

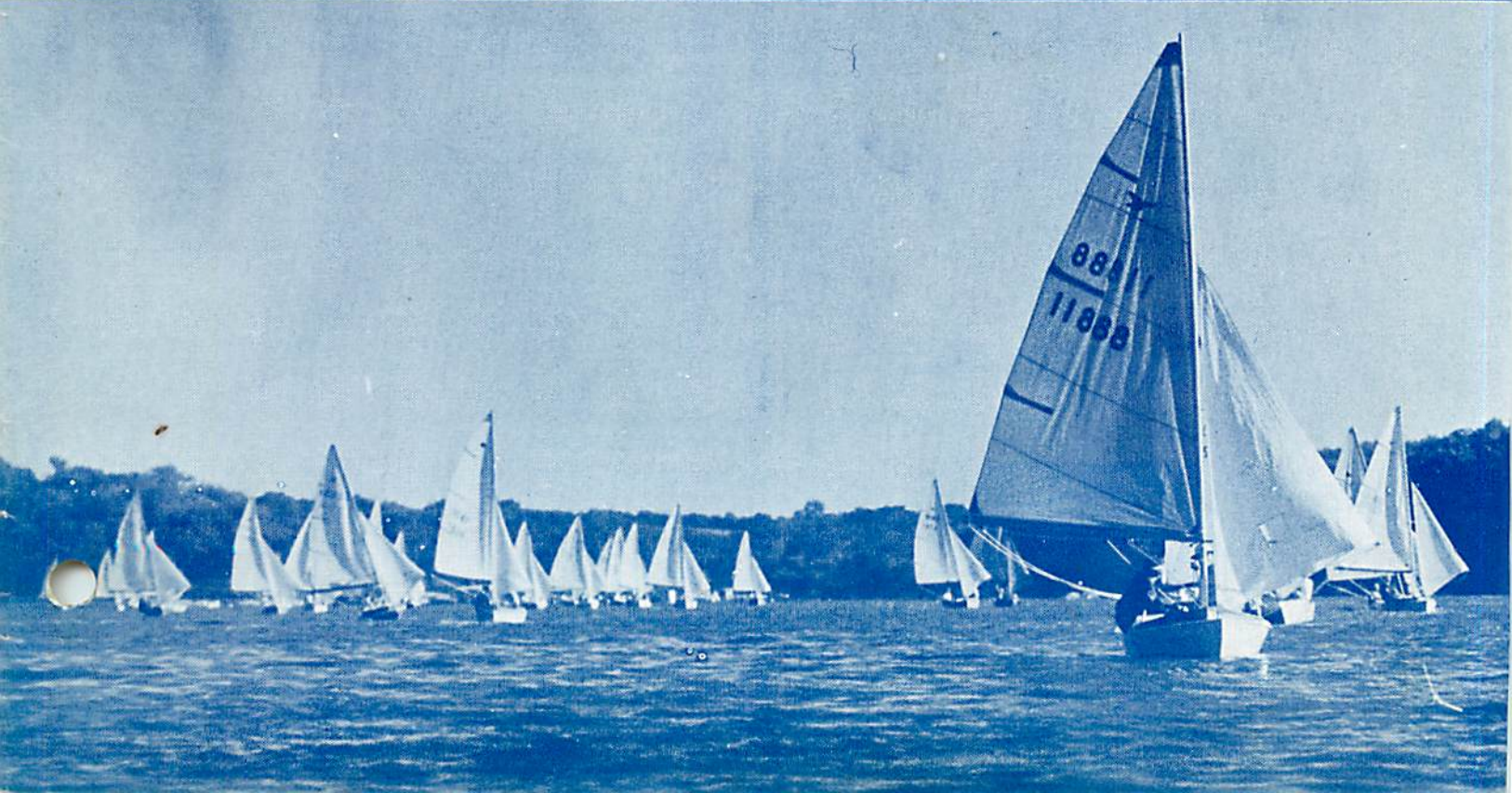


SNIPER



OCTOBER 1961
Vol. XI No. 5

BULLETIN



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SNIPE BULLETIN

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

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SNIPE BULLETIN as part of their membership free.

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

The Cover

These two pictures show action at the Lake Lotawana, Missouri, Snipe Regatta. The top shot, with moonlight effect, displays Bill Dwyer being pursued by Don Newcomb and Gene Grossman with the rest of the fleet strung out behind them. Bottom shows the winner, Warren Castle in 11888, with a nice lead but in great danger of being blanketed by 41 boats on a downhill run.

— THE SCORE —

Numbered SNIPEs — 13333

Chartered Fleets — 530

In the last two months of the fiscal year ending October 1st, 60 numbers were issued for new Snipes - less than the usual monthly totals but not unexpected for this time of year. But still it was enough to establish a new all-time high for SCIRA with 621 new Snipes for the year. And that is just three more than the previous period, which also broke the record. Our 30 year record now shows the annual average of 444 boats, which gives all the other one-design classes something to shoot at.

23 of these new boats were built in the U. S. and 19 of them were fiberglass; likewise, 16 of the 18 that went to Canada were fiberglass - a trend which bears out forecasts made over the last few years. Of the remaining 19, 15 went to Spain while Bahamas, Angola, Uruguay, and Singapore took 1 each. With interest in boating and water sports at a new high all over the world, it will be interesting indeed to see what the future holds for the International Snipe Class.

During the same two months, 5 new fleets were formed. On August 23, Charter 526 went to the Morsang Fleet in France.

On August 29, 3 charters went to three new Spanish groups: Asturias Fleet 527 at the Club de Mar de Avilés; Las Palmas 528 at the Real Club Victoria; and Madrid 529 at the Club Náutico de Madrid. This makes 66 fleets chartered in Spain since that country joined SCIRA.

Several years ago, young Bill Aicardi was an enthusiastic Snipe sailor. Now Major William Aicardi of the U. S. Air Force is stationed at Maxwell AFB in Montgomery, Alabama, and over the last year, he has become activated in Snipe sailing again, inspired to some extent by the success of his fellow officer, Lt. Dick Tillman, and the proddings of his neighbor, Vice-Commodore Sam Norwood of Atlanta. He finally got enough boats to form the Montgomery Fleet and Charter 530 went to that group September 30. Bill sent in a list of 58 people from that area who have expressed interest in his project (and no pulling of rank here, either, for only 3 have an AFB address) and if his enthusiastic hopes materialize, Alabama may outrank Georgia one of these days in number of Snipers. More power to him!

SCIRA Meetings at Old Saybrook

As planned, the Board of Governors met in two sessions during the National Championship Races at Old Saybrook, Conn., in August. Important action taken consisted of the following

items:

Members present: Norwood, Hughes, Wells, Kilpatrick, Hook, Levinson, Huggins, Whittemore, and Mills.

(1) The financial report for the period Oct. 1959-Oct. 1960 showing a record amount of money handled and a cash balance of \$5628.22 and a net worth of \$9955.62 was presented and accepted. Recognizing the increased amount of work involved in the general affairs of the office, the Executive Secretary was authorized to hire suitable help at his discretion if and when needed but not to exceed more than \$400.00 per month in additional expense. The chief objective being to get the work done more efficiently and on time.

(2) A committee consisting of Bud Hook, Floyd Hughes, and Alan Levinson was appointed to study present sources of revenue of SCIRA with the object of increasing class income so more activities or functions could be undertaken.

(3) Section 29 of the Constitution was revised to read as follows:

Section 29. RULES COMMITTEE. There shall be a Rules Committee, appointed and approved by the Board of Governors. This committee shall study and make recommendations on all restrictions. It shall have power to reword or clarify any rule or amendment whenever its meaning is deemed not clear or unfair. Proposed changes shall be circulated to all members of the Rules Committee for comments and recommendations, and these shall be submitted to the Board of Governors for action. However, the Board may independently take any action if considers necessary at any official meeting.

(4) The first phrase of the first sentence of Section 19 of the Constitution was changed to read as follows: " Excepting only officers and National Secretaries.".

(5) The formal fiberglass committee established in 1955 was dissolved, as it was considered their special task of providing a fiberglass Snipe hull had been satisfactorily accomplished.

(6) Terry Whittemore reviewed all work and plans made for the 1961 World Championship Races and explained the financial end in detail. He asked for contributions from all U. S. Snipers.

(7) Discussion of revision of the present scoring system as applied to interfleet competition led to postponement of action until further study of the matter could be made.

(8) A new and complete booklet entitled Building a Plywood Snipe entirely written and compiled by Harold Gilreath was turned over to Bob Huggins with instructions to obtain bids and facts for publication. This booklet, complete with plans, pictures, and diagrams, will replace the old How to Build Snipe and is badly needed by SCIRA.

(9) It was announced that nominations for 1962 officers could be made prior to Sept. 1st and that all voting would be by mail this year with results announced at the meeting scheduled for Rye.

(10) A recommendation from the Secretaries of the Western Hemisphere that the 1962 Regatta be held in Porto Alegre, Brazil, was presented. Deferred for the Rye meeting.

(11) Invitations for the 1963 U. S. Nationals were received from Peoria, San Diego and Newport Harbor (California), and Fort Worth Texas. The Fort Worth bid was accepted.

(12) A proposal to return to holding the annual meeting during the winter was voted down. A definite time for the annual meeting was set for the day before the first scheduled race for the Junior series at the National Regatta, with the meeting starting promptly at 9 o'clock in the morning and lasting all day if necessary.

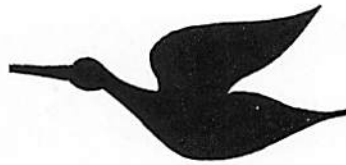
GENERAL MEETING: attended by 69 members.

(1) The point score system as now applied to interfleet competition was discussed and all were in favor of continuing this SCIRA feature but with recommendations that further study be devoted to eliminating the unfairness between large and small fleets.

(2) Fred Pember advocated eliminating the Crosby series entirely from the National Championship Regatta: having all qualifications made at the District Regattas so contenders would know they were sailing in either the Heinzerling or Wells Series before they left home; closing the District Regattas to all but district

(Continued Top of Page 5)

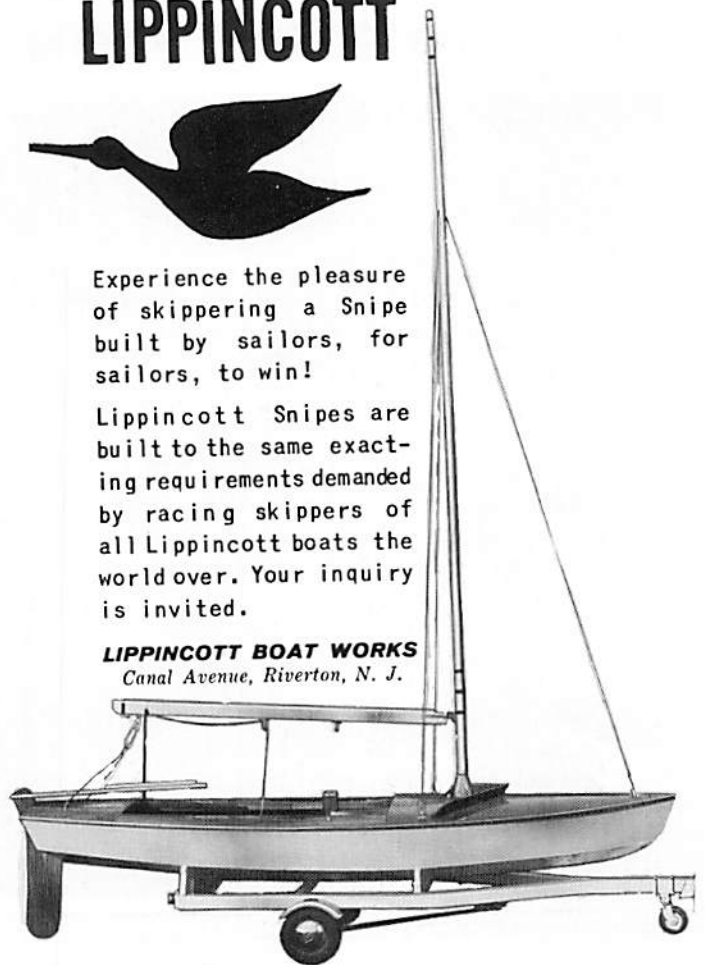
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SCOTT ALLEN, winner 1961 of the Crosby Trophy.

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



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(SCIRA MEETINGS from Page 3)

sailors as specified in the Deeds of Gift; limiting the number in the Heinzerling Series to a certain number, as 30; all others coming to sail in the Wells Series. This would place more emphasis on District Regattas, which was desirable, and help build up district interest and competition; bring national competition down to a desirable number of top contestants; and produce a reasonable schedule of races instead of the present endurance contest of 12 races, which could prove very tough under unfavorable conditions. This change would be in keeping with the growth of SCIRA, as the present elimination setup was established in early days when efforts were being made to induce people to come and to insure a successful regatta. Arguments pro and con were numerous, with Huggins and Jenks leading the opposition. Joe Ramel stated sailors were not disappointed when they failed to qualify for the Heinzerling Series, as most of them had a good idea of just where they would land before they left home. After listening to all remarks, it was decided to make a further study of the membership of the various districts with an idea of a realignment to equalize their importance and then to make recommendations accordingly. No action taken on Pember's suggestion other than that.

(3) Carl Zimmerman emphasized that fraternalization and social life at national regattas was a very important part of the regatta in that it gave sailors from all over the country a chance to become better acquainted, all for the good of SCIRA. Ted Cronyn, professional newsman, criticized the lack of an organized publicity bureau at important Snipe regattas and that some plan for news services and instruction for local committees should be drawn up by SCIRA. A motion that a committee be established to oversee the U.S. National Championship Regatta by investigating local physical facilities at time of invitation and to establish a standard operating procedure for such events with minimum requirements, all to be combined in a Book of Procedure, was passed.

(4) Whittemore gave a brief resume of the forthcoming World Championship Regatta and asked for support of all. Mills gave a brief summary of financial and class activities for the year. Adjourned to leave for racing at 9:45 A. M.

The 1962 Rule Book

Gradually, SCIRA has adjusted its affairs to the new time schedule for business matters both afforded and necessitated by adoption as an International Class by IYRU. Now the recommendations of the Rules Committee are made to the Board of Governors at the annual meeting in August; then on to the IYRU before September 15th for their consideration at their annual meeting in November, so that their final action should be back in December. Then, allowing not more than two months for printing and binding, the annual rule book should be in the mails not later than March 1st. That will be the minimum goal this winter, so it means that election results for new fleet officers should be here by the first of January this year. Otherwise, there will be no alternative than to reprint the old names. Perhaps a hardship to the United States, but to no disadvantage in other countries which have different sailing seasons (like California where they sail all winter). This is just another change based on the internationalism of the SCIRA organization.

Two main features of the Rule Book should be impressed: (1) It is the most important publication of SCIRA (the official measurement data sheet is part of the Rule Book). Now that the major tasks of adopting and approving fiberglass hulls and the changing of specifications to meet IYRU requirements (the so-called Olympic specs) have been accomplished since 1955, there is little likelihood of any important changes foreseeable in the immediate future. The Rules Committee feels it has everything pretty well handled and under control, so there should be no necessity to make major changes of an emergency nature which occasioned special action and announcement in the BULLETIN as in the past. So from now on, the schedule of all rule changes and committee action will be as outlined in the paragraph above and only what is printed in the current Rule Book will be official and binding. All changes will be made only on an annual basis and printed once a year, so hang on to your copy - it is the Sniper's Bible!

(2) There is considerable work involved in editing and publishing such a book. Some changes are desirable, like eliminating some of the local information (mostly U. S.) and getting the material on a more interesting and acceptable international base. That presents some problems, as you can readily discern, and any suggestions for format will be greatly appreciated. Also, it costs money to print a good book, and advertising by loyal friends has defrayed a large percentage of such expense in the past. But SCIRA has no professional advertising manager, so if every member in the business or in a position to help would solicit an ad or two from suppliers and friends whom he knows, we should be able to increase our list of satisfied advertising customers. See what you can do this year to help - it is one way you can really contribute without much work.

The Rest of the September BULLETIN

Misinterpreting instructions, the printer omitted the copy below from the September Bulletin. It was marked for Page 7 at the conclusion of the National Regatta article. Race results printed there should have replaced advertising in another place.

**1961 SCIRA NATIONAL CHAMPIONSHIP
COMMODORE CHARLES E. HEINZERLING TROPHY SERIES**

BOAT	SKIPPER	CREW	CLUB	PAGES	1	2	3	4	5	6	PTS.	Fin.
12192	Harry Levinson-Alan Levinson		Indianapolis, Ind.	7x	2	2	1	2	2		7684	1
3518	Bob & Elita Huggins		Lake Merritt, Cal.	8x	6	1	2	1	3		7390	2
6156	Charles Morgan-Ben Breeding		Clearwater, Fla.	1	8	7	13x	4	1		6814	3
11221	Bruce Cochran-Mike Walbot		Clearwater, Fla.	DNF	3	4	9	3	5		6577	4
11888	Warren Castle-Irene Castle		Dallas, Texas	3	11	3	6	7	DNF		6169	5
6627	Rodney Long-John Berger		Winchester, Mass.	2	1	11	3	15	DNF		6141	6
10550	Dick & Linda Tillman		Columbus, Ga.	6	5	5	17x	8	11		5805	7
12762	Scott Alan-Steve Hubbs		Newport Harbor, Cal.	12	7	6	16x	5	6		5743	8
10567	John Jenks-Laurie Juneks		Lake Merritt, Cal.	5	16	8	DNF	6	4		5604	9
8800	Harry Allen-Diane Casar		Quassapaug, Conn.	DNF	9	12	19	11	9		4273	10
11771	Harry Coon-Valerie Thede		Newport Harbor, Cal.	4	12	DNF	20	9	8		4764	11
10230	Russ Allen-Betsy Grover		Quassapaug, Conn.	16	13	19x	4	12	17		4195	12
7588	Joe Remlin-John Mulhausen		Cedar Point, Conn.	11	4	15	23x	17	16		4146	13
11291	Ray Kaufman-Pat Cooney		Port Washington, N.Y.	9	DNF	21	10	10	4		4075	14
12999	Bill Kilpatrick-Pat Kraker		Oklahoma City, Okla.	20	17	14	7	22x	7		4028	15
7432	Terry Whittemore-Len Sperry		Quassapaug, Conn.	14	14	DNF	12	14	12		3689	16
10590	Les Larson-Vic Larson		Chautauque, N.Y.	13	10	13	21x	19	15		3689	17
9011	Dr. Bob & Bob Schaeffer		Los Angeles, Cal.	19	20	10	22x	13	10		3651	18
11371	Tom & Chris Scanlon		Indianapolis, Ind.	17	15	9	18x	18	13		3589	19
8534	Tom St. John - Helen Hall		Quassapaug, Conn.	15	19	18	8	21	DNF		3178	20
10182	Tom Legoro-Ann Legere		Winchester, Mass.	DNF	23	17	5	16	DNF		3110	21
11000	Ron Grossman-Jill Ramel		Kansas City, Mo.	21	18	16	11	23x	8		2981	22
11900	Julius Kroeger-Pete Dillon		Silver Lake, N.Y.	10	22	24	15	24	DNF		2762	23
12888	Joe Ramel-Esther Ramel		Kansas City, Mo.	18	21	20	14	20	DNF		2540	24

x denotes race dropped

2

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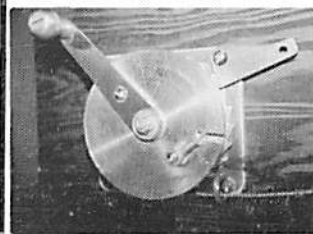
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CASTLES WIN BIG REGATTA WITH THREE FIRST PLACES

Warren and Irene Castle from Dallas demonstrated some plain and fancy sailing tactics to 42 skippers attending the Missouri Yacht Club Lake Lotawana Snipe Regatta on Sept 16th-17th with an impressive 1-1-1. It was the biggest and best regatta they have had in years.

In shifty, light to heavy winds, the Castles maneuvered early in each race to the front position and then were never seriously threatened by the second and third place winners, Jack O'Brien of Council Bluffs, and Bill Kilpatrick of Oklahoma City.

Ronnie Grossman, Lake Lotawana, the 1960 Regatta Champion, had a 3rd and 4th which put him in second place at the end of the Saturday races, but a slip to 11th Sunday morning moved him back to 4th overall.

The rest of the skippers and crews got experience, such as an occasional puff with a wind switch of 90 degrees; also, a fine demonstration of How To Do It with a perfect score from the winners.

Ted Wells says that Lake Lotawana is the only place in the world where the wind doesn't blow from different compass headings; it just blows right down on top of you! Well, after those two Saturday races, 42 skippers and crews drank endorsements to Ted's remark at a long cocktail party, finally followed by dinner.

The Sunday trophy award dinner concluded the last scheduled Snipe Regatta in District 2 for the season. —Don Newcomb.

FINAL RESULTS 1961 LAKE LOTAWANA REGATTA

SKIPPER	BOAT	HOME FLEET	RACES	1	2	3	Pts.	Fin.
Warren Castle	11888	Dallas, Texas	1	1	1		4800	1
Jack O'Brien	13186	Council Bluffs, Ia.	5	5	6		3817	2
Bill Kilpatrick	12999	Oklahoma City	11	2	4		3790	3
Ron Grossman	11000	Lake Lotawana	3	4	11		3713	4
Louis Helms	11622	Fort Worth	2	16	2		3667	5
Bob Harding	12613	Council Bluffs, Ia.	9	8	3		3557	6
Bob Williams	12978	Wichita, Kansas	8	6	7		3470	7
Bill Dwyer	10549	Lake Lotawana	6	7	9		3405	8
A. E. Grossman	11748	Lake Lotawana	10	3	15		3081	9
Joe Resel	12888	Lake Lotawana	14	18	5		2654	10
Dick Caspari	12951	Wichita, Kansas	23	9	8		2437	11
Mike Curran	6783	Lake Lotawana	13	12	13		2409	12
Jack Schwindler	12721	Lake Lotawana	4	10	DNF		2342	13
Joseph Pilling	12608	Omaha, Nebraska	7	17	17		2308	14
L.F. McElwaine	4208	Tulsa, Oklahoma	15	13	18		1989	15
Duke Hines	11347	Lake Lotawana	12	11	DSQ		1752	16
Chris Stump	12936	Springfield, Mo.	26	20	10		1627	17
Bob Schwindler	6776	Lake Lotawana	16	14	28		1523	18
Bob Elwell	11527	Lake Quivira, K.C. Mo.	17	15	29		1395	19
Bob LaScala	9740	Lake Lotawana	18	21	21		1329	20
Bob Kellogg	12713	Wichita, Kansas	31	19	14		1313	21
Don Newcomb	9739	Lake Lotawana	20	26	20		1107	22
Bunky Moorhead	12899	Lake Quivira, K.C. Mo.	21	25	22		1017	23
Charles Webb	12714	Tulsa, Oklahoma	DSQ	24	16		924	24
Henry Wade	13300	Wichita, Kansas	DSQ	DSQ	12		861	25
Bob Roekaz	11555	Wichita, Kansas	25	32	19		821	26
Dave Schwindler	12717	Lake Lotawana	19	23	DSQ		819	27
Jim Goetz	5988	Lake Lotawana	22	DSQ	23		695	28
Payson Adams, Jr.	10045	Omaha, Nebr.	28	28	24		627	29
Hal Gifford	9913	Omaha, Nebraska	24	33	27		549	30
Jim Trickett	7908	Lake Quivira, K.C. Mo.	27	30	26		542	31
Gery Lorland	12223	Wichita, Kansas	29	22	35		541	32
Stanley Robles	11323	Wichita, Kansas	DNF	29	25		411	33
Charlie Michael	12949	Lake Jacomo, K.C. Mo.	32	31	21		281	34
Jack Botteron	12752	Lake Quivira, K.C. Mo.	30	37	30		258	35
Ned Linscott	11797	Lake Lotawana	37	27	DNF		224	36
Spunky Hannay	10832	Lake Lotawana	33	39	32		159	37
Ernest Frisch	13106	Springfield, Mo.	34	36	33		138	38
W. L. Callahan, Jr.	13208	Springfield, Mo.	36	38	34		89	39
Jim Hoyt	5933	Lake Quivira, K.C. Mo.	38	34	ENS		64	40
D. C. Darrow	11815	Lake Quivira, K.C. Mo.	39	35	DSQ		61	41
Dean Love	12604	Wichita, Kansas	35	DNF	DSQ		58	42

CHANNEL EXPERT GETS THREE 1sts

Sailing on Diamond Lake is rather tricky, for courses go around an island in the middle of the lake and the resulting channels can cause trouble. But not to Mel Nichols of Wolf Lake, who copped top honors in the Michiana Regatta July 8-9th and the title "Old Channel Expert" when he got three 1st places.

In the first race, with beautiful weather and moderate shifting winds, Linda Lowe led most of the way until Nichols pulled out in front at the 1st round with Bud Leonard 2nd and Noel Yarger 3rd.

That afternoon, the winds were heavier with threatening storm clouds. After leading the first leg, Guy Perry yielded to Yarger, but he lost out in the channel to Nichols, who went on to finish 1st again. Yarger was 2nd and Linda Lowe 3rd.

Sunday morning saw the same fine weather and winds. Jack Tillman took a try at the lead and did fine until Nichols caught up with him in the channel and proceeded to get his third 1st place. Jack and Linda finished 2nd and 3rd in this race and the same way overall. Leonard and Yarger were 4th and 5th in 26 entries.

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—INDIANAPOLIS SAILOR HOOKS A BIG ONE—

BUD TAKES TITLE AT MID-STATES REGATTA WITH CHAPIN AND WESSELHOFT 2nd AND 3rd

Twenty-nine Snipes from Illinois, Indiana, and Missouri joined seven other classes racing at Springfield, Ill., in the annual Mid-States Regatta. And "Bud" Hook of Indianapolis, with his regular crew, Jim Richter, easily won the Alan Myers Memorial Trophy for Snipes.

The usual tune-up race on Saturday was held a little earlier with only 4 starting. Hook led Bob Grohne of Decatur all the way around the course.

Sunday, with the wind light and shifty, Tom Palmer of Decatur carried his seldom-used blue Roberts sails around the weather mark first, closely followed by Hook and Stan Salzenstein of Peoria. Bud got the lead on the run and stayed ahead, Tom Head worked his way out of the middle of the fleet on the second beat and close enough to the leaders to slip in ahead of Salzenstein on the third short beat to the finish. Palmer, meanwhile,



HAPPY WINNERS GET AWARD - Commodore Zeke Worthington presents the Myers Trophy and perpetual gifts to Bud Hook (r) and his crew, Jim Richter. — Photo by David E. Beatty

dropped back to 6th.

The afternoon race was preceded by gusts that sent some Snipes back to their trailers and others to changing sails, only to drop to a spotty 10-15 mph just before the start. Dan Wesselhoft of Peoria was out in front quickly, followed by Hook and Tillman. These positions held fairly well till the last short beat to the finish when Tillman managed to split tacks with Hook and nosed him out for 2nd place at the finish.

The last race Monday was held in 5-7 mph winds with moderate shifts. Sam Chapin and George Schilling rounded the weather mark first and got away from the rest of the fleet which had fallen into a relative lull. Hook worked his way up to 4th position and was held there by Bill Patton who covered him well from 3rd place. The boats finished in that order and Bud had plenty of points to win.

This year, the Snipes, Rebels, Celebrities, and Penguins sailed a triangular course completely within a larger triangle sailed by larger boats. This reduced the mixing of fleets at the marks and during the race, which had been objectionable before. We hope it will work as well next year!

FINAL RESULTS - MID-STATES REGATTA - Sept. 2-3-4, 1961.

Boat	Skipper	Club	Races	1	2	3	Pts.	Fin.
12660	Bud Hook	Indianapolis, Ind.		1	3	4	4413	1
11353	Sam Chapin	Springfield, Ill.		11	4	1	3869	2
13105	Dan Wesselhoft	Peoria		10	1	7	3717	3
9361	Bill Patton	Springfield		8	7	3	3689	4
11220	Tom Head	Peoria		2	8	10	3571	5
13046	Jack Tillman	Caseyville, Ill.		4	2	16	3517	6
12022	Bill Buckles	Decatur		12	5	5	3433	7
9871	Ed Grier	Peoria		5	6	11	3421	8
12876	George Schilling	W.Lafayette, Ind.		19	14	2	2734	9
10778	Mike Negley	Peoria		14	18	6	2483	10
12322	Stan Salzenstein	Peoria		3	DNF	12	2429	11
10953	Tom Palmer	Decatur		6	15	21	2301	12
12323	Mike Underwood	Peoria		7	DSQ	9	2301	13
12534	Bruce Canterbury	Peoria		13	10	DNF	1889	14
12510	Francis Castelli	Decatur		DSQ	9	14	1874	15
12636	Chris Stump	Springfield, Mo.		9	13	DNF	1813	16
11373	John McClain	Peoria		21	17	13	1760	17
9541	George Poulos	Galesburg, Ill.		17	12	24	1706	18
10564	Jim Coberly	Decatur		22	16	15	1662	19
8591	Phil Peterson	Springfield		16	19	18	1636	20
5935	Pat Doyle	Springfield		18	DNF	8	1589	21
10593	Bill Baker	Springfield		15	22	19	1521	22
11889	Bill Boyer	Decatur		25	11	23	1480	23
12011	Paul Tuerk	Indianapolis		DSQ	20	17	1138	24
11159	Jay Parr, Jr.	Springfield		23	23	25	904	25
12778	Carl Carter, Jr.	Springfield		20	DSQ	20	882	26
2886	Bob J'Shea	Springfield		24	DSQ	26	514	27
11467	Larry Evans	Springfield		DSQ	DSQ	22	482	28
7870	Tom Braxton	Springfield		DSQ	DNF	DNF	409	29



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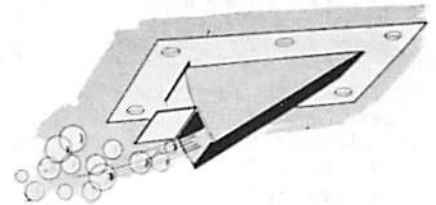
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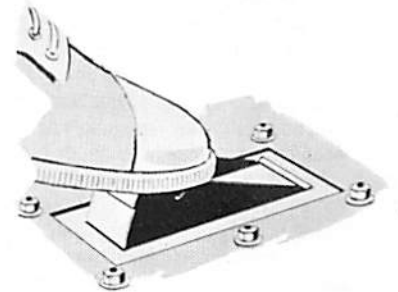
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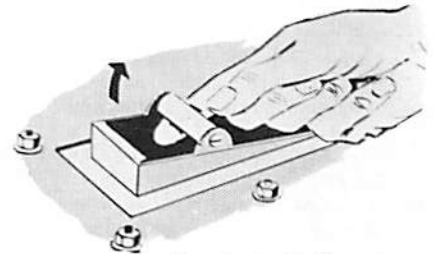
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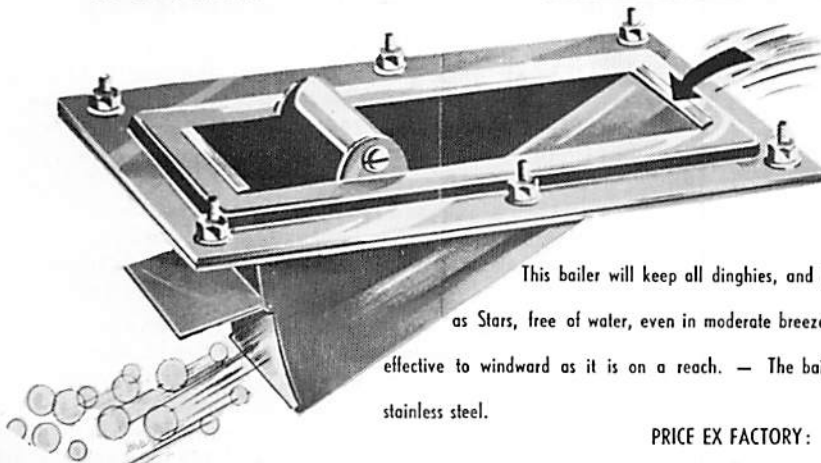
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1959 NATIONAL SNIPE CHAMPIONSHIP

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.

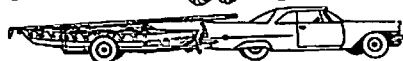
Perhaps most pleasing to us is the realization that each entry in this national championship series is a fleet champion in his own right, and more than half of the entries used Watts sails, recognizing their championship caliber.

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RULES REVIEW

While the events of the past season are still fresh in our minds (including some we would prefer to forget about), a little rules review would be in order; even if what is written here is forgotten by next year, it has a better chance of sinking in while experiences are still recent.

Everyone has a tendency to think that when he is on a starboard tack, close-hauled, he can do no wrong. This is true as long as he keeps going in a straight line, but as soon as he alters his course, he can get into a lot of trouble.

Luffing by definition is altering course towards the wind. A close-hauled starboard tacker is approaching the starting line on which there are, inevitably, boats reaching down the line. The wind shifts so the close-hauled boat can head fifteen degrees higher. He does so, and in the process tags one of the reaching boys a couple of feet ahead of the reacher's transom, screaming indignantly about bargers. "Not so!" says the reacher, "If you hadn't headed up, I could have kept clear. You luffed me when I was ahead of the mast abeam position, so you are out." And so he is — close-hauled notwithstanding!

Two boats, both close-hauled, are approaching each other, one on a port tack and the other on starboard. The port tacker is the starboard tacker's chief rival, so the starboard boat tacks for a safe leeward under and ahead of the port tacker, completing his tack with plenty of clearance so there is no question of tacking too close. The port tacker comes about and hoists a protest flag promptly. The starboard tack and the safe leeward position weren't so safe after all. If the port tacker starts to

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bear off in order to clear the starboard boat by going behind it, the starboard boat is guilty of balking the port tack boat if he alters his course before the port tack boat has cleared him. Whether the starboard boat can prevent this by hailing the port tack to hold his course, I'm not sure. Presumably, if the starboard boat hollered soon enough that he was going to tack, he would not be guilty of balking. But, in this case, the portboat would be free to tack if he wished and the starboard boat would have to. And if the wind was blowing hard and the port tacker said he didn't hear or that he had already started to bear off — the burden of proof would be on the starboard boat.

When a close-hauled port tack boat goes behind a close-hauled starboard tack boat, the starboard boat can get into plenty of trouble if he tries to come about quickly, and the port boat does likewise. If the former starboard tacker leaps before he looks by pushing his tiller down and starting to come about, and then finds that the former port tacker has done approximately the same thing, the former starboard tacker is out if anyone of these things happen:

- they hit while the former port tack boat is tacking and the former starboard boat is heading to wind, under Rule 34, misleading; or
- if both are beyond head to wind when they hit and both are therefore tacking, under Rule 41.4; or if
- former starboard has completed his tack and the port boat is luffing, under Rule 37.1 unless the windward boat had mast line when his tack was completed (very unlikely).

In the example above, the opposite situation can arise if the former starboard boat tacks immediately after the port tack boat has cleared him, and the port boat waits a little while, then goes to starboard. He has gone behind the starboard boat so is to leeward. He has picked up a little speed by bearing off to go behind the starboard boat, and has probably back-winded the former starboard boat after it tacked to port, so when he tacks to starboard he can complete his tack (read the new definition of tacking - no mention of sails filled) before a collision would occur, but he must remember that his tack must be completed far enough away so the other boat does not need to begin to alter course until his tack to starboard is complete. Whether the port tack skipper is now allowed any time to decide how to avoid the starboard boat, or whether he is supposed to have this already figured out, isn't clear; but in any case, he must begin to alter his course so as to clear the starboard boat when the latter has completed his tack. The chances are that there is a mark very close which has caused this chain of events, so the port tack boat is not going to want to go behind the starboard boat, and they may be so close that it is impossible for him to bear off quickly and effectively enough to clear (at least it is going to look that way to him) so he goes to starboard, probably a little too close to the starboard tacker. At this stage, the first skipper had better avoid the second boat and keep his mouth shut. If he hits the other boat, he has in effect proven that he himself tacked so close that the other boat couldn't keep clear.

The right-of-way situation on the starting line is really quite simple. First, the anti-barging rule says that no boat can claim room to clear a mark at the windward end of the starting line. This is all it says. It says nothing about reaching down the line. Second, a close-hauled boat has no right-of-way just because it is close-hauled -- it gains right-of-way only by being leeward boat. When it gains right-of-way by establishing an overlap to leeward of another boat, it shall give the other boat ample room and opportunity to keep clear, and it shall not luff unless ahead of mast abeam. A boat which is reaching or sitting dead with sails flapping or going slowly with the jib backwinded does not lose right-of-way by doing these things. It loses it only by becoming a windward boat and by therefore being obliged to keep clear of a leeward boat.

(The above statements represent the opinions of the author and are not necessarily the opinions of the Appeals Committee of the NAYRU).

Voice Of The People

LONG STARTING LINES UNDESIRABLE

The following letter taken from SCIRA files and written in July 1952 by Bill Crosby, shows what he thought about a large number of boats on a starting line and a possible solution to the situation. His opinion is very interesting in these days of increasingly larger number of entries for important regattas.

"We are trying throughout the Association to limit the number of starters on one gun to not more than 30 Snipes. When there are more than this, the line is too long and it is impossible, even with a committee boat on each end, to get the ones who beat the guns or commit fouls.

I would suggest you have a division of the fleet (if more than 30) into odd and even numbered "Flights". Thus flight one would be the even numbered boats and flight two, the odd numbered boats. They would start five minutes apart. You have a series of two or three races this way, starting one right after the other. Then for your finals, you take the top 15 boats from each fleet and put them together for the championship series of three individual races. This has been done successfully in a number of clubs and it is quite possible to have three elimination races on Saturday and the three finals on Sunday if you do not make the course too long.

I would certainly like to see this done if for no other reason that it will eliminate a lot of "driftwood" that might clutter up the starting line in the big important events for a title."

This plan is essentially what has been done in running the U. S. National Championship series, with the Crosby elimination series and the final Wells and Heinzerling Races. Here the boats are seeded to avoid uneven fleets if chosen by number as Bill suggests. Also, the races are spread out over a week and there is plenty of room to run such a schedule. Bill's scheme of 6 races in 2 days might be pretty rugged, but still it could be tried at regattas like the District Championships where there are 50 or 60 boats entered with the advantage of affording everyone a lot of racing against each other instead of the present "everyone sails against everyone else once" in a three race two-day series which results when and if the large fleet is split up. Long starting lines are never popular with the contestants, for with one clobber, you've had it!

THINKS HE HAS SIMPLE SOLUTION TO SCORING

"After reading all the square root calculations that are going on in this column, I can't help adding my bit - while considering making scoring changes for regattas, why not just add the finish positions in all races and give the trophy to the low score, while breaking the ties with horses. It almost always is the same as the Snipe system and it could be argued that it is fairer.

It has one big disadvantage that will keep it from being adopted and that is it is so easy you could do most of them in your head. Score keepers would make fewer mistakes, and prizes would be awarded hours earlier with complete listings of standings in the final series.

Pardon the suggestion when so many wonderful tables and charts have been proposed so that everyone will have a four-figure score."

— Dr. Sam Chapin

Sam overlooks the fact that proposals made have been efforts to improve scoring for interfleet competition over a full season of 15 official races and to eliminate present scoring inequalities due to difference in size of fleets. Actual scoring for a three race regatta series presents no problems and very few ties ever result under the Snipe scoring system in such events. For years, our system has been recognized as one of the best in that respect. Paragraph 15 Page 170 1961 Rule Book explains the best features of the system, and it is notable that recognition has always been given to the inequalities of interfleet competition. Only the fact that local fleets are getting larger all the time has revived the discussion.

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FOR SALE: Hogdon and Cox SNIPE 12098 made in Chattanooga, Tenn. Fiberglass - like new - black hull and white deck; 2 dacron mains and 1 jib. New Lofland trailer. Selling because of multiple changes in location of professional duties. Price \$1100.00. John P. Phillips, M. D., U of T, 62 S. Dunlap, Memphis 3, Tenn. BR 6 - 4454.

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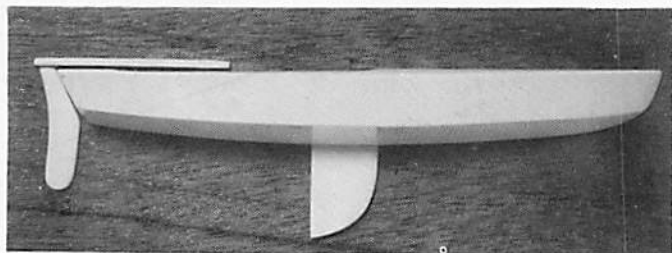
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1959 World Championship



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—RICHARDS WINS ANOTHER TITLE—



HOWARD RICHARDS (L) receives the Molson Trophy (Championship of the Province of Ontario) from Commodore Al Jarrett.

Oakville Yacht Squadron's Howie Richards has done it again! Natural sailing ability and years of experience once more combined to earn this wily skipper the Province of Ontario Snipe Championship. Sailing with his wife Amelia in the first 2 races and with Jack Sweeney in Sunday's blow, Howie gained a 3-1-3 standing over the weekend to return the Molson Trophy to Oakville, and thus added another honor to his Ohio State, Maryland State, and Nova Scotia Championships - to name a few.

Due to its enthusiastic reception last year, an Olympic course was once more used, with a buoy riding centre position and buoys at the cardinal points of the compass. Plotted by the RC shortly before the start of each race, and based on wind direction, the course described a triangle and covered a 6-mile or more area on the twice around.

Saturday's race was sailed under sunny skies, with steady 15 mph winds providing the petrol for a keen race amongst the 33 competing Snipes. At the start, a wind shift ended up favouring the port end of the line, causing a jam up and tight navigation quarters. Young Mike Hanna from Newport led the first time around, edging out Doug Keary of Oakville on the last tack, with Richards and Tom Hanna close behind. Julie Kroeger of Newport moved ahead on the run to get into 2nd slot. The second time around, these positions were held until the run, when Howie and John Robertson slipped past Keary, to leave the final standing of Mike Hanna, Kroeger, Richards, Robertson, and Keary in the top berths.

In the day's second race, Richards led on the initial buck, with Mike Hanna, Kroeger, and Keary close in order. A seesaw battle between the two leaders saw Howie and Mike have a tremendous luffing match on the first run with Howie getting by. Then, steaming ahead on every inch of canvas, Mike knifed by on the long buck, only to have Howie catch him on the second run. At the last buoy, the wind had lightened, becoming tricky and shifty. Mike stopped dead, and Howie slipped by to win. Kroeger was in 3rd, with Tom Hanna 4th, and Commodore Al Jarrett 5th.

Sunday's deciding battle was staged under leaden skies, with the early morning gusts having tamed down to about 15 mph. This race saw a dark horse in the performance of Oakville's Ken Buchanan challenging the top competitors, fluctuating between 2nd and 6th positions, dropping back into the latter spot on the last leg of the race. Leigh Van Deusen won the race with a wide lead, challenged all the way by Kroeger, Richards, and Jarrett, who finished in that order. The latter half of the race was sailed in light and fluffy winds, making the 3 1/2 hour race both gruelling and exciting - a real test of sailing ability.

The FINAL STANDINGS were as follows (first 8 boats) :

- | | |
|------------------------------|-----------------------------|
| 1. Howie Richards, Oakville. | 5. Tom Hanna, Newport |
| 2. Julie Kroeger, Newport | 6. Jim Baillie, Oakville |
| 3. Mike Hanna, Newport | 7. Leon Van Deusen, Newport |
| 4. Al Jarrett, Oakville | 8. Howie Fletcher, Olcott |