



Snipe
BULLETIN

October 1959

Vol. 9 No. 5



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SNIPES BULLETIN

The SNIPE BULLETIN is edited and produced monthly by
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tion. Material received after that date will not appear un-
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change in address, giving both old and new addresses.

Concerning the Cover

Under certain conditions, Snipes literally "fly" through the
water. Here Dr. Elmer Koehler's boat is just starting to plane.

THE SCORE

Numbered SNIPES — 12092

Chartered Fleets — 480

Just 30 days ago, the above number was 11987, so the addition
of 105 new boats in such a short time establishes some kind of
an amazing record. The surge in the demand for numbers came
from widely scattered areas all over the world with Spain and
France taking 20 each; Canada, Japan, Madeira Isles, Uruguay,
and Brazil taking 9 more, leaving 56 boats for the United States.
It is encouraging indeed to know that Snipe maintains its place
in the sailing world in spite of tough competition and is steadily
increasing in popularity.

Commodore Calim Paulo of the late Clube de Paranagua in
Paranagua, Brazil, is the first Fleet Captain of the new Para-
nagua Fleet 480. This rapidly growing seaport town now rivals
Santos in the exportation of coffee, which has been the world's
largest coffee port. The fleet is still small, but it has made a
start and knowing Brazilians and their love of the water and
sailing, we predict it will not be long until it becomes a leading
fleet.

Notes on the World Championship Regatta

This is the biggest month in the long history of Snipe in
Brazil, for they have actually realized their ambition to hold
the World Championship Races for the Snipe Class, which series
is now going on at the late Clube dos Jangadeiros on the Guaiba
River at Porto Alegre, the Capital of the State Rio Grande do Sul.
The event thus climaxes 2 years of planning and hard work by
many famed Brazilian sailors and organizations and the whole
country is well aware that they are hosts to champion sailors
from all over the world. In their own words, they expect the
series to "become a grand sporting event for all the yachtsmen
from all over the world. In their own words, they expect the
series to "become a grand sporting event for all the yachtsmen
the world over and, more, that it will go down in Snipe history as
something brilliant to be remembered for generations of Snipe
yachting." The advance literature from the Committee for the
participants has been marvellous and all lucky enough to go have
experienced mounting excitement as the time approaches.
Snipers all over the world will be there in spirit and applauding
the winner.

The government conducted a contest for the special stamp
to be issued commemorating the event. The final decision
from 3 sketches was made by Oswaldo Penido, President of the
Brazilian Sall and Motor Confederation. It will be similar to
the striking World Championship posters, a 2' x 1 1/2' sheet
with an unusual design printed in 5 vivid colors. (We wish
there was some way to reproduce this in the BULLETIN, but it
is impossible to do so.) The stamp will be sold on first-day
covers in Porto Alegre and will be prized by many philatelic

Snipers.

The Brazilian National Championship Races are scheduled October 8-14. This series will be followed by a short two-day International Regatta open to anyone -- local Snipe owners and visitors alike if they can get boats. The 20 new boats especially constructed for the World Championships will be drawn by lot on the 16th, followed by the first tune-up race on the 17th.

Young Ronaldo Conrad of the Santo Amaro Fleet 434 of Sao Paulo won the Selection Races for the Pan-American Games at Chicago with 7082 points. Otto Bekman, another sensational young sailor who represented Brazil in European Races last year, was runner-up with 6859 points. Miss Bibi Juetz maintained her fine record with a 6th place in this mighty fast company. Ronaldo's sensational performance in the Games is now well-known ancient Snipe history (unfortunately, we have never received notice of the name of his crew).

But Ronaldo and Otto are not the only prizes in the present youth crop, for Sniper Axel Schmidt and his twin brother composed the crew for the Brazilian Lightning in the Games. They likewise garnered in the best silver ware of the Games in that Class. Only the other man on the Lightning was not of teen age. All Brazil can justifiably be proud of "Our Boys". It will be interesting to watch their progress over the next few years. Chances are one will represent Brazil in the World Championships.

Notes from the Nationals

At the banquet Friday night, Jimmy and Kelly Biles were not present to receive their prizes for finishing 8th in the Wells Series. Some one volunteered to deliver them to the boys and they were handed over, but Jimmy reports he never got them. If you have them or know where they are, please forward them to 1442 Goodbar Ave., Memphis, Tenn. It's tough to lose the first prizes you ever received in National competition!

John Jenks, who collaborated in writing the Nationals story last month, asserts that "If the fine article in SPORTS ILLUSTRATED didn't convince Snipers they are sailing in the finest and most competitive One-Design Class there is, then certainly this year's Nationals should have. Competition was so close that in the first race of the finals, not more than 300 yards separated the 1st and 24th boats after a 6 mile race. The outcome of any race was always uncertain and there was no one who didn't have at least one race of 10th or worse. The record shows that, if any skipper had put together a 5-5-5-4-4, he would have been National Champion. It was again amply demonstrated that there are not just one or two really outstanding skippers sailing Snipes, but a large group of outstanding skippers, anyone of whom is capable of going all the way."

The urge every Sniper has to go to the Nationals is understandable, whether he actually participates or simply watches the big show. It is the chance to watch the experts in action and learn by observation.

This year, we jotted down all the gems of wisdom we heard, in order to pass the hints on to the absent ones. A goodly list of wise sayings and admonitions resulted, but, after preparing them for publication, we found such time had been wasted, for several years ago, our own local Akron expert, Carl Zimmerman, made up some rules necessary to follow to win races and which more than covered everything we had observed at Ft. Gibson. So here the Zimmerman Rules for Winning Races are printed.

(1) Watch the tell-tale and jib luff continuously to keep the boat pointed exactly right at all times, following every shift of wind, small or large (see note 2 below). At ALL times means not missing by even a second -- less if possible!

(2) Keep boat headed toward next mark at 45 degree angle or less by taking a bearing either by compass or by sight on a shore object at the start of the tack. Tack when the wind shift makes this angle over 45 degrees. Don't forget that the difference in good or bad tacking is usually 80-100 yards or more.

(3) Sail flat or with slight heel to leeward at all times. Hiking bars or straps which are easily usable are essential and must be used in puffs or heavy winds. Continuous rocking and luffing of mainsail in puffs is poor sailing.

(4) Keep boat at maximum speed at all times. Occasional pinching or luffing of main or jib will reduce boat's average

speed 10% or more and a reduction of 10% is enough to mean 6 or 8 positions in a race.

(5) In heavy winds, use flat sails and keep boat nearly flat. Luff the main somewhat if it is absolutely necessary, but only if hiking out and lowering the boom do not keep the boat nearly flat.

(6) Keep out of dead spots along lee shores or regions where wind is naturally decreased.

(7) Have plenty of confidence in your boat, your sails, your crew, and yourself; use good judgment; trust in God and pray for help; and if you have good luck and get your share of the breaks, you will win your share of the races!

Stars and Snipes Forever

The International Star Class Championship was held at Newport Beach, Cal., in August this year. Fred H. Miller, Jr., Boat-ing Editor of the Newporter and 1958 District 6 Governor, made some comments of interest to Snipers. Here are some excerpts: "In the Spring of 1955, Charlie de Cardenas of Cuba explained why he thought the Star was the finest of all racing classes in a Sports Illustrated article. He was somehow "misquoted" to the tune of "Snipes are for kids". Members of the Snipe World were insulted and fired an endless siege of strong letters to the magazine. Upon receiving potent answers to printed letters from Star skippers, Sports Illustrated ran all comments for some 4 months in the "19th Hole" section under a banner of "Stars and Snipes Forever" in the hope it would all blow over before becoming a U.N. case. Charlie's other comments drifted away into thin air in the melee."

Bill Severance, famed Star sailor and Race Committee Chairman, feels "that the Star is the ultimate test of racing skill and stamina. But to get the proper background to make the most of Star racing, he feels one should start young and sail in Snowbirds until he is ineligible at 15, then, he should go into the World's largest racing class, the Snipe, to get the feel of a jib boat and a taste of the fierce competition and top-notch racing tactics." Many outstanding Star skippers like Durward Knowles and Foster Clarke of Nassau race Snipes to keep in tune during the windy season.

Carl Eichenlaub, who builds the fastest Stars, combined ideas with Lowell North to produce the NORTH STAR III, the first American boat to achieve the "grand slam" by winning the district, North American, and World titles all in one year. They noted that Stars with wide bow sections seemed to go downwind much faster than others, yet weren't affected too much upwind. Besides, if a boat was able to plane a little easier, what it could make up in ground on the downwind legs would surpass anything that could be done going to windward. Their boat was designed to have the bow sections 1/84" of the maximum limitations, to be flattened out as much as possible in respect to bottom curvature so to make the nearest thing to a perfect planing bottom. The boat was built with all glued joints and no caulking.

The boat was a great success and orders came in from all over the world. The order from Poland, however, was somewhat amusing. They wanted two hulls, but didn't want Carl to use glue in their construction. He wasn't just about to let one of his boats be disassembled and copied plank-for-plank, frame-for-frame, and screw-for-screw. He replied to the Poles with, "Sorry, I can't build you a boat without glue -- it's the only thing that holds our Stars together. They're flimsy (the name of his own boat), you know."

— Every Sailor Needs It — SCIENTIFIC SAILBOAT RACING — by Ted Wells —

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SNIPE HAS MOST ENTRIES IN PAN-AMERICAN GAMES

BRAZIL MAKES CLEAN SWEEP OF SERIES

The Pan-American Games, held in Chicago from August 27th through September 7th, included Yachting among its events for the first time in its history. The largest class participating was, of course, the International Snipe Class with 9 entries from that many countries. Seven one-design classes were entered, including the Finn-Monotype, Flying Dutchman, Star, Snipe, 5. 5 Meter, Dragon (all International Classes), and the Lightning.

The Snipes sailed on a ten mile Olympic course and were scored by the Olympic formula, which gives a very great premium to top finishers. The Olympic course consists of starting and finishing half-way up the weather leg with a triangular first lap followed by a windward-leeward and then another triangle.

The competitors drew for their boats and sailed that boat throughout the entire series. This permitted each entry to tune the boat to their own liking, a difficult task when rotating after each race. Of course, the non-rotating system was possible only because all the boats were fiberglass and equal in shape.

The weather conditions were fair to all concerned, varying from light to heavy winds in both light and heavy chop. As for the races, the series can be summarized in one word: BRAZIL! From the start, it was apparent that the Brazilian team was far and away the fastest entry. Through the first four races, they rounded every mark in first place and won going away with margins of 3 to 6 minutes. Basil Kelly and Buck Johnson of the Bahamas were able to stay ahead of Brazil in the early stages of the 5th and 6th races, but the ability of the Brazilian team to move faster through the water on all points of sailing proved to be too great an obstacle. Brazil won these two races by their usual large margins. The 6th race was in great doubt at one moment, however, when the Brazilian team was caught in a rapid wind shift and capsized to windward. They were well practiced in righting a Snipe, however, and were on their way in a matter of seconds.

By this time some of the other sailors were convinced that the boat they were sailing must be superior; the real reason is not always obvious and not acknowledged.

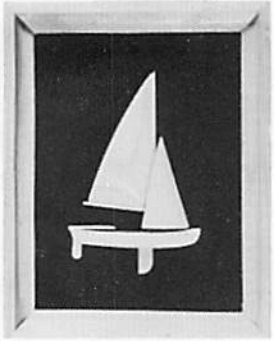
Brazil, having won the series after sailing six races, did not need to sail the final race. This permitted the owner of the boat to take it away and also set up an interesting change. The British Guiana entry, Dr. Leslie Evan Wong, permitted his boat to be sailed by the Brazilian team in an effort to determine whether the boat made any difference. In this finale, Brazil rounded the first mark close to the leaders and then jumped into a very commanding lead, working away from the fleet with amazing rapidity. With the race more than half gone, they held a 4 minute lead. Then their main halyard broke! They heeled the boat on its side in order to repair it, but it was ten minutes before they were on their way, too late to finish any better than 7th. They had proven that it was not the boat, however, by that remarkable performance!

Gonzalo Diaz, the Cuban entry, sailed a very excellent series to take a strong second and silver medal, while Richard Tillman, the U. S. entry, with his brother crewing, put on a fast finish to move into third and take a bronze medal.

Coming just before the World Championship Races in Brazil in October, these Games afforded an opportunity to get in a little practice and look over possible competition. They were open to sailors from all Pan-American countries whether they had an official fleet or SCIRA organization there or not, which accounts for the entries from West Indies and British Guiana. But the other contestants, with an eye always cocked on Porto Alegre, saw clearly that the big competition down there would be in trying to keep the host country from making another clean sweep!

Especial credit must be given to the many good and loyal Snipers who contributed their time and energy (and money) to help manage this regatta and see that SCIRA affairs were properly handled. Nate Whiteside started way last winter

(CONTINUED top of Page 12)



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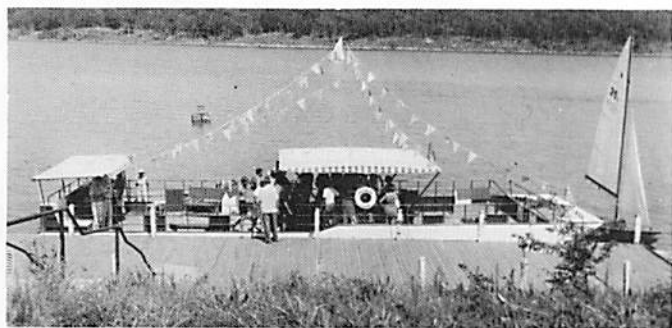
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SCENES OF THE NATIONALS



This spacious raft was a spectator's boat. Between races, it was a bee-hive with sailors yelling and shouting for beer, food, etc.



View of part of docking area between races.



There was a busy time after each race at the launching area. Over 70 boats were parked on the sloping bank.



Two truck crews handled the boats with efficiency on the concrete ramp.

Veteran sailmaker Guy Roberts, like little Miss Muffet, retires to a corner to make a quick repair for a sailor in trouble. Guy and Ruth have missed very few Nationals since 1932 and Guy sailed his last one in 1954 at Mentor Harbor. He is a real old-time Sniper, famous all over the world for sails.



ULMER SAILS WIN AGAIN!



Bernard Hayward, 1958 Western Hemisphere Champion, leading Eugene Simmons, 1956 Champion, both using Ulmer sails.

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—DISTRICT 3 HOLDS CHAMPIONSHIP REGATTA—

CALIFORNIAN LEE THOMPSON INVADES SANCTUARY (AND WINS, NATURALLY!)

AKRONITES TAKE TOP INDIVIDUAL HONORS—LEVINSON TEAM GETS DUNPHY TROPHY



LEE THOMPSON (right) AND HIS CREW, ALFRED SILBERMAN take a firm grasp of possession on the Individual Championship Chalmers Burns Trophy. They think it is pretty nice!



THE WINNING BOAT makes a test run on the starting line. This was the first time the two boys had ever sailed together. Silberman started to sail this last Spring for the first time.

The 1959 Dunphy Team Race, which has been held for 21 years now on the day before the District 3 Championship Races, were run off this year on Aug. 20th on Lake Michigan at Chicago. 12 teams representing 9 different fleets participated, with Chicago and Detroit Fleets having entries for the first time in years.

Thursday afternoon saw two exciting races sailed consecutively in a 20-knot offshore breeze, with no one complaining about lack of activity. The first race, twice around a three mile triangle, went off rapidly with the entire fleet closely together. Jim Richter of Indianapolis, Tom Head of Peoria, and Lee Thompson of Akron were the top three finishers. The 2nd race was a 4 mile triangle and Buzz Levinson used his old system of leading at the first mark and steadily improving his position to win. Lee Thompson came in 2nd to keep his team up while Cleve Slauson came through with a 3rd for Peoria. But when the scores were totaled, the brother team of Alan and Harry Levinson had nosed out their Indianapolis clubmates Jim Richter and Tim Scanlon for the title. The Levinsons have participated in the series many times before, but this was the first time they had paired up.

The Coast Guard was busy making rescues before the races as two boats were dismantled and John Call, Jr., was swamped while playing "big sea cruiser", steering by his compass and not paying enough attention to the sea.

FINAL RESULTS -- 1959 DUNPHY TEAM RACES

CLUB	TEAM	PTS.	FIN.
Indianapolis	A. Levinson-H. Levinson	5354	1
Indianapolis	J. Richter-T. Scanlon	5226	2
Akron, Ohio	C. Zimmerman-L. Thompson	4535	3
Peoria, Ill.	T. Head-C. Slauson	4265	4
Gull Lake, Mich.	W. Ticknor-E. Rosenbaum	4046	5
Indianapolis	T. Heckel-W. Collins	3481	6
Gull Lake	A. Zinn-N. Underwood	3473	7
Grand Rapids	R. Hall, Jr., -M. Harrett	2775	8
Detroit	C. Weatherston-M. Choquette	2469	9
Diamond Lake	L. Lowe-B. Leonard	2379	10
Chicago, Ill.	N. Whiteside-R. Harris	1690	11
Pontiac, Mich.	W. Helmreich-J. Panion	1595	12

Lee Thompson, crack sailor who moved to Lodi, Ohio, after learning to sail at Long Beach, California, showed the mid-westerners of District 3 how to do it in the 1959 series for the Chalmers Burns Trophy which was held on Lake Michigan at Chicago's Jackson Park Yacht Club. Winning the first two races, Thompson hung on to finish 11th in the final race to nose out his team mate from the Portage Lakes Y. C. Fleet 110 at Akron, Ohio, Carl Zimmerman. Defending champion Harry Levinson of the Indianapolis S. C. recovered from a poor first race to take two 2nds and 3rd position in the regatta. 38 boats from 14 fleets (Indianapolis with 8) were in this traditional competition for the Individual Championship of District 3.

The first race was a 6 mile windward-leeward in a good steady 12 mph breeze. Thompson led most of the way, followed closely by Tom Head and John Call, Jr. John pulled a neat maneuver at the first leeward mark when he went into a starboard tack immediately after rounding and really scrambled a flock of boats running down to the mark.

The second race was a 5 mile triangular composed of a beat, two reaches, and a final beat. Thompson made up good ground on the reaches and was leading the fleet on the final beat. Near the finish, he was covering Carl Zimmerman and John Call, Jr., and held them off to win. Meanwhile, Harry Levinson had oversteered the committee end of the line and bombed in on a reach to finish before the unsuspecting Call and Zimmerman, who were battling it out on the other end of the line. At the finish, Thompson was 7 seconds ahead of Levinson, who nipped Call by 2 seconds.

The final race was sailed over the same course as the second in a very spotty 6-10 mph wind. It shifted the first beat into mostly a long starboard tack with Zimmerman and Harry Levinson leading the way to the mark while Thompson led a good portion of the fleet off in the wrong direction. Reaching on the second leg, Lee took a course far to leeward of most of the fleet and moved from nearly last place to a position of contention. On the second reach, Carl and Harry got their own private wind and opened up about a half-mile lead on the rest of the fleet! The last beat looked like a match race when, as the two boats approached the finish line, they both tacked a half-dozen times within a minute trying to out-fox each other.

Since Zimmerman won the last race, Thompson had to finish

no worse than 11th in order to take the title. This is exactly where he did finish, finding a good puff to carry him across the

Lee's crew was Alred Silberman, the boy from Green Lake, Wisconsin, who won the Snipe in the drawing at last winter's New York Boat Show. Alfred brought the boat to sail in this regatta and crewed for Lee in the team races since he had no team mate from Green Lake. He decided that this was such a good deal (they had a 2nd and 3rd in those races) that he kept the crew job to get more racing experience and so took home a trophy for his efforts. His crew, Hans Geiger, sailed with Buzz Levinson, and we would be willing to bet that these boys, who came here from Germany not long ago, got a good sailing education.

The trophy for the outstanding junior skipper in the regatta went to 14-year-old " Maj " Hall of Grand Rapids, who finished 9th. Holding this important regatta in Chicago should prove to be a big boost in reviving Chicago Fleet 5. — Robert Harris.

FINAL RESULTS -- 1959 DISTRICT 3 CHAMPIONSHIP RACES

Boat	Skipper	Fleet	Races	1	2	3	Pts.	Fin.
9020	L. Thompson	PLYC Akron		1	1	11	4100	1
10175	C. Zimmerman	PLYC Akron		8	4	1	4058	2
10172	H. Levinson	Indianapolis		16	2	2	3667	3
9362	J. Call, Jr.	Indianapolis		3	3	17	3464	4
11220	T. Head	Peoria		2	24	3	3254	5
9314	E. Rosenbaum	Gull Lake		7	14	7	3041	6
10214	L. Lowe	Diamond Lake		9	8	12	2954	7
10350	R. Tillman	Wawasee		13	7	10	2901	8
10818	R. Hall, Jr.	Grand Rapids		6	11	14	2854	9
11371	T. Scanlon	Indianapolis		5	9	21	2720	10
10368	A. Zinn	Gull Lake		11	17	9	2500	11
8652	R. Levinson	Indianapolis		12	28	4	2379	12
10318	A. Stewart	Pontiac		20	5	18	2266	13
10800	W. Ticknor	Gull Lake		15	6	27	2097	14
10668	J. Call, Sr.	Indianapolis		DNF	12	6	2032	15
7902	D. Harwood	Grand Rapids		4	DNF	16	2019	16
11311	T. Heckel	Indianapolis		23	22	5	1981	17
9361	C. Slauson	Peoria		22	26	8	1675	18
11353	S. Chapin	Springfield		29	15	13	1604	19
9100	M. Chocquette	Detroit		18	23	15	1529	20
10400	P. Wheeler	PLYC Akron		10	18	DNF	1526	21
10170	C. Weatherston	Detroit		19	21	20	1325	22
10660	A. Hook	Indianapolis		21	19	22	1245	23
11756	W. Collins	Indianapolis		DSQ	10	28	1139	24
10593	R. Francis	Diamond Lake		28	13	33	1017	25
10062	T. Wurster	Diamond Lake		26	16	29	994	26
10010	M. Harrett	Grand Rapids		17	25	31	932	27
8076	R. Bighan	Cowan Lake		25	27	19	926	28
10547	H. Richards	Oakville, Ont.		14	DNF	DNS	754	29
11775	J. Panion	Pontiac		DSQ	20	25	706	30
9299	B. Leonard	Diamond Lake		24	32	24	659	31
5453	N. Whiteside	Chicago		27	31	30	417	32
7196	J. Canterbury	Peoria		DNF	29	26	385	33
11466	B. Eaton	Chicago		DNS	DNS	23	324	34
9588	W. Helmreich	Pontiac		31	33	32	245	35
8589	N. Underwood	Gull Lake		30	30	DNS	242	36
11323	F. Smith	Chicago		33	34	34	162	37
9514	L. Angott	Pontiac		32	DNS	DNS	81	38

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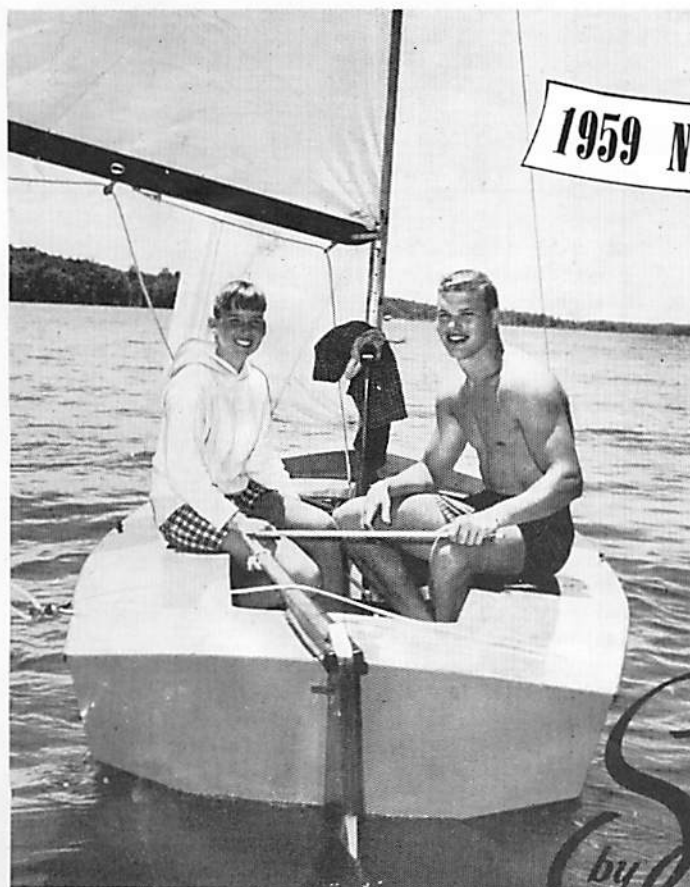
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1959 NATIONAL SNIPE CHAMPIONSHIP

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

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

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TORRANCE, CALIFORNIA

BRITISH NATIONAL CHAMPIONSHIP RACES

BOB STEWART WINS WILD RACE AND TAKES TITLE



D. CROXON LEADS D. TOMLINSON (10327) INSHORE during the tough Saturday morning race.

The National Championships of England were run by the Broadstairs Sailing Club on June 6-7th at Broadstairs.

There were 30 entries and the first race was run in a strong SW wind with a fair sea running. Gray Seal (D. Tomlinson, Broadstairs) broke a rudder whilst launching, but obtained a replacement in time to start. Two boats capsized before the start, but the rest got away against wind and tide to fight a grueling race. Marnie (R. J. Stewart, Medway) finished first but only after Gray Seal had lost her crew overboard and later had a jib sheet break whilst in the lead. At the last mark, Flicka (G. B. Lilley, Stone) was in the lead when he capsized in the heavy sea and was passed by most of the remaining fleet, finishing 8th. Only 9 boats finished this race with Stewart, Mulville, and P. G. Harris in order. It was a tough start for a National event!

In the afternoon, the race was switched to Stonar Lake and the Broadstairs S. C. did a grand job in transferring all the racing gear to a quite unprepared position. There was still a strong wind but sailing was possible and, after a postponement to allow all boats to travel the 6 miles from Broadstairs, the fleet got away to a good start. S. Blades from Broadstairs gained a slight lead which he maintained, whilst positions changed a great deal around the marks. Several boats being pushed out by others with an overlap on the inside positions at the marks made for some good tactics. This race was won by Blades with E. Hine (Northwich) 2nd, and Tomlinson in 3rd place. Stewart, who won the first race, came in 5th.

On Sunday morning, racing was resumed at Broadstairs much to the satisfaction of all. There was still a good wind. Tomlin-

son made a good start, followed by Hine. There was a strong flood tide and some, misjudging the strength, hit marks. Fortunes changed rapidly and the fleet spread out. Tomlinson made the mistake of coming inshore when neck to neck with Stewart and thus dropped down to 4th place. Hine was 1st, D. H. Crispin of Stone, 2nd, and Stewart 3rd. There were only 22 starters in this race.

Stewart with a 1-5-3 now had a useful lead over his closest competitor, Tomlinson, in Grey Seal with 5-3-4.

The wind lessened in the 4th and final race. Crispin made a good start with Blades, Harris, and the rest of the fleet close behind. A battle for leading position ensued with a luffing match between Crispin and Blades. (Blades protested this action, but the protest was not upheld). The wind was dropping all the time and the three leaders chose a middle course while the rest of the fleet held out to sea where there appeared to be more wind. However, Crispin and Harris crept ahead whilst Blades steadily fell behind on the falling tide. The rest of the fleet appeared to be closing the gap, but the two leading boats reached the last mark and slowly crept towards the finishing line with about ten minutes to spare before the time limit expired. The result of this race showed Harris 1st, Crispin 2nd, and Hine 3rd. Stewart meanwhile had been sailing a steady race, keeping Tomlinson, his closest competitor, covered all the way, finally coming in a good safe 5th place to beat him by two boats and thus protect his early lead. Overall, Stewart with 1-5-3-5 and 5636 points had a margin of 371 points over Tomlinson with 5-3-4-7 and 5265 points.

Thus R. J. Stewart and his crew, J. Blagrove, qualify as worthy National Champions to attend the World Championships at Porto Alegre in Brazil.

Competition was keen and Broadstairs S. C. Fleet 388 can be congratulated on their fine effort in organizing the National Championships for the first time.

— H. J. Crispin

1959 -- BRITISH NATIONAL CHAMPIONSHIP REGATTA

BOAT	SKIPPER	CLUB	PTS.	Fin.
11063	R.J.H.Stewart	Medway Y.C.	5636	1
10327	D.Tomlinson	Broadstairs S.C.	5265	2
7407	E.Hine	Northwich S.C.	4709	3
10070	J.Mulville	Stone S.C.	4548	4
10873	J.Gwilliam	Maldon Y.C.	4378	5
9569	P.G.Harris	Stone	4268	6
8856	D.Croxon	Medway	4074	7
11702	D.H.Crispin	Stone	3970	8
9568	W.G.Hewitt	Broadstairs	3934	9
9759	R.A.Moody	Stone	3817	10
9154	G.B.Lilley	Stone	3423	11
8307	D.Catt	Maldon	3358	12
9575	S.Blades	Broadstairs	3089	13
8858	M.Cage	Broadstairs	2691	14
10362	B.J.A.Crispin	Stone	2510	15
10934	Mrs.Shrubshall	Medway	2281	16
8309	J.Broughton	Stone	1657	17
9755	J.Briggs	Medway	1638	18
10874	M.N.Williams	Medway	1553	19
11678	E.Lockyear	Broadstairs	1278	20
10876	Mrs.D.Hatrick	Broadstairs	1058	21
9762	H.Boswell	Broadstairs	1009	22
8312	W.Wallace	Broadstairs	720	23
9763	E.J.Kempton	Maldon	720	23
10933	A.Martin	Broadstairs	650	25
11680	Miss Chandler	Broadstairs	544	26
3191	E.P.Anderson	Manchester	544	26
10330	B.Sparkes	Broadstairs	144	28
9754	F.J.Smith	Broadstairs	144	28
11682	G.B.Morris	Broadstairs	144	28



CHAMPION BOB STEWART leads Pharis (9569) and Lilley close to the jetty in some thrilling action.

(Below): TWO UNHAPPY SAILORS wish they had "stood in bed". This was no uncommon sight in the first race, for only 9 finished out of 30 starters. But these chaps made rescue tougher when their mainsheet got wrapped around an iron stanchion.



Wells Wanderings

by
Ted Wells



PAN-AMERICAN GAMES

Snipes made their first appearance in Olympic-type competition at the Pan-American Games in Chicago — and with more countries represented than any other class. Some of the confusion inevitable in an event of this size was evident in the days before things got started, but most of the time everyone got to where they were supposed to be, and more or less on time. (See SPORTS ILLUSTRATED for the problems of the participants in other events; also for an excellent picture of the Brazilian Snipe in the process of capsizing to windward as a result of a windshift while hiking out).

Commodore Levinson managed to browbeat ten skippers into loaning fiberglass Snipes for the contestants. Since all fiberglass hulls are made from molds taken from one master mockup owned by SCIRA, there should have been no argument about all boats being identical, but things did not turn out that way. As a result of previous experience on borrowed boats in Western Hemisphere and World Championship regattas, it was decided that it would be best to draw only once for boats, and then not change boats. The principal reason for this decision was that the boats varied widely as far as equipment was concerned, and by using the same boat throughout the series, the skippers could buy or borrow things they wanted to add to change on the boats without having to repeat the process daily.

All boats had wood masts, and with the exception of the one on the boat which the Argentinians drew, they all appeared to be satisfactory. (Thanks to a fast repair on the rest day, it stayed with them, but had a very sorry lateral bow when the wind picked up). Boats having wide rubrails had a definite advantage in some of the races, and on some of the boats, the spray rail only stirred up the water on the way into the cockpit. (Some of them fit the deck so poorly that about as much water went under them as went over. Masking tape and extra bolts were in great demand).

Some of the boats had rope halyards, and skippers and crews accustomed to steel cable halyards had problems. Mainsheet bridles that couldn't be adjusted were found on some boats and practically no one seemed satisfied with either the number, type, or location of jam cleats. There was also a large difference of opinion on hiking straps. (My boat was drawn by the Brazilians. They removed my straps and put in some very loose ones that I couldn't see how they could use. I found out -- they are 17 years old, sail every day in the year, and when the necessity arises, even their knees are outside the sheer with their feet on the deck - not in the cockpit - and the straps have to be loose to reach out to where their feet are).

There was a practically perfect variation in wind velocities and sea conditions to give all types of sailing, varying from almost drifting conditions in part of one race, up to 20-25 mph in two races, with quite occasionally higher puffs. The teams from Peru, West Indies, and British Guiana where there are no organized Snipe fleets, had apparently not had much experience in staying right side up, which produced most serious problems in keeping boats in service. Their boats did not have any mooring ring or anything else to which a tow line could be attached. The boats had to be towed by a line tied to the mast, which is fine as long as the submerged Snipe keeps heading in a straight line while being towed -- which they don't do unless someone is hanging on to the transom, and sometimes even then. The result was that Dexter Thede, who somehow let himself be maneuvered into being Vice-President in Charge of Keeping Boats Repaired, was beating a path to a local place for new fore stays, eventually completely exhausting their supply of fittings.

There were seven races, only six to be counted for the final score. When I let myself be talked into taking my boat to Chicago and being on the Race Committee, I had a mental image of being able to sail in the District 3 and Chicago Daily News Regattas, watch the Pan-American Games, and be home in a little

over a week. I missed my estimate by a week and didn't sail in either of the regattas mentioned, either.

One race a day was scheduled for four days, then a rest day, then three more races, and they wanted all the boats there a week ahead of time. I compromised by getting there four days ahead, and the Brazilian boys co-operated by winning six straight races with my boat. That left them with no reason for sailing the seventh race (how would they decide which first place to drop?), so they had no serious objection to my taking my boat and leaving Friday, which let me get 500 miles closer to home before the Labor Day traffic started.

Those six straight firsts, however, had the inevitable result of making eight other skippers wish they had drawn my boat. It does have wide rubrails; rather, it did until the bow line parted one night and allowed the boat to spend the night banging its port side against a floating telephone pole, after which the port rubrail was not in too good shape. The spray boards are high and fit well, it has a built-in pump, a good smooth center board of aluminum weighing 29 lbs., and a good rudder. It also is the third fiberglass boat built and has no bottom stiffeners whatever, so the bottom flexes merrily in a sea, but fortunately it doesn't know that this is a serious fault. I would love to have a new fiberglass boat so I wouldn't have to spend all winter working on the deck of the old one to provide a radius on the cockpit edge and a longer cockpit so I can get farther back for Bermuda type sailing -- SO, any readers who are convinced that those six straight firsts are because my boat is the best glass boat in the United States, may submit sealed bids. (Bargain hunters need not apply!). Personally, I think these boys were sailing enough faster than anyone else that even if they had not had my boat, they would have won anyway. Anyone who does not agree may take pen in hand and reach for his checkbook!

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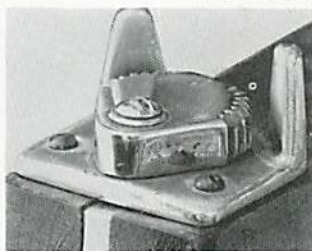
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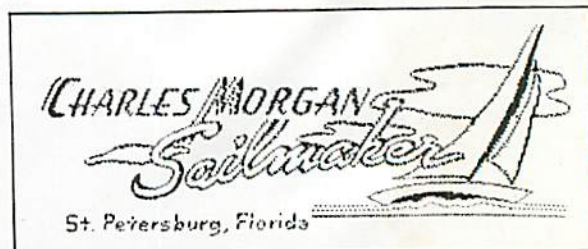


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Voice Of The People

FLEET VOTES FOR NO CHANGE

"There has been a lot of discussion regarding the reduction of a Snipe's weight. Our entire fleet membership (signatures below) wishes to go on record as opposing such an idea.

Snipe racing has traditionally been competition between skippers and crews with varying skills, not between skippers and crews with varying bank accounts. To those who can afford to go to ALL the regattas, a new job or a new centerboard, or even a new boat, may not be out of reason. But those who are just as ardent, but broke, are priced out of the sport if changes are made so drastic as to affect their existing boats or equipment. A new boat purchased this year in good faith and handicapped next year by a weight reduction will not help the growth of the class.

Please hear our voices from the small fleets and hold the line with the one-design boat. Who races a Snipe against a Cougar Cat anyway? Can't we keep Snipe sailing for the sailors, rich or poor, and not change things to suit those who make their living building boats!!" — Wolf Lake (Mich.) Fleet 141.

Again, the advocates of a weight reduction do not want the minimum weight of the hull itself reduced. They want the total weight of the hull and board reduced from the present 425 lbs. minimum to a lower figure which will allow use of a board lighter than 80 lbs. without the addition of lead weights on the keelson to meet present requirements. Also, the members of Fleet 141 are respectfully urged to read Lou Varalayay's letter on page 11 of the August 1959 BULLETIN.

COMMENTS AND SUGGESTIONS ON TWO "HOT SUBJECTS":

"I have been thinking a little about restricting the number of entries to the U. S. Nationals and have two suggestions to make: (1) Hold the National Regatta at the end of August or as late as possible so it will come after the District Championship Races have been held. Thus the most important race would be the last one of the season, the ultimate goal of any good Sniper. To go on to the Nationals from the District would be the climax for the District Champions. (2) Use the Districts as an elimination series when the number of entries gets cumbersome. This is the method done in other classes and the only way one can get into the final big event. Perhaps we should give that plan serious consideration.

I know this is a "hot one", but here goes: Regarding the weight limits of our boats. I believe that, in order to keep up interest in Snipes and abreast of other classes using modern boat designs and construction methods, that we will eventually be forced to do something. The many new boats embracing new ideas of weight and speed compel us to take a hard look at our own fine boat and its future. I am not suggesting anything drastic which would antique any existing boats, but perhaps we could reduce the minimum weight limits by five pounds at five year intervals down to maybe 375 pounds or thereabouts. If we do it slowly, nobody should be hurt too much at any one time.

These suggestions are a result of some rather heated discussions of the Indianapolis Fleet. I believe the consensus of opinion will back the suggestions." — Russ Hayes.

(Perhaps Russ meant 5 lbs. a year, which would take 10 years to reduce 50 lbs. 5 lbs. at 5 year intervals would take 50 years surely slow enough not to hurt any present day Snipers! - Ed.)

St. LAWRENCE SEAWAY OPENS UP NEW SAILING AREAS

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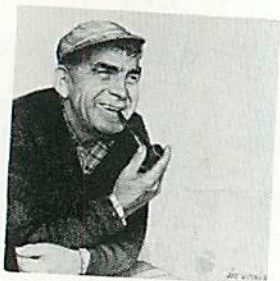


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(PAN-AMERICAN GAMES continued from Page 4)
to sit in on all organizing meetings with the Mayor's Committee; Ted Wells was on the Olympic Committee in charge of the Games and served on the Race Committee for yachting events; many District 3 Snipers who attended their own Championship Races early in the month in Chicago, left their boats there for use of the guests, giving up a couple of weekends of their own for the benefit of the Class and the Games. It would have been impossible without them. I was responsible for keeping the Snipes in racing condition plus everything else that came that way and also served on the Race Committee.

Thursday evening, Sept. 3rd, the entire Snipe representation was the guest of SCIRA Commodore Alan Levinson for dinner. This was the only real time that everyone was able to come together and speak his piece, and everyone enjoyed it very much.

The Snipers were also privileged to enjoy the hospitality of Past Commodore Terry Whittemore, who attended the early part of the series.

All in all, it was rather a large undertaking, spread over 2 weeks in time. It was the Third Pan-American Games, and while public attendance was disappointing, the participants enjoyed themselves. We hope that every visiting Snipe skipper was well taken care of and had a good time. — Dexter Thede.

FINAL RESULTS — 1959 PAN-AMERICAN GAMES

COUNTRY	SKIPPER-CREW	RACES	1	2	3	4	5	6	7	PTS.	Fin.
BRAZIL	Ronaldo Conrad-?		1	1	1	1	1	1	7	6330	1
CUBA	G. Diaz-S. Diaz		2	3	2	3	3	2	2	3996	2
UNITED STATES	R. Tillman-J. Tillman		7	4	5	5	DNF	2	1	3184	3
ARGENTINA	F. Sanjurjo-J. Sanjurjo		4	2	3	4	DNF	4	4	3144	4
BERMUDA	R. G. Oatley-G. Brown		5	7	6	2	2	6	3	2996	5
BAHAMAS	B. Kelly-G. Johnson		3	5	4	DNF	DNF	3	5	2422	6
WEST INDIES	E. Taylor-V. Gabay		6	6	7	6	4	7	6	1771	7
PERU	C. Artanga-M. Delgado		8	9	8	DNF	DNF	DNF	8	759	8
BRITISH GUIANA	L. Evan Wong-J. Evan Wong		9	8	9	DNF	DNF	DNF	8	556	9

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