

JOHN D. ROSE

SNIPE BULLETIN

OCTOBER, 1952

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Carrol Grannis, crew, and Hi Upson from
Lake Quassapaug, Conn., racing in U.S. Nationals
at Green Lake, Wis. Photo by Geo. T. Lundeen

WELLS AGAIN WINS U.S. SNIPE TITLE

Whitney Repeats as Junior Champ. Finishes Second in Nats. Seavy Third

By Helen M. Klieforth

No one was too surprised when Ted Wells won the Snipe National Championships but still it was not a snap for the veteran sailor. With his crack crew, Art Lippitt, he took first place honors with firsts twice, a fourth, fifth and a sixth. This makes the third time the Kansas City skipper has won the National Championship.

Junior Champion is Morris Whitney, last years champion, from Clearwater, Florida. He also placed second in the Nationals.

These two were followed by Francis Seavy, Clearwater, third, last year's winner. In fourth spot was Beth Olson, Beachwood, N. J., who sailed with her husband Dennis as crew. This is the first time a woman has placed among the top five.

In the Juniors, Whitney was followed by fourteen year old Billy Roberts of Chattanooga with Clayton Root of Corey Lake, Mich., in third place.

Green Lake, Wis., sponsored this year's regatta drawing the largest number of entries ever to sail in this annual event. There were 28 yacht clubs and 18 states represented and the over-all comment was "the best ever".

Perfect sailing weather for a week of sailing is unusual, but even more so during a regatta. But the Snipers were lucky and that is what they had. There were no delays and no postponements, according to Head Judge Harry Lund.

The Junior Championships were held August 9 and 10 with 28 Snipes competing. Whitney had a cinch of it. He won the first two races and, although he made a poor start in the third race, he managed to come in second anyway. His first two races were won by 3

and 5 minutes respectively. Only Jules Voerge from Lake Merritt, Cal., beat him in the third race. Maury had for his crew Rocky Carrick also of Clearwater.

Beginning August 9 and ending August 15, a full week of racing gave visiting Snipers plenty of opportunity to get used to the lake.

Because of the size of the fleet, there were 81 entries, it was necessary to hold qualification or elimination races, depending on where you stood. One skipper said the reason he stayed back was because he thought it was his duty to stay behind in order to see that everything went right. This was attributed to Commodore Carl Zimmerman. Anyway, these races started on the 11th August (Monday) with the fleet divided into even and odd numbered groups. The top halves of each group would thus qualify to compete for the Heinzerling Trophy, emblematic of the U. S. National Championship. The other half was to race for the newly given Wells Trophy in a consolation series.

During all these races, the most conspicuous person and name was Beth Olson, housewife and ranking skipper who led the entire field for some time. She won her division easily with two firsts and a 3rd place and Gary Hoyt of the same fleet, Beachwood, NJ won in the other division with a first and two 2nd places. Ted Wells qualified in Mrs. Olson's division with a sixth place on points.

With the preliminaries out of the way, Wednesday saw the huge fleet really go to work on the finals. A brisk sou'wester gave the heavy weather skippers a chance to show their stuff. This was the heaviest wind of the regatta and some boats capsized, all of

| PRELIMINARY RACES - FIRST DIVISION | | | | | | PRELIMINARY RACES - SECOND DIVISION | | | | | |
|------------------------------------|---------------------------------------------|----|----|-----|------|-------------------------------------|-------------------------------------------------|----|----|----|------|
| Pts. | SKIPPER, CREW, FLEET | 1 | 2 | 3 | Fin. | Pts. | SKIPPER, CREW, FLEET | 1 | 2 | 3 | Fin. |
| 4642 | G. Hoyt, B. Roth, Beachwood, N. J. | 1 | 2 | 2 | 1 | 4644 | B. & D. Olson, Beachwood, N. J. | 1 | 1 | 3 | 1 |
| 3683 | J. Voerge, A. Anderson, L. Merritt, Cal. | 4 | 8 | 6 | 2 | 4261 | Whittemore Bros. L. Quassapaug, Conn. | 3 | 2 | 5 | 2 |
| 3625 | J. Hayward, O. Weissner, Tulsa, Okla. | 5 | 1 | 14 | 3 | 4058 | J. Stillmun, W. Thomas, Money Isl. N. J. | 8 | 4 | 1 | 3 |
| 3608 | F. Seavy, P. Duvisin, Clearwater, Fla. | 7 | 7 | 5 | 4 | 3890 | Frank & Buzz Levinson, L. Wawasee, Ind. | 6 | 5 | 4 | 4 |
| 3571 | J. O'Brien, R. O'Brien, Omaha, Neb. | 2 | 10 | 8 | 5 | 3290 | J. Clinton, Tony Gillespie, Alamitos Bay, Cal. | 4 | 21 | 2 | 5 |
| 3503 | G. Zimmerman, G. Kenny, Akron, O. | 3 | 3 | 16 | 6 | 3069 | T. Wells, A. Lippitt, Wichita, Kans. | 12 | 3 | 13 | 6 |
| 3467 | H. Upson, D. Sheperd, Quassapaug, Conn. | 14 | 4 | 4 | 7 | 2957 | Walt & Bob Gleckler, Alamitos Bay, Cal. | 17 | 7 | 6 | 7 |
| 3149 | P. Ramser, B. Blackman, Los Angeles, Cal. | 6 | 11 | 9 | 8 | 2925 | M. Whitney, Rocky Carrick, Clearwater, Fla. | 5 | 11 | 14 | 8 |
| 3098 | T. Lundquist, E. Ecklund, Chautauqua, N. Y. | 10 | 5 | 12 | 9 | 2779 | D. Reiman, L. Bixby, Alamitos Bay, Cal. | 14 | 8 | 10 | 9 |
| 3021 | E. Williams, E. Williams, Kansas City, Mo. | 12 | 9 | 7 | 10 | 2610 | Billy & Dixie Roberts, Chattanooga, Tenn. | 9 | 6 | 22 | 10 |
| 2913 | B. Leonard, H. Tucker, Diamond L. Mich. | 18 | 13 | 1 | 11 | 2500 | Jack & Dick Tillman, L. Wawasee, Ind. | 11 | 17 | 9 | 11 |
| 2849 | D. Melvor, K. Melvor, Wichita, Kans. | 15 | 14 | 3 | 12 | 2426 | Clyde & Kay Gischel, Akron, O. | 10 | 9 | 20 | 12 |
| 2675 | L. Wheeler, D. Wheeler, Akron, O. | 13 | 6 | 15 | 13 | 2390 | D. Westholt, C. Clark, Kansas City, Mo. | 18 | 10 | 11 | 13 |
| 2641 | E. Patrick, J. Dewitt, L. Merritt, Cal. | 11 | 12 | 11 | 14 | 2174 | J. Welshofer, N. Carlson, L. Chautauqua, N. Y. | 7 | 14 | 24 | 14 |
| 2484 | E. Leach, R. Kitz, Green Lake, Wis. | 9 | 15 | 13 | 15 | 2149 | J. Paxton, R. Taylor, Omaha, Neb. | 2 | 29 | 19 | 15 |
| 1929 | R. Lawton, D. Scobie, Shreveport, La. | 19 | 19 | 10 | 16 | 2126 | M. Jaeger, D. Ayres, Cabrillo Beach, Cal. | 20 | 18 | 7 | 16 |
| 1774 | F. Weissert, W. Ash, Indian L., Mich. | 8 | 22 | 23 | 17 | 1977 | D. North, J. Sheperd, Tulsa, Okla. | 15 | 16 | 15 | 17 |
| 1595 | J. Beck, D. Carver, Green L., Wis. | 20 | 16 | 18 | 18 | 1784 | J. Kroeger, B. Copeland, Newport, N. Y. | 13 | 15 | 23 | 18 |
| 1426 | J. Graye, S. Fish, Alamitos Bay, Cal. | 16 | 17 | 26 | 19 | 1702 | R. Boswell, B. Cooper, Chattanooga, Tenn. | 24 | 23 | 8 | 19 |
| 1361 | G. Rutledge, J. Traeger, Eagle L., Mich. | 17 | 18 | 25 | 20 | 1585 | R. Pfaff, J. Freeman, Eagle L., Mich. | 26 | 13 | 17 | 20 |
| 1226 | V. Portvliet, A. Russell, Chautauqua, N. Y. | 22 | 24 | 17 | 21 | 1421 | R. Smith, J. Scannell, Corey L., Mich. | 23 | 25 | 12 | 21 |
| 1097 | C. Rembleske, J. Kintas, Wichita, Kans. | 25 | 20 | 21 | 22 | 1346 | H. Griffith, D. Lundquist, L. Chautauqua, N. Y. | 22 | 12 | 29 | 22 |
| 1050 | N. Whiteside, Mrs. Harris, Glen L., Mich. | 24 | 21 | 22 | 23 | 1304 | F. Hughes, S. Wilson, Omaha, Neb. | 21 | 24 | 16 | 23 |
| 1021 | H. Elwell, J. Naerge, Mankato, Minn. | 23 | 25 | 20 | 24 | 1296 | M. Lundt, J. Meadows, Eagle L., Mich. | 25 | 19 | 18 | 24 |
| 905 | Dr. & Mrs. S. Norwood, Atlanta, Ga. | 26 | 27 | 19 | 25 | 1121 | H. Carver, N. Carver, Green L., Wis. | 19 | 20 | 27 | 25 |
| 893 | J. Rose, W. Bissell, Grand Rapids, Mich. | 21 | 23 | dis | 26 | 1106 | T. Wuster, R. Bueter, Diamond L., Mich. | 16 | 26 | 25 | 26 |
| 710 | R. Francis, Tucker, Diamond, L. Mich. | 27 | 26 | 24 | 27 | 957 | G. Zeratsky, B. Zeratsky, Green L., Wis. | 27 | 22 | 21 | 27 |
| — | — | — | — | — | — | 617 | J. Kronzer, S. Idson, Oshkosh, Wis. | 28 | 27 | 26 | 28 |

NATIONAL CHAMPIONSHIP of U. S. A. Heinzerling Trophy

| Boat No. | Skipper, Crew, Fleet | 1st Race | | 2nd Race | | | 3rd Race | | | 4th Race | | | 5th Race | | | Fin |
|----------|--------------------------------------------|----------|--------|----------|------|-------|----------|------|-------|----------|------|-------|----------|------|-------|-----|
| | | Pos | Points | Pos | Pts. | Total | Pos | Pts. | Total | Pos | Pts. | Total | Pos | Pts. | Total | |
| 6025 | T.Wells, A.Lippitt, Wichita, Kans. | 4 | 1369 | 5 | 1296 | 2665 | 1 | 1600 | 4265 | 6 | 1225 | 5490 | 1 | 1600 | 7090 | 1 |
| 8598 | M.Whitney, R.Garrick, Clearwater, Fla. | 6 | 1225 | 7 | 1156 | 2381 | 7 | 1156 | 3537 | 4 | 1369 | 4906 | 2 | 1521 | 6427 | 2 |
| 6995 | F.Seavy, P.Duvisin, Clearwater, Fla. | 1 | 1600 | 3 | 1444 | 3044 | 10 | 961 | 4005 | 3 | 1444 | 5449 | 13 | 784 | 6233 | 3 |
| 7610 | B. & D. Olson, Beachwood, N. J. | 5 | 1296 | 10 | 961 | 2257 | 9 | 1024 | 3281 | 2 | 1521 | 4802 | 6 | 1225 | 6027 | 4 |
| 7432 | T. & R.Whittemore, L.Quassapaug, Conn. | 8 | 1089 | 9 | 1024 | 2113 | 4 | 1369 | 3482 | 1 | 1600 | 5082 | 11 | 900 | 5982 | 5 |
| 6929 | J.Voerge, A.Anderson, L.Merritt, Cal. | 2 | 1521 | 6 | 1225 | 2746 | 6 | 1225 | 3971 | 22 | 361 | 4337 | 12 | 841 | 5173 | 6 |
| 8652 | J. & R.Tillman, L. Wawasee | 3 | 1444 | 2 | 1521 | 2965 | dis. | 144 | 3109 | 15 | 676 | 3785 | 4 | 1369 | 5154 | 7 |
| 7428 | Billy & Dixie Roberts, Chattanooga, Tenn. | 18 | 529 | 20 | 441 | 970 | 3 | 1444 | 2414 | 5 | 1296 | 3710 | 5 | 1296 | 5006 | 8 |
| 8569 | T.Lundquist, E.Ecklund, Chautauqua, N.Y. | 11 | 900 | 1 | 1600 | 2500 | 22 | 361 | 2861 | 10 | 961 | 3822 | 7 | 1156 | 4978 | 9 |
| 4220 | G.Hoyt, B.Roth, Beachwood, N. J. | 9 | 1024 | 4 | 1369 | 2393 | 2 | 1521 | 3914 | dis. | 144 | 4058 | dis. | 144 | 4202 | 10 |
| 7333 | P.Ramser, B.Blackman, L.A.Harb. Cal. | 13 | 784 | 17 | 576 | 1360 | 8 | 1089 | 2449 | 11 | 900 | 3349 | 15 | 676 | 4025 | 11 |
| 8080 | W. & R.Gleckler, Alamitos Bay, Cal. | 12 | 841 | 19 | 484 | 1325 | 13 | 784 | 2109 | 14 | 729 | 2838 | 10 | 961 | 3799 | 12 |
| 7422 | D.Reiman, L.Bixby, Alamitos Bay, Cal. | 23 | 324 | 13 | 784 | 1008 | 15 | 676 | 1684 | 19 | 484 | 2168 | 3 | 1444 | 3712 | 13 |
| 8099 | J.Hayward, O.Weisner, Tulsa, Okla | 15 | 676 | 15 | 676 | 1352 | 20 | 441 | 1793 | 17 | 576 | 2369 | 9 | 1024 | 3393 | 14 |
| 7908 | D.Westholt, C.Clark, Kansas City, Mo. | 20 | 441 | 22 | 361 | 802 | 14 | 729 | 1531 | 7 | 1156 | 2687 | 16 | 625 | 3312 | 15 |
| 7873 | J.Welshover, N.Carlson, Chautauqua, N.Y. | 22 | 361 | 27 | 196 | 557 | 5 | 1296 | 1853 | 12 | 841 | 2694 | 24 | 289 | 2983 | 16 |
| 6774 | F. & Buzz Levinson, L. Wawasee, Ind. | 17 | 576 | 11 | 900 | 1476 | 12 | 841 | 2317 | 16 | 625 | 2942 | dns | — | 2942 | 17 |
| 4200 | J.Clinton, T.Gillespie, Alamitos Bay, Cal. | 7 | 1156 | 12 | 841 | 1997 | 21 | 400 | 2397 | 24 | 289 | 2686 | 26 | 225 | 2911 | 18 |
| 5851 | J. & R. O'Brien, Omaha, Neb. | 10 | 961 | 23 | 324 | 1285 | 23 | 324 | 1609 | 13 | 784 | 2393 | 19 | 484 | 2877 | 19 |
| 6975 | Gene Patrick, J.DeWitt, L.Merritt, Cal. | 16 | 625 | 8 | 1089 | 1714 | 19 | 484 | 2198 | 25 | 256 | 2454 | 23 | 324 | 2778 | 20 |
| 7999 | Bud Leonard, H.Tucker, Diamond L., Mich. | 14 | 729 | 28 | 169 | 898 | 24 | 289 | 1187 | 27 | 196 | 1383 | 8 | 1089 | 2472 | 21 |
| 6775 | C.Zimmerman, G.Kenny, Akron, O. | 28 | 169 | 16 | 625 | 794 | 26 | 225 | 1019 | 8 | 1089 | 2108 | 22 | 361 | 2469 | 22 |
| 6911 | D. & K. MacIvor, Wichita, Kans. | 21 | 400 | 21 | 400 | 800 | 27 | 196 | 996 | 9 | 1024 | 2020 | 20 | 441 | 2461 | 23 |
| 8644 | L. & D.Wheeler, Akron, O. | 25 | 256 | 24 | 289 | 545 | 11 | 900 | 1445 | 28 | 225 | 1660 | 14 | 729 | 2389 | 24 |
| 5933 | Eddie & Eleanor Williams, Kansas City, Mo. | 26 | 225 | 14 | 729 | 954 | 18 | 529 | 1483 | 23 | 324 | 1807 | 17 | 576 | 2383 | 25 |
| 6766 | H.Upson, C.Grannis, Quassapaug, Conn. | 24 | 289 | 25 | 256 | 545 | 17 | 576 | 1121 | 18 | 529 | 1650 | 21 | 400 | 2050 | 26 |
| 6914 | Bud Stillmun, T.Warren, Money Is. N.J. | 27 | 196 | 18 | 529 | 725 | 16 | 625 | 1350 | 21 | 400 | 1750 | 25 | 256 | 2006 | 27 |
| 6626 | C. & K. Gischel, Akron, O. | 19 | 484 | 26 | 225 | 709 | 25 | 256 | 965 | 20 | 441 | 1406 | 28 | 169 | 1935 | 28 |

them in the second division.

The morning race was to windward and return and Francis Seavy, defending champion, looked as if he might retain his crown. He led all the way and finished almost two minutes ahead of Jules Voerge. In third spot was Jack Tillman, then Ted Wells and Mrs. Olson wound up in fifth place. In the afternoon the Clearwater skipper, Seavy, slipped back to third. He still looked like championship material, though.

Tom Lundquist of Lake Chautauqua, N.Y., won the race in one hour and 25 minutes. Tillman came out second and he, too, looked like a man hard to beat. Wells finished fifth and fourth on total points.

That evening they had a band concert in honor of the visiting skippers and a buffet dinner while dancing took place at Tusculumbia Country Club.

On Thursday the wind was lighter but still sufficient to keep the flies from biting. It was hot and humid and looked like rain, but none fell. Up to this point there were virtually no protests.

The morning race was a battle with Gary Hoyt in an early lead and fighting Ted Wells every inch to keep his position. At times Wells seemed to be ahead but at the first marker Hoyt was in front. The second leg Wells, still fighting, seemed to pinch a little and the rest of the fleet caught up. A puffy breeze was aiding the see-saw in positions. At the fourth mark Hoyt was still in the lead, hounded by Wells. Welshofer of Chautauqua was third. These positions held right up to the final run. Hoyt put out his whisker pole, but then took it down as he worked more out to windward. He let Wells get away from him as Ted held to his course and never did remove the whisker pole but drove for the finish. He crossed a few seconds ahead of Hoyt. Hoyt had led at all the marks except the one where it counted.

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Seavy dropped back to 10th in this race and Ted shot to the top standing in points. Mrs. Olson came in ninth.

The fourth race was windward-leeward again with Gary Hoyt reaching the first mark in first place. He lost the Trophy when he made the fatal mistake of going around the wrong way. He tried to correct and came back again to go around the other way but had not enclosed the buoy and was disqualified. A very tough break for him after such racing. It put him virtually out of the running. Terry Whittemore won the race with Beth Olson, second. Seavy was 3rd and Wells was back to 6th. But Wells had a total score of 5490 points to Seavy's 5449. All Wells had to do was beat Seavy with one race to go.

And that's just what Wells did but he went even better by winning the race while Seavy dropped out of the running with a 13th. Whitney took second to get second overall in points. Seavy was third for the final score. Mrs. Olson was fourth on points.

The presentation banquet was held Friday night at nearby Ripon College Union with Commodore Elmer D. Morse as master of ceremonies. The audience arose and stood in silence for the late Owen E. Duffy of SCIRA who passed away as the regatta started.

Comm. Morse paid tribute to his efficient committees including Pete Leach, vice-chairman of championship committee; Mrs. Charles Miller, exec. secretary; Jim Beck, treasurer; Betty Zeratsky, sec.; Burdick Richardson, chairman of R.C.; Mrs. David Scobie, social committee chairwoman; Bruce Bumbie, publicity; Mark Shepherd, measurer; Betty Carver, housing; Les Chelstrom, program and Richard Grout, finance.

Carl Zimmerman of Akron, O., who automatically is now commodore, spoke briefly and said, in part;

"Our object is to promote racing of Snipe Class

RUNNER-UP DIV. WELLS TROPHY

JUNIOR NATIONAL CHAMPIONSHIPS

| Skipper, Crew, Fleet | RACES | | | | | Tot. Pts. | Skipper, Crew, Fleet | RACES | | | Tot. Pts. |
|-----------------------------------------------|-------|------|------|------|-----|-----------|--------------------------------------------|-------|-----|------|-----------|
| | 1 | 2 | 3 | 4 | 5 | | | 1 | 2 | 3 | |
| M. Joeger, D. Ayres, Jr. Cabrillo Beach, Cal. | 4 | 1 | 5 | 8 | 1 | 6963 | M. Whitney, R. Carrick, Clearwater, Fla. | 1 | 1 | 2 | 4721 |
| H. & C. Griffith, L. Chautauqua, N.Y. | 7 | 4 | 9 | 2 | 3 | 6514 | W. Roberts, B. Cooper, Chattanooga, Tenn. | 3 | 3 | 5 | 4184 |
| J. Rose, W. Bissell, Grand Rapids, Mich. | 15 | 14 | 1 | 1 | 2 | 6126 | C. Root, R. Moore, Corey Lake, Mich. | 6 | 4 | 4 | 3963 |
| R. Pfaff, J. Freeman, Eagle Lake, Mich. | 9 | 9 | 6 | 4 | 5 | 5938 | J. & R. Tillman, Wawasee, Ind. | 4 | 5 | 7 | 3821 |
| N. Whiteside, B. Harris, Glen Lake, Mich. | 2 | 11 | 8 | 13 | 8 | 5383 | J. Clinton, L. Bixby, Alamos Bay, Cal. | 8 | 6 | 3 | 3767 |
| H. & N. Carver, Green Lake, Wis. | 3 | 3 | 17 | 9 | 16 | 5113 | Voerge Bros., L. Merritt, Cal. | 2 | 17 | 1 | 3697 |
| J. Kroeger, J. Meadows, Newport, N.Y. | 5 | 12 | 4 | dis. | 7 | 4887 | Bud Leonard, H. Tucker, Diamond L., Mich. | 9 | 2 | 11 | 3446 |
| E. C. Leach, R. Kitz, Green L., Wis. | 1 | 13 | 2 | dis. | 18 | 4659 | T. Lundquist, E. Ecklund, Chautauqua, N.Y. | 5 | 9 | 9 | 3344 |
| F. Hughes, S. Wilson, Omaha, Neb. | 8 | 7 | 15 | 5 | 21 | 4617 | J. Rose, W. Bissell, Grand Rapids, Mich. | 11 | 7 | 6 | 3281 |
| J. & B. Zeratsky, Green L., Wis. | 18 | 8 | 12 | 6 | 11 | 4584 | T. Wurster, R. Beutter, Diamond L., Mich. | 7 | 14 | 14 | 2614 |
| J. Paxton, R. Taylor, Omaha, Neb. | 14 | 10 | 16 | 3 | 13 | 4543 | J. Hans, B. Mock, Eagle L., Mich. | 15 | 15 | 8 | 2441 |
| D. North, J. Sheperd, Tulsa, Okla. | 10 | 18 | 3 | 16 | 15 | 4235 | R. Francis, L. Tucker, Diamond L., Mich. | 14 | 8 | 17 | 2394 |
| J. Graye, Sally Fish, Alamos Bay, Cal. | 17 | 6 | 13 | 14 | 6 | 4039 | J. Welshofer, N. Carlson, Chautauqua, N.Y. | 17 | 12 | 10 | 2378 |
| Jim Beck, Didi Carver, Green L., Wis. | dis. | 5 | 7 | dis. | 10 | 3836 | R. Scannell, J. Smith, Corey L., Mich. | 13 | 11 | 16 | 2309 |
| R. & Diane Lawton, Shreveport, La. | 19 | 17 | dis. | 7 | 4 | 3800 | J. Graye, S. Fish, Alamos Bay, Cal. | 18 | 10 | 20 | 1931 |
| G. Rutledge, J. Praeger, Eagle L., Mich. | 12 | dnf. | 21 | 11 | 9 | 3421 | R. McPherson, S. Comstock, Oshkosh, Wis. | 16 | 20 | 12 | 1907 |
| R. Smith, J. Scannell, Corey L., Mich. | 11 | 16 | 11 | 20 | 19 | 3350 | N. Torpey, C. Sangmeister, Money I., N.J. | 19 | 13 | 18 | 1797 |
| H. Elwell, R. Lloyd, Mankato, Minn. | 16 | 15 | 18 | 15 | 12 | 3247 | C. McKay, J. Meadows, Atlanta, Ga. | 12 | 16 | dis. | 1722 |
| G. Rembleske, J. Kintas, Wichita, Kans. | dis. | 19 | 14 | 12 | 14 | 3008 | G. Zeratsky, K. Kinnas, Green L., Wis. | 20 | 19 | 13 | 1709 |
| R. Boswell, C. Bernard, Chattanooga | 6 | 2 | dns | dns | dns | 2746 | M. & P. Watson, Green L., Wis. | 22 | 23 | 15 | 1361 |
| S. & Mimi Norwood, Atlanta, Ga. | 13 | 20 | 19 | 17 | 22 | 2646 | T. Anderson, R. Hildebrandt, Oshkosh, Wis. | 21 | 21 | 19 | 1284 |
| F. Wessert, W. Ash, Indian L., Mich. | 21 | 23 | 10 | 10 | dns | 2546 | B. & P. Singer, Eagle L., Mich. | 10 | dis | dns | 1186 |
| R. Francis, L. Turner, Diamond L., Mich. | dis | 21 | 20 | 19 | 17 | 2126 | D. Sheperd, W. Ketchnik, Green L., Wis. | 24 | 18 | 23 | 1142 |
| J. Kronzer, S. Idson, Oshkosh, Wis. | 20 | 22 | 23 | 18 | 20 | 2096 | B. Copeland, T. Gillespie, Alamos B. Cal. | 23 | dns | 21 | 980 |
| V. Poortvliet, A. Russell, Chautauqua, N.Y. | dis. | dis | 22 | dns | dns | 842 | J. Kronzer, S. Idson, Oshkosh, Wis. | 25 | 22 | 22 | 978 |

sailboats in every country. But the real objective of the association is far greater than this. It is in coming to these national regattas and meeting, competing and knowing some of the best fellows in the racing communities. It is not merely to secure the greatest number of sailors but a class that is an inspiration to belong to go that people want to and prefer to belong to it.

The committee boat, a 24 foot Chris-Craft owned by Max Krauss was loaned for the regatta. Members of the race committee, beside Mr. Richardson, chair-

man, were Tom Ahern, Jr., Betty Royce, Harry Gody, Jr. Russell Carpenter, Lex Royce, Dick Grout, Bill Ames.

Harry Lund, commodore of SCIRA in 1937, was head judge. Buoy judges were Wm. Kentnich, Jr., & Sr. Corky Luetke, J. B. Murray and W. D. Van Metre. Judges of the starting line were; Stan Hurlin, Cyrus T. Garnett, L. R. Clausen, Wm. Wuester. Patrol boats were handled by Mike Ahern, David Scobie, J. O. E. Beck, Jim Rowley

And so Ted Wells and Morris Whitney will be the U.S. team at the Western Hemisphere Championships in Clearwater, Florida, slated for Nov. 25-28.

Encinal Fleet Comes Back

Encinal Yacht Club, Alameda, Cal., has returned to active membership in SCIRA. Last year saw this fleet dropped from membership but it has staged a great comeback and Fleet Captain Dorward Henderson reports that they expect to have 17 Snipes active before the end of the season.

Didn't Bother Them at All

A mid-western newspaper apparently sent its own yachting expert to cover some recent Snipe regatta and when the report came out it read like this;

"The sailboat speed races were held under ideal conditions. The weather was calm and flat. A slight breeze prevailed for a brief spell, but not enough to bother the sailboats."

We don't have to add one single thing to this.

Barse Miller Won Larchmont Week

Only eight Snipes turned up for Larchmont Race Week in July which means that the errors of other years are beginning to catch up. This year, though, a former Snipe skipper was Chairman of the Regatta Committee, Charlie Vanderlaan, and he promised that each boat would be checked in order to avoid what happened in 1951 when a boat that had never been built won the series! Next year it may be possible that Larchmont Race Week will be sanctioned and a

special prize may be put up by SCIRA same as is in competition at Marblehead each year. If class requirements are adhered to such a race might easily bring 30 or more starters instead of 8.

Barse Miller of Manhasset Bay Snipe Fleet walked off with Larchmont Race Week's first prize for this year.

Duffy Memorial Trophy Proposed

When news of the sad and untimely death of Owen Duffy was received at Green Lake during the National Championship Regatta, the idea of establishing a memorial trophy occurred to some members of SCIRA Board of Governors who agreed that a suitable trophy would be a good tribute to the memory of a Commodore who was so well liked and who had done such a lot for the good of SCIRA.

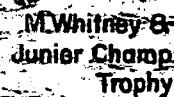
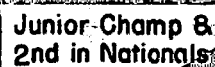
It was decided that funds for the memorial trophy would be raised by contributions from the membership of the Association and many skippers made contributions while at Green Lake. Other members of the Association who either knew Owen personally or admired his work and ideals will also wish to contribute to this fund and the object of this notice is to state that contributions can be sent to John T. Hayward, 624 East Fourth St., Tulsa, 3, Okla.

Decision on the trophy to be chosen and other details of the disposition of this fund will come up at the annual meeting in January.

Carl D. Zimmerman, Commodore



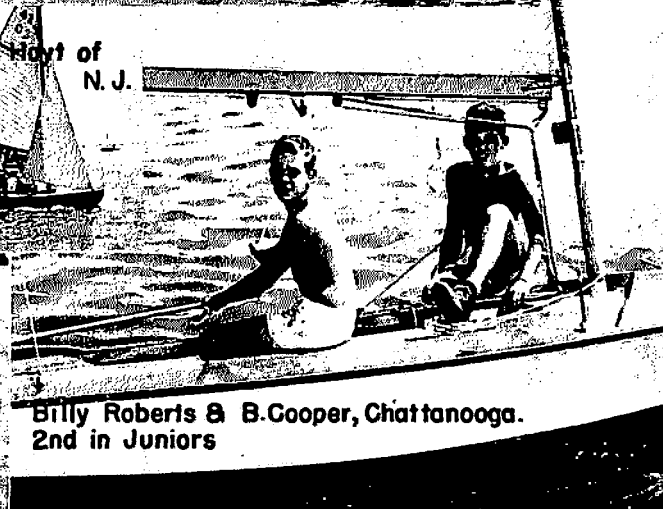
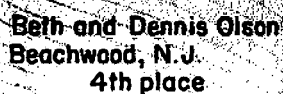
Comm. Morse
G.L.Y.C.



Francis Seavy and P. Duvisin of Clearwater—3rd place

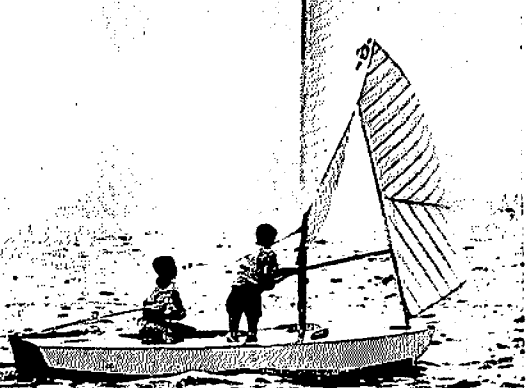


Gary Hoyt of N. J.



**Brilly Roberts & B.Cooper, Chattanooga.
2nd in Juniors**

WORLD'S CHAMPIONS USE SAILS BY LARSEN



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WELLS' WANDERINGS

By Ted Wells



WHA HOPPEN?

(Some observations on the Nationals)

Some racing skippers can't sleep at night until they can work out a good logical reason for everything that happened to them in the day's racing. If any such skippers sailed in the Nationals at Green Lake, they have by now been carted off to the quiet seclusion of a padded cell.

Fortunately the committee which picked the ten most likely contenders, to be sure that there were an equal number of them in each fleet in the preliminary races, remained anonymous; also the names of the ten contenders picked was not announced so it is not necessary to admit that only four of the alleged hot shots showed up in the first ten places in the final standings. The courses and the starting lines were excellent and the weather provided beautiful sailing conditions, but the only consistency in the way in which the skippers finished the different races was in the fact that they were all inconsistent. Some kind of a record was probably set by Welshofer with a 22-place difference between his best and his worst race. In establishing this record he was closely pushed by Tommy Lundquist with 21 places difference and Jules Voerge and Bud Leonard with 20 places.

Writers on the subject of championship regatta sailing always emphasize that consistency pays off. In this case, if not consistency, at least less inconsistency did pay off in the Heinzerling Trophy series where Wells and Whitney only had five places between their best and worst positions. In the Wells Trophy series, Pfaff and Kronzer also had only five places difference, but this only got them a fourth and a twenty-fourth, respectively. If John Rose in the Wells series had made his two firsts and a second in the first three races instead of the last three, he probably would have had people packing up to go home, but unfortunately for Mr. Rose neither Jaeger or Griffith cooperated by falling as flat on their faces as Rose did with his fifteenth and fourteenth in the first two races.

And speaking of faces, when Carl Zimmerman succeeded in nosing out Bud Stillman in the battle for twenty-eighth place in the first race of the Heinzerling series, it is a toss-up as to whose faces were the redder, those of the two gentlemen just mentioned or those of the anonymous committee which picked the ten un-named most likely contenders for the championship. And while Art Lippitt and I decided before the start of the last race that the only safe place for us to finish was in first and that a good place for Francis Seavy would be thirteenth, we certainly didn't expect Francis to cooperate so fully.

In looking back I think that this series of races was about the most interesting that I have ever sailed in, although it is only in retrospect that the adjective describing some of the races has changed from exasperating to interesting. A wind shift a few minutes after I had gotten a beautiful start on the leeward end of the line in the first race combined with a little poor judgment on my part furnished a graphic illustration of how to go from first to practically last place on one lousy tack. In the second race I illustrated how dumb people can get by acquiring a load of weeds about two-thirds of the way to the windward mark, and not figuring out what was wrong until after the start of the second reach. In the last few minutes of the third race any one of the first ten boats could have ended up any place between first and tenth (I chewed off all my fingernails watching those guys breathing down my neck). In the fourth race a wind shift a few seconds before the start plus a poor job of timing on my part fixed me up with a good safe start with my wind absolutely clear,

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the only trouble being that the reason my wind was clear was that the twenty-five boats that were ahead of me were so far ahead that they weren't bothering me any.

The most nerve wracking thing about the second, third, and fourth races was the port tack approach to the windward mark under the high bluff at Sandstone Point. Any fool could plainly see that you had to approach the mark on a starboard tack, but no matter where I had seen Gary Hoyt last - he always came boiling up to that mark on a port tack ahead of me, and most of the time in first place. They should have named that strip of water Hoyt Highway. I have no comment to offer on the fifth race. Francis Seavy and Terry Whittemore do, but their comments can't be printed.

Not being the type that lies awake nights trying to figure out the answer to things I haven't ended up in that padded cell, but I think maybe I have some answers. They aren't too good as they don't explain a lot of things that happened, but here they are. The wind was never high enough to completely satisfy the high wind experts and most of the time it was definitely too light to suit them; on the other hand in the lighter winds most of the time there was a fairly heavy chop which bothered the light wind experts most of whom are accustomed to sailing on smooth water. The quality of the competition was top notch in both the Heinzerling and the Wells series. The boats as a group were the best I have ever seen, and with the long starting lines required in view of the number of boats, and with the shifty winds it was possible to get a fairly bad start and then have a very difficult time making up for it. Also, with the wind as variable as it was, both in direction and velocity, it was quite easy to get into the wrong place at the right time and not be able to do anything about it except to try a different tack and discover that it was worse than the one before.

A technical article (which these are supposed to be) should end with conclusions whose logic is uncontrovertible. The only uncontrovertible conclusion that I can draw is that I don't know "Wha Hoppen" either, but it was lots of fun, and probably was educational if I could only figure out what I learned.

Sorry, Lads, Your Race Next Month

This number of Snipe Bulletin is, as you notice given over almost entirely to the National and Junior Championships. We are sorry that we had to jettison so many regattas but the summaries of Green Lake's regatta alone took up more than a page and a half. We've either got to have less racing or it is going to be necessary to have more pages in the Snipe Bulletin. But pages cost money and we can't very well print more without more advertising. This, as you can see, is more or less of a merry-go-round. We promise that next month most of the regattas to date will be covered - photos and all. Parradine's cartoon, lots of good photos, race stories, will all be here next month. Incidentally the photos on page five of this issue were taken by Helen M. Klieforth and George T. Lundeen. We hope to print more in the next issue.

Race Results in Brief

Here is a quick run down of races held and not yet covered in the Bulletin; At Lake Wawasee, the Chalmers Burns (individual) races was won by SCIRA Commodore Carl Zimmerman. Corey Lake's team beat Lake Wawasee and nine other teams for the Dunphy. Bob Smith and Bob Cleland were skippers.

John T. Hayward won Southwestern Regatta, White Rock Lake, Dallas. In team race there Woodlawn S. C., San Antonio, won. White Rock, second with Shreveport third.

Frank Penman won Championship of British Isles. Frank Levinson, L. Wawasee, won Michiana Championship at Eagle Lake, Mich.; Jack Pfaff, second, and Allen Levinson, third.

Jorge Mantilla and Carlos Sela won the National Championship of Cuba and will race at Clearwater.

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Chautauque Lake won three boat team championships at Oak Orchard.

M. Della Casa, Genoa, won Italian Championship.

Erik Barford of Norway took nine national skippers to win the European Championship.

Bob Vreeland won Retzhaupt Trophy (Lake Erie Championship) and Jules Kroeger won Briody Trophy as Champion of Lake Ontario.

A match race between seven Snipes and an equal number of boats of another much touted class held at Clark Lake, Mich., saw the Snipes win 134 to 76 points.

Tri-Club Regatta, held at P.L.Y.C., near Akron, O. put Comm. Carl Zimmerman in first place.

Ted Wells won Rocky Mountain Invitational held by Rocky Mountain Sailing Ass'n.

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