered as a substitute design for a new national flag for Canada, which has been the subject of a "hot" political argument all summer. The Liberals have proposed a banner designed with three maple leaves in the center, so Conservative Al (who wants to keep the old Red Ensign of Canada), suggested the whole argument be ended by replacing the maple leaves with Snipes. All Snipers, of course, thought this a most excellent idea!

Miss La Marsh is flanked by Mrs. Douglas Keary, the wife of the General Chairman of the Regatta.

— Photo by the Oakville Journal-Record.

— THE SCORE —

Numbered SNIPES — 15354

Chartered Fleets — 592

When the score was last published in August, it stood at 15213; now it reads 15354, or just 141 boats more, bringing our grand total for the fiscal year ending September 30th up to 684 new boats. This is the second best year in SCIRA history. The best year was 755 in 1962 and the third best, 621 in 1961.

It is interesting to note that the United States took 302 of the 684 numbers, and the remaining 382 went to 17 other countries led by Denmark with 60, France 50, and Brazil 40.

And our annual average of 459 has now been raised to 465 over a 33-year period.

Three new fleets were chartered during the above period.

Charter 590 went to the Steeple Bay Fleet in Essex, England. They start off with three boats, and Doug Ansell, 60 A. Trunes Road is the first Fleet Captain and also acting measurer. His son, George, is also an ardent Sniper, attending the Junior Championship in Italy last summer and sailing regularly at Oxford University.

Miguel A. Casellas, Jr., P. O. Box 8126, Santurce, Puerto Rico, has been instigating a Snipe Fleet there for several months. Now, starting with 4 new fiberglass hulls from France, along with three others from Schock and Lofland, the group feels ready to go. The San Juan Blue Fleet got Charter 591.

At their request, Puerto Rico has been granted the same SCIRA rankings now given to commonwealth nations and will be considered as an independent nation in international regattas the same as Bahamas, Bermuda, Canada, etc. This is not establishing a precedent, for both the Pan American and Olympic Games represent these teams separately. Naturally, Puerto Rico loses all SCIRA rights in the United States National

Regattas, district set-ups, etc.

On the other hand, all the Western Hemisphere nations will gladly proffer a welcoming hand to this new member and look forward to meeting them in future competition. Perhaps they might even get to the Canaries next summer! Mr. Casellas will act as the temporary National Secretary for Puerto Rico.

Finland got her 14th fleet when Charter 592 went to the Mikkeli Snipe Fleet. Mikkeli is a town of 20,000 in the inner lake area of Finland. They have never had any sailing sports to date, but this new group of 5 Boy Scout Snipers will stir things up and keep it lively. Prospects are fine for growth. Mikki Kornhonen is the first Fleet Captain.

Summing up, there were 23 new fleets chartered during this annual period, which is 6 more than last year, thus a better than average year. Denmark and the United States got 5 each, Finland 4, Argentina 3, Turkey 2, and Sweden, Mozambique, England, and Puerto Rico 1 each.

AND SO WE CONTINUE TO SAIL A MERRY COURSE!

ATTENTION— All Fleet Captains

Your attention is called to point scores for the sailing season just passed. Every active chartered fleet must send in point score race results before the end of the official season on the 31st of March next year. Special forms are provided by this office and **THEY MUST BE USED** in order to get uniform records for proper and easy numerical filing. Please note the instructions for using the forms printed at the bottom of each sheet. Note particularly the first sentence which requires one sheet for each boat. This is so sheets can be put in numerical order according to standing. Also, the last sentence which permits sending of totals only for scores under 1650, thus eliminating a lot of detailed work which is not necessary in arriving at final comparative standings.

Of course, these scores must be figured according to SCIRA rules as printed and great care must be exercised that they are properly figured, 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 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 previously announced, all Snipers who have not paid current dues have been removed from the BULLETIN mailing list. Notices have been mailed out, and, as in the case of all records, some errors have 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 yet - 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 fleet officers as soon as elected so the rule book will be up-to-date. If you have spotted any mistakes in printing in your own write-up or any other errors of any kind in the rule book, now is the time to send in all corrections. We want to get the book out early this year. And while we are on the subject: If anyone has not received a copy of the book yet, send in his name and complete correct address and if he is entitled to one, he'll get one immediately in the next mail. Fundamentally, distribution is made locally through either the Fleet Captain or Secretary, but it seems many members "lost out" for some reason or the other and mail miscarriage also was higher than usual this year. There are still a few left - you can get an extra copy for \$2.00.

Don't forget to tell all prospective purchasers of advertising about the real bargain of a full size ad in the year book for only \$30.00, the same rate as in 1951. This figures at a little more than 1 cent per copy, which goes out all over the world and is perused by many readers. This is considerably less than the postage cost alone if individual advertising pieces were mailed to these readers. Don't hesitate to talk it up - we need a few good salemen.

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Zimmerman Still Ohio State Champ

Consistency and careful attention to details paid off again for Akron's Carl Zimmerman when he won, for the second straight year, the Ohio Open Championship held at Cowan Lake June 13-14th.

Winds were good at this year's Open — to the delight of Cowan sailors especially, for the past 6 years have seen peculiar wind vagaries.

Sailing an Olympic course proved to be the downfall of several of Snipedom's stalwarts. In the skippers' meeting on Saturday morning, the Race Committee described the location of marks and explained exactly what the course would be. An untimely slip of the hand on the RC boat, however, put the sign for the final mark as the REACHING mark of the course instead of at the leeward mark. If no one on the committee boat caught the slip, neither did some of the sailors.

Jim Richter was in 1st place as he rounded the windward mark. Realizing that there was something amiss, he split the course between the two possible marks until Mark Schoenberger rounded the mark in 2nd place and headed dead for the leeward mark. Park Wiseman and Paul Zent followed suit. When the smoke cleared away, the foursome found themselves occupying the last four places in the first race.

The RC threw out the race; their action was protested. . . and the Protest Committee ruled that the race would stand.

The last two races were faultless, and were won by Paul Zent and Jim Richter.

Several mechanical details were noted during the weekend which might prove of interest to Snipers:

. . . . Lee Thompson sported a too-bendy mast (his wife referred to it as "folding") and just didn't have enough power available, even with full sails. His mast (Built by Lee himself) deflects 3 1/2 inches under a 35-pound load, using the North deflector method. (Even in the 8-10 mph air, it looked as if a Finn had strayed onto the course.)

. . . . Mark Schoenberger's experimental main sheet horse based on the Flying Dutchman standard) seems to perform well. It's the first of its kind on a Snipe, he believes, and was aboard when he won the Southern Championship in May. Ge allows as how jibing is a wee bit tricky with this rig.

Extra-curricular trophies awarded at this regatta went to Cowan's own Jim Menzies and he got to take home the famous Governor's Bucket for winning the party. To the head of the Race Committee, a Thistle owner, was awarded the new Hang-over Trophy, for he had more headaches than anyone else.

FINAL RESULTS — 1964 OHIO STATE CHAMPIONSHIP

Cowan Lake - June 13-14

BOAT	SKIPPER	Club	Races	1	2	3	Pos.
13007	Carl Zimmerman	Akron, O.		2	3	7	1
14490	Lee Thompson	Akron, O.		3	4	6	2
12948	Frank Suesz	Cincinnati, O.		1	11	5	3
14147	Paul Zent	Indianapolis, Ind.		20	1	2	4
13012	Joe Williams	Eaton, O.		14	7	3	5
13858	Mark Schoenberger	Cincinnati, O.		26	2	4	6
13455	Tom Mooney	Cincinnati, O.		4	10	16	7
13440	Stuart Griffing	Cincinnati, O.		13	5	13	8
12641	Dean Jaynes	Cincinnati, O.		10	8	17	9
10175	John Eilers	Cincinnati, O.		8	6	dnf	10
7383	Dick Edmonds	Cincinnati, O.		6	17	18	11
14769	Bob Bigham	Cincinnati, O.		12	9	10	12
11754	Ken Daniels	Cincinnati, O.		5	20	21	13
11173	George Crall	Cincinnati, O.		16	14	14	14
14767	Park Wiseman	Muncie, Indiana		25	13	9	15
14732	Bob Jarasek	Cincinnati, O.		dnf	12	8	16
13008	Jim Richter	Indianapolis, Ind.		24	dnf	1	17
14546	Ed Yantes	Wilmington, O.		7	dsq	15	18
4884	Norm Smith	Columbus, O.		9	19	20	19
14771	Dave Edwards	Muncie, Ind.		16	dnf	12	20
14144	Rex Ely	Batavia, O.		11	18	dsq	21
13629	Francis Dasher	Cincinnati, O.		21	dnf	11	22
9037	Emil Work	Cincinnati, O.		18	16	dns	23
14333	Jack Montague	Muncie, Ind.		dnf	15	22	24
10700	Henry Young	Akron, O.		dnf	21	19	25
6752	Ed Griffiths	Acton Lake		22	22	dns	26
10984	Dave Schmidt	Indianapolis, Ind.		18	dsq	dnf	27
4158	George Tomlinson	Cincinnati, O.		22	dnf	dns	28
8076	Bert Eiselein	Cincinnati, O.		dnf	dns	26	29

Snipe and the Olympics —

By Dick Tillman

In considering international yacht racing as an element of national prestige, every country has a responsibility to produce the finest competitors in each of its international classes.

In Snipes as well as other international classes, there are any number of individuals who have the capability of winning an international event, such as the Olympics, Pan American Games, hemispherical races, etc. The problem is to select the best skipper or team to represent the country in each particular event. The responsibility to do so rests with the class organization.

There are two principal methods to choose the best skipper. The national championship regatta is probably the most common one, although not necessarily the best. The other method is a formal and separate elimination series. The winner is not assured selection in either case, but is selected in nearly every instance.

The best method is the one which most closely approximates the conditions that are expected to exist in the event for which the individual is to qualify. Will the host country furnish new boats or borrowed boats? Will competitors draw for boats or follow a rotation system? Will competitors be allowed to use their own sails and equipment? The wind pattern, wave conditions, current effect and tidal action should be considered. The scoring system, number of races boat rotation, etc. should be the same.

An example of this is the final Finn trials held this summer for the 1964 Olympics. In the Olympics, the Japanese plan to furnish each competitor with a new boat, sail and two masts. The boats are fiberglass from the same mold, the sails are from the same sailmaker and made under controlled conditions. The competitors will be able to shape their masts to suit themselves. Accordingly, the U. S. trials were set up to use borrowed boats made by the same builder, sails were furnished and each competitor was allowed to use his own mast. Seven races were sailed using Olympic courses and the Olympic scoring system. In this way, the skipper who proved himself best in the trials is most likely to succeed in the Olympics.

The depth of talent in the Snipe class is great and SCIRA'S organization is superb. By careful planning and cooperation among Snipers, I believe trials in the Snipe class could produce a team which has the maximum chance of success in the Pan American Games, hemispherical races, and, if the Snipe is selected, in the Olympics.

The 1965 Clearwater Regatta

The Clearwater Snipe Fleet is planning a Top Regatta for the Midwinter Championship. With an active 20 boat fleet that has some of the top sailors in the U. S. A., we can promise you good competition.

Racing will begin with a tune-up Regatta on Sunday, March 7, 1965. Three races will be sailed on upper Tampa Bay at the Sailing Center. This is a new facility at the east side of Clearwater, and has complete facilities. Access to the race course is a matter of just five minutes sailing.

Tuesday, March 9th through March 12th is the Annual Midwinter Week Regatta. As usual, we will try to hold all races in the Gulf of Mexico because of the ideal sailing conditions. Six races are scheduled, with one throwout permitted. Also, we will sail the Olympic course.

We will require every Snipe to have life jackets; not just buoyant cushions, and when the Race Committee signals that life jackets are to be put on due to sea and wind conditions, any skipper and crew not complying immediately will be disqualified. This rule is becoming almost standard in all major regattas.

(CLEARWATER REGATTA continued)

Our weather in March is always unpredictable; however, we generally have a little bit of everything. You should come prepared for a wind. By that, a bailer in the bottom of your boat is a good idea. It is necessary to get the water out going to windward in a blow, and a self-bailer installed just aft of the well is the gadget needed.

The Clearwater Midwinter Regatta is an excellent opportunity to get ready for the sailing season that follows. You will find all types of rigs and ideas at our week of racing which is the perfect test for your boat, sails, and equipment. As an example, in the Clearwater Fleet four boats have new rigs and different cuts of sails being tested now. We will not tell you any more - you will have to come and see for your self.

This is our 28th Annual Midwinter International Snipe Championship Regatta and we are proud of our reputation for holding top-notch affairs. We do everything possible to assure a successful and enjoyable series of races. Plan to come South and sail with the greatest bunch of sailors in the world and you will join the long list of regulars who come every year.

— Frank Levinson.

Francis Seavy Reigns in District 4

The Florida Yacht Club, Jacksonville, Florida, was host this year for the District 4 Snipe Championship Regatta, sailed in conjunction with the 16th Annual St. Johns Regatta June 13-14th.

All races were sailed over single lap triangular courses.

Francis Seavy of Clearwater took a quick lead in the first race, holding it almost to the finish line when his fellow club-mate, Don Cochran, passed him to take 1st. Brad McFadden of Atlanta came in 3rd, followed by Buss Brown of Miami.

In the 2nd race, Lloyd Cox of Chattanooga led at the finish, closely followed by Buss Brown, Seavy, and McFadden.

The wind freshened for the 3rd race and Seavy found the increasing chop more to his liking. He crossed the finish line 1st with Bruce Cochran, Buss Brown, Sr. of Miami, and District Governor Bruce Colyer of West Palm Beach in order.

Sunday morning came with more clear skies and dropping wind.

The 4th race was another Seavy benefit as he came home far ahead of the rest of the fleet. Don Cochran was 2nd, Buzz Lamb of Chattanooga, 3rd, and Brad McFadden 4th.

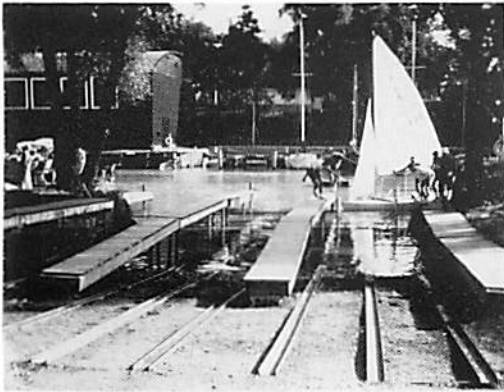
The 5th race was started in very light air following a delay to move the windward mark. After 45 minutes of futile drifting, the race was cancelled, to the relief of most of the sun-baked sailors.

The final standings were: Seavy 1st; Don Cochran 2nd; McFadden 3rd, and Bruce Cochran 4th.

— Dan Williams.

FINAL RESULTS -- DISTRICT 4 CHAMPIONSHIP

BOAT	SKIPPER	CLUB	RACES	1	2	3	4	Pts.	Fin.
6995	Francis Seavy	Clearwater YC		2	3	1	1	6165	1
12453	Don Cochran	Clearwater YC		1	5	9	2	5441	2
8653	Brad McFadden	Atlanta YC		3	4	6	4	5407	3
11221	Bruce Cochran	Clearwater YC		6	9	2	5	5066	4
14634	Buss Brown	Miami YC		4	2	7	11	4946	5
12056	Dan Brown	Miami YC		10	13	5	7	4197	6
12441	Buzz Lamb	Privateer YC		7	10	20	3	4002	7
9747	Dan Williams	Privateer YC		8	7	10	13	3990	8
13030	Bruce Colyer	W. Palm Beach YC		11	11	4	19	3653	9
14233	Lloyd Cox	Privateer YC		5	1	18	dnf	3650	10
8569	Jerry White	Clearwater YC		19	6	12	10	4511	11
14378	Neal Fendig	St. Simons, Ga. YC		22	20	11	6	2927	12
14635	Buss Brown, Sr.	Miami YC		18	16	3	23	2922	13
14379	Ed Fendig	St. Simons, Ga. YC		9	dsq	17	8	2885	14
13205	Bert Verway	Rudder Club		15	18	14	15	2610	15
6127	B. Millen	Valdosta YC		13	12	24	17	2490	16
11759	Fred Bremen	Miami YC		17	19	13	20	2285	17
14108	Herb West	Atlanta YC		20	23	15	12	2282	18
13433	Jay Swan	Clearwater YC		14	dnf	8	dnf	2268	19
12097	Ham Clark	Chattahoochee YC		21	8	19	24	2262	20
14107	Eldon Howell	Chattahoochee YC		12	17	21	21	2217	21
13289	Herman Green	Privateer YC		27	15	25	9	2152	22
11604	Pat Crowe	Privateer YC		23	14	23	16	2002	23
7435	Derek Peters	Atlanta YC		26	dnf	16	14	1804	24
11899	Mike Knox	Clearwater YC		24	21	dnf	18	1443	25
11559	P. Blair	Clearwater YC		25	22	22	22	1339	26
11944	Jerry Guardiola	Miami YC		16	dns	dns	dns	625	27



A novel and efficient way of launching boats. Level horizontal platforms are situated on each side of inclined tracks leading to the water. Center rail acts as a guide.



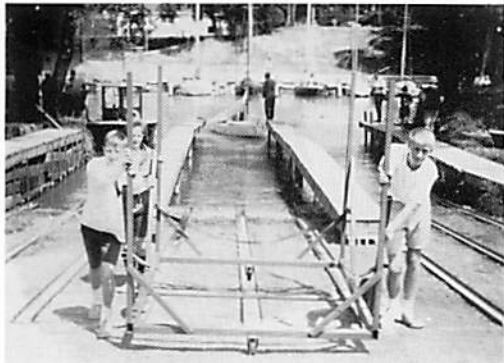
Boys will be boys! Bos'n chair makes a good trapeze.



Naturally, Brasil races against Brazil!



Ted Wells and I check out equip



Cars with strap cradles adjusted to fit a Snipe have 6 ft. upright posts on each of the four corners with one person on each post to provide locomotion. Carriage is run on tracks and cradle goes below waterline as crew goes out on the runways.



Luis and Angel Orella, Argentina, 3rd.



General Chairman Souglas Keary



Boat is floated in place on cradle and crew walks back to shore, each pulling his post.



Of course, there was a lot of fanfare!

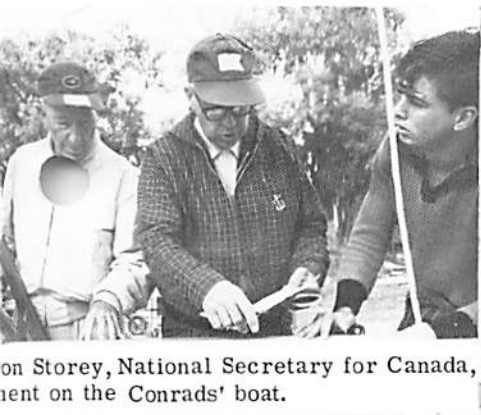


The 3 boat pictures above show one identical new fiberglass hulls furnished by Canada.

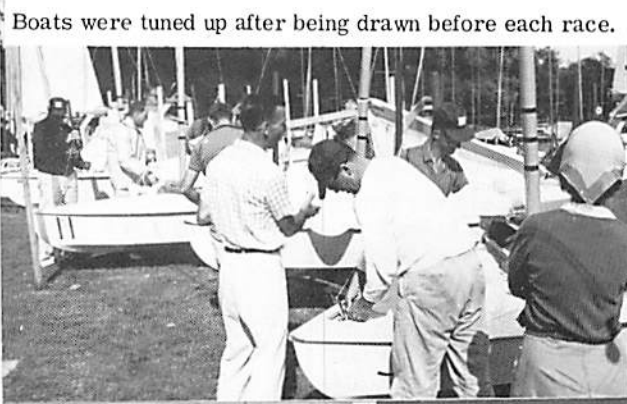


Boat is easily hauled to storage on rubber tire wheels. All invented by Son Hains.

Journal-Record



on Storey, National Secretary for Canada, ment on the Conrads' boat.



Boats were tuned up after being drawn before each race.



Don Hains, Commodore of the Oakville Yacht Squadron, holds a colorful plaque presented by the Bermuda delegation to his club. — Photo by Journal-Record.

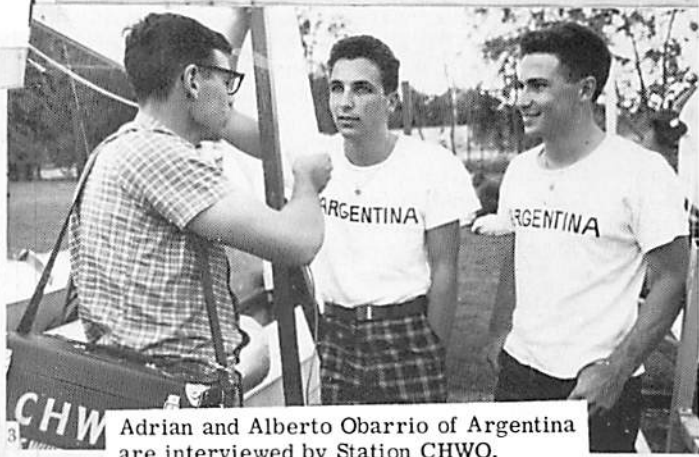
MORE WESTERN HEMISPHERE PICTURES
All Photos by Murray Belford Unless Otherwise Noted



Start of a race later cancelled because of an abrupt windshift.



Journal - Record
SMILING WINNERS - Ralph (left) and Reinaldo Conrad of Brazil



Adrian and Alberto Obarrio of Argentina are interviewed by Station CHWO.



Doug Keary of OYC (right) talks to Uruguayan team of Pedro Garra and Frederico Latourette.

for the 19
ished by

- BUZZ LEVINSON TRIES OUT FOR OLYMPICS -

DRAWS SOME INTERESTING CONCLUSIONS AFTER COMPETING IN FLYING DUTCHMAN ELIMINATION SERIES

By Mark Schoenberger

Just how does a Snipe feel after trying for an Olympic Berth?

SCIRA had two outstanding sailors who vacationed from Snipes this Olympic year to make the try: Dick Tillman in the Finn, and Buzz Levinson in the Flying Dutchman.

Levinson, former SCIRA Commodore and winner of many regatta and District 3 championships, won the opportunity to be SCIRA'S entrant to the FD tryouts. After almost a full year of FD sailing he has just competed in the Trials at Atlantic Highlands, New Jersey. Buzz finished 16th; his brother Frank was 18th. The winner of the Olympic berth was Buddy Melges, three times the North American Mens' Sailing Champion.

We asked Buzz some questions about his Olympic year:

Q. Buzz, did you have a rigorous program for preparation for the Trials?

A. We sailed in the FD midwinters and four regattas. In addition we practiced several times during the days before we went to the trials. We didn't have enough time logged in large regattas though, and thirty five FD's on the line was "confoozin" but not "amoozin" to borrow a phrase from Little Abner.

Q. Can you give us more detail?

A. My first FD was #501 purchased in June 1963. I sailed it twice - at Toledo and Chicago in two regional regatta's. I did only mediocre even among mediocre competition. The boat had a good record but was in poor condition so I sold it very shortly.

The Snipe Class gave me the opportunity to represent them in August 1963 at Ft. Worth. I then ordered another FD through my brother Frank. It was a fiberglass boat built in England by International Yachts. However, it was not delivered until the FD Midwinters in February 1964. In the meantime I sailed a boat identical to it at Cincinnati's Cowan Lake. We did much better but disqualified one race.

Q. Incidentally, the first five FD's in the country were at Cowan Lake. These were wood and of such poor construction the word got around and the class was almost ruined. Do you think this reputation has been overcome?

A. To some extent, yes. However, the fact remains that the most consistent FD sailors use European built wooden boats. I would very much like to buy another FD sometime in the future and try again. If I do, it will definitely be one of these.

Q. We saw an FD at Cowan that had been sailed in the '62 Worlds'. It was glass and when the jib was raised the sides of the hull caved in below the side stays in the form of dishes about 1-inch deep and a foot in diameter.

A. It is very difficult to build an FD to minimum weight with sufficient strength, especially in glass. I felt my glass boat was best in calmer water which we did not have at the trials. However, this is hard to equate since my sailing experience is much less in rough water. The only glass boat to do well at the trials was Harry Sindle, and his local knowledge was his greatest asset. And, of course, he is a veteran FD sailor.

Q. We interrupted you. . . please continue.

A. The racing at Midwinters was excellent. We were not

up to the leaders and finished a disappointing 12th out of 24. I left the boat in Florida where Frank added a few "goodies" and then met me in Atlanta for a regatta. We won there in light to medium winds. Out of 15 FD's - probably 4 or 5 were fast.

We raced in three other regattas before the trials, finishing second at Chicago and Geneva, and first at Wawa-see. Melges finished these 1-1-2 and there were two or three other boats in the 15 or so entered who were fast. Also we had a practice series at Buffalo with Melges, Freeman, Allen, and Henderson (of Canada) in which we did only fair.

In general, we did well when lake-sailing conditions prevailed - or in other words when the conditions were similar to those in my Snipe experience. When we raced in heavy seas, tides, and so forth, we did only average.

Q. Were there any innovations to your FD you made as a result of your Snipe experience?

A. I did not own an FD long enough to experiment. We took what we had and used it.

Q. The FD is a new and "hot" class. Were there any FD equipment ideas that you feel can be of use in the Snipe?

A. The Snipe has been experimented with so much that I doubt very much more can be done. One interesting experiment, however, would be to try a slightly larger jib on a Snipe. It might be an improvement - some day when I hit the jackpot I will buy such a jib and report.

I definitely believe the Snipe is best without a spinnaker. The spi on a two man boat is very difficult to manage and requires quite a bit more capital outlay.

Q. The FD rig is pretty flexible and the bendy mast is being accepted now in Snipes. What effects does the FD's bendy boom have?

A. The proper bending of the mast is much more important in both boats than the bending boom. I have no real convictions about whether the boom helps or not. In a Snipe I believe that the plank is probably best.

Q. Buzz, here's a chance to bare your soul. You were 16th in a field of 35 outstanding sailors in the Olympic Trials. You have also been consistently on top in Snipe competition. Can you draw any relationship?

A. Well, naturally we were very disappointed with our showing. Conditions in the races that counted were medium to heavy with considerable chop and tide; and local knowledge was a necessity. Our finishes were 11-5-DSQ-21-DSQ-25-5 so we were very inconsistent. Our two DSQ's hurt considerably as we were 5th and 10th when we fouled. Without them we should have been in the top ten.

Two things worked to our disadvantage:

1. Lack of experience in choppy water. this contributed to both of our fouls which I'm sure would not have happened in my Snipe.
2. Too little time in the boat. The FD is a real machine and you either have it fully cranked up or else you are an also-ran. We never were able to crank it up sufficiently in ocean conditions.

Q. It is significant then, that in the Olympic Trials, five out of the top finishers are well known FD sailors?

A. Yes. Their performance was possible only because they had considerable time in the boat and a cranked-up boat. Actually Bud Melges ran away with it whenever there was much wind or when conditions were ideal for the FD. He and his crew have been working on this since the Worlds FD Regatta at St. Pete in 1962, and their superiority was evident. Bud is as good as any helmsman in the country. Combine this with his FD experience, and an excellent crew, a top notch boat and sails and you have the results noted.

Q. Was the transition to FD's easy?

A. The transition was very difficult. The crew is equal in importance to the skipper and due to the spinnaker there are more tasks for the same number of hands. Also, sailing a light boat to weather is considerably different - it does not have the feel to the helm and cannot be pinched at all like a Snipe.

Q. We have noticed the same thing in Thistles. Had you done much spinnaker work before?

A. Very little. But I was fortunate to have Howdy King also from Indianapolis, as my crew. He has been Thistle Champ in our 40 boat Thistle Fleet almost every year, so he is an expert on the spi. We did not lose any ground off the wind.

Q. How would you compare FD Competition with Snipe?

A. The top competition is excellent. The Olympics are a goal of many sailors and since there are only 3 classes open to the small boat sailor (Finn, FD and Star) these naturally have a concentration of talent. However, the class is relatively new, so depth of good competition is lacking. And, due to the higher price of the boat, the athletic ability required by the crew, and the difficulty of obtaining top boats in the U. S., I doubt if the base of competition will ever be as broad as in the Snipe Class.

Q. Did you find any significant differences in attitudes in the two classes toward equipment? Regattas?

A. The classes are very similar in that they are primarily racing classes. Snipes through the years have developed some good regatta rules from which many classes could well profit.

Q. Are there any things to be learned by SCIRA as a result of your year with the Dutchman?

A. I personally learned a great deal from my FD experience. It made me much less provincial in outlook. The FD people are very friendly, like to race, and are just as much fun as Snipers. I gained considerable respect for the boat itself and liked to sail it. Also, I now can see the viewpoint of the Olympic people who want only boats that are extremely fast and require considerable athletic ability as well as sailing ability. I do not agree with them - but before I could not even see their point.

Q. Buzz, thanks and welcome back. We couldn't have had a better representative of all the things we think are good about the Snipe Class.



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1st—Charles Merrill

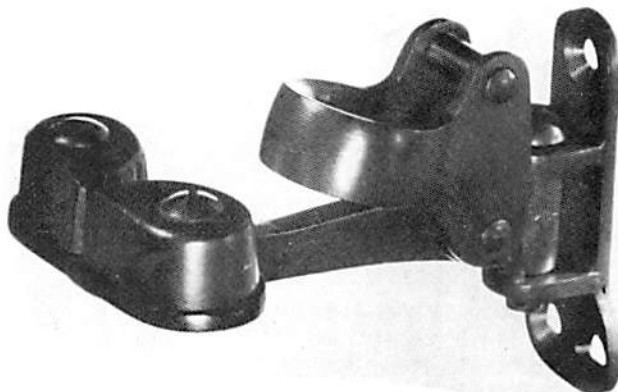
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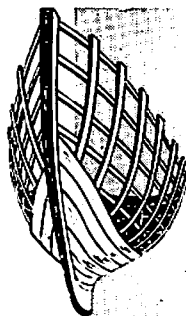
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Bob Cummings Won in Texas

Bob Cummings of White Rock Sailing Club and his wife, Rosie, sailed their new Snipe 14290 to victory over a field of 36 Snipes at Lake Tyler on Memorial Day weekend in moderate to squally northerly and easterly breezes to win the Snipe Division of the Tyler Yacht Club's 3rd Annual Rose City Regatta.

The first race, sailed Memorial Day afternoon, was won by Gary Boswell of Ft. Worth BC, followed by Bill Wheeler of White Rock and local light air expert Charley Dubberley, fresh from his victory in the Memphis Cotton Carnival Regatta. The 2nd race of the day was protested by District Governor Dick Elam and Louis Nelms, as freshening winds veered from north-east to east and back, making the first leg a close reach on the port tack instead of a beat as specified. In spite of Ted Wells' absence, the race was thrown out and the RC called for two races Sunday morning.

Sunday dawned very cold for May with a blustery 15-knot northerly wind and a threat of rain in the air. Cummings tied 1st and 2nd to his first race 5th to win the big silver bucket with a total score of 4417, while Boswell's two 4th places were just enough to hold down second place for him with 4338 ahead of the 7-2-1 and 4277 for the defending champion Bubba Horner of Woodlawn SC. More silverware went to Bill Wheeler, Louis Nelms, Dick Williamson, and Willie Rotzler.

Governor Dick Elam came all the way from Abilene to get an honorary (?) 8th place award - the box that Willie's mug came in - on the strength of his 9-9-10 for 3009.

FINAL RESULTS - 3rd ANNUAL ROSE CITY REGATTA
Tyler, Texas - May 30-31, 1964

BOATS	SKIPPER	CLUB	RACES	1	2	3	Pts.	Fin.
14290	Bob Cummings	White Rock SC		5	1	2	4417	1
12217	Gary Boswell	Ft. Worth BC		1	4	4	4338	2
13209	Bubba Horner	Woodlawn SC		7	2	1	4277	3
13631	Bill Wheeler	White Rock SC		2	3	6	4190	4
13933	Louis Nelms	Ft. Worth BC		8	10	3	3494	5
11888	Dick Williamson	Ft. Worth BC		4	13	5	3449	6
12009	Willie Rotzler	Woodlawn SC		6	5	12	3362	7
14730	Dick Elam	Abilene YC		9	9	10	3009	8
13848	Dick Ludwig	Ft. Worth BC		17	6	7	2957	9
13675	Sam Gibbons	Tyler YC		10	11	8	2950	10
14153	Bert Thompson	White Rock SC		16	8	9	2738	11
12001	Tom Steward	White Rock SC		11	7	17	2632	12
13915	Charles Dubberley	Tyler YC		3	26	20	2110	13
12015	Bryan Simmons	Shreveport YC		15	15	16	1977	14
13183	Bob Gillespie	White Rock SC		18	18	11	1958	15
10010	M. Doyle	Waco YC		14	14	21	1858	16
13024	Larry W. Mosier	Ft. Worth BC		27	12	13	1821	17
13857	Everett W. Abbott	Waco YC		22	20	14	1531	18
13108	Ben Johnson	Tyler YC		19	17	22	1421	19
12139	John Flood	Ft. Worth BC		dnf	16	15	1337	20
14605	Max Glass	Lake Worth SC		20	19	24	1214	21
7391	P.M. McDavid	Lake Worth SC		21	22	25	986	22
14394	Bill Webb	Dallas, Texas		dns	21	18	929	23
1	Dick Sorenson	Shreveport YC		12	wdr	dns	890	24
10515	John W. Vineyard	Tyler YC		24	24	25	834	25
13677	Bob Hayes	Tyler YC		dsq	23	19	833	26
14652	John McKee	Shreveport YC		13	dns	dns	784	27
13881	C. P. Taylor	Oklahoma YC		26	25	27	677	28
13108	John Regan	Tyler YC		30	27	23	641	29
10533	Sid Cochran	Tyler YC		23	dnf	30	494	30
14720	Hugh Heidrick	Tyler YC		28	28	31	438	31
9546	Bill Mackin	Oklahoma YC		dnf	29	28	349	32
13859	Rita Bragg	Ft. Worth BC		29	dnf	29	337	33
12064	Joe Gibson	Shreveport YC		25	dnf	dns	305	34
14633	Bob Layton	Tyler YC		dnf	dnf	32	166	35
12446	Fred Smith	Lake Worth SC		dnf	dns	dns	36	36

Newport Beach Snipers are GOOD!

Sailing 28 foot Crescent Sloops and using spinnakers, Scott Allan, Lanny Coon, and John Garrison competed in the Mallory Cup Series for the North American Men's Championship and won 6 out of 8 races in Southern California and San Francisco Bay to win the semi-finals; then they went on to the finals at Grosse Point, Michigan, as representatives of California Area G and Newport Beach Yacht Club. There Scott Allan won the final race and finished second overall. Again Snipers demonstrate they are all-round sailors!

THE COMMODORE SAYS

Fleet 409, Indianapolis Sailing Club, will be hosts in Indianapolis to the International Snipe meeting - January 30th, 1965.

The tentative schedule at this time is to start the Board of Governors' meeting at 9 a. m. continuing until noon, at which time the board and everyone else will have lunch together. Immediately afterwards, the annual SCIRA meeting will take place. This will continue on through the afternoon until the evening banquet. After the banquet, there will be movies of the U. S. Nationals held in San Diego, the Western Hemispheres which were held in Oakville, and the World Championships from Bendor on the Mediterranean French Riviera.

Plans are now being made for the largest attendance of any meeting we have ever had. Our Indianapolis fleet will help anyone with any overnight accommodations, even extending the opportunity to stay in private homes.

All activities will be held at our new Service Center and Offices which is quite capable of serving food and drinks with meeting facilities for groups up to 120 people.

The Holiday Inn is just five minutes away for those who would need overnight accommodations. Those coming in by plane, train, or bus, with prior notification, will be met by someone from our Snipe fleet. I certainly would suggest that you let us know because the cab fare is about \$5.00 from any of these arrival stations, and this would certainly be an unnecessary expense.

Everyone should try to attend these meetings and certainly (if you have never attended one before) this should be it!

Will see you on January 30th. Good Sailing and Good Luck!

N. F. "Bud" Hook

Jenkins Well Prepared for Nationals

Chicago Snipe Fleet No. 86 served as host to all Snipe class entries in the Burnham Park Yacht Club Small Boat Regatta which was held on July 4th and 5th, out on Lake Michigan. A total of 125 boats representing 5 classes entered the regatta - 33 of these were Snipes. The weather was perfect - giving skippers and crews the full range of wind and wave conditions to test their seamanship.

In the first race with a N. E. 20 knot wind and 2 to 3 foot cresting waves, Jerry Jenkins of Detroit, Michigan, (#14676) led most of the way around the course in a plunging, spray soaking sea for a well earned win. Jenkins placed 3rd and 5th in the 2nd and 3rd races which gave him the first place position in the Regatta.

During the second race the wind dropped considerably - almost ending in a drifter. Dick Ver Halen, #15001, of River Forest, Illinois, led most of the way but was passed by Don Wesselhoft, #13105, of Peoria, Illinois, who went on to win.

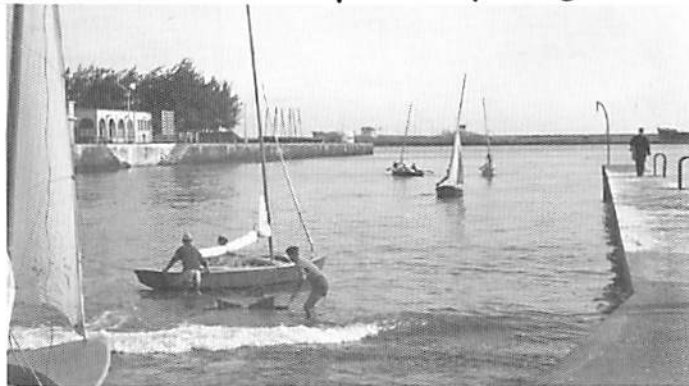
The third race began with a mixed start with all Lightnings being recalled and Snipes starting on schedule during the Lightning recall to the confusion of many Snipers. Ed Probeck, 12100, of Western Springs, Illinois, and his son, John, duelled with Dave Larson, 13032, of Sandwich, Illinois, to the windward mark. Probeck rounded first and increased his lead on the run and reach. On the second windward beat, Phil Nieman of Wheaton, Illinois, caught up, but Probeck rounded the mark and opened up a slight lead to the finish.

The regatta winners of the Snipe Class entry were as follows: Jerry Jenkins of Detroit in first with 1-3-5 for 4267 points; Jim Richter of Indianapolis second with 2-2-6 and 4267; Phil Nieman of Wheaton third with 3-7-4 and 4121.

"Just think," said the man reading his magazine, "It says here that 5000 camels are used each year to make paint brushes."

"Goodness," answered the woman. "Isn't it amazing what they can teach animals these days?"

1965 World Championship Regatta



Channel leading from launching area at Las Palmas

The many keen followers of sailing of the Island of Gran Canaria are very happy to learn that the waters of the Las Palmas de Gran Canaria have been chosen for the celebration of the World Championships of the International Snipe Class in 1965.

It is the Real Club Nautico who is responsible for the organization of such an important nautical test; all the details, even the most insignificant, are being studied with great interest and intelligence on the part of the different committees which have been formed with the outside nautical club members of this Canary Island, the Island of eternal spring, flower of the Atlantic, with its wonderful sea, marvelous breeze, will make what will be its regatta one of the best in the world, such as has been demonstrated on different occasions, as in the international regatta organized by the eminent and elegant society of Casa Granaria. In the years 1958 and 1962, participated, for the first time, forms of the Snipe World, such as Fragniere, Machy, Allende, Soares de Oliveria, Gramond, the champions of Europe, Finland, Denmark, etc. of the year 1962 - in the end a great number of magnificent helmsmen and crews of the class.

It is also a sporting triumph of the Real Club Nautico of Gran Canaria to have had the satisfaction of organizing in 1961 the best of all the championships of Spain celebrated up to that date according to manifestations of the national nautical superiors and of the owners themselves, but the number of 37 had the pleasure of taking part in such a grand sporting demonstration, that was had at the time, which the Gran Canarians as well as the other nauticals of Spain cannot forget.

Knowing the characteristic hospitality of the Gran Canarians, their high sporting spirit and eagerness to work, we are sure that the Snipe World Championships of 1964 will result in a complete success, as much on the technical side as on the social, and further broadening our boundaries for tourism, now that Gran Canaria with its privileged climate and natural conditions makes the stay of the visitor so agreeable, so much so that the desires to return to enjoy its sun, its beaches, its mountains, its typical surroundings and its people will be almost a nightmare.

As we join the sporting struggle of a World Championship, we acknowledge with bows, that the election of Las Palmas de Gran Canaria for such an important competition by the hierarchy of SCIRA is merited and will not be regretted.

— Fernando Bolin Saavedra
National Secretary for Spain

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By Harold L. Gilreath

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SCIRA 655 Weber Ave. Akron, Ohio 44303

Wells Wanderings



by Ted Wells

Plus Ça Change - Plus C'est La Môme Chose

I haven't used this versatile title since last February when I commented on the re-invention for the umpteenth time of "Cunningham Holes." This time I use it to report the re-invention of what Herb Shear calls a "jibing centerboard." This is a centerboard whose trailing edge is held in a fixed position but whose leading edge can flop (jibe?) to the windward side of the trunk when beating or close reaching.

I'm not sure who first used a centerboard or when, but I'm sure this idea has been invented many times since then. I personally invented it in 1940 and had designed a dandy system of sliding stainless steel sheets to close the excessively wide slot which is necessary to make the thing work. Fortunately, before building it I submitted the idea to Bill Crosby who emphatically did not share my enthusiasm for this method of improving the performance of his brain child.

Whether there would be any actual improvement in performance without means of closing the slot is problematical, as the drag of a large open slot would be very high, but in any case, it would be ruled out by Paragraph 8.

RACING RULES - REVIEW AND PREVIEW

While most people won't be using racing rules for a few months, now is a good time to review a few things while last summer's experiences are not completely forgotten.

Start with the starting line. Things here are really simple if you remember just a few things:

(1) Barging occurs only at the mark at the windward end of the line and all the anti-barging rule says is that you don't have to give a windward boat room to clear this mark, subject to the limitation that you can't run him into it after the starting signal by heading above the first mark or luffing close hauled. Note: boats reaching down the line are not barging.

(2) If the leeward end of the starting line happens to have a race committee boat serving as a mark, it is improbable that a leeward boat can ever successfully hail a windward boat for room to tack no matter how big an obstruction the RC boat is, because there is almost sure to be someone to windward who can fetch the mark and who can therefore tell the leeward boat to get out of the mess he is in the best he can. A leeward boat can, of course, try to clear a mark on the leeward end of the line by luffing if he wishes and the windward boat must allow room for him to do this. The boat trying to do this had better be going fast and there had best not be any chop or waves or he won't make it.

(3) At any other point on the starting line, right of way depends on who is leeward of whom and how he got there and how long he has been there. A close-hauled boat does not have right of way just because he is close hauled; he gains right of way by being a leeward boat, limited by the fact that his overlap must be established far enough away from the windward boat so the latter has ample room and opportunity to keep clear. This ample room requirement doesn't last forever (Appeal #36) and can disappear quickly if a close hauled boat is coming up fast on a converging course on a loafing reacher. The leeward reacher can luff slowly if he is forward of mast abeam on the windward boat, and after the starting signal regardless of position.

There will be dozens of articles on the 1965 racing rules, so I won't add another one, except to comment that they have eliminated my pet peeve — the fact that a boat clear ahead at a downwind mark could tack if the next leg was a reach, but not if it was a beat. Now the yacht clear ahead is subject to rule 41 when tacking regardless of the next leg, but the yacht clear astern cannot luff above close hauled to prevent a yacht clear ahead from tacking. Also, a yacht clear astern must keep clear of a yacht jibing around a mark (this, I presume, requires the jiber to be within a reasonable distance laterally from the mark.)

MISSION BAY YACHT CLUB		SNIPE NATIONAL CHAMPIONSHIP									
AUGUST 1964		BEST 2 OF 3		BEST 3 OF 4		BEST 4 OF 5		BEST 5 OF 6		BEST 6 OF 7	
PSTN. PNTS.											
FIRST RACE											
SECOND RACE											
THIRD RACE											
FOURTH RACE											
FIFTH RACE											
SIXTH RACE											
SEVENTH RACE											
		SAIL NUMBER:				CREW:		FINAL POSITION:			
		BOAT NAME:									
		SKIPPER:									
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