

# Snipe

# BULLETIN

SEPTEMBER 1957  
Vol. 7 No. 4



ALL THIS AND PORTUGAL, TOO! Fred and Jean Schenck, the 1957 U.S. National Snipe Champions, display trophies won at Peoria.

—Photo by Peoria Journal Star.

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# SNIPE BULLETIN

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

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## NEWS from the NATIONALS

A SCIRA Board of Governors meeting was held in Peoria during the Nationals as scheduled. Seven members were present. All business transacted was of minor classification.

(1) Action on revising the point score system was postponed until the 1958 annual meeting in order to get more opinions from the National Secretaries. Authority was given to replace or repair the Minneford and Reicher Trophies.

(2) An excellent plan to build up the official film library in the future as presented by the official librarian Peyton M. Stallings was unanimously approved.

(3) The 1958 U. S. Nationals dates will be August 1-9. 5 races, instead of 3, for the Juniors may be scheduled. The entry fee is reduced to the original \$15.00 with the recommendation that a charge be made for all meals, thus eliminating the free meals formerly furnished to contestants.

(4) When choosing names or titles for new permanent regattas, care should be taken not to pick a name similar to one already existing, as it causes too much confusion and is misleading. This particularly applies to official district, sectional, and international geographic events.

(5) The experimental use of spinnakers is entirely unofficial, as such sails are prohibited by SCIRA rules and restrictions.

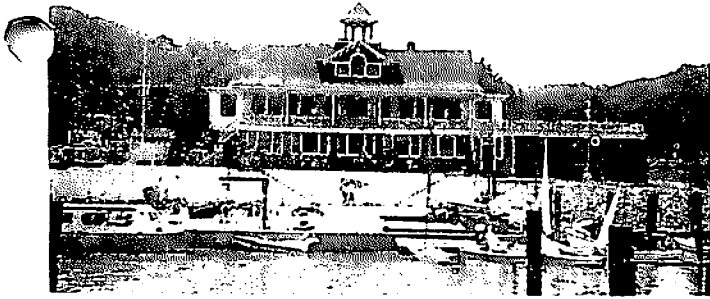
(6) Only nations with official SCIRA organizations in good standing, FINANCIAL and otherwise, are eligible to participate in official international regattas as prescribed in deeds of gifts. All such prescriptions must be fully observed and only nations which recognize and observe SCIRA class rules can be members.

(7) Participation in boat shows will be limited to the New York and Chicago shows this year as far as SCIRA is concerned.

A check for \$1485.00 was presented to Fred Schenck as a contribution toward expenses to Portugal. This was money collected from the \$15.00 entry fees to the U. S. Nationals in 1956 (\$510.00) and in 1957 (\$975.00), which has been held in a special account for such purpose. After the regatta, Fred and Jean intend to take a private trip through Europe, returning about November 1st.

We have many fine pictures of the Nationals which we are unable to publish this month for the simple fact there is not enough room due to the large amount of advertising. Printed matter of the Nationals is necessarily lengthy and this issue contains the most paid advertising space we have ever had in the Bulletin, so it is necessary to sacrifice some interesting items. We hope to print them next month. Also, many detailed articles and pictures of important regattas have been received this summer and the senders wonder why they haven't seen them yet. Look over the back numbers from an editorial standpoint and you will see why. Certain articles have to be published and the decisions on regatta accounts are hard to make, remembering that the Bulletin goes all over the world. But, eventually, we hope to publish everything--which is our motto! The real answer, of course, is a larger Bulletin, but that entails considerably more work and money, and time alone has the answer to that one. In the meantime, rejoice in the healthy state of the Bulletin!

**LOCALE OF THE NATIONALS**



The IVY Club at Peoria — official regatta headquarters.



Boats prepare to leave for a race



The waterfront close to the clubhouse. Boats were docked here.

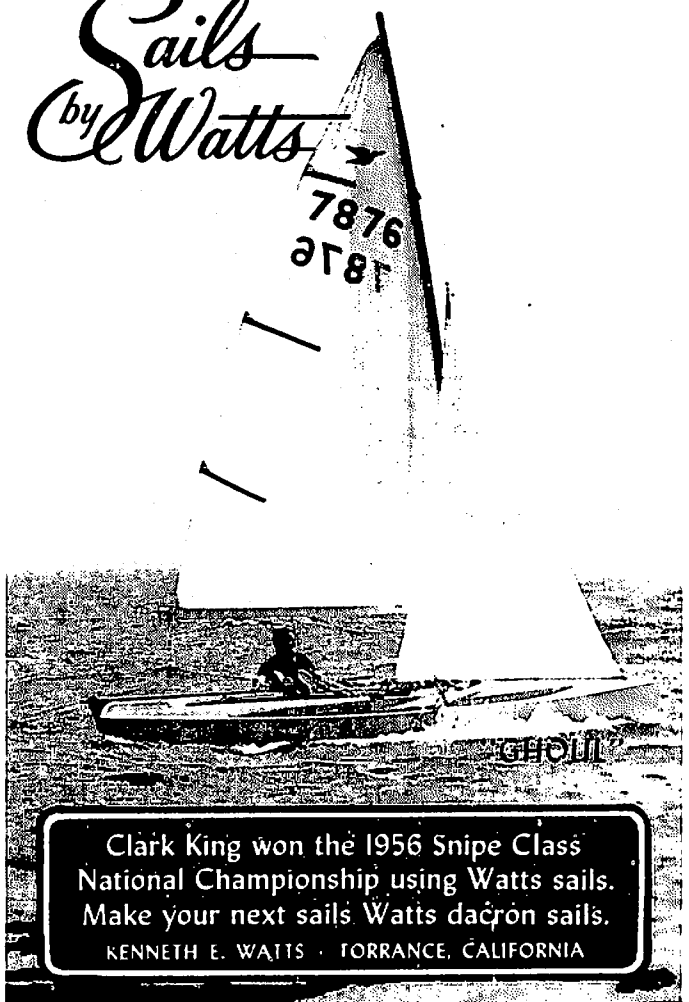


View of the waterfront from the clubhouse porch during lunch



The scoreboard always attracted a crowd!

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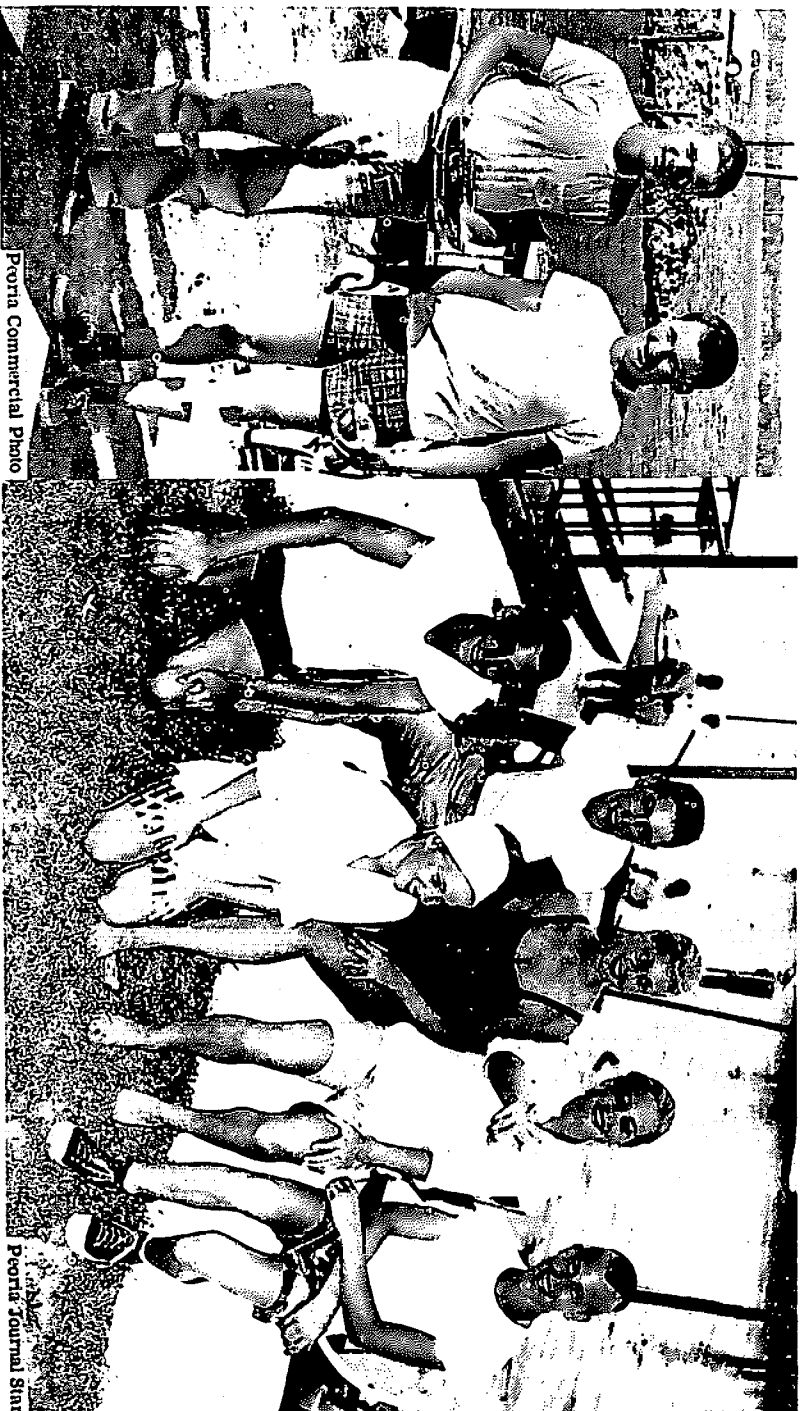
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# Brown Wins Junior Snipe Laurels



Portra Commercial Photo

Florida Journal Star

**THE WINNING TEAM.** The 1957 National Junior Snipe Champion Stovy Brown (left) and his brother, Taylor.

**FEMININE CREWS ARE POPULAR.** Team combinations are Woody Norwood and sister Beth (kneeling); rear, l. to r.: Edwin Rosenbaum and crew, Valerie Thede; Barbara Albers crewed for John Fehsenfeld. A good time was had by all!

Stewart (Stovy) Brown of the Middle River Fleet 219 won the U. S. National Junior Championship with the able assistance of his brother, Taylor, as crew. In a field of 18 entries from 14 different states, the Brown team placed first in the first two races and went on to take the title in the final event in spite of falling to ninth place, for their early point margin withstood the challenge of Tim Scanlon from Indianapolis, who won the third race. Brown wound up with 4223 points while Scanlon scored 4082.

Jack Schwinder of Lake Lotawana, Mo., and two Chautauque, N. Y. sailors--Louis Avallone and Joe Cusimano-- rounded out the top five finishers, but were considerably off the leader's pace.

All the races were sailed in mild and fair breezes under clear skies and the youngsters experienced no difficulties. However, protests marred all the races. On Friday afternoon, a passing barge created a big disturbance in the fleet with a change in the boat line-up and the entire race was disallowed. This necessitated running two races on Saturday to go with the Friday morning race for a three race series.

In all, 8 boats were actually disqualified during the series although more protests were filed. Woody Norwood, representing Atlanta and one of the favorites to win, was hit hardest by the rulings. He was disqualified after winning the first race for a foul while passing a marker and disqualified again after the second race for a foul at the starting line. The large number of protests and disqualifications stress the facts that (1) the juniors need to study the NAYRU rules diligently and become better acquainted with the rules (2) they are inclined to take too many chances and get in tight places on the assumption they can get away with it, which is natural with youngsters. Time and experience will remedy both faults.

Stovy and Taylor, both prep school students in Baltimore, have been sailing together for 3-4 years and the Brown family have been the center of Snipe activity in that area. The boys have been quite successful in local events, winning the Maryland State Championship in 1955. They are quite proud of the

fact that they sail an 18-year old boat, #4002, and use it demonstrative that Snipe is truly a one-design boat. Incidentally, the juniors had 9 Snipes over the 10,000 mark, the newest one #10908. But it takes more than a new boat to win a race in the Snipe class!

This series was very satisfactory and gratifying to watch, for it was marked by enthusiasm and keen competition. In fact, the sailors insisted there was not enough racing and proposed that next year the series be increased to five instead of three races. With such spirit, the future of SCIRA is in safe hands!

## U. S. JUNIOR CHAMPIONSHIP

BOAT	SKIPPER	CLUB	RACES			PTS. FIN.
			1	2	3	
4002	Brown, Baltimore, Mo.		1	1	9	4224
7346	Tim Scanlon, Indianapolis, Ind.		2	10	1	4082
9365	Jack Schwinder, Lake Lotawana, Mo.		10	3	3	3926
10699	Louis Avallone, Chautauque, N. Y.		3	2	14	3582
10908	Joseph Cusimano, Jr., Chautauque, N. Y.		7	4	10	3482
9100	Mike Choquette, Lake Quivira, Kans.		5	6	2	3161
9314	Edwin Rosenbaum, Gull Lake, Mich.		4	8	5	3149
9324	Karin Curran, Lake Lotawana, Mo.		9	7	3	3034
10163	James Biles, Memphis, Tenn.		8	12	7	3029
8099	William Colvin, Clearwater, Florida		6	5	11	2966
7999	John Fehsenfeld, Grand Rapids, Mich.		9	9	4	2877
6783	Kenneth Curran, Lake Lotawana, Mo.		5	9	8	2869
10980	Dave Keasberry, Peoria, Ill.		12	8	12	2771
10956	Tim Staley, Gull Lake, Mich.		14	13	6	2738
10801	Woody Norwood, Atlanta, Georgia		13	7	7	2124
10667	John Keatali, Springfield, Ill.		11	14	9	2113
10901	Bred Keaden, Atlanta, Georgia		11	11	15	2060
10400	Pat Wheeler, Akron, Ohio.		13	16	16	1938

## THE MAILMAN COMPLAINS!

Every day now the mailman calls with some Bulletins returned marked FOR BETTER ADDRESS, for this is the time of year when Snipers are returning to the city for the winter or going back to school or college. So, if you don't get your Bulletin in the future, be sure and check your address with us, or you won't know what's going on in Snipes. Incidentally, we will be glad to send extra free copies to your school sailing club, library, or fraternity house. That's a good way to get your friends in Snipe!

# Schenk Captures Snipe Honors

## BOB HUGGINS IS RUNNER-UP

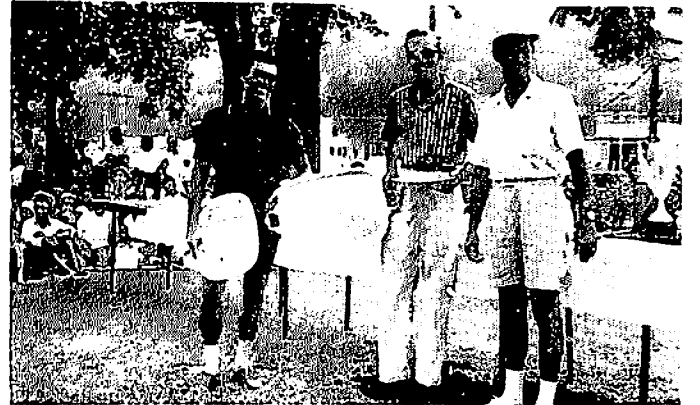
HUGGINS ALSO WINS CROSBY SERIES—TOM HEAD GRABS WELLS TROPHY



THE NEW CHAMPIONS, Fred and Jean Schenck, in their Snipe "Chequendeque". Sails are Watts dacron. Notice the bending mast.



Bob and Elly Huggins, winners of the Crosby Trophy and the second place in the U. S. Nationals, receive prizes from Commodore Whittemore.



Tom Head (left) and his crew, John Duncan from Australia, are happy to get the Wells Trophy.

The National Snipe Championship went back to California again! Fred Schenck, sailing out of Newport Harbor, replaced Los Angeles' Clark King as Champion by winning the Heinzerling Trophy and the right to represent the U. S. in the World Championship Races in Portugal in September.

In a 10-race series--5 for the Crosby elimination series and 5 for the Heinzerling championship--on the Illinois River at Peoria with the Peoria and Indianapolis Fleets as joint hosts at the Ivy Club, the boys from California once again demonstrated in convincing fashion the strong hold they have on the top honors of the Snipe Class.

In a field of 65 entries from 19 different states composed of district, fleet, and ex-champions, the 4 California teams took 22 out of 50 of the first five positions in the ten races, leaving only 28 such positions for the other 61 contestants. Terry Whittemore of the Lake Quassapaug, Connecticut, Fleet and the International Commodore, alone prevented them from completely dominating the top 5 in the Heinzerling series when he finished in third place with 6197 points, beating out Jerry Thompson of Long Beach and John Jenks of Lake Merritt, who totalled 5824 and 5690 points respectively.

Fred and Jean Schenck had a thrilling duel with fellow-Californians Bob and Elly Huggins, also of Lake Merritt and the winners of the Crosby Series earlier in the week. They battled all the way and finally won by placing 2nd in each of the last two races, while the Huggins team was finishing 6th and 3rd.

The regatta itself was run under near perfect conditions with clear and cloudy skies but no rain and with mild to fair breezes

all week. The tune-up race Sunday afternoon was the toughest race of the week with a strong wind and some white caps and Ted Wells won it handily. However, that was the last time the wind really blew hard, much to the disappointment of the heavy weather boys.

The Crosby elimination series started Monday morning with the fleet of 65 boats broken up into 6 groups drawn by lot and assigned different distinguishing colors. Each fleet raced each other fleet once in the 5 race series with the top 24 high point men becoming eligible for the Heinzerling Series. Bob Huggins and his wife, Elly, crewing; Terry Whittemore with brother Bob; and the 1956 Championship team of Harry Allen and Helen O'Leary of Lake Quassapaug had a neck-and-neck race through-out and only 150 points separated them at the end of the 4th race Tuesday night with Huggins first, Allen second, and Whittemore third. But even though Terry copped a first place Wednesday morning, Bob hung on to 2nd and the Trophy. Bob and Terry each had 2 firsts and 2 seconds, but Bob's 5th place in the 4th race was better than Terry's 6th in the 3rd race, providing a margin of 71 points, with which he won.

The Crosby races excited much interest and speculation, for, while most of the favorites qualified as expected, there were enough upsets and close contests to demonstrate that anything might happen in the later events. Special attention was centered on old #3518, a famous home-built Snipe which had won the U. S. National Championship back in 1946 when sailed by Bob Davis of Balboa, California, at Chautauqua, N. Y. Bob sold the boat there after the races for the then unheard-of price of a thousand dollars and the boat was sailed by the local fleet for

(Turn to page 6)

## U. S. NATIONALS (from page 5)

years, changing hands several times and finally ending up at Lake Quassapaug in the hands of Bob Huggins. When transferred to California a couple of years ago, Bob took the boat "back home" and now, here in 1957, it was back again in the nationals and outsailing and outperforming many new boats in the 10,000 series. Needless to say, 3518 has been carefully checked several times during its life from stem to stern and it meets all class specifications. It is an ordinary boat with a remarkable record made by good sailors and the Huggins team entered the main event as heavy favorites in the minds of many.

Taking advantage of the fine sailing weather, the race committee decided to get the Heinzerling series under way Wednesday afternoon instead of Thursday morning as scheduled. This was a long windward-leeward race with a steady 10-12 mph wind, but when the fleet split up on opposite tacks on the first leg, one group got a more favorable shift from the shore and Schenck, Huggins, Whittemore, John Rose, Arden Zinn, and Jerry Thompson finished (in order) to gain an immediate advantage over Zimmerman, Wells, Harry Levinson, Eddie Williams, Joseph Ramel, and Harry Allen, all of whom were far back in the fleet. It would be difficult for the latter group to recuperate.

But in the 2nd race Thursday morning with fair winds from the same direction, the same course was sailed and shifty winds along both shores again scrambled up results. This time, John Rose won handily, followed by Wells, Allen, Alan Levinson, and John Jenks, while Jerry Thompson with a 12th and Terry Whittemore with an 18th were most unfortunate. But Schenck and Huggins managed to stick in the middle with a 6th and 8th respectively. At this point, John Rose with a 4th and a 1st, was out in front leading Schenck by 154 points. The afternoon race with an increasing wind was a short triangular and John Rose immediately jumped out ahead and was never headed, but, sad to say, the race was protested as illegal under Snipe rules (1) the first leg was a reach instead of a beat (2) the race was less than 4 miles required under Heinzerling deed of gift. It was thrown out. Rose, with his 4th and 2 firsts, would have had a commanding lead.

The two races Friday were triangular with mild and shifty winds, almost drifters. Positions changed many times and Whittemore with a first and Harry Allen with a second put a stop to it. Huggins got a third and here he evened things up with Schenck, for Fred fell back to 9th place. John Rose, still in hard luck, also dropped back to 16th. So now the pattern was forming rapidly as practically everyone else had had one bad race except the two leaders. Huggins now led Schenck by 154 points and it was up to Fred to catch him in the last two races. Thus the stage was set for a thrilling climax!

The fourth race that afternoon was a repetition of the morning race, but now two new skippers entered the picture--the always dangerous Levinson brothers from Indianapolis. Harry and Alan fought for leading places all the way around the course and Harry crossed the line first, followed by Schenck. Then Jerry Thompson and Alan Levinson slipped in ahead of Huggins, now in 5th place, and thus a virtual tie was established for the championship for Bob had 5370 points, just 20 ahead of Fred's score of 5350. ~~Harry Levinson~~ was the next closest man with 4689, so it was evident Friday night that the outcome of the duel Saturday A. M. between Bob and Fred would determine the winner. It would actually be a two-boat "sudden death" race.

This last race was a 2-lap triangular course and was delayed by shifty winds until a perfect starting line could be established. Terry Whittemore jumped ahead like a jack-in-the-box at the firing of the gun and continued to lead the fleet at every mark, increasing the gap on every leg. He sailed like a demon! In the meantime, Fred and Bob started together on starboard tacks among the leaders. Shortly Bob took a port tack toward the east shore, but Fred continued out into the lake. When Fred decided to cover Bob, he found he had a nice lead over him. With the rest of the fleet watching and avoiding conflicts, the duel began, with Terry far in the van showing the way. At the windward mark, Schenck was second, followed by Allen, Jenks, Eddie Williams, and then Huggins in 6th place. At the second mark, Huggins had moved into 5th, which place he held at the 3rd mark while Schenck dropped a place to 3rd. It was getting tighter! The next windward leg was exciting, for Schenck moved back into 2nd place and Bob had come right up on his tail into 3rd position. Here the cat and mouse game started in earnest, with Fred cover-

ing Bob's every move. The distance between the boats varied constantly and the nervous tension increased proportionately. Rounding the last marker to make a short beat to the finish line, Fred was about 30 yards ahead of Bob. In a last gallant effort, Bob made several tacks in an effort to escape to free air and did manage to gain a little, but at the finish line, it was Schenck by several boat lengths. And thus a new national champion was crowned!

In the meantime, the Wells Trophy races were being run over the same courses at the same time. The 41 boats were divided into 4 fleets, each one racing the other once in 3 races and then being reshuffled for the last two races.

John Wolcott of Quassapaug and Bill Kilpatrick of Oklahoma City (who failed to qualify for the Heinzerling series when he hit a buoy in the Crosby series and dropped out) both got firsts, but in the second race, Bill had more bad luck and was disqualified and Wolcott got a 9th, so Francis Seavy of Clearwater, Red Garfield of Chautauqua, Tom Head of Peoria, and Woody Norwood of Atlanta moved up the ladder. But the next three races developed into a tough fight between Kilpatrick and Head with each man scoring 2 firsts and 1 third to lead all the others. Bill's DSQ was too much of a handicap to overcome Head's brilliant sailing and the Wells Trophy went to Tom by a margin of 662 points to the great delight of the loyal Peoria rooters. Woody Norwood was a close third, only 15 points behind Kilpatrick.

Since the banquet had been held Friday night, the presentation of trophies took place on the lawn after lunch. Many fine trophies and beautiful prizes were awarded to various winners. Fred announced that he would leave his boat "Chequendeque" (10101) in Peoria and use Hy Upson's Gerber Snipe, which had been shipped earlier in the month. The "Chequendeque" is a Varalyay wooden hull covered with fiberglass. He used Watts dacron sails. Fred and Jean left for New England that night and will fly to Portugal with Terry. Toasts to their success were drunk by the sailors and they were speeded on their way--with best wishes for victory! Immediately afterwards, boats were packed and by evening, the place was deserted.

In the opinion of all, this was the best and biggest Nationals ever held. The setting was beautiful and extremely accommodating to a regatta; the organization under the fine leadership of the General Chairman, Stanley Salzenstein, was perfect and all committees functioned extremely well. The Race Committee with Tod Wadley as Chairman always had everything under control and many difficult tasks and decisions were handled satisfactorily. Winnie Meyer was a perfect host on his houseboat, which the race committee used--most ideal for that purpose. Rudy and Jane McMasters headed up the lavish entertainment program with special events planned for every night; Tom Head had the tough measuring job and Paul Anton was the dock-master. Bob and Marge Grover did the paper work and Betty Anderson was a model scorekeeper and recorder. Many others assisted on various committees. They all did a grand job!

To top it all off, fine sailors won through demonstrated ability. There was no doubt of their superiority! Also, two facts were outstanding: (1) the fine caliber and ability of the sailors made competition the toughest it has ever been. At least half of the sailors in the Heinzerling entries were real contenders and could have won top honors hands down with justification. Every one had a chance to win--and not just on paper! Snipe sailors are smarter and better informed--thanks to the instruction and sharing of racing secrets by top sailors in the class. Lessons learned from Wells' SCIENTIFIC SAILBOAT RACING and the Bulletin articles are beginning to pay off. (2) the high quality and excellent condition of the boats and their equipment. Use of synthetic sails gives everyone practically the same power plant and now races depend more on decisions and not so much on equipment and luck. Competition in Snipe is really keen--and TOPS!

Judging from the success of this fine regatta, Chautauqua next year will really be something! Everybody come!  
FINAL THOUGHT OF THE DAY FOR ALL YOU FRUSTRATED NATIONAL CONTESTANTS: Sailing is considered a sport. Marty Kane of SPORTS, Illustrated, defines sport as "a means of acquiring quiet desperation under ideal conditions!" And, for some reason, that recalls an old definition of a necessary evil as "one we like so much we're not too anxious to get rid of it."

1957 SCIRA NATIONAL CHAMPIONSHIP  
COMMODORE CHARLES E. HEINZERLING TROPHY SERIES



SKIPPERS' MEETING FOR THE JUNIORS at the Nationals.  
All sailors were well briefed every morning before racing.

BOAT	SKIPPER	CLUB	RACES	1	2	3	4	5	PTS.	Fin.
10101	Fred Schenck, Newport Beach, Cal.		1	6	9	2	2		6891	1
3518	Robert Higgins, Lake Merritt, Cal.		2	8	3	5	3		6794	2
7432	Terry Whittemore, Quassapaug, Conn.		3	18	1	9	1		6197	3
9599	Jerry Thompson, Long Beach, Cal.		6	12	8	3	6		5824	4
10567	John Jenks, Lake Merritt, Cal.		8	5	13	6	5		5690	5
7902	John Rose, Grand Rapids, Mich.		4	1	16	8	10		5644	6
10172	Harry Levinson, Indianapolis, Ind.		12	14	5	1	8		5555	7
10668	John Call, Indianapolis, Ind.		9	7	4	17	4		5494	8
8800	Harry Allen, Quassapaug, Conn.		15	2	2	18	7		5403	9
6025	Ted Wells, Wichita, Kans.		11	3	19	11	11		4628	10
10353	Alan Levinson, Indianapolis, Ind.		7	4	24	4	20		4627	11
10175	Carl Zimmerman, Akron, Ohio		10	17	15	13	9		4021	12
2740	Robert Frahm, Grand Rapids, Mich.		24	9	7	20	17		3524	13
9740	Joseph Ramel, Lee's Summit, Mo.		14	11	20	14	15		3478	14
9732	Dexter Thede, Grand Rapids, Mich.		16	10	22	15	12		3464	15
10368	Arden Zinn, Gull Lake, Mich.		5	18	21	7	24		3397	16
9365	Jack Schwindler, Lake Lotawana, Mo.		18	22	6	21	14		3244	17
11000	Eddie Williams, Lake Lotawana, Mo.		13	15	18	19	16		3098	18
9314	Eduard Rosenbaum, Gull Lake, Mich.		19	19	10	22	13		3074	19
9900	Larry Wheeler, Akron, Ohio		23	20	11	12	19		3030	20
8358	Arthur Pickford, Peoria, Ill.		20	13	14	18	18		2742	21
10483	James Elsassner, Diamond Lake, Mich.		17	23	23	10	22		2546	22
9361	Glewe Slauson, Peoria, Ill.		22	21	17	16	21		2401	23
9871	Edward Grier, Peoria, Ill.		21	16	12	23	23		2302	24

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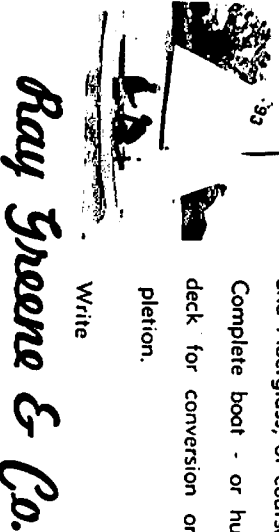
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### 1957 CROSSBY SERIES

BOAT	SKIPPER	CLUB	RACES	1	2	3	4	5	PTR.	FIN.
3518	Robert Hughes, Lake Kerritt, Cal.		1	2	1	2	1	3	1729	1
7432	Rory Whittemore, Quasongaug, Conn.		1	2	1	2	1	4	1761	2
8800	Harry Allen, Quasongaug, Conn.		1	2	1	2	1	4	1701	3
10101	Fred Bohndorf, Newport Harbor, Cal.		2	1	2	1	2	1	1746	4
11000	Kedde Williams, Lake Lotswama, Mo.		2	3	1	4	1	4	1628	5
9599	Jerry Thompson, Long Beach, Cal.		3	2	3	1	2	1	1652	6
9723	Robert Thiede, Grand Rapids, Mich.		3	4	2	3	1	3	1592	7
10483	James Kinsman, Diamond Lake, Mich.		3	1	2	3	1	4	1638	8
10175	Carl Zimmerman, Akron, Ohio.		3	1	2	3	1	4	1658	9
9740	Joe Ruml, Lee's Summit, Mo.		4	2	1	2	3	1	1602	10
9900	Larry Wheeler, Akron, Ohio.		4	2	1	2	3	1	1602	11
6023	Ted Wollin, Wichita, Kansas		4	2	1	2	3	1	1615	12
8358	Art Kachord, Peoria, Ill.		4	2	1	2	3	1	1648	13
10567	John Jones, Lake Kerritt, Cal.		5	2	1	2	3	1	1565	14
10352	Alan Lovinson, Indianapolis, Ind.		5	2	1	2	3	1	1565	15
10172	Harry Lovinson, Indianapolis, Ind.		5	2	1	2	3	1	1565	16
9314	Edwin Rogensbaum, Gull Lake, Mich.		6	2	1	2	3	1	1500	17
10668	John Gull, Jr., Indianapolis, Ind.		6	2	1	2	3	1	1500	18
9365	Jack Behmiller, Lake Lotswama, Mo.		5	2	1	2	3	1	1529	19
2740	Olave Blumson, Peoria, Ill.		4	1	2	3	1	2	1529	20
10558	Robert Fyahn, Grand Rapids, Mich.		4	1	2	3	1	2	1528	21
9871	Edward Ordor, Peoria, Ill.		9	1	2	10	13	9	1529	22
8569	Bruce Colyer, West Pala Beach, Fla.		9	5	19	11	4	5073	25	
10370	Wm. Klapavick, Oklahoma City, Okla.		7	14	3	4	4	1953	26	
9497	John Wolcott, Quasongaug, Conn.		3	8	16	3	7	1491	27	
9924	Viktor Larsen, Chautauque, N.Y.		14	12	6	10	15	1852	28	
10007	Thomas Head, Peoria, Ill.		7	12	6	7	8	1482	29	
9310	Jackson Gumszun, Winchester, Va.		20	9	11	8	3	1482	30	
8570	Red Gartiold, Chautauque, N.Y.		8	10	10	12	10	1481	31	
10801	Woody Horwood, Atlanta, Ga.		12	4	17	9	11	1477	32	
8600	Paul Kent, Indianapolis, Ind.		15	10	9	13	7	1470	33	
9324	Bedford Russell, Chautauque, N.Y.		20	11	8	12	10	1429	34	
7435	Raymond Russell, Chautauque, N.Y.		21	11	8	12	10	1429	35	
9100	Alko Oboguetto, Lake Gulliver, Kansas		22	8	17	15	4	4073	36	
6938	Hattie Orrer, Green Lake, Wis.		18	17	18	15	6	4073	37	
6995	Francis Boury, Clearwater, Fla.		18	17	18	15	6	4073	38	
10770	Tom Heckel, Indianapolis, Ind.		18	17	18	15	6	4073	39	
10657	Francis Gastelli, Docteur, Illinois		16	17	15	12	15	3809	40	
9604	John Keyser, Gull Lake, Mich.		16	17	15	12	15	3809	41	
4002	Stewart Brown, Baltimore, Md.		18	16	9	17	8	3851	42	
7760	John Sundberg, Diamond Lake, Mich.		18	16	9	17	8	3851	43	
10201	Gibby Zornick, Green Lake, Wis.		12	12	10	17	11	3771	44	
9318	Bill Garser, Green Lake, Wis.		11	12	11	16	14	3766	45	
9307	Elroy Ruchon, Council Bluffs, Iowa		11	15	12	16	14	3766	46	
10482	Legio Hand, Gull Lake, Mich.		17	14	13	17	10	3705	47	
9543	Sam A. Korwood, Atlanta, Ga.		21	21	15	18	19	3699	48	
10800	William Coleman, Clearwater, Fla.		17	14	13	17	10	3705	49	
10229	Stanley Ritzmer, Gull Lake, Mich.		24	21	15	18	19	3387	50	
10951	William Salmonslein, Peoria, Ill.		13	18	12	20	12	3223	51	
9330	Tom Stewart, Atlanta, Georgia		15	15	12	16	15	3223	52	
10221	Robert McJilung, Ocala, Nebraska		16	22	15	17	14	3023	53	
10660	Sam Reed, Indianapolis, Ind.		17	20	19	18	19	2827	54	
7999	Haney Fehentold, Grand Rapids, Mich.		20	12	10	18	18	2827	55	
9255	Stan Hees, Eagle Lake, Mich.		15	18	14	17	21	19	2817	56
9255	Lonnie Foyert, Chautauque, N.Y.		15	18	14	17	21	19	2817	57
10901	Bradford McFadden, Jr., Atlanta, Ga.		13	19	20	12	17	2741	58	
8698	Mark Schomborgor, Cincinnati, Ohio.		20	21	20	16	20	2572	59	
9362	John Gull, Jr., Indianapolis, Ind.		20	21	20	16	20	2572	60	
9228	Jerry Kalch, Clearwater, Fla.		17	21	21	20	19	2324	61	
7246	Tim Bealon, Indianapolis, Ind.		19	21	21	20	19	2131	62	
10164	Karvin Jondings, Memphis, Tenn.		22	22	21	22	14	1483	63	

### 1957 SCIRA NATIONAL CHAMPIONSHIP WELLS TROPHY SERIES

BOAT	SKIPPER	CLUB	RACES	1	2	3	4	5	PTR.	FIN.
10007	Thomas Head, Peoria, Ill.		6	2	1	1	3	1	790	1
10370	William Klapavick, Oklahoma City		1	2	1	3	1	3	728	2
10801	Woody Horwood, Atlanta, Georgia		3	5	5	2	2	6	673	3
9497	John Wolcott, Quasongaug, Conn.		12	5	2	11	1	6	645	4
8600	Fred Gartiold, Indianapolis, Ind.		4	3	3	3	1	6	614	5
8570	Paul Kent, Chautauque, N.Y.		4	3	3	3	1	6	670	6
6995	Francis Boury, Clearwater, Florida		2	2	1	10	4	11	6974	7
8569	Bruce Colyer, Clearwater, Florida		2	2	1	10	4	11	6974	8
10239	Hattie Horwood, Green Lake, Wis.		7	4	4	8	2	6	6335	9
9924	Stanley Salmonslein, Peoria, Ill.		5	10	5	2	12	5	5925	10
9314	Victor C. Larson, Chautauque, N.Y.		4	1	17	10	4	5	5845	11
9318	Bill Garser, Green Lake, Wis.		13	3	3	18	4	5	5729	12
9100	Alko Oboguetto, Lake Gulliver, Kansas		7	8	15	8	8	8	5229	13
7999	Haney Fehentold, Grand Rapids, Mich.		14	10	6	8	8	8	5229	14
10770	Tom Heckel, Indianapolis, Ind.		2	DNF	3	13	11	5	5184	15
7435	Raymond Russell, Chautauque, N.Y.		11	6	14	11	10	13	4778	16
4002	Stewart Brown, Baltimore, Md.		8	14	2	14	12	10	4670	17
9363	Sam A. Korwood, Atlanta, Georgia		9	6	14	12	10	13	4670	18
10800	William Salmonslein, Peoria, Ill.		13	7	12	17	10	13	4670	19
10657	Francis Gastelli, Docteur, Ill.		11	12	9	10	4	10	4520	20
9324	Karvin Jondings, Clearwater, Fla.		10	7	12	14	14	10	4520	21
9604	John Keyser, Gull Lake, Mich.		5	1	19	14	8	4	4292	22
9307	Floyd Ruppert, Jr., Council Bluffs, Iowa		2	12	11	12	14	10	4253	23
10901	Bradford McFadden, Jr., Atlanta, Ga.		2	12	11	12	14	10	4253	24
10221	Robert McJilung, Cincinnati, Ohio.		12	15	7	16	12	9	3776	25
9362	John Gull, Jr., Indianapolis, Ind.		12	15	7	16	12	9	3776	26
10201	Gibby Zornick, Green Lake, Wis.		12	15	7	16	12	9	3776	27
10056	Tim Bealon, Indianapolis, Ind.		12	15	7	16	12	9	3776	28
8698	Mark Schomborgor, Cincinnati, Ohio.		12	15	7	16	12	9	3776	29
7346	John Lovinson, Indianapolis, Ind.		12	15	7	16	12	9	3776	30
9925	Lonnie Foyert, Chautauque, N.Y.		12	18	13	12	13	10	3036	31
7780	John Sundberg, Diamond Lake, Mich.		10	4	13	18	13	10	3592	32
9298	Jerry Zalk, Clearwater, Florida		16	16	11	17	13	14	3463	33
10963	Boat		16	16	11	17	13	14	3463	34
10083	Frank		9	14	15	15	15	15	3175	35
10660	Sam Reed, Indianapolis, Ind.		9	14	15	15	15	15	3175	36
9330	Tom Stewart, Atlanta, Georgia		12	17	17	17	17	17	2702	37
9525	Stan Hees, Eagle Lake, Mich.		16	15	18	17	18	17	2406	38
10164	Karvin Jondings, Memphis, Tenn.		16	15	18	17	18	17	2406	39



# SAIL A CHAMPION

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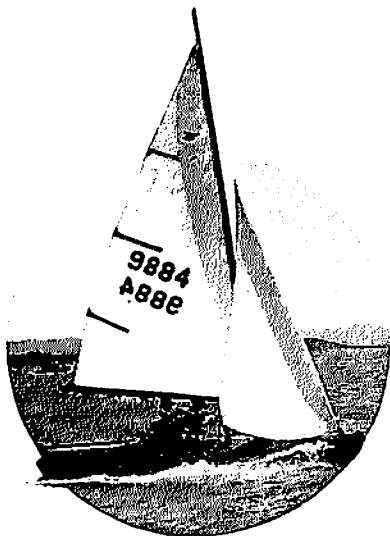


## SNIPES NEWS IN BRIEF

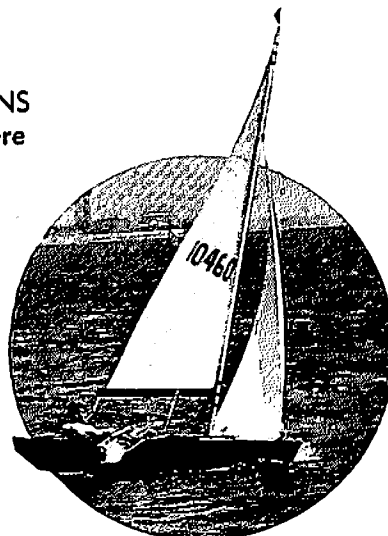
Ed Grier of Peoria reports, "The Ivy Club seems a bit quiet since the crowd left! Everybody is still talking about the Nationals and will for years to come. The youngsters had a Penguin Regatta here today. Everything looked refreshingly simple." . . . . There used to be a fine Snipe fleet down in South Carolina and now John Gilchrist, 1620 Pinckney St., Charleston, sends in an encouraging report: "I had never seen the Snipe Bulletin before and, reading it for the first time, found it of great interest. I think it will be of valuable help in reviving interest in Snipes here. Judging from the interest shown me so far among local sailing enthusiasts, I think enough boats will be bought or built during the winter to re-activate the old fleet." And from nearby Columbia, S. C., Richard W. Liebert, Jr., 1219 Sanford Rd., also writes: "Here in Columbia, we have no sailing fleet of any kind and it will be hard for me to be a real Sniper. However, I am measuring my boat and want to join SCIRA. At this time, a group of Columbia businessmen have been talking about organizing a sailing club made up of all types and sizes of sailboats, but we have not formulated anything definite as yet." The boys in Georgia and Florida will certainly be happy if they get some South Carolina competition. . . . Fleet 158 at Diamond Lake, Michigan, has just finished a successful season under Fleet Captain Ron Francis. 19 official races were sailed and Bernie Rowe, who finished in second place in season's standings, sailed in all of them. Jim Elsasser is the fleet champion and Ron Francis got third place. Rowe's score of 1601.2 is the highest Diamond Lake, with a large registration of Snipes, has ever seen. The club was also the host for the District 3 Championships held the last weekend in August. The Matt Taggart Annual Junior Race ran true to tradition with a little comedy thrown in. The Race Committee was quite bewildered when, to their amazement, a Snipe approached the starting line with a couple of tiny tots as skipper and crew. Now, who has ever seen a couple of babies racing a Snipe? But there they were--white lacey bonnets, lingerie 'n everything, and the boat really going places. Uncle Matt's first impulse was to give them a 5-minute handicap be-

cause of their tender, young age. But the spunky couple of kids insisted on racing with the "big kids", so they refused the handicap. The only solution was to look it up in the rule book and, you guessed it--they were disqualified! The last anyone saw of them, they were on their way to the candy store for a couple of lollipops -- 6667 with LeRoi Harrison and Mary Jo Fitts, an enthusiastic member from Nashville, Tenn. Good fun, folks! It takes a little humor like this to make things interesting. The foregoing comments were taken from the Diamond Lake Yacht Club weekly bulletin, a very interesting 2-3 pages report edited and produced by Ron Francis, again. . . . . Since the personnel of the Graham-Eckes School Fleet 413 constantly changes over the years, Bruce H. Colyer, 3135 Washington Rd., West Palm Beach, Fla., has agreed to act as liaison man and see that the group maintains proper SCIRA affiliations. So, in the future, all fleet business and data should be mailed to him. Thus, with a permanent leader, there should be continuous activity at Palm Beach. . . . Roberto Hollnagel of Sao Paulo, Brazil, reports: "On May 5, the biggest one-design boat race ever held in South America (48 Snipes) was held on waters of the Guaiba River, Porto Alegre. The winds were strong and a real test of sailing ability. Young Gabriel Gonzales, twice National Champion and Brazilian representative to the Bermuda Western Hemispheres last year, was the winner. Gastao Altmayer, twice Sharpie 12m2 class champion, was second and Paulo Hennig, a newcomer to Snipes, was third, while Iram Guimaraes was fourth and Horst Slegmann, fifth. As you can see, Snipe is getting bigger and better down here." Readers of the Bulletin have long been well aware of the activity of the class and the great enthusiasm for Snipe in Brazil. May it always prosper! Roberto also ordered a couple of Snipe insignias as advertised in the Bulletin. He thinks they will make very appropriate and satisfactory gifts for low-place participants in a regatta. We agree with him and also suggest they could be used as favors for all entrants, etc. . . . John V. Baketel of the famous New Hampshire Cow Pasture Fleet 127 says, "We are having a very good season at the Club with as many as 10-13 Snipes taking part in the Sunday races. Competition is very keen and the interest is high. We soon will be ready to take on all comers!"

## IN ALL PARTS OF THE WORLD ULMER sails gave an outstanding performance in '56



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# Wells Wanderings by Ted Wells

DECISIONS — DECISIONS — DECISIONS  
( Shifts, Shores, or Long Shots )

The character who quit his job sorting potatoes because of the mental strain caused by the constant decisions as to whether they were small, medium, or large, could have gotten lots of sympathy from the Snipe skippers sailing in the Nationals at Peoria. Also, the Middle Western and Eastern skippers who thought that Peoria would give them a chance to get even with the Californians after Long Beach, would just as soon forget about any statements made to that effect last year.

Shifty winds, of course, are normal for a lake, but the wind at Peoria seemed to delight in staying fairly steady for thirty minutes before the start of a race and then shifting about three minutes after the start in order to turn what looked like a good safe windward position into a very unsafe leeward position behind and underneath everyone else. Also, in a fair number of races, it appeared to be almost fatal to be on the tack which was heading closest to the mark, as the tack away from the mark (which was obviously no good), always seemed to lead into a spot where there was more wind, while the obviously good tack continued to look good but just simply didn't get you to the mark first. In the first few races of the Crosby series, it looked like Bob Huggins had some kind of a miniature electronic computer to tell him where to go to get a favorable wind as he would be buried deep in the fleet and, all of a sudden, show up right up in front.

Shore lines are always tricky in lake sailing, but I have never seen any others where the decision as to when, whether, and how close to go to a shore had such favorable or disastrous results as in this regatta. If you went in to a shore when you shouldn't have, or if you went a little bit too far, you would lose from five to twenty boats depending on how bad your judgment had been. Staying off of the shore when you should have gone in was frequently even more fatal, the only thing worse being to decide to go on shore, but picking the wrong shore.

In the last race where Fred Schenck and Bob Huggins started out essentially tied and with a trip to Portugal going to whichever of them beat the other one, it appeared, from where I sat, that Fred's trip to Portugal was assured by his holding the starboard tack for a minute or so after the start and by Bob's going onto a port tack toward the shore after the start. Bob didn't hold his port tack very long, but it was long enough to send Freddie to Portugal. I held onto the tack for a few minutes longer and had a good safe last place. Fortunately, there were enough people who thought that the shore might pay off on the second lap, so that I was able to get up to 11th place at the finish by avoiding it. This doubled the number of correct decisions that I had made in the regatta.

Playing long shots is always risky, but conditions such as those which existed at Peoria made it tempting to do so and sometimes they paid off very well. When they didn't, of course you found yourself in last place. In one race, I was over the leeward end of the line early at the start, so crossed behind the fleet on a port tack and held the port tack until almost even with the mark, getting there just behind Larry Wheeler and just ahead of John Rose. At the start of the next division ten minutes later, Bill Kilpatrick tried the same stunt with very sad results. On the second beat in our fleet, John Rose took off on a starboard tack immediately after rounding the leeward mark while I decided to hold the port tack as much as possible but to tack with the shifts if they were big enough. Harry Allen came up from some place behind us and held the port tack practically until he reached the opposite shore. John Rose got to the mark first, Harry Allen got there second, and I arrived third.

In most of the races, about half of the people in any division could truthfully say that with one or two different decisions, they could have won the race. Also, in most of the races the leaders would have to admit that, but for one or two decisions, they might have been way back (Which all of them were at one time or the other). These facts might cause one to arrive at the conclusion that luck had a decisive effect in the outcome of the regatta. Luck admittedly had something to do with the results, but, in my opinion, not a decisive one. The boats and sails were extremely well matched and there were no boats which were significantly faster than others. A winning skipper has to develop a sort of sixth sense which makes him instinctively make a higher proportion of correct decisions on where to start, where to go after the start, and what tack to take to produce the best results five minutes later. With the competition as tough as it was at Peoria, this sixth sense had to be really functioning. It can be aided, of course, by clear thinking and by not doing things which are based solely on wishful thinking. It's an intangible thing and I can't prove that it exists. Neither can I tell anyone how to acquire it if they don't have it, because if I knew, I wouldn't have ended up where I did.

One event transpired, however, which had to be 100 per cent pure luck; that was when Beth Norwood pulled my name out of the bowl in the drawing for a suit of Watts' dacron sails, which Kenny had very kindly donated to the regatta organization as a prize — which I guess proves that, if you stick around long enough, your luck is bound to change ( I never won anything in a drawing in my life ).

"Chee, de boids choip pretty," said the little Brooklyn boy out on a nature hike.

"Those aren't 'boids'. They're birds," corrected the teacher. "No foolin'. Chee, dey choip just like boids."

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## MANY PRIZES DONATED BY FRIENDS OF SCIRA

One highlight of the event was the banquet in the huge ballroom of the Pere Marquette Hotel on Friday night. The crowd of over 300 was the largest in Snipe history.

The climax of the evening was the drawing for the many valuable prizes which had been generously donated by manufacturers of all types of sailing equipment. SCIRA is indebted to the many donors who helped make the evening so successful.

Following are the prizes and the skippers who won them:

Various RACE-LITE stainless fittings from the E. F. Griffiths Co., Philadelphia, were won by Pat Wheeler and Bradford McFadden, Jr.

Colorful code flag napkins from the Commodore Uniform Co., New York City, were won by Tim Scanlon and Jack Schwindler.

Battencraft Co., of Babylon, N. Y., donated three sets of battens which went to Kevin Curran, Floyd Hughes, and Cleve Slauson.

Three aluminum whisker poles from the Ray Greene Co., of Toledo, Ohio, went to John Rose, John Sundberg, and Stan Salzenstein.

Merriman Bros, Inc., Boston, Mass., sent a main sheet jam which Nancy Fehsenfeld was happy to get.

George Spivey, Chattanooga, Tenn., presented a laminated daggerboard lift, two whisker poles, and a boom with ash inserts. These went to John Jenks, John Call, Sr., Alan Levinson, and Eddle Williams.

A tiller and rudder from Varalyay Boat Works of California was won by Ann Hook.

Duffy-Roberts of Chattanooga donated a chrome main sheet jam and it went to Paul Zent.

Ed Grier of Peoria presented a Sniphon pump and the recipient was Commodore Terry Whittemore.

A rudder and a tiller plus a main sheet outhaul from the Leon Irish Co., Oak Orchard, Mich., were won by Hattie Carver and John Call, Jr.

A Guy Roberts full-cut jib was won by Harry Levinson. Guy Guy and his wife, Ruth, from Clearwater, Florida, both attended the banquet.

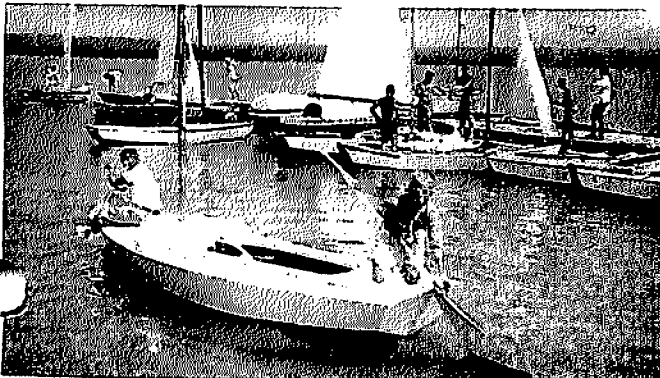
Heckel Plastic Products, Indianapolis, Indiana, awarded a \$150.00 gift certificate toward the purchase of a fiberglass Snipe and this was received by Bill Kilpatrick.

Charles Morgan, sailmaker of St. Petersburg, Fla., presented a jib which Lyle Hasty took home with him.

Southern Sailmakers, Fort Screven, Ga., donated a set of full-cut dacrons sails which were won by Dean Kesterson.

Kenneth Watts of California presented a full-cut set of dacron sails. The winner was none other than Ted Wells.

Thanks again from the Indianapolis and Peoria Snipe Fleets to the many friends of SCIRA who made these prizes possible. Our patronage to these donors is our best way of showing our appreciation.



The 1955 National Champions Harry Allen and Helen O'Leary get ready for a race. They placed third in the Crosby Series. This was the only pivot-board boat in the regatta.

## WANTED AND FOR SALE DEPARTMENT CLASSIFIED ADS. Used Boats and Equipment

Why not try an ad here for only five cents a word, at a minimum charge of \$2.00? RESULTS WILL BE GOOD!

**AT LAST--Build your own "CHAMPION" mast!** The complete plans of the famous WELLS round mast for Snipes. 4 sheets of blueprints with all the details, including hardware and rigging, for only \$1.00 per set. SCIRA, 655 Weber Ave., Akron 3, Ohio.

**FOR SALE: SNIPE DECALS.** Two bright red Snipe insignia 6 1/2" long with number decals, only \$1.00 postpaid. Use them on your car, trailer, boat, etc. **STICKS ANYWHERE.** Get them from SCIRA, 655 Weber Ave., Akron 3, Ohio.

**BUILD YOUR OWN TRAILER.** You can get blue-prints and a detailed instruction sheet for two different types of trailers which were especially designed by snipers to fit a SNIPE. Why spend a lot of money? Only \$1.25 postpaid, complete.

SCIRA, 655 WEBER AVE., AKRON 3, OHIO.

**WEAR SNIPE INSIGNIA.** A good quality emblem 2 1/2" x 1 1/2" suitable for wear on caps, pockets of blazers, jackets, sweaters, etc. A bright red Snipe embroidered on dark blue felt surrounded by yellow braid. Very attractive -- shows up good. Advertise the fact that you own the best little boat in the world and belong to a grand organization. Get them for \$1.00 each from SCIRA, 655 Weber Ave., Akron 3, Ohio.

**FOR SALE: SNIPE EQUIPMENT.** WALCO rubber rub-rail and cockpit trim--white, blue, or black--kit \$7.75 post paid. 3/8" plywood dagger board trunk with mahogany bed-logs, 1/4" bronze bolts and gasket--\$12.00. Coperoyd, \$2.50 pt., postpaid. 7/8" slotted spruce Snipe boom, unfinished, \$4.00.

No C. O. D.'s please. WALCO, 1501 N. Belmont, Wichita 14, Kans.

**FOR SALE: SNIPE 7869 COMPLETE** with sails--daggerboard--trailer. Excellent condition and racing record. **FOR ONLY \$450.00.** Write to John Rabbitt, 69 Snug Harbor Rd., Milford, Connecticut.

**FOR SALE: VARALYAY SNIPE 4250.** Dry-sailed, varnished deck. 4 suits of sails---one new Ulmer dacron, 2 flat cottons, 1 full cotton almost new. Wire halyards. New Gerber equipment this year i. e. boom, whisker pole, sprayrails, rudder and tiller combination. Overhauled trailer included. Priced at \$650.00. John Muhlhausen, North Turkey Hill, Westport, Conn.

**TUNE UP BOTH YOUR BOAT AND YOURSELF!** Get the best textbook of all--"Scientific Sailboat Racing"--by our own Ted Wells. "Snipe sailors MUST and all small boat sailors SHOULD read it", says Robert N. Bavier, Jr., noted racing authority. You can get it from any book store or order it direct from SCIRA for only \$5.00. It makes a fine present!



## Snipe Building Plans

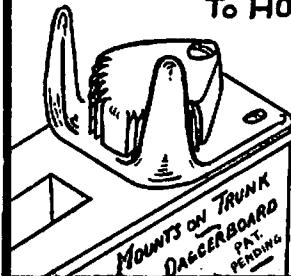
BLUEPRINTS . . \$5.00

REVISED JULY 1956

SCIRA 655 WEBER AVE. AKRON 3, OHIO

## DOUBLE ACTION JAM CLEAT

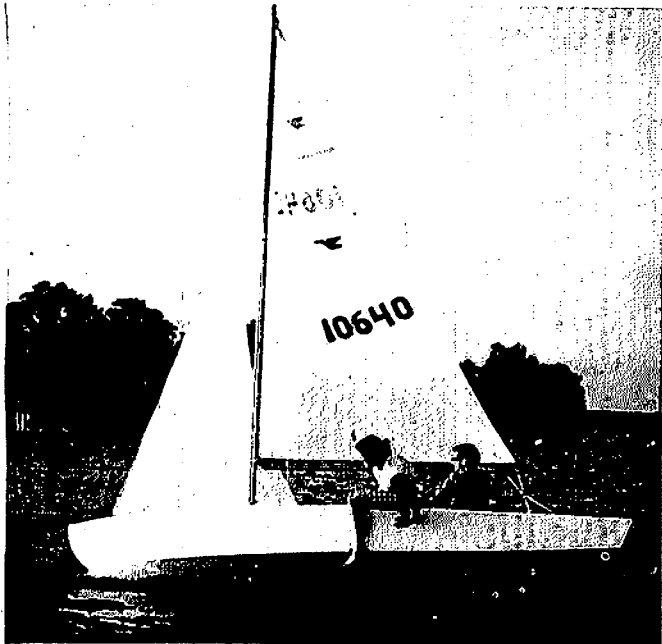
To HOLD THAT JIB



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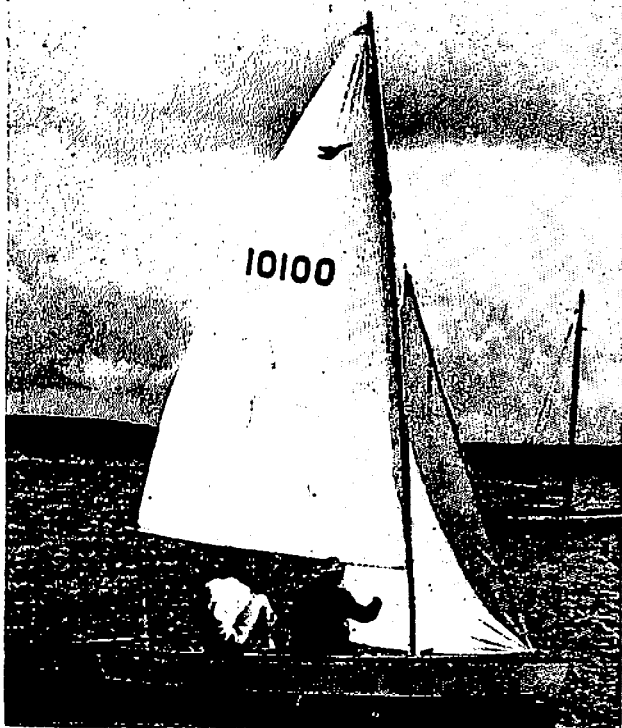
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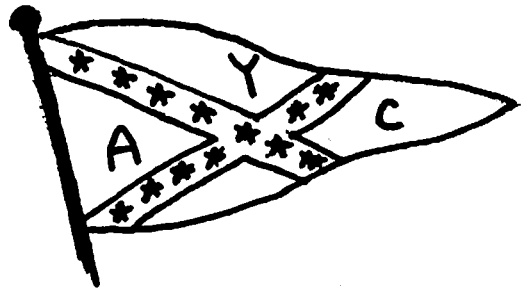
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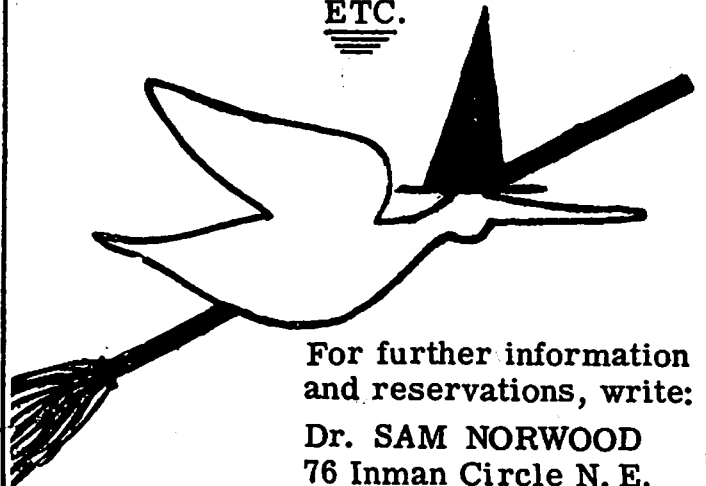
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