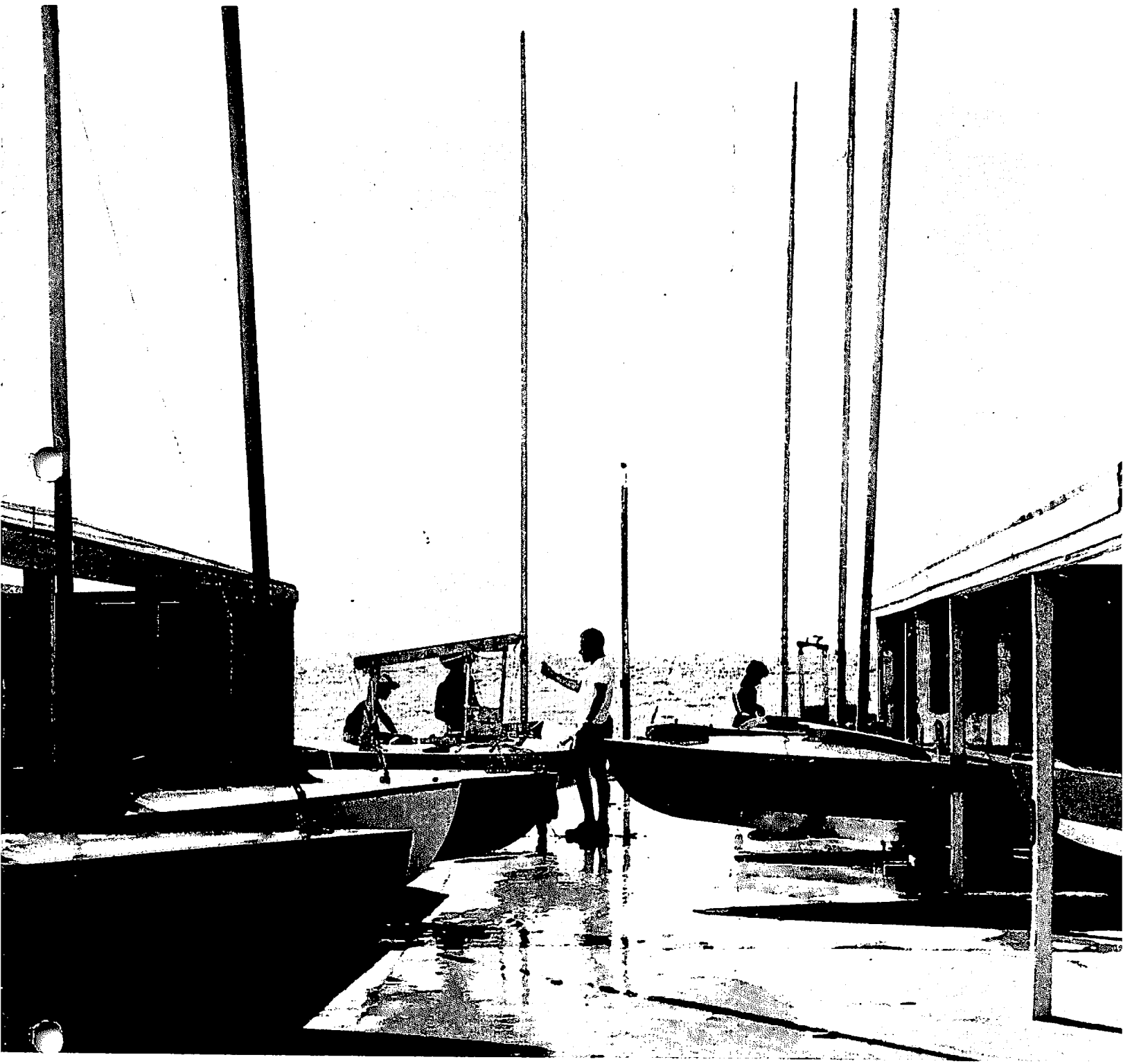


# *Snipe*

# **BULLETIN**



**GONZALO MELENDEZ, CAPTAIN OF FLEET 22,**  
watches the boys dry-dock their Snipes at Miramar,  
Havana, Cuba. — Photo by Barcino.





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**SNIFE BULLETIN**

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

Address all correspondence to:

Snipe Class International Racing Association,  
655 Weber Ave. , Akron 3, Ohio, U. S. A.

Subscription Rates.

\$2.00 Per Year.

Owners of measured and paid-up Snipes receive **SNIFE BULLETIN** as part of their membership free.

Forms close on the 15th 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 SNIFE BULLETIN of any change in address, giving both old and new addresses.

**ATTENTION—all Fleet Captains**

**DHUSRDHU - DEWSEERDEW - DOOZURDOO - DUZARDU**

No matter how we spell it, you should know what it means!

The above announcement is the most important one Scira makes every year, for not only the treasury but the very activity of the class itself depends on how well you collect the dues in your fleet.

There is a constant tendency for careless and unthinking fleet captains and Race Committees to overlook the class rules. They do not have the power, nor do the fleets participating, to change or alter official rules by mutual consent or agreement by majority vote--only Scira has the authority! Remember that only boats recognized as Snipes (officially measured) and owned by members of Scira can enter any official or sanctioned event. Any letting down of the bars to outsiders by local action is in direct violation, not only of Scira rules, but Deeds of Gift as well, and other entrants can legally protest the Race Committee and declare NO RACE. Expulsion from Scira can also result.

Also, the fact that a District Governor approves of the date of a regatta does not mean it is officially sanctioned by Scira --- his action is only a local green light. If you need a sanction for your regatta (some don't --read section 14 of the By Laws), make applications to the national office as usual.

In order to be on the safe side and protect both your regatta and your organization, insist in these points:

- (1) A display of all membership cards for all competing skippers. Cards are printed in easily recognizable colors.
- (2) Such cards must bear the same number as the boat the skipper is racing in the regatta.
- (3) A standard starting system must be used.
- (4) The standard point score system be used.
- (5) The fleet should have someone send in a detailed account (with photos, if obtainable) of the regatta to the Executive Secretary as soon as possible after the event is over.
- (6) Make it very clear that unmeasured, unpaid, unnumbered and untransferred boats are not permitted to start no matter how many million miles they trailed their boats.

There is nothing new about these rules at all--they have been in existence for 25 years and are in the rule book for all to see! Pleas of ignorance should be ignored, for all have been warned many times. Regatta results will be carefully scrutinized this year and violators will be tossed out. If a "free-loader" would happen to win a top position in an important regatta or if he would get mixed up in a foul with a leading contender, you can imagine the resulting unpleasantness, so, let's collect dues from everyone, enforce the rules, avoid trouble, and be happy!

**District 6 Officers Elected**

Jules Voerge of Clearlake Highlands, Lake County, Cal., was elected as the new Governor of District 6 last January. Le Thompson, Jr., of Long Beach, is the Vice-Governor. These two young men, both college students, represent two different sections of the state and thus all activities will be co-ordinated. Under their leadership, Sniping is really getting away with a bang this year, according to Past District Governor Schenck.

# ANNUAL MEETING OF THE RULES COMMITTEE

The following changes and additions to the official class rules were adopted by the Board of Governors upon recommendation by the Rules Committee at the Annual Meeting of Scira in Chicago February 16, 1957:

- All stations must be spaced 2 feet 7 inches apart measured back from the stem head. Overall length tolerance occurs between Station 5 and the transom.
- The stem must be a smooth curve as shown in the plans.
- Frames must be located within 3/4 inches of station lines. Thickness of sides of centerboard trunk is 1/2 inch.
- Transom must be 3/4 inch thick.
- On the measurement sheet drawing on page 4 of the MDS: Change wording in top left hand corner to read: This dimension must equal the measurement from top of trunk to bottom of keel (after #11,000).
- Maximum projection of deck or sheer molding beyond sheer shall be 3/4 inch.
- Rudder must be attached to the transom and as close to the transom as conveniently possible.
- Shroud intersection must be within 2 inches above the jib stay intersection or 4 inches below it.
- Halliard locks to remove tension after sails are hoisted are now permitted, if desired.
- It was also decided that on fiberglass hulls sold to boys camps, no royalty would be charged, but no number would be issued, either.
- Construction of fiberglass hulls in the United States will be limited to professional builders, who are defined as those making their living from boat building. All hulls must still be made from molds taken from the master mock-up, or an authorized duplicate in countries outside the United States.
- There is no objection on either plywood or planked hulls to using either molded plywood or molded planking for the first plank on either side of the keel.
- A study will be made of a proposal to change the system of awarding bonus points so that the skipper sailing in a 40-boat fleet will not be penalized so badly in relation to a skipper sailing in a 5-boat fleet.  
(No change is contemplated in the basic point score system).
- Sail material: Any type of fabric may be used as long as it has a minimum weight of 3 ounces per square yard.
- Electric bilge pumps or ballers operated by batteries are now permitted.  
(This proposal was rejected last year, but, with the large variety of improved pumps of all kinds now available for small boats and desired by small boat skippers, it was felt there were no particular advantages in an electric pump. The cost is about the same as a good mechanically operated pump.)

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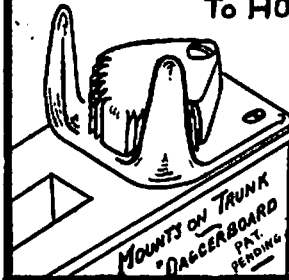
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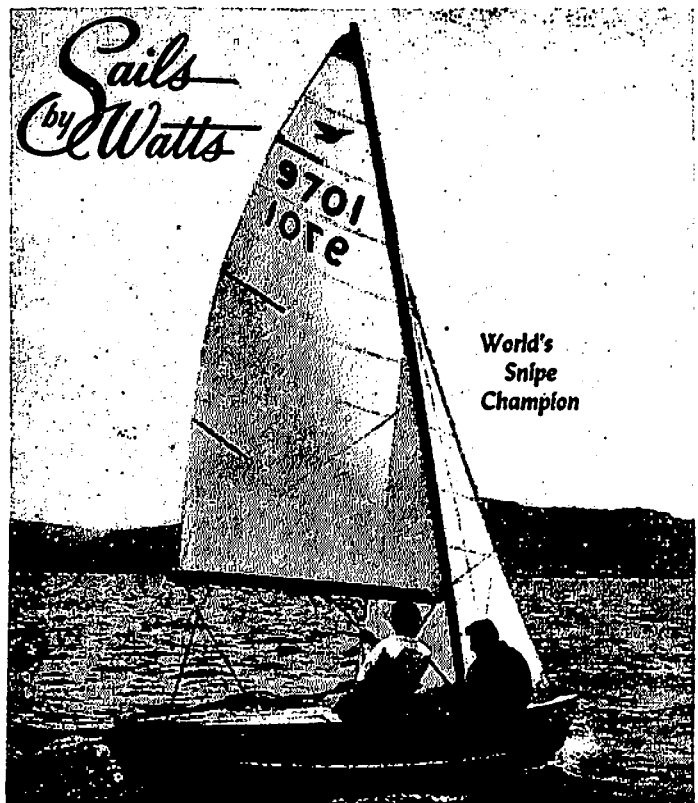
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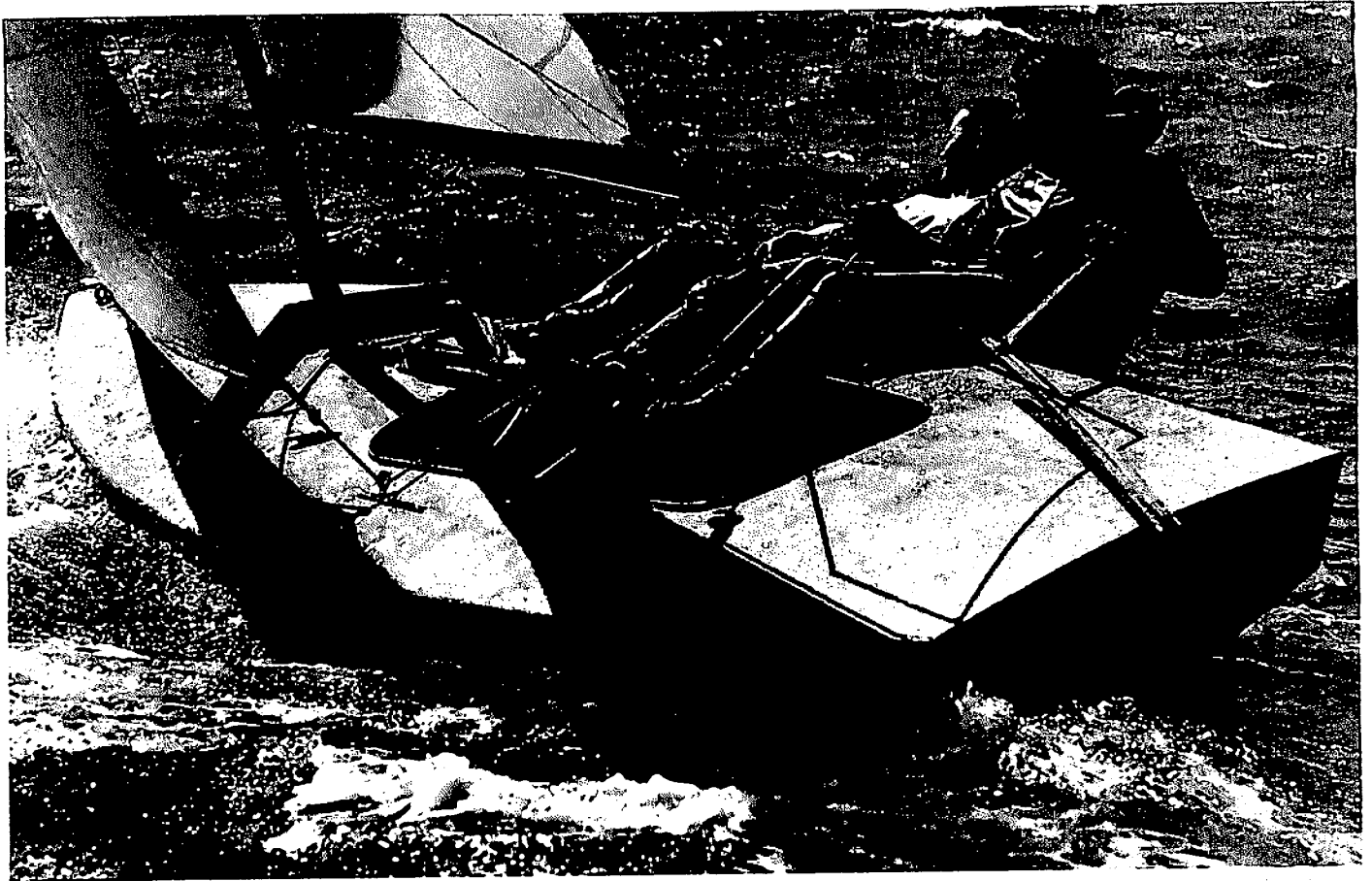
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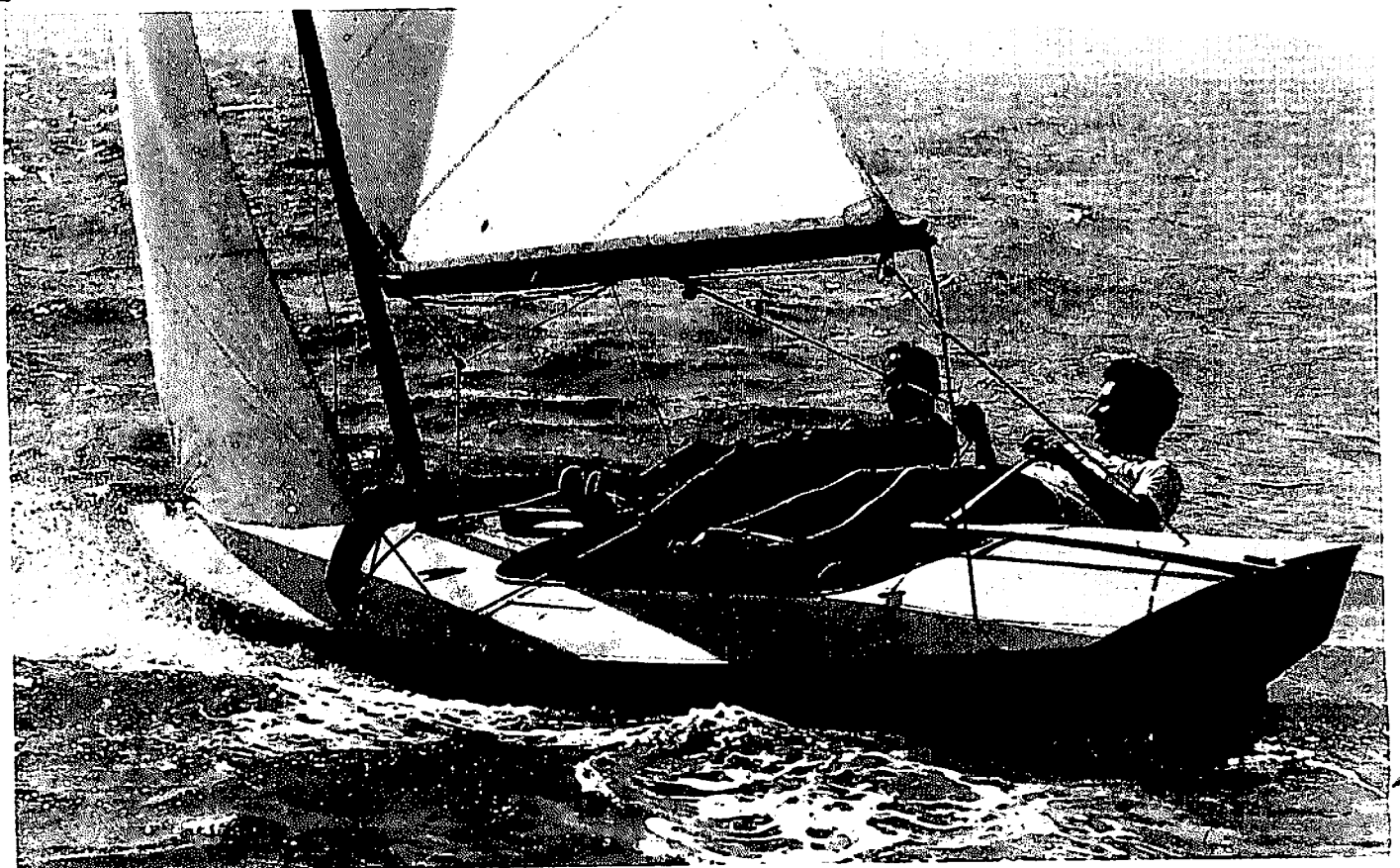


Watts' dacron sails took first and second place in the 1955 Snipe World's Championship Series at Santander, Spain. Dr. Luciano Brambilla's "PORTOROSE", #9701, from Milan, Italy placed first. George Mantilla, of Havana, Cuba, placed second sailing "ROXAN" #9755.

KENNETH I. WATTS - TORRANCE, CALIFORNIA



Windjammers from Canada slog it to weather: Harry Henderson, 30, Canadian National Railways engineer, and his crew, Douglas MacDonald, 22, a student at Mt. Allison University, placed 12th at Bermuda. This team succeeded ( after others failed) in snapping the rubbery mast of a chariot named COOKIE.



Claudio Lazlo, 25, photo dealer, a Paolista from San Paolo, Brazil, who sails on Lake Billings at home, and his substitute crew, Leo Flood of Bermuda, who replaced Almee Bento because of windy conditions. — Photos by Ted Cronyn.

# THE OLD SAILING MASTER WINS AGAIN

WELLS DEMONSTRATES ABILITY AT CLEARWATER  
HARRY LEVINSON IS SECOND --CARLOS BOSCH THIRD

For the sixth time in the last ten years, Ted Wells romped off with the annual international Mid-Winter Snipe title at Clearwater Mar. 12-15. He led the field with three 1sts, a second, and a third in the five races of the four-day regatta.

21 boats enjoyed fine weather and fair breezes to make this event one of the most enjoyable in years. The wind varied enough to make it interesting, but there was no real heavy weather going although it was anticipated and hoped for by many of the skippers.

This series was marked by two voluntary disqualifications, one by Francis Seavy, the defending champion, in the 4th race, and the other by Frank Levinson in the 5th race, both for the same reason--illegally touching another boat during the race. Both skippers were serious competitors for Wells, although Ted was in the lead and the favorite to win when the fouls occurred.

The 1st race was a surprise to all connected with the regatta as early morning indications showed strong winds for the afternoon and everybody expected a quick race. They even considered moving it into the sheltered waters of the Bay, but held it in the Gulf and the winds never did move in. The action in the windward-leeward course was slow and the fleet spread out on different tacks and courses. Those taking a long tack along the shore lost some of their wind and failed to take lead spots, while the ones who drove on shorter legs of the course were carried directly to the marker. Wells arrived in 2nd spot while Seavy came in from the shoreline 5 boats back. With the wind at his back, Wells speeded up and gained first place on the second turn, holding it through the third. But at this point, Frank Levinson moved up to within reaching distance of the leader and the battle was joined on the homeward lap.

To those waiting on the finish line, it was a breathtaking struggle. Fighting for every gust of breeze, the lead exchanged places a couple of times and it appeared a tossup. To make things even more confusing, Harry Levinson, Frank's brother, was moving up and running a close 3rd. The checkered flag flashed three times in short order as Frank, Ted, and Harry went across in that order.

The battle for the next two places between Carl Zimmerman and Francis Seavy was like the lead battle for the onlookers. Within 40 feet of the line, the boats both hit an almost dead calm and both struggled to keep their positions. However, it was Zimmerman who caught the first wind and he drove in just ahead of the champion.

A pair of Nassau boats and another from Cuba proved noteworthy in the finish, too. Godfrey Kelly of Nassau was 6th; Carlos Bosch of Santiago, 7th; and Godfrey Lightbourn, 9th.

Wells got a 3rd and a 1st in the next two races on Tuesday and the 4th race on Thursday saw him gain 1st place honors for the second time and retain his lead in overall points. As in previous races, the winds were not strong and favored Wells and other light weather skippers.

It was apparent from the start that Wells' two-toned green boat would be the one to beat. He crossed the starting line just as the gun sounded and pointed almost directly at the marker on the south end of the triangular course. With the other skippers following his lead, there was plenty of close action with Godfrey Kelly, Wells, and Frank Levinson finishing the first lap in that order and beating for the final lap. (It was during the first lap that Francis Seavy called his foul). Lined up stern to bow behind them were Basil Kelly, Carlos Bosch, Fred Pember, Ken Lippincott, Jr., and Terry Whittemore. On the second leg, Wells began to give Kelly trouble and, with a freshening breeze, the boats began to string out. At the finish, it was Wells, Godfrey Kelly, Frank Levinson, Harry Levinson, Bosch, Zimmerman, and Basil Kelly in that order. Wells thus went into the final race on Friday with a slim lead over Frank Levinson of 231 points and with the next three boats--Godfrey Kelly, Harry Levinson, and Carlos Bosch in striking distance.

But in this important event, Wells was not to be denied. He got off into a good lead right at the start and led all the way around the course for a sweet victory. Early in the race, Frank Levinson disqualified himself for bumping another boat and thus

relegated himself to fifth place in the final standings. Brother Harry moved up to second place in the final standings on the strength of his second place finish. Incidentally, Terry Whittemore sailed his new boat for the first official time. Guy Roberts, master of ceremonies, awarded the trophies at Friday night's banquet. Tom St. John did a fine job as Race Committee Chairman. --- Ken Musson.

## FINAL STANDINGS

BOAT	SKIPPER	CLUB	RACES	1	2	3	4	5	Fin.
6025	Ted Wells	Wichita, Kans.	2	1	3	1	1	1	1
10172	Harry Levinson	Indianapolis	3	4	6	4	2	2	2
8999	Carlos Bosch	Havana, Cuba	7	5	1	5	6	3	3
10051	Godfrey Kelly	Nassau	6	6	2	2	9	4	4
8652	Frank Levinson	Clearwater	1	2	4	3	DSC	5	5
10175	Carl Zimmerman	Akron, Ohio	4	8	9	6	4	6	6
6995	Francis Seavy	Clearwater	5	3	5	DSC	5	7	7
9920	Godfrey Lightbourn	Nassau	9	7	12	8	7	8	8
9123	Fred Pember	Atlanta, Ga.	8	17	8	10	15	9	9
9739	Eddie Williams	Kansas City	10	11	15	13	10	10	10
10606	Terry Whittemore	Naugatuck	12	15	7	12	14	11	11
10052	Basil Kelly	Nassau	11	14	16	7	13	12	12
9298	Jerry Maish	Clearwater	17	13	10	15	8	13	13
8099	Bill Colvin	Clearwater	15	12	18	17	3	14	14
8598	Ken Lippincott	Clearwater	13	9	14	9DSC	15	15	15
9363	Sam Norwood	Atlanta	18	16	11	14	12	16	16
6938	Hattie Carver	Green Lake	16DSC	13	11	11	11	17	17
9330	Tom Steward	Atlanta	14	10	17	16	16	18	18
7196	Rosser Shelton	atlanta	19	18	20	19	17	19	19
4775	Taver Cornett	Clearwater	20	21	19DNF	19	20	20	20
10034	Jim Orr	Melborne, Fla.	DNS19	21	18	18	21	21	21

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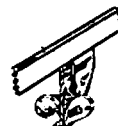
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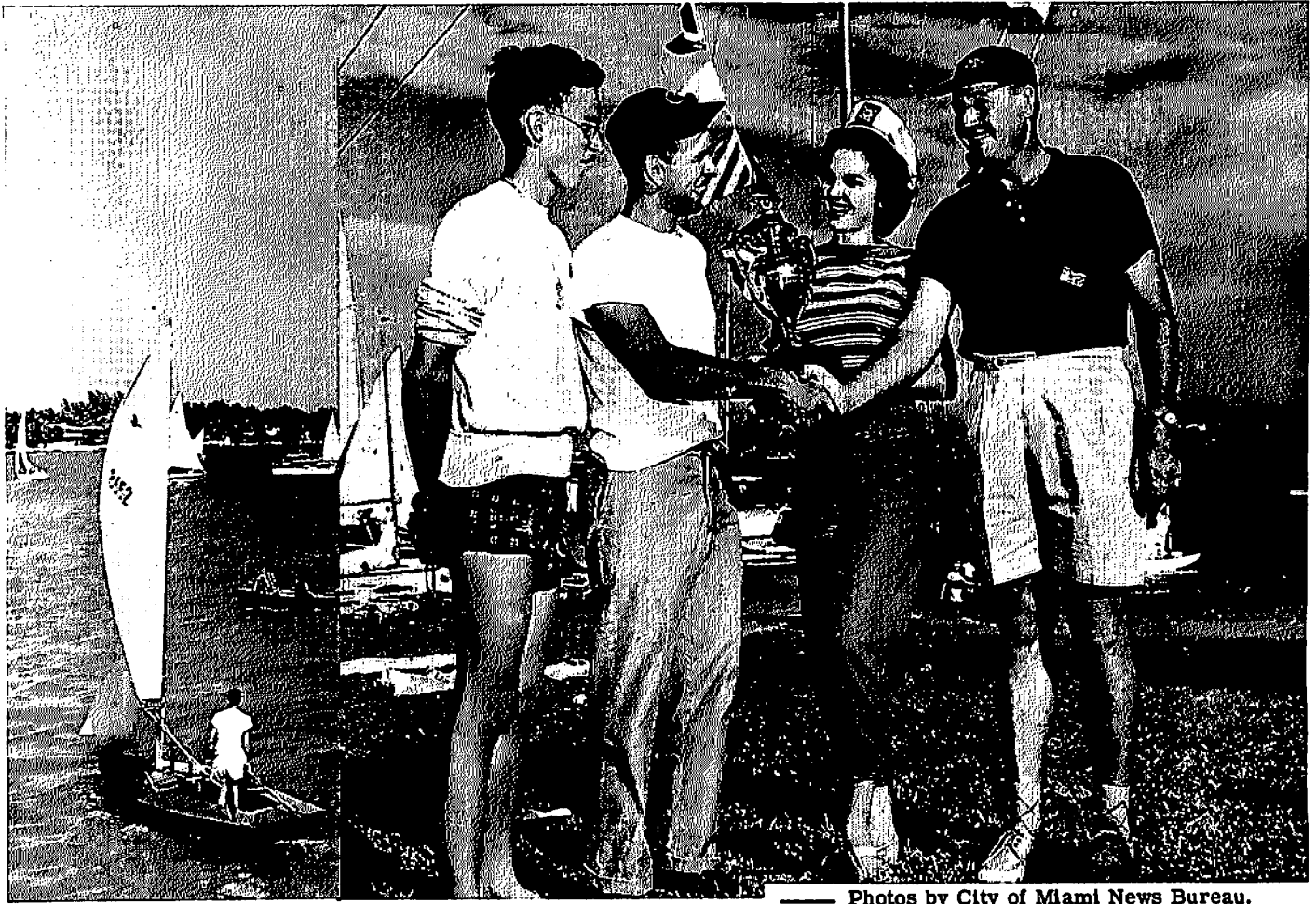
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Frank and his boat leave the dock for the third race.

Commodore Jack Griffin of the Miami Yacht Club (right) congratulates Frank Levinson and his crew, Art Smith, while pretty Fay Ray, Queen of the Regatta, holds the Trophy.

— Photos by City of Miami News Bureau.

## LEVINSON GETS STATE CROWN

### WINS FLORIDA TITLE AT MIAMI REGATTA

Frank Levinson, 36-year old marina operator and Captain of the Clearwater Snipe Fleet, found the weather to his liking in the Miami Mid-Winter Regatta, March 2-3, on Biscayne Bay and brought the Florida State Snipe Championship back to Clearwater.

Levinson took up the honors where Francis Seavy left off. Seavy won the crown during the past 4 years, but elected to drop out of competition this year in favor of crewing for John Hayward, winner of the St. Petersburg to Bradenton yacht race.

In winning the crown, Frank succeeded where his brother, Harry Levinson of Indianapolis, failed a year ago and had to be satisfied with the runner-up position. In that race, Frank served as crew. Although Frank has been sailing for "about 20 years", this was his biggest victory as a skipper as he generally went

along as a crew.

Frank defeated 15 rivals, but only the two top places proved close after the three heats were completed. He got a 3rd place in the first race; 1st in the second; and 2nd in the third one. Carl Zimmerman of Akron, Ohio, posted a 2nd place and two 3rds to take second in the regatta. Bruce Collier, the third place winner, logged 1st in the initial heat but then dropped to 4th and 5th in the next two heats.

The weather was ideal with a mild wind for the first race and then increased for the next two, but never got rough. Junior members of the Clearwater Fleet got in experience as crews-- Art Smith for Levinson and Bill Colvin for Zimmerman.

A total of 161 boats competed in the 17 different classes of this state meet which was sponsored jointly by the Miami Yacht Club and the City of Miami. For Snipes, it was a warm-up for the Mid-Winter Regatta scheduled the next weekend at Clearwater. Carlos Bosch of Cuba was one of the competitors.

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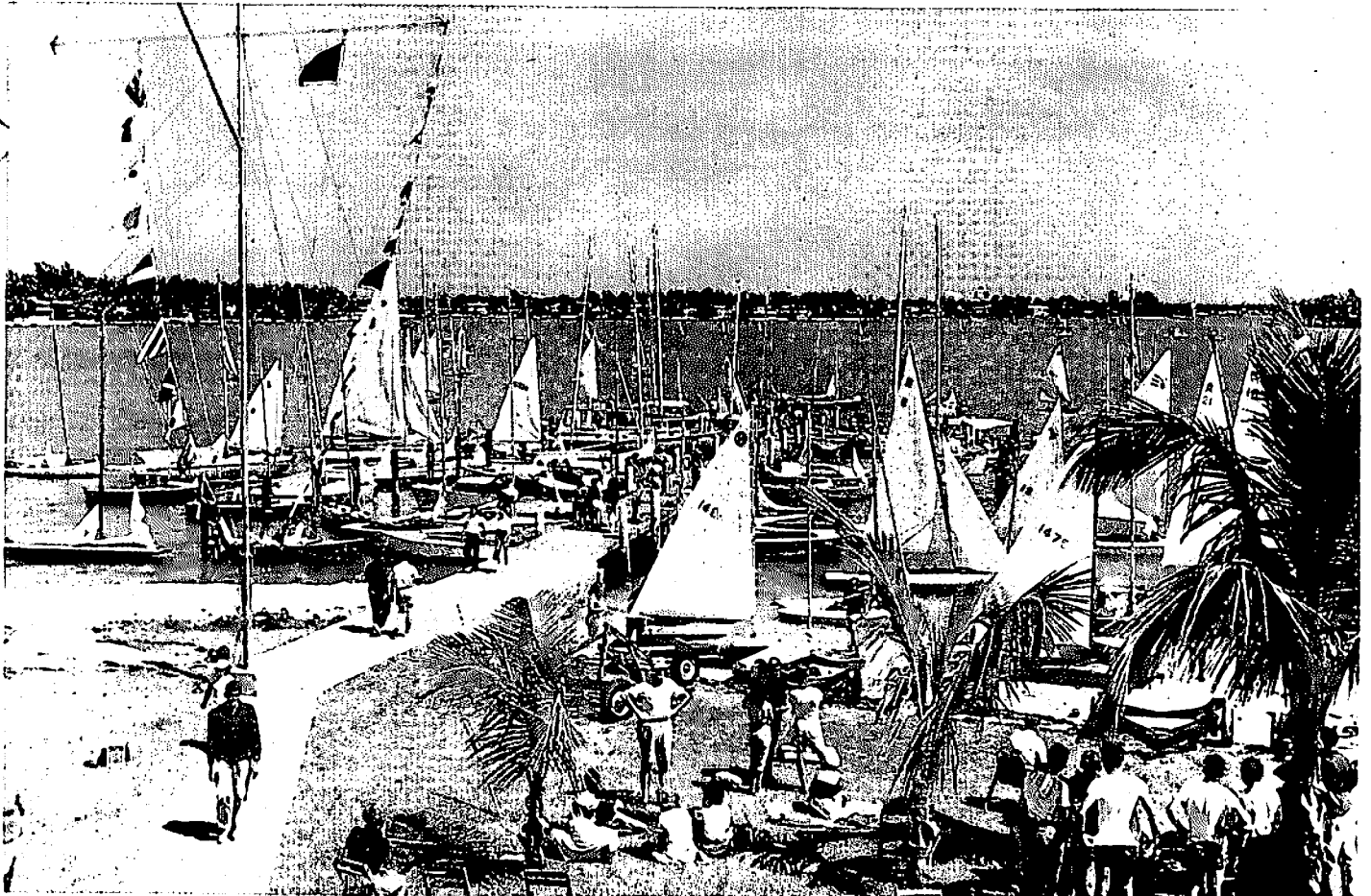
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THE PAUSE THAT REFRESHES. General view in front of the Miami Yacht Club between races.

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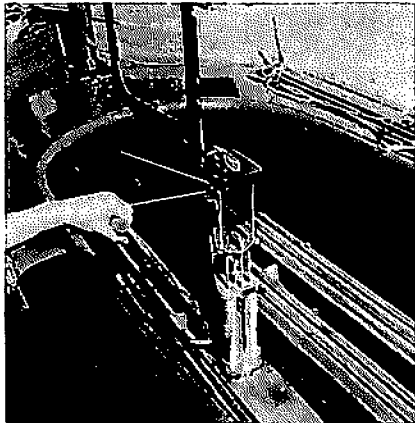


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## EXPERTS GIVE GOOD ADVICE

NOW PAY ATTENTION, CHILDREN!

The Newport Fleet 103 at Rochester, New York, is one of the biggest and best in Scira. Members of the fleet have long taken an active interest in class affairs and Bob Vreeland, a past member of the Board of Governors, occasionally edits a fleet news letter. And here is an excerpt from the last one which could be properly addressed to all members of Scira instead of the local list.

"Jules Kroeger, who never stops sailing, has written some thought-provoking ideas which I will pass on at this time. I have taken the liberty to add my own comments here and there in parenthesis. From Jules:

"If you haven't read Wells' **SCIENTIFIC SAILBOAT RACING**, borrow one and read it! And take notes! I find it really helps to learn an idea. Let's carry that idea a little further and next season get a 15¢ shorthand book and diagram each race. During the race, you will have made a mistake, or many of them. Put them down on paper along with what you should have done at the time. If you don't know, ask the "hot" ones what you did wrong. Study the notes each week before sailing and, if you keep on making the same mistakes, better buy a set of golf clubs, or something.

**PRACTICE!** You can't get enough of it. It helps to get another boat out, too. Practice tacking and jibing together. Experiment with the set of the sails to get the most drive. I'll bet a wine cocktail you have been pinching too much. I have! (Yeh! Uh-uh!)

And don't sell cruising short, especially at night when you have to sail by feel (with running lights). Or try sailing to windward with your eyes closed. Try it — I often do! (I have thought that this was a Vreeland exclusive. The University of Michigan Sailing Team used to sail actual races with the skipper blindfolded on the beats and reaches. The crew found the marks, called the tacking, planned the strategy, and took the tiller in emergencies).

**EQUIPMENT.** Now is the time to check and refinish everything that fits down cellar. Then, when spring comes, all you have to do is work on the hull. Let's get mirror finishes on those bottoms and scrub them clean often this summer, at least before every regatta. And go to every regatta you can, for you will learn more at one regatta than a whole season of sailing at home.

**THREE DAGGER BOARDS** were lost last season, so let's secure yours with a stout safety line or cable. (Art Lowenthal, our new 1957 Fleet Captain, has a different approach. He's converting to a pivot board). And first and last, see to it that your stays and halliards are strong enough and securely fastened. Also, put cheek-blocks or plates on your rudder above the waterline. And beef up the tiller and fittings -- better to be too strong than too weak! As for a jam cleat on the mainsail, suit yourself, but if you use one, be prepared to tip over once or twice before getting used to it.

My apologies to Carl Lauterback, but in sailing in Atlanta with an 80 lb. board, I detected an improvement instability over an accustomed 70 lb. board. (This I can't buy! With the boat heeled 30 degrees, 10 lbs. difference in board weight has about the same effect as 5 lbs. difference in crew weight. That is not much). Anyhow, I believe that this is important with the new style synthetic sails making our boats more tender. (Can't buy this, either. Perhaps the recent trend to full sails and maximum roach has more to do with it than the material used!)

Well, there you have expert instructions and opinions from two top Snipe skippers. Surely, you should benefit from this little lesson.

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## SNIFE NEWS IN BRIEF

Pete Foe, newly elected Captain of the Iowa-Nebraska Fleet 309, has this to say, "I'm pleased to comment that our fleet is growing; this pleasure may be decreased somewhat by next October when I sit down to compute the season's record. However, we do have four new fiberglass Snipes on order and due for delivery in April. That will give us 21 active Snipes and from pre-season scuttle-but, I believe all of them will be in the water early and most of the time". . . . On January 1st, 1957, Henry Milner of the Hewlett Point Fleet 319 at East Rockaway, L. I., New York, sent in their 1957 dues with Happy New Year greetings. This is the fourth consecutive year that they have grabbed this honor and they stand at the top of the list as a model fleet as far as we are concerned. May their example be an inspiration to the rest of the fleet treasurers! Henry says that they had a pretty fair season in 1956, but not as many races as hoped for. Their club was host for the Woodpussy Class Nationals and Snipers gave up racing time and strong backs to help out. . . . Val Lyons gives us the dope from Shreveport: "We had a fine year, indeed. Five brand new boats joined the fleet, altho only two of them soon enough to race. Two more are on the way this year. Mere numbers do not signify quality, but you should have Ray Hardey tell about our fine Novice Series, a highlight of the year at the Shreveport Yacht Club. We are sorry to lose one of our champions, Bob Embrey, who has moved to Lufkin, Texas." Ray has an inimitable style of reporting, so Snipers can now prepare for most anything. How about it, Ray? . . . The Spanish Point Fleet 361 at Pembroke, Bermuda, reports that they have four new fiberglass Snipes now being finished. . . . The Deep Creek Fleet 71 (Maryland) anticipates a boom in Snipe activity as a result of the increased interest around Baltimore with the reactivation of the Middle River Fleet 219. They expect to attend more events on the east coast and they think the Snipe exhibit at the Baltimore Boat Show was very stimulating. Snipers from Alabama and Georgia were there. . . . P. R. Tucker, Captain of Fleet 410 at St. George's, Bermuda reports: "We anticipate starting our 1957 season the first week of April and are looking forward to a successful and enjoyable season. The Snipe Fleet at Nassau, Bahamas, is promoting a team match of three crews each from Cuba, Nassau, and Bermuda to be held in Nassau the first week in April. This is a little early for us, but we are doing our utmost to be represented." . . . Leon F. Irish, builder of Snipes and equipment, featured a Snipe in his booth at the Detroit Boat Show early in February and reported the interest and results were very satisfactory. He thinks there will be more activity than ever before in that hotbed of Snipes--MICHIGAN--this summer, especially with the U. S. Nationals close in Peoria. He predicts that everybody and his brother will try to qualify for that event. . . . Down in South America, they are winding up a fine sailing season. Brazil had their national championship races scheduled at the end of the summer, Feb. 5-10, and the winner will go to Lisbon. Approximately 25 champions representing fleets and clubs from every state and district are participating in this big event. The Gaucho boys at Clube dos Jangadeiros of Porto Alegre celebrated their 15th anniversary with two series of races--one for the International Cup Clube dos Jangadeiros, open to Argentinian and Brazilian Snipers representing fleets and clubs; the other an open free-for-all for all Snipers present, with the hopes of more than fifty boats participating. . . . Hub Isaacks has advised that, as of now, the Fort Worth Boat Club can not have a regatta due to low water. The Wichita Sailing Club, of which Ted Wells is a member, can not have one for the same reason. . . . Mrs. Sylvan Rosenbaum sends in a copy of the Gull Lake Snipe News which she edits. It is a nice little service and explains why the Gull Lake gang is so enthused over their fleet activities. They now have 25 boats in their fleet provided everyone joins, and she can remember not too long ago when there were only 7. Committees have already been appointed for the Michigan Championship and a 24 race schedule set up for local club affairs. . . . Snipe was in more boat shows this year than ever before. New York and Chicago were the big ones, out Baltimore, Detroit, San Antonio, Miami, Memphis (Tri-State Boat Show), and several other local shows all had Snipes displayed and featured. It is hard to give credit to all the loyal members of Scira who made these displays possible by manning the booths, so Scira gives a blanket word of thanks to one and all.

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# Wells Wanderings by Ted Wells



## MIDWINTER REGATTA NOTES

The Midwinter Regatta at Clearwater is the first big regatta of the season and offers the first opportunity to try out things and ideas which have developed throughout the winter. This year, I wanted to see how Snipe 6025 would behave with a 29-pound aluminum centerboard replacing the old 79-pound stainless steel board, and also hoped to make a little more progress toward finding out that one suit of synthetic sails which can be used for any wind conditions in which you have any business sailing.

The sailing conditions were perfect with the winds varying from extremely light in one race up to a maximum of about 18 miles an hour in part of one race. These conditions made the racing extremely pleasant but didn't allow much opportunity to draw conclusions concerning the performance of the boat with a light centerboard. They would have offered a perfect opportunity for experimenting with sails except that I lost my nerve after the first race.

I think the answer to the centerboard is that the boat will be somewhat more tender. It will recover from a knockdown more slowly, but will be a real disadvantage only under conditions where the wind is so high that it is impossible to hold the boat flat when racing. It will be extremely popular with crews of all sizes, as a small crew can lift the board easily by standing up and a husky crew can lift the board with one hand while sitting down.

Terminology pertaining to fullness of sails is extremely inexact. I do not have any mainsail which I believe should be really classed as a full sail, the one which I normally use in light winds being full-sized and having a moderate amount of draft, but definitely not on the baggy side. A husky skipper and crew with a stiff mast can probably use this mainsail under any conditions under which they have any business racing, although they might be penalized somewhat in the range between 25 and 30 mph on a beat.

The main which I hope will turn out to be the universal one is also full-sized, but somewhat flatter than what would be normally considered a medium sail as far as draft is concerned. When going to windward in a very light wind, this sail looks very good, but when reaching in an extremely light wind, it seems to have almost no draft at all. In one regatta race last year, and in the first one at Clearwater this year, this sail proved that it would go to windward even in a drifting match as well as any other sail; but I still don't know what it will do on the reaches on a long triangular course. I could have found out about this in Clearwater, but with Frank Levinson and his 70-lb. crew passing me on a broad reach in the first race and breathing down my neck in all the rest of the races, I was more interested in staying ahead of Frank than I was in carrying on research projects, so I used my old standard main in the last four races. Incidentally, this was a true one-design regatta from the standpoint of sails. Twenty of the twenty-one boats used synthetic sails and in most of the races, all of the sails had been made by the same sail-maker.

Naturally, no news dispatch from Florida would admit that such a thing as fog ever occurs there, but the last race was sailed in a fog which came up about five minutes after the start and in which the visibility averaged about 100 yards at the most. Fortunately, those boats which didn't have compasses were generally close enough so they could follow those who did and no one got lost, although I had a little trouble locating the second mark on the second lap because the stake boat went home and I got to the mark before the power boat that was supposed to lead us to the mark. This race was probably more fun than any

race I have ever sailed in and is the only race in which I ever went to the windward mark in light winds completely ignoring wind shifts. Since the windward mark was in the general direction of New Orleans, I decided that the smartest thing was to be sure of locating it, so I started out sailing four minutes on each tack, cutting down the length of each tack by one minute until I was sailing a minute tack approaching the mark. This system won't necessarily get you to the mark first, but if the course is properly laid out, it will insure not missing the mark completely.

## —1956 HIGH POINT SCORES—

HERE ARE THE TOP MEN IN THE HIGH POINT SCORE RACE for 1956! It looks like the Reichner Trophy might come back to the United States from Cuba, when Carlos Bosch won it last. Joe Remlin is out in front all by himself at present and most reports are in. There may be a few stragglers to change results, and if your fleet captain hasn't sent your reports in yet, appoint yourself a committee of one to see that he obeys Scira rules and keeps your fleet in good standing. All required reports must be in by the May 1st deadline!

BOAT	SKIPPER	CLUB	RACES	POINTS
7588	Joseph F. Remlin	Cedar Point, N.Y.	14	1740.00
10305	Martin W. Hellar	Galway, New York	21	1735.24
9879	C. E. Brown	St. George's, Bermuda	18	1732.5
8641	Bengt Johnson	Sea Cliff, N.Y.	18	1723.86
9739	Eddie Williams	Missouri Y. C., Kans.	15	1713.27
10155	Jerry Jerome	Sequoyah, Okla.	14	1706.4
7428	Billy Roberts	Chatanooga, Tenn.	13	1706.2
10547	H. N. Richards	Oakville, Canada	12	1700.25
7877	Jules Kroeger	Newport, N.Y.	15	1688.9
9123	Fred Pember	Atlanta, Ga.	26	1686.6
9884	Eugene Simmons	Spanish Pt., Bermuda	13	1683
9191	Chas. O. Hardey	Shreveport, La.	15	1674.53
9150	Bob Embrey	Shreveport, La.	12	1674.25
8663	Frank Dannenberg	Newport, N.Y.	15	1671.8
9324	Kevin Curran	Missouri Y. C., Kans.	22	1671.72
9870	Pete Leach	Green Lake, Wis.	10	1668.6
8314	F. V. G. Penman	Northwich, England	10	1668.6
8645	Joe Becker	Sequoyah, Okla.	16	1667.8
9307	Floyd Hughes, Jr.	Iowa-Nebraska	14	1662.8
7192	Bob Vreeland	Newport, N.Y.	18	1659.9
8038	Chuck Webster	Oak Orchard, N.Y.	7	1658.9
7813	Bill Reed	Newport, N.Y.	16	1658.0
9361	Cleve Slauson	Peoria, Ill.	14	1656.5
8570	Red Garfield	Chautauqua, N.Y.	17	1654

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# Voice Of The People

## WHO'S FOR DEMARK?

"This summer, we are planning to do a push in order to promote the Snipe class in Denmark.

We are arranging an international regatta and we want to invite an American Snipe team to Denmark for this occasion. We regret that we can't pay all their expenses, but they would be our guests during their stay in Denmark from the 10-15th of July. If any other Snipe sailors outside of Europe are interested, we would like to hear from them, too, for it is our plan to make a good showing against our competitors, the 5-0-5 and the Flying Dutchman. There is a fine, bona-fide invitation from the National Secretary for Denmark, Cai Marckman-Hansen, and his address is Rigersgade 21, Copenhagen K, Denmark. If you plan to visit Europe this summer or know of any Snipers who are, don't hesitate to tell Mr. Marckman-Hansen and this office about it. Choice for an official Scira representative from the U.S. will be made if there are enough applicants. Of course, the International Races at Lisbon, Portugal Sept. 2-9 will have no connection at all with this event.

## GLAD TO BE BACK

"There have been many changes in Scira during the six years I have been away and I have to start all over again. Fortunately, the BULLETINS with Ted Wells' columns have been a great help in filling the void for me.

I have finished my military service and education. Actually, I was in the navy from 1943-1946 and completed schooling in 1952. I took my leave of absence from Scira to get started in both business and family-- now I can relax a little bit and naturally, it's Snipe sailing for me! George Glenn of Rochester, now retired, is itching to build one more Snipe, so I joined with him to make two. He is doing the work while I make marks on paper and get materials. We both look forward to getting back into active competition again. — Tom Hanna, Webster, N. Y.

## LETTERS WE LIKE TO READ!

"I am enclosing a \$2.00 check for a subscription to the Bulletin. I want to say that your Journal gives me much joy, as I have seen and studied many things of great interest there. I congratulate your organization on such a perfect Bulletin."

— Hans Rubensson, Norrköping, Sweden.

## HERE'S THAT MAN AGAIN!

"I'm still gritting my teeth at the weather up north here, but hope to join my brother, Al, in Miami shortly. He is foreman of George Castle's small boat building shop and is doing something he really likes.

As for the controversy between Bob Vreeland and me, I have this to add: Perhaps I only sensed a difference between a 70 and 80 lb. board because I almost always have a girl (average 125 lb. crew) crewing for me. This argument arose because Carl Lauterbach got an aluminum board and said they weren't any tippler--and then proceeded to tip over with cotton sails on.

As for the new synthetic sails being tippler, I'm quite positive of this and am surprised more sailors haven't complained about it. Yours for Sniping! — Julie Kroeger, Rochester, N. Y.

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**FOR SALE: VARALYAY 9750.** The army won't let me take her to Korea, so here she is for sale --Guaranteed perfect in every detail--ready for the 1957 racing season--Kenneth Watts mainsail--Roberts jib--Boom jack and all the gear including canvas cover--First \$750.00 offer takes her--New Gator trailer \$100.00. Russell Greene, 2787 Peachtree Rd., Atlanta 5, Georgia. Call Cedar 3-4455 if in a hurry.

**"GHOUL" FOR SALE.** Mills hull, Varalyay spars with ALL new or reconditioned fittings and gadgets. WINNER 1950 and 1956 U.S. NATIONAL CHAMPIONSHIPS. Trailer, cover, three suits Watts sails (1 new medium Dacron, 1 new full cotton, and 1 old medium cotton). \$1000.00 F. O. B., Los Angeles, Cal. Write: Clark King, 800 Arbor Rd., #4, Menlo Park, California.

**FOR SALE: Emmons 8591 and trailer.** Two suits of sails, (Watts) cotton and NEW suit of Dacron. Minimum weight. Going into Air Force. Write: Don Drabeck, 5318 N. Delaware, Indianapolis, Indiana.

**FOR SALE: EMMONS SNIPER 9441.** A minimum weight boat with mahogany deck. This boat has always been dry sailed and comes complete with trailer, Watts medium cottons, one season old Roberts full Orions; two booms; two rudders, travelling cover, and one month old spar. Excellent racing record. Details from Lance Caston, 3841 Duchess Ave. SE, Grand Rapids, Michigan. Phone CH 3-7497.

**FOR SALE: SNIPER 4349** in excellent racing condition. Dry sailed with new stainless steel rigging. Watts and Larson sails, also canvas cover. Mel Nichols, Route 7, Jackson, Michigan.

## WANTED: SEVERAL GOOD SECOND-HAND RACING SNIPES.

We are anxious to form a new fleet at Kerr Lake, North Carolina, next season and will need some good additional boats for new sailors. The boats must be in sound condition and fairly good shape and priced between \$250.00 and \$500.00. Also, they must be within a reasonable distance of our area and available for inspection before purchase. Describe your offers in detail, please, to Romeo H. Guest, Box J-1, Greensboro, North Carolina.

**FOR SALE: EMMONS SNIPER 6875.** Wooden hull covered with fiberglass cloth; natural colored plywood deck. Boat always dry-docked. Dagger board with two suits of sails with extra mainsail, all cotton. Good condition and ready for the water. Call or write: Richard C. Dawson, 247 Storer Ave., Akron, O.

**FOR SALE: VARALYAY SNIPER 8657.** Excellent Condition. Watts sails, trailers, extras--all included in the special price of \$550.00. Can be seen in Akron, Ohio. Write to David Roush, Dartmouth College, Hanover, New Hampshire.



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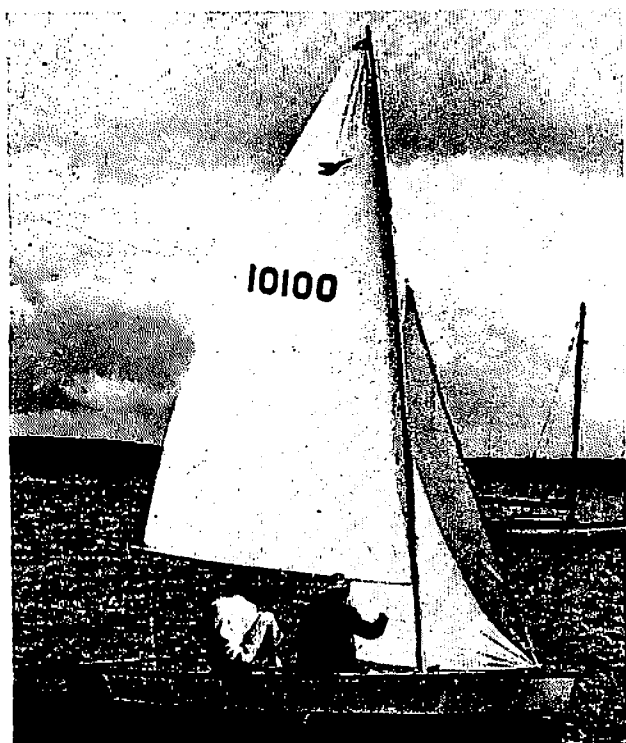
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## ADDITIONAL RACE DATES

- April 13-14 **SAN ANTONIO** Regatta, Woodlawn Sailing Club, Lelf Zars, 111 NE Military Dr. , San Antonio, Texas.
- April 26-27 **HOLIDAY-IN-DIXIE** Spring Championship Regatta, Shreveport, La. C. O. Hardey, 1118 Richmond Circle, Shreveport, La.
- June 13-14 **LAKE QUIVIRA**, Kansas City, Kans.
- June 13-14 **NASHVILLE TENNESSEAN** 4th Annual Regatta, Old Hickory Lake, Nashville, Tenn. (Not a sanctioned regatta).
- June 22-23 **OKLAHOMA CITY BOAT CLUB**, Oklahoma City, Okla.
- July 6-7 **LONG ISLAND CHAMPIONSHIP**, Sea Cliff Yacht Club, Sea Cliff, N. Y. Bengt Johnson, 10 Edgewood Ave. , Glen Head, N. Y.
- July 6-7 **IOWA-NEBRASKA FLEET**, Council Bluffs, Iowa.
- July 13-14 **WINCHESTER INVITATIONAL** Regatta, Winchester, Mass.
- July 27-28 **COLSON SERIES**, Sayville, L. I. , N. Y.
- Aug. 24-25 **LONG ISLAND SOUND INDIVIDUAL CHAMPIONSHIP**, Westport, Conn. (Note change of date from July 6-7).
- Sept. 2-9 **WORLD CHAMPIONSHIP RACES**, Lisbon, PORTUGAL. Details will be announced in later issues of the Bulletin.

April 26-27-28

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