



SNIPE BULLETIN

Vol. IX - APRIL 1960 - No. 11



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SNIPER BULLETIN

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

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Concerning the Cover

Many amateur photographers would attach a fancy moniker to this study photo and exhibit it proudly, but it seems fitting to show it for just what it is -- a fine character shot of Sailmaker Guy Roberts, surrounded by the tools of his trade.

Guy, an old friend of Bill Crosby's, was one of the first supporters of Snipe. A businessman at the time, he sailed actively and built his own Snipes, finally constructing 7 of them for himself and friends over the years. He sailed wherever he could, and when not racing Snipes, participated in deep ocean sailing and racing, winning many local and national honors. His last big Snipe regatta was the 1954 Nationals at Mentor Harbor, Ohio.

Interested in making boats go faster, his attention gradually centered on sails and he became obsessed with the possibilities and problems encountered to the extent he retired to his hobby. His reputation as an artisan and exclusive Snipe sail maker is well-known to all Snipers. Equally famous is his wife, Ruth, who has always been at his side, either actively sewing sails or accompanying him on his many trips to important regattas. Snipers owe a lot to Ruth and Guy, who, like many others, have helped SCIRA grow up. — Photo by William W. Carnes

— THE SCORE —

Numbered SNIPES — 12348

Chartered Fleets — 496

Seems like only yesterday we considered 12193 to be a good, high number, but now, two months later with 155 more issued for new Snipes, we wonder just what the limit will be this year. Sure looks like it will break the 29-year-old record. New Snipes are being built all over the world.

In the same length of time, 9 new fleets have been chartered and several others are now in the process of formation.

Snipe is surging forward in France and 5 new fleets have been established: Orleans 488; Saint-Etienne 489; Cercle de la Voile Noroit 490; Rotheneuf 491; and Y. C. de Villenes 492. Jean Dumas estimates that over 100 Snipes will be built there in the coming year.

Michigan comes up with another new fleet when Charter 493 went to the Huron Portage Fleet on Portage Lake at Pinckney, Michigan. Lewis Barstow, 15492 Wisconsin Ave., Pinckney, is the first FC and they are starting with 6 boats. We predict that fleet, in the hot-bed of Snipe sailing, will flourish!

Finland now has its second Snipe fleet! Charter 494 went to 17 Snipes in Kotka, the biggest export harbour in the country. Olaf Wendell, National Secretary, reports great activity with 15 fiberglass hulls under construction with prospects of another 15 to be built. The mold was made in full accordance with the official SCIRA loft lines. This construction means a lot to the future of the class in Finland.

San Diego, California, has always been known as a sailors' paradise (ever been in the Navy?) and now Snipers can join in the fun officially, for the Mission Bay Fleet 495 was chartered

March 28th. 5 new Snipes were built by Carl Eichenlaub, famed Star builder, for a group headed by Ross C. Harris of 1102 Fleet-ridge Dr., San Diego 6, who was elected FC, too. They are very anxious to get started in this area where, up to now, there has been no Snipe racing. They are eager to welcome newcomers to their fleet, so spread the word around, as many enquiries have come from that area in recent months. Looks like there will be another hot Californian sailor at the 1960 Nationals, for Mr. Harris is also President of the Naples Sabot Association, a class of 9 1/2 foot boats confined to Southern California with over 2100 registered members. SCIRA welcomes such an experienced sailor into membership.

It has taken Chuck Morris, 4180 S. Shore Dr., Pontiac, Michigan, over a year to get his group on Watkins Lake organized so they could apply for a charter, but with some old boats for a nucleus and 5 new fiberglass hulls to bolster them, Charter 496 was issued in March. Fleet Captain Morris is conducting classes in racing rules and tactics, so other Michiganders can expect to see some new faces at their many regattas this summer. More power to them!

ANOTHER MILESTONE—

For some time, it has been evident to constant readers of the BULLETIN that it would have to be expanded to take care of the increasing demand for space. So, when this issue began to literally burst apart at the seams with advertising, we did what we have contemplated for a long time — added another 4 pages to publish a 16-page issue!

And it just happened to come when another milestone in the life of the BULLETIN was being celebrated — it's ninth birthday! In April 1951, Bill Crosby made up a special notice for all Snipers advising them that it was going to cost more, for SCIRA really needed the money for survival. His explanation was so detailed that he finally had enough to fill one side of a sheet of paper. This he had mimeographed, after heading it off as the SNIPE BULLETIN at the top and designating it as the official class publication. It is reproduced below.

SNIPE BULLETIN APRIL, 1951 OFFICIAL ORGAN SNIPE CLASS INT'L RACING ASSOC. DUES, NUMBERS & TRANSFERS RISE BOARD VOTES IMMEDIATE INCREASES. EFFECTIVE JUNE 1st, 1951

The Board of Governors of the Snipe Association has voted to increase dues, transfer fees, numbers fees, effective as of June 1st 1951. This step has been made necessary because of rapidly mounting costs of printing, mailing, help, etc. The new rates are as follows:

Annual dues, payable only by owners of measured Snipes are now \$2.00 but will be increased to \$3.00 per year on June 1st.

Transfer of ownership for a measured Snipe will be \$2.00 instead of \$1.00 as heretofore charged.

Assignment of racing numbers to boats that have not had numbers before will now be \$2.00 instead of \$1.00.

Please make careful note of this and pass the word around among fleet members.

The step was absolutely necessary at this time because your Association has been hard hit by losses of members to the armed services and present income has been insufficient to keep things going. A great many Snipe skippers are under the impression that the Association and particularly "this guy Crosby" are making "millions" out of it. Actually, it has been a pretty close squeak because a great many Snipe owners have never taken the trouble to have their Snipes measured and in many cases, even measured boat owners have not paid dues over a number of years. Out of more than 8,500 numbered boats more than half have never been measured at all and of the ones that have been measured only a little over 1,000 pay dues — and it is not always the same thousand either. All other types of memberships, transfers, dues, fleet charter fees, only brought in about \$1,000 a year. Last year SCIRA took in a total of \$5,096.10 and spent out \$5,091.00, which is pretty close to coming out with a loss. So, you see, instead of having "millions" to roll around in, we were barely able to get by.

The income included everything, sale of rule books, advertising in year book, Snipe plans advance royalties on Ted Well's book and a lot of other items. On the outgo side SCIRA paid no rent at all, stenographer salary was \$150.00, printing was \$1474.98. Crosby got a grand total of \$959.00 which was included a

small royalty on Snipe plans. We also paid \$750.00 back to members who put up \$1,500.00 originally to buy Snipe rights and plans from The Builder. This debt has now been cleared off completely.

The increases as outlined will, the Board of Governors hopes make several things possible. These will include publication of a bulletin such as this from time to time or perhaps on a monthly basis; allow for greater publicity through the purchase of more movie film and possibly an Association owned camera which could be used for important regattas. More money would also permit greater expenditures for prizes, entertainment and travel expenses and, last but not least, more office aid and an increase for the hard working Exec. Secretary. The amount of detail work now handled virtually swamps the office at times.

So, there you are. We, frankly didn't like to boost things this way but it just had to be done — or else.

OTHER MEMBERSHIP WILL HELP ASSOCIATION

We feel that many Snipe sailors and skippers might like to take out memberships other than just the straight skipper's card and three years ago the Association introduced other classes of memberships which we would like to again call to your attention.

Your crew may become a member of SCIRA and have a book and card for \$1.00 a year. That's a crew membership.

Then, there is a subscribing membership which any skipper or non-skipper can take out for \$5.00 a year. Such members get cards and a book and if they own a measured Snipe, this membership will be the same as for a regular member.

The real class in membership is the sustaining type which costs \$25.00. This has the same classification as the subscribing membership but is there for the purpose of some of the older members who feel that they have had a lot of friends and fun through Snipe racing and would therefore like to help the Association along a little. The names of all sustaining and subscribing members will be published in the 1952 year book.

This was Volume 1 No. 1, and from such a small beginning, the April 1960 BULLETIN Volume 9 No. 1 is 16 pages. Really something to celebrate, although we have a suspicion that we will soon revert to the customary 12 pages. But who knows what the future holds? It is safe to say Bill hardly expected his first effort to develop into what it is today.

**PAN AMERICAN GAMES
6 STRAIGHT WINS**

This outstanding performance in the 1959 Pan American Games speaks well for the sailing ability of Reinaldo Conrad of Brazil and his Murphy and Nye Snipe Shelf Foot mainsail. If you like to sail to win . . . use the sails the champions use!

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THREE STATE CHAMPIONS — (l. to r.) Jim Hamner, Cricket; Gene O'Connor, Suicide; and Dr. Don Cochran, Jr., Snipe.

— Miami-Metro News Bureau Photo

Truly Miami weather, blue skies and nice breezes, was the greeting for the Snipers who entered the races for the Florida State Championship title in the Miami Yacht Club's 32 annual Midwinter Sailing Regatta on Biscayne Bay March 5th and 6th. Terry Whittemore, the defending champion; Francis Seavy, the preceding champ; Jack Tillman, with his brother Dick, the U.S. National Champ for crew; and Basil Kelly of Nassau were the favorites to win. But they were not counting on a very good sailor from Clearwater, who had taken 2nd place in his District Championships last summer and who finished 3rd in the Halloween Regatta at Atlanta, to unseat the champion and the star-studded fleet of top-notch sailors.

But Dr. Don Cochran, Jr., 42-year-old optometrist from Clearwater, did just that with a fine job of sailing to post a score of 1-1-3 and a lead of 598 points over Whittemore. In winning his first major Snipe title, Cochran upheld a family tradition set by his father, who scored 3rd in the 1940 U.S. National Championship Races in 1940 and 2nd in 1945, and continued by his brother James, junior national champion in 1938. With his 15-year-old son, Bruce, vewing for him, Cochran went out in front early in the three race event and was never seriously threatened. He won the first two heats handily and coasted to an easy 3rd in the final go-round to cinch the crown.

More than 200 boats were entered in the regatta and Snipe, with 23 entries from 5 states and Bahamas, was the big attraction of the event.

— Jerry Guardiola

FINAL RESULTS — FLORIDA STATE SNIPE CHAMPIONSHIP

| BOAT | SKIPPER | HOMETOWN | RACES | 1 | 2 | 3 | PTS. | Fin. |
|-------|----------------------|--------------------|-------|----|-----|-----|------|------|
| 11221 | Dr. Don Cochran, Jr. | Clearwater, Fla. | | 1 | 1 | 3 | 4644 | 1 |
| 7432 | Terry Whittemore | Quassapaug, Conn. | | 2 | 7 | 4 | 4046 | 2 |
| 6995 | Francis Seavy | Clearwater, Fla. | | 4 | 3 | 9 | 3837 | 3 |
| 8652 | Buzz Levinson | Indianapolis, Ind. | | 8 | 9 | 2 | 3634 | 4 |
| 10350 | Jack Tillman | Fairbanks, Alaska | | 9 | 4 | 6 | 3618 | 5 |
| 12192 | Harry Levinson | Indianapolis, Ind. | | 6 | 5 | 8 | 3610 | 6 |
| 11475 | Ann Smith | Miami, Fla. | | 3 | 8 | 11 | 3435 | 7 |
| 10052 | Basil Kelly | Nassau, Bahamas | | 5 | 2 | 17 | 3393 | 8 |
| 11809 | Courtney Ross | Clearwater, Fla. | | 11 | 13 | 1 | 3284 | 9 |
| 9740 | Eddie Williams | Kansas City, Mo. | | 10 | 6 | 10 | 3147 | 10 |
| 10660 | Bud Hook | Indianapolis, Ind. | | 13 | 12 | 5 | 2921 | 11 |
| 11759 | Jerry Guardiola | Miami, Fla. | | 7 | 15 | 13 | 2616 | 12 |
| 10034 | Jim Orr | Melbourne, Fla. | | 18 | 10 | 12 | 2331 | 13 |
| 11747 | Ken Lacey, Jr. | Miami, Fla. | | 15 | 11 | 16 | 2204 | 14 |
| 9026 | Fred Purcell, | Orlando, Fla. | | 23 | 18 | 7 | 2009 | 15 |
| 9564 | Charlotte Call | Miami, Fla. | | 19 | 17 | 15 | 1689 | 16 |
| 10175 | Carl Zimmerman | Akron, Ohio | | 12 | 14 | DNS | 1570 | 17 |
| 12056 | Sandra Lacey | Miami, Fla. | | 14 | DNF | 19 | 1537 | 18 |
| 9009 | Fred Bremen | Miami, Fla. | | 17 | DNS | 14 | 1305 | 19 |
| 10177 | John Eggs | Palm Beach, Fla. | | 20 | DSQ | 18 | 1259 | 20 |
| 8598 | Wayne Bolton | Clearwater, Fla. | | 21 | 16 | DNS | 1025 | 21 |
| 9581 | Chuck Phillips, Sr. | Miami, Fla. | | 16 | DNS | DNS | 625 | 22 |
| 7982 | Bob Cooke | Miami, Fla. | | 22 | DNS | DNS | 361 | 23 |

1959 World Championship



ELVSTROM SAILS HELLERUP, DENMARK

The 1961 World Championship Races

Two bids for the next Snipe Class World Championship Regatta to be held in 1961 were presented to the Board of Governors for their consideration at the annual meeting in Chicago. One came from France and the other from the United States.

After discussion with the realization that 11 years had elapsed since the event was last held here, the Board voted unanimously for the United States, at the same time expressing the hope that France would look favorably on 1963.

The regatta will be held at the American Yacht Club in Rye, New York, one of the show places on Long Island Sound not far from New York City, in September of 1961. Terry Whittemore is the General Chairman, assisted by a group of fellow sailors at Quassapaug as an organizing committee at the present time. Eventually, all District 1 fleets, especially those near New York, will have the chance to help make this a memorable event. You will be hearing a lot more about it in the future.

Some Miscellaneous Items

Figures recently released show that wood boats dominated the 30th National Boat Show, held recently in New York's Coliseum. A total of 250 such craft were on display, representing over 48% of the 516 boats shown. Fiberglass reinforced plastic boats totalled 182 units or 35.3%. There were 63 aluminum and 21 canvas and rubber boats. In 4 years, the percentage of wooden boats had dropped from 60 to 48.4%; fiberglass has risen from 18 to 35.3%; while aluminum dropped from 21 to 12.2%. These figures, of course, include motor boats. Separate figures were not given for the 68 sailboats in the Show.

The new minutes of the last meeting of the IYRU indicate that there are no changes in the existing racing rules this year. Also, that the Lightning Class has applied for international status with a report from the proper committee due in June.

This is the last call for point scores which are due under class rules. They will be published in July and enclosed with that issue of the BULLETIN. Please get them in at once on standard report sheets furnished by the Secretary.

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|---------------|---------|
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| 3/8 in. | .21 |
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| 1/2 in. | .40 |

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|----------|---------------------------|--------------------|----------------|
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| 1/4 inch | \$0.08 | \$0.10 | \$0.11 |
| 5/16 " | .12 | .18 | .17 |
| 3/8 " | .165 | .24 | .22 |
| 7/16 " | .215 | .30 | .30 |
| 1/2 " | .27 | .38 | .35 |

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OATLEY 2nd AND EASTER HAYWARD 4th IN BERMUDA NATIONALS



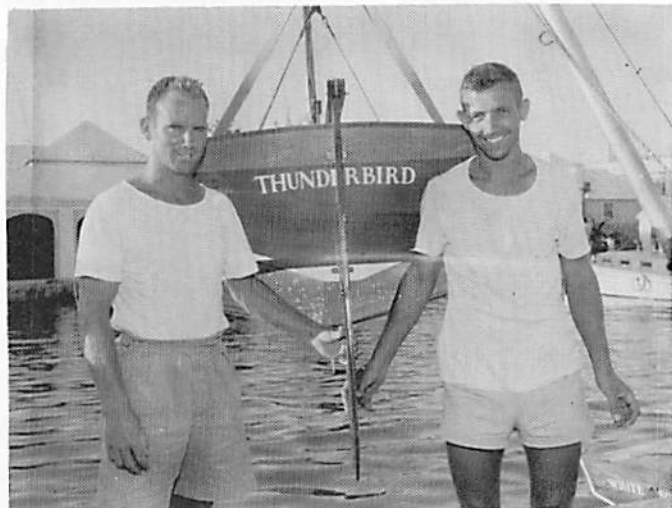
THE CHAMPIONS! - Penny Simmons (right) looks like he had swallowed the cat, while Bobby Soares, his crew, also manages to look pleased. Well they might, after getting 5 firsts!

Penny Simmons, in winning the Bermuda National Championship for the fourth successive year, again demonstrated his ability to sail a Snipe. He was ably assisted by Bobby Soares and that team thus earned the right to travel to Porto Alegre and participate in the World Championship Regatta of 1959.

Runner-up spot went to skipper Bobby Oatley and his crew, George Brown. Both of these boys represented Bermuda in the Pan-American Games in Chicago.

The 6 race series, with 4 races scheduled for the Great Sound and 2 in St. George's Harbour, presented certain problems to the Race Committee. The first day of the series, with 2 races scheduled, the Committee endeavoured to set a course, but the wind (or rather complete lack of it) combined with rain to force a cancellation. The 5th and 6th races, slated for the Harbour, were also rained out. No less than 6 inches of rain within 48 hours fell during this period.

As in previous Bermuda National Championships, each boat is permitted to drop one race. Penny Simmons had a perfect score for the 5 races. The 4th race of the series was completely goofed by Penny in failing to round the windward mark and was consequently credited with a DNF. It may be interesting to note what happened on this occasion. A triangular course, with marks to starboard, had been sailed as the first race of that particular day. The second race was a windward-leeward course with marks to port. Penny led the fleet and rounded the windward mark to starboard. After realizing his error, he returned and left the mark to port. (See sketch below for particulars).



SECOND PLACE WINNERS - Bob Oatley (left) and his crew, George Brown.

The Race Committee ruled that a proper round was not made and therefore the course had not been completed.

After 4 races, the Western Hemisphere Champions, Easter Hayward and Charles Brown, were the leaders with 5853 points, followed by Bobby Oatley and George Brown with 5780 points.

In the final 2 races, the winds were very light and at certain periods it was doubtful that the boats would finish within the time limit. Penny occupied third overall position, but by virtue of his two wins in the 5th and 6th races, he safely tucked away the Championship Trophy and title. — Reggie Tucker.

1959 BERMUDA NATIONAL CHAMPIONSHIP RACES

| BOAT | SKIPPER - CREW | RACE | 1 | 2 | 3 | 4 | 5 | 6 | PTS. | Fin. |
|-------|-------------------------|------|-----|----|----|-----|-----|-----|------|------|
| 9884 | E. Simmons-B. Soares | | 1 | 1 | 1 | x | 1 | 1 | 8000 | 1 |
| 9882 | R. Oatley- G. Brown | | x | 2 | 4 | 2 | 2 | 3 | 7376 | 2 |
| 9879 | B. Hayward-C. Brown | | 2 | 3 | 3 | 3 | 4 | x | 7222 | 3 |
| 9883 | E. Hayward-H. Hayward | | 6 | x | 2 | 7 | 3 | 2 | 6867 | 4 |
| 10520 | K. Simmons-L. Flood | | x | 4 | 7 | 1 | 5 | 6 | 6646 | 5 |
| 9881 | J. Amos-M. Gringley | | x | 8 | 5 | 4 | 6 | 7 | 6135 | 6 |
| 10522 | K. Chiappa-A. Pitman | | 3 | 5 | x | DNF | 7 | 8 | 5769 | 7 |
| 9561 | W. Soares-J. Shirley | | DSQ | 9 | 6 | 6 | x | 4 | 5468 | 8 |
| 9557 | C. Soares-S. DeSousa | | 5 | 11 | 8 | x | 8 | DNF | 5274 | 9 |
| 9880 | I. Campbell-H. Campbell | | 11 | 6 | x | 9 | DNF | 9 | 5073 | 10 |
| 9560 | D. Gooding-D. Shipman | | 14 | x | 14 | DNF | DNF | DNF | 4042 | 11 |
| 10507 | R. Marshall-R. Belvin | | 9 | 7 | 8 | x | DNF | DNF | 3269 | 12 |
| 10516 | F. Vallia-B. Sutherland | | 13 | x | 10 | 5 | DNF | DNF | 3021 | 13 |
| 9878 | I. Hayward-S. Spurling | | 7 | 11 | x | DNF | DNF | DNF | 2056 | 14 |
| 9562 | N. Stephens-R. Stephens | | 12 | x | 9 | DNF | DNF | DNF | 1865 | 15 |

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SNIPER BULLETIN 655 Weber Ave., Akron 3, Ohio.



ONE PICTURE tells the story of the Bermuda Races. Five times LITTLE UNDINE crossed the finish line ahead of the fleet.



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.

*Sails
by Watts*

KENNETH E. WATTS

TORRANCE, CALIFORNIA

-MID-WINTER REGATTA RUNS TRUE TO FORM-

Francis Seavy Wins Again — Dick Tillman Runner-up

Two years ago, Francis Seavy won the Midwinter Regatta for the third time after a hard fight with Frank Levinson and Basil Kelly. Last year, he was unable to sail and Terry Whittemore won the title with spectacular finishes in the last two races. But this year, Francis was back again in all his glory and there was little doubt that he meant to get the title again, for he won the first race and then took three 2nds in the next three for a final 1-2-2-2-10 for 7124 points, just 545 ahead of the runner-up. It was a most convincing demonstration of his sailing ability.

This 23rd International Midwinter Snipe Regatta was held in Clearwater, Florida, on March 8-11, 1960 with 26 boats from 8 states plus Cuba and Bahamas in competition. 6 races were scheduled in 4 days and the weather was so favorable on Tuesday that the schedule was moved up and 2 races were held; with the same condition following through Wednesday, 2 more were run off and that was a lucky break, for Thursday's race was called on account of time and Friday's was barely completed before a gale descended. All in all, it was a fine regatta affording an excellent opportunity to get familiar with the site of the 1960 U. S. Nationals, which will be held there August 18-26 this year.

The first race was a triangular course on the Gulf of Mexico in front of the CYC and beach lined with spectators. In a 15-20 mph brisk breeze, Seavy took a commanding lead at the first lap and crossed the finish line far ahead of Dick Tillman, the present U. S. National Champion, and Alan Levinson in 3rd place. The second race that afternoon saw Old Master Ted get out in front and duplicate Mr. Seavy's performance for a first place. Seavy started his string of 2nds and Tillman was still on his tail with a 3rd.

These races saw 7 disqualifications for various reasons, but one of the toughest was the breaking of the rudder on Harry Levinson's new boat, which eliminated him for the day. Since Harry came back on Wednesday to win both races, one can see that the outcome might have been different except for this misfortune. Likewise, Basil Kelly was handicapped somewhat by having to sail in a borrowed boat, his own being damaged in transportation. And Terry Whittemore, the defending Champ, saw his hopes go over the transom when the best he could do was two 10ths.

Weather conditions were excellent for the Wednesday morning race with a moderate wind blowing out of the southwest. It held steady and the little boats fairly skimmed over the water on a windward-leeward course. Harry Levinson got off to a second place start while Seavy was way back in the pack. At the end of the first lap, Harry had taken the lead by 50 yards. He continued to increase it during the final lap and finished 100 yards ahead of Seavy and Ted Wells in 3rd. Tillman dropped back to 7th. As the second race started that afternoon, the breeze began to die down and soon became a calm. It took the boats almost two hours to finish the first lap of the race as the Gulf became almost glassy smooth and the tide went out. This time, Harry improved on his starting as he timed it perfectly and led throughout the long, gruelling contest. Seavy got his third 2nd place while Bruce Cochran of Clearwater came in 3rd. Ted Wells and Dick Tillman got 7th and 8th respectively. The standings at the end of 4 races showed Seavy with 6163 leading Wells by the comfortable margin of 567 points, while Tillman was 3rd with 5210, Courtney Ross 4th with 5050, and Bruce Cochran 5th with 4631.

The calm from Wednesday afternoon's race carried over into Thursday and what breeze there was barely moved the flags on the committee boat. The 2 1/2 hour time limit expired before Courtney Ross got across the finish line in first place. He was five minutes short of collecting his first victory, but Seavy was in his regular 2nd place spot, followed by Bruce Cochran and Ted Wells. The leaders still stuck together.

The final two races were set for Friday and the day started out with the best weather yet. The wind was from the east at about 10 knots and the sleek little boats made good time around the triangular course. Seavy made his worst showing in this race, crossing the starting line in 18th place, moving up to 16th

at the first lap, but passing 6 boats on the final lap to come in 10th. Bruce Cochran was the big winner, closely pursued by Jim Cochran, Courtney Ross, and Dick Tillman. Wells slipped back to 16th position.

As the boats crossed the finish line, they were warned to take down their sails immediately in preparation for a gale. Two boats managed to sail back under their own power, but Seavy was completely swamped with only the mast showing above the water line. The rest were towed back.

The banquet was held that night with Dr. Don Cochran, Jr., acting as toastmaster and many prizes were passed out by the officials. With SCIRA Commodore Edward Garfield and Rear Commodore Sam Norwood in attendance, it was a preview of the coming August regatta.

It is noteworthy that local Clearwater sailors took 5 out of the first 6 places and that Harry Levinson, who captured two 1sts, had his brother Frank of Clearwater crewing for him. Knowledge of local waters and sailing conditions are mighty important and the results of this regatta give plenty of warning as to what to expect when the big one comes up. But sometimes you can know too much, too! (See Wells Wanderings this issue.)

FINAL RESULTS

1960 MIDWINTER INTERNATIONAL SNIPE REGATTA

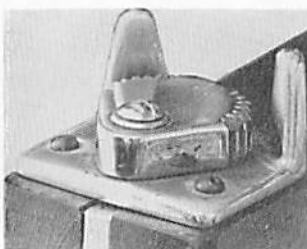
| BOAT | SKIPPER | FLEET | RACES | 1 | 2 | 3 | 4 | 5 | Pts. | Fin. |
|-------|------------------|--------------------|-------|-----|-----|-----|-----|------|------|------|
| 6995 | Francis Seavy | Clearwater, Fla. | 1 | 2 | 2 | 2 | 10 | 7124 | 1 | |
| 10350 | Dick Tillman | Elgin AFB, Fla. | 2 | 3 | 7 | 8 | 4 | 6579 | 2 | |
| 11809 | Courtney Ross | Clearwater, Fla. | 4 | 8 | 5 | 5 | 3 | 6494 | 3 | |
| 11221 | Bruce Cochran | Clearwater | 8 | 4 | 14 | 3 | 1 | 6231 | 4 | |
| 6025 | Ted Wells | Wichita, Kans. | 5 | 1 | 3 | 7 | 16 | 6121 | 5 | |
| 8099 | Jim Cochran | Clearwater | 6 | DNS | 6 | 4 | 2 | 5596 | 6 | |
| 7432 | Terry Whittemore | Naugatuck, Conn. | 10 | 10 | 4 | 12 | 6 | 5357 | 7 | |
| 8652 | Alan Levinson | Indianapolis, Ind. | 3 | DNF | 10 | 6 | 5 | 5182 | 8 | |
| 10052 | Basil Kelly | Nassau, Bahamas | 9 | 7 | 9 | 9 | 17 | 4824 | 9 | |
| 11600 | Paul Betlem | Rochester, N.Y. | 13 | 5 | 8 | 19 | 7 | 4809 | 10 | |
| 12192 | Harry Levinson | Indianapolis | DNF | DNF | 1 | 1 | 8 | 4514 | 11 | |
| 10592 | Serafin Arrojo | Havana, Cuba | 12 | 13 | 12 | 10 | 11 | 4327 | 12 | |
| 10353 | Don Cochran, Jr. | Clearwater | DNF | 6 | 15 | 11 | 9 | 4050 | 13 | |
| 11671 | Alynn Stevens | Orlando, Fla. | 7 | 14 | 13 | 14 | 19 | 3882 | 14 | |
| 9740 | Eddie Williams | Kansas City, Mo. | 11 | 9 | 19 | 15 | 15 | 3760 | 15 | |
| 9363 | Sam Norwood | Atlanta, Ga. | 15 | 17 | 16 | 16 | 13 | 3286 | 16 | |
| 11316 | Dick Edwards | Cuba, N.Y. | 14 | 11 | 24 | 13 | 22 | 3063 | 17 | |
| 8598 | Wayne Bolton | Clearwater | 16 | 16 | 21 | 18 | 14 | 2908 | 18 | |
| 7877 | Tom Hanna | Webster, N.Y. | 17 | 12 | 11 | 20 | DNF | 2758 | 19 | |
| 10660 | Bud Hook | Indianapolis | 18 | DNF | 18 | 17 | 12 | 2731 | 20 | |
| 11759 | Jerry Guardiola | Miami, Fla. | 20 | 18 | 20 | 21 | 21 | 2211 | 21 | |
| 11559 | Phyllis Blair | Clearwater | 19 | DNF | 17 | DNF | 18 | 2196 | 22 | |
| 10788 | Marilyn Swan | Clearwater | 22 | 20 | 23 | DNF | 23 | 1774 | 23 | |
| 10175 | Carl Zimmerman | Akron, Ohio. | DNF | 15 | DNF | DNF | 20 | 1342 | 24 | |
| 11111 | Mike Walbolt | Clearwater | 23 | 19 | 22 | DNF | DNF | 1169 | 25 | |
| 9362 | John Call, Jr. | Clearwater | 21 | DNF | DNF | DNF | DNF | 945 | 26 | |

NO ONE HURT EXCEPT THE BOAT

The O'KELLY, famed Snipe belonging to Basil Kelly of Nassau, came to an inglorious end in an automobile accident near Ft. Pierce while being towed to Clearwater. The outfit had stopped for 40 seconds when a truck ploughed into the boat, sending it flying over the top of Kelly's Triumph and smashing into the road ahead. No. 1 Snipe of Nassau, the boat had a long list of victories.

DOUBLE ACTION JAM CLEAT

TO HOLD THAT JIB



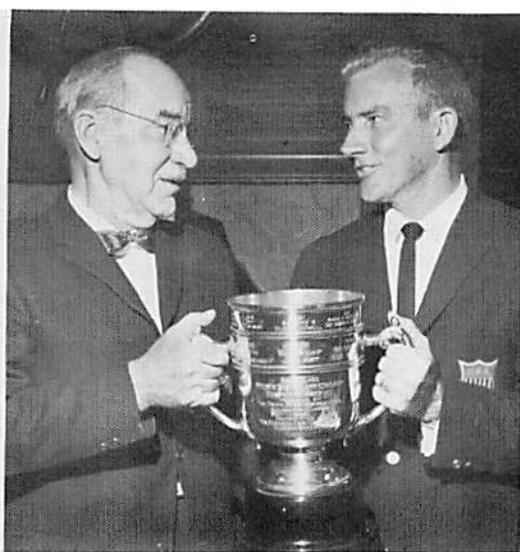
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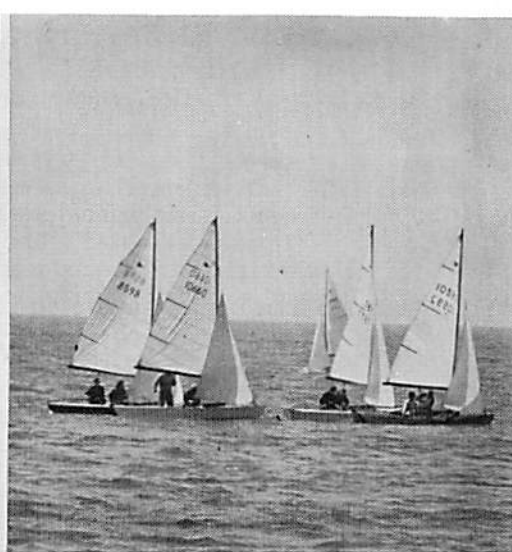
PAT.



ALONE- Seavy crosses the finish line of the first race with the second place craft behind. This was the only race he won.



THE WINNER- Commodore George Reynolds of the Clearwater Yacht Club presents the Trophy to Champion Francis Seavy.



AROUND THE TURN- Four Snipes make the turn in a windward-leeward race in pursuit of Seavy, already well on his way (rear).



TACTICAL SNIPE ACTION - Jim Cochran (8099) is determined to beat Paul Betlem (11600). — PHOTOS by the Clearwater SUN



RIDE HOME - The boats were towed home after the final race in face of a wind of gale proportions. They look cold!



MEASURING IN - George Glenn (left) and Charlie Gabor, 1938 National Champion, officially check Levinson's sails.



GETTING READY - Don Cochran, Jr., new Florida State Champion, in 10353.



WEIGHING IN-Taver Bayly, Past SCIRA Commodore (1939) and official weigher, checks Frank Levinson's new boat.

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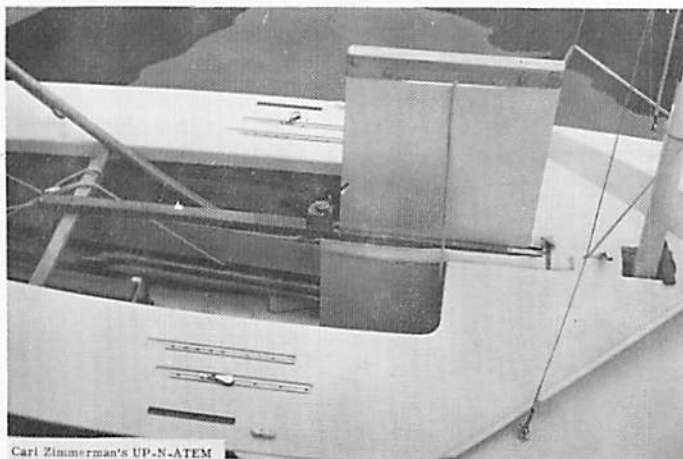
BOB VREELAND REPORTS

Here are some pictures of the "hot" (?) boats at Clearwater. I took them for my own use in fitting out my new boat, but thought they might interest others in getting ideas for re-fitting as well. With them, one can compare:

1. Jib sheet cleating arrangements
2. " Reacheros" location and type
3. Compass and pump installations
4. Spray board differences
5. Dagger Board handles
6. Kick strap types and locations.

Notice in particular:

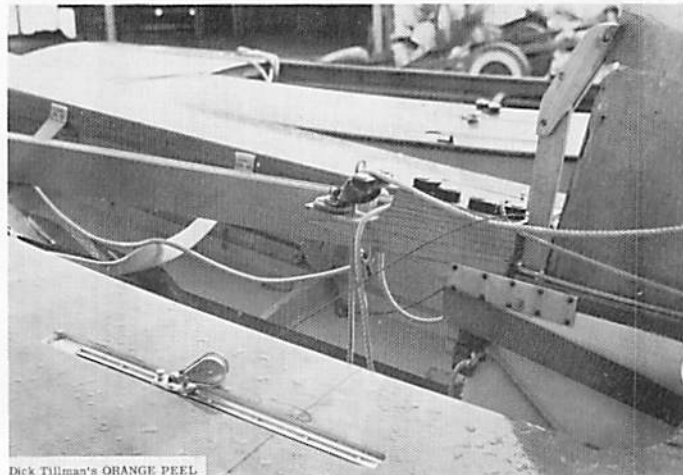
1. The Levinson self-bailing cockpit
2. Francis Seavy still has the simplest equipment!



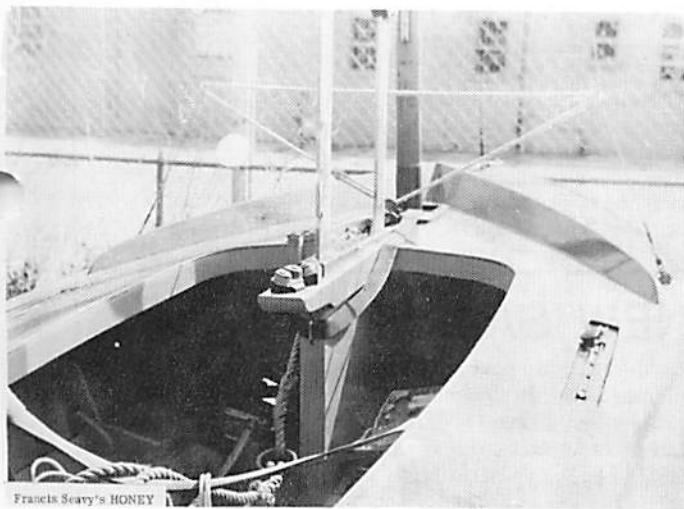
Carl Zimmerman's UP-N-ATEM



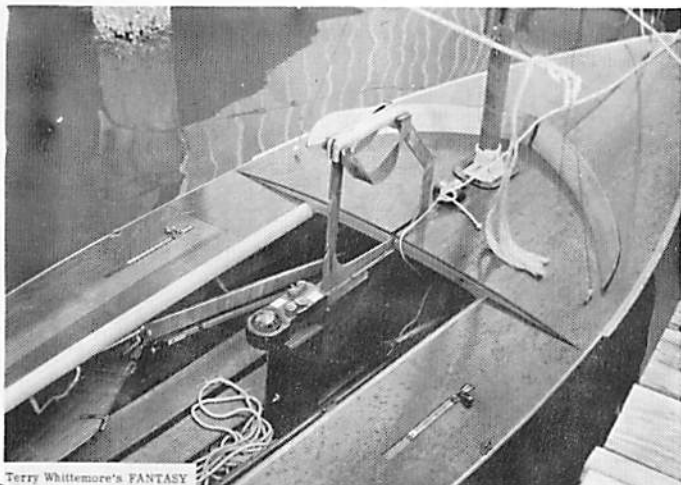
Fed Wells' fiberglass boat with new Lofland deck.



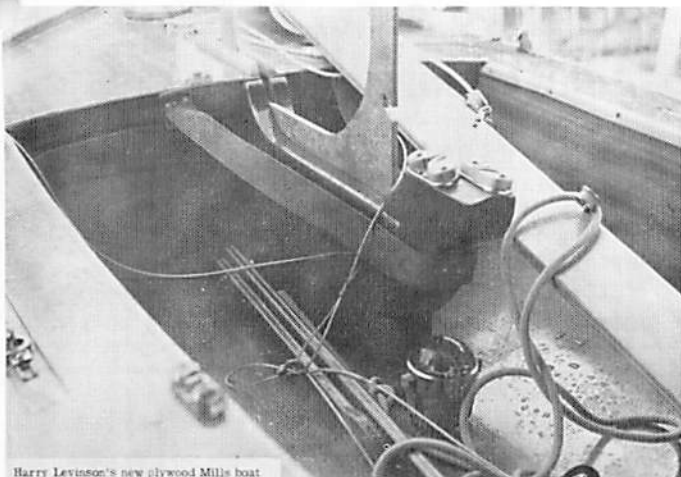
Deck Tillman's ORANGE PEEL



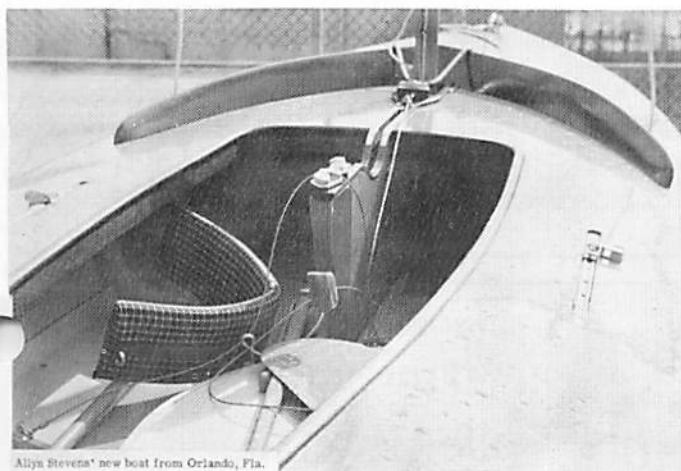
Francis Seavy's HONEY



Terry Whittemore's FANTASY

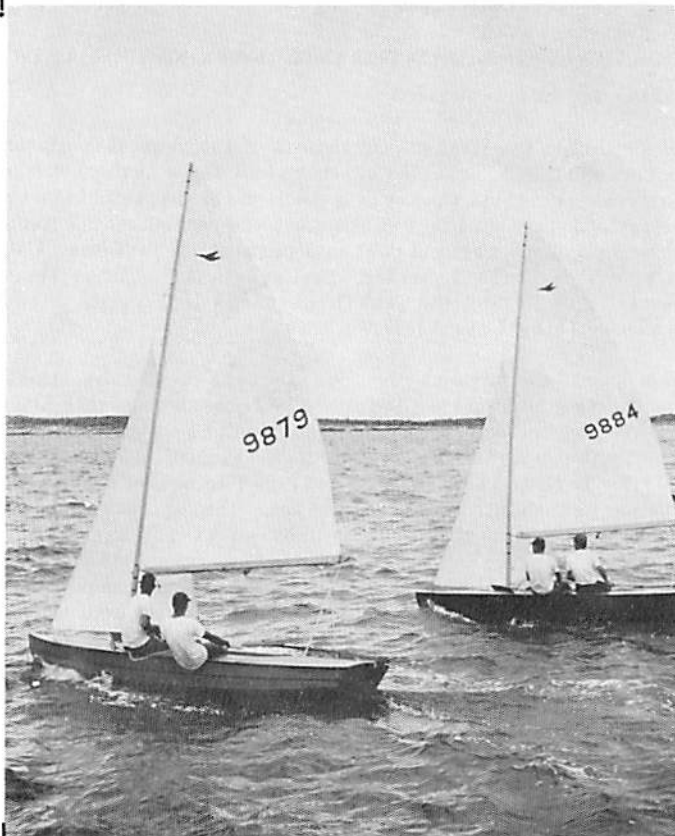


Harry Levinson's new plywood Mills boat



Aliya Stevens' new boat from Orlando, Fla.

ULMER SAILS WIN AGAIN!



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

Other 1958 Titleholders

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Championship of Spain

TERRY WHITTEMORE
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Comm. Harold Griffith Trophy
Heinzerling Trophy—2nd Place

RAY KAUFMAN
Wells Trophy
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Wells Wanderings



by
Ted Wells

CLEARWATER MIDWINTER INTERNATIONAL REGATTA

Alibis and Commentaries

Since this is the first major regatta of the year, it is always covered in this column. From where I sit at the moment writing this, looking out the window of a motel in Omaha, watching more snow falling on stuff that is already piled as high as the roofs, and think of my car and boat in a parking lot in Kansas City buried under snow, I wonder why I ever left Florida. There were times during the last three races in Florida when I wondered why I ever left Wichita.

However, the courses were good, as were the starting lines; the sterling shrimp tray and sauce bowl doesn't say fifth place on it anywhere and doesn't duplicate anything we already have; I recognize now that it is possible to be colder than I was towing in after dark and soaking wet, and now I know how to play the sailing weather for the rest of the year. Simple! — figure out the smart, intelligent thing to do, and then don't do it!

There are areas of the world where putting the hex on people is handled efficiently by professionals (for a fee, of course), but apparently, dependably. Coming up th the last day of racing, when we were supposed to have two races, my crew and I figured out that for us to win the regatta, we had to win first place, and, if there were two races, Francis Seavy had to be back in fifth place in both. If there were only one race, he had to eb in ninth. We therefore started doing our best to hex Francis into ninth, as it was fairly obvious that a squall was making up and we would be lucky to get in one race. Second place we had cinched - we thought!

The results established the hazards of hexing by amateurs. We got Francis back to eleventh place alright, but got ourselves into sixteenth. It was easy to do, for the wind always goes to the west on its way to northwest which is where it is in a squall, so we experts held to the west of the fleet. Also, there is never any appreciable tide where we were sailing. This time the wind went to the northwest alright, but it got there by going to east first, and there was a good strong tide where we sailed. The first fact I discovered on the first beat - the second on the second beat.

Everyone should have been suspicious. The wind always blows in Clearwater in March, especially if you have had all five races in the gulf the year before. The highest wind we had until the squall hit was about 10-12 knots. One race just barely got completed under the two hours and a half time limit and one didn't get completed by a few minutes. Going out to the Gulf on the last day, we had what looked like would be a dandy squall, but all it did was rain - no wind. Also, the wind had shown a tendency to shift to the east instead of the west on the first day.

All of which should have alerted the smarter skippers to the fact that it would be a smart thing to keep eyes open, watch the entire fleet, and not just the alleged big shots.

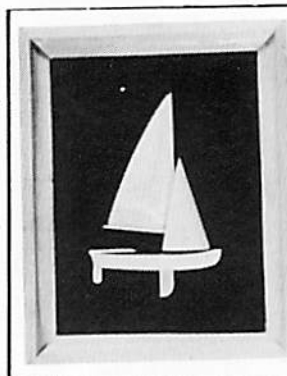
Harry Levinson was sailing a new plywood boat with his brother Frank as crew. This boat had been measured on the SCIRA measuring rack and was in the exact center of all tolerances. They broke a rudder at the first windward mark in the first race, which put them out of action for both races that day. The second day they won both races by a good margin, and the third and fourth days were doing alright until too much knowledge of local conditions caught up with them (remember - the wind always shifts to the west and so it pays to hold to the west of the fleet). But their performance certainly indicated that a boat built to the exact center of the tolerances will go as fast as the skipper can make it go. I was using my glass boat 10025 and while I only won one race, this was the worst in combination of

heavy chop and moderate wind where many people are convinced that glass boats can't win.

With the new IYRU tolerances, I am positive we have a set of tolerances under which it is impossible to build a hull faster than any other (in fact, I think this is true of the tolerances after #9800), but new builders still write in and want to know what the tricks are to building a hull that will obsolete all existing ones, which, I guess, can be and has been done in some other well known alleged one-design sailing classes.

NEW SAIL SPECIFICATIONS

On the opposite page you will find a reproduction of the supplemental sheet for measuring sails. These are the new specifications just adopted and are the outgrowth of recent controversy and discussions over sail specifications. They restrict sail measurements still further by tightening up on grommet and batten locations. These measurements are to be used when it appears that an effort has been made to make an over-sized sail. Due to the great interest and importance of the subject, the diagrams are displayed for the knowledge of all.



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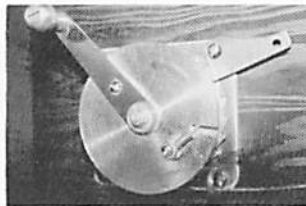
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Snipe Building Plans

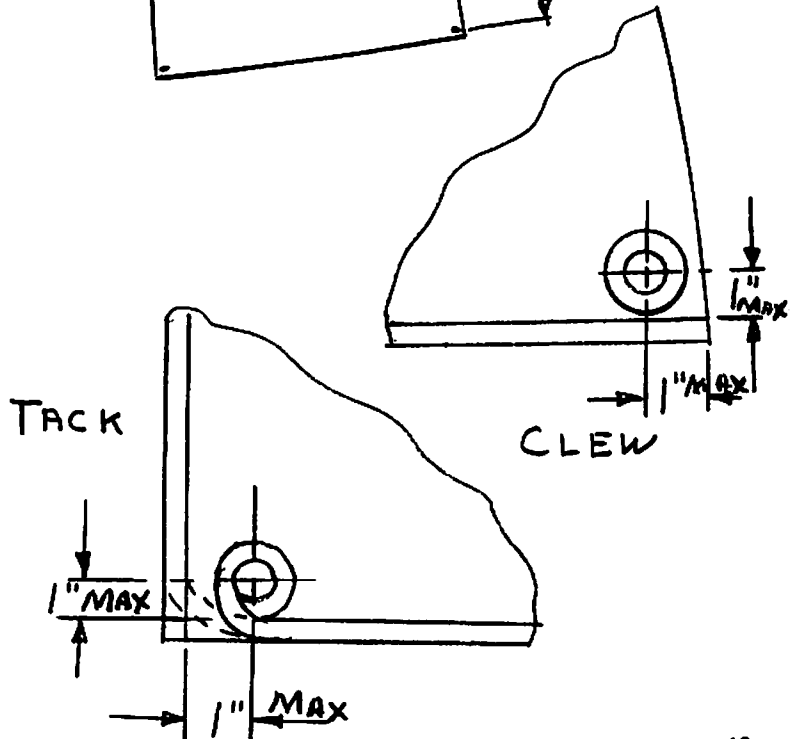
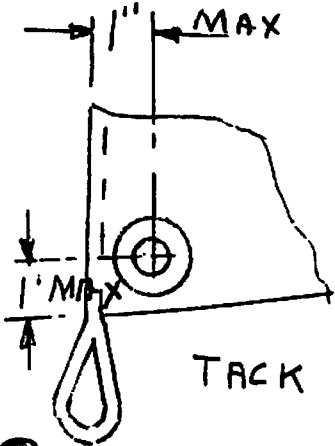
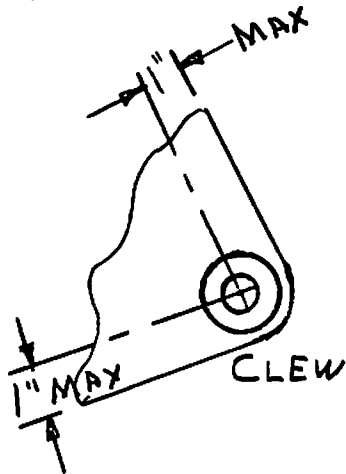
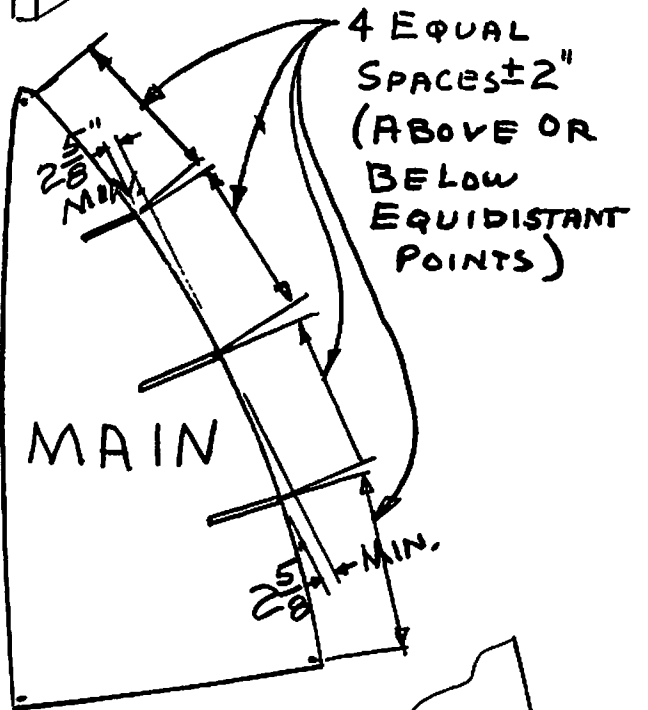
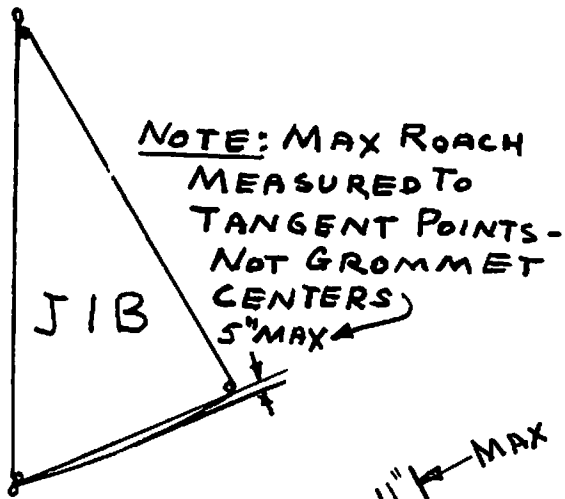
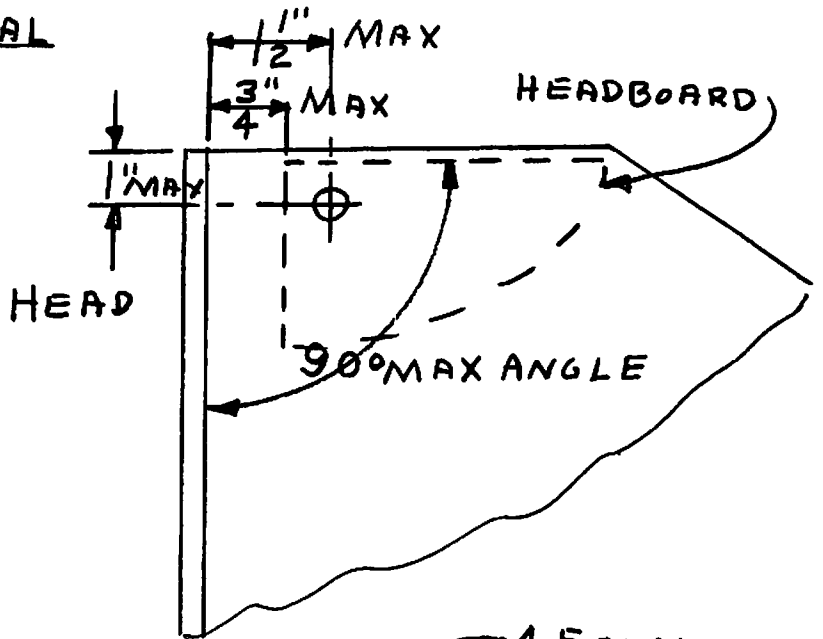
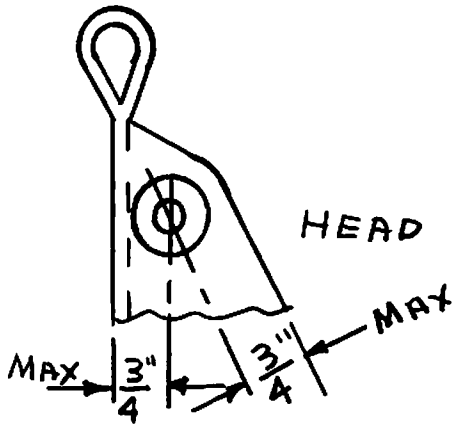
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SNIFE SAILS - ADDITIONAL LIMITING DIMENSIONS

1960



— "MAST ABEAM" —

Some of the hottest debates — and acrimonious words — result when, in the course of a close race, the cry " Mast Abeam " sounds out. It is heard often, for it means someone has, or thinks he has, a decided advantage. But the line is fine and the point of decision is usually delicate, accompanied by possible disagreement, which may or may not be polite.

Rene Ribeiro, of Recife, Brasil, suggested that an article on the subject would be interesting and timely reading for Snipers and Fearon D. Moore, a recognized "sea lawyer", kindly consented to submit his opinions on the overall subject with especial treatment of the definition of Proper Course in such a situation.

The BULLETIN is proud to print Mr. Moore's article and recommends it to all sailors.

PROPER COURSE AFTER BEING HAILED "MAST ABEAM" (subsequent to crossing and clearing the starting line).

While this opinion is intended to clarify only the above subject, it is advisable to consider Rules other than 30. 10 and 33. 5, which must be observed in the maneuvers that proceed and follow the hail. The hail, of itself, does not set aside the basic obligation (windward yacht keep clear) imposed by Fundamental Rule 33. 2a. (The other Fundamental Rule, 33. 1 Port vs. Starboard is not involved in "mast abeam" situations.)

With a clear understanding of each statement below, these comments can be applied by any fairminded skipper or committee to a particular case.

1. When a situation or condition is known or admitted by both parties to exist, the responsibility subsequently to show that it changed, will lie with the party claiming the change.

2. The hail, rightly or wrongly given, governs the hailed yacht; but confers no R. O. W. upon the hailing yacht to compel the other to alter course.

3. While the overlap between the yachts exist (within 2 lengths apart laterally) - both before and after the hail - the Windward yacht (W) must keep clear (33. 2) of the Leeward yacht (L) whatever L's course may be.

4. A protest provides the correct recourse when either yacht believes the other did not promptly carry out any obligation.

5a. Ordinarily, it should not be necessary for W to hail " mast abeam " if it has established her overlap from Clear Astern; there should be no doubt that L may not sail above her proper course during that overlap. (An admonishing hail may be given as a courtesy.) BUT —

b. When the overlap results from convergence, in order to protect her right, W must hail "mast abeam" while there is still time and opportunity for L to assume her proper course without contact. (NAYRU Appeal 78 for details.)

6. Proper course means: from the particular place where the yacht may be, to the next objective - whether a mark (or an obstruction) that must be passed on a given side, or her own chosen point on the line if finishing.

7. Proper course is not necessarily a straight line (the shortest distance) to the objective. Under many circumstances, "tacking downwind" on a zig-zag course is a recognized technique for "getting there the fastest. Proper allowance for leeway, water current, or windshift could justify deviation from a direct line. L must be ready to convince the Committee that the deviation would get him there the fastest, if challenged by protest.

8. Proper course of a yacht can always be known by her skipper; only he could know how and where he would sail IF ALONE to attain his next physical objective in the least possible time. (Unfortunately, the presence of the other yacht often compels him to sail otherwise, and he then improperly colors his viewpoint accordingly.) Nevertheless, a Hearing Committee should recognize that difference in sailing techniques between two skippers can result in justifiably different courses from the same point. After a "mast abeam" hail, only L's course is being judged; and on the basis of what the Committee believes L would have done IF ALONE to get there the fastest. (If W did get there faster on some other course, it should have no bearing on the propriety of L's course, as other factors could account for W's

better time.)

9. L's obligation not to sail above her proper course after a "mast abeam" hail is terminated when, either because the yachts are no longer clearly less than 2 lengths apart laterally, or because either of them has become clear ahead of the other - the overlap ceases to exist.

10. Ordinarily, it is perfectly safe for L to head to, but not about the direct line to the correct side of the next objective to be passed or rounded. It is not readily conceivable that a yacht doing so could be successfully protested as sailing above her proper course. And yet there may be exceptions! For example, the decision of NAYRU Appeal 53 makes clear that: "... as a yacht approaches a mark (in that particular case, the yachts were 4 lengths from it and room at the mark did not yet apply), her proper course is to a point far enough away from the required side of it to give room to any yacht(s) overlapping her on the inside." This would require deviation below even the "safe" direct course line mentioned above, if any "mast abeam" overlap was then obligating L not to sail above her proper course.

11. Definition 30. 10 Proper Course, last sentence, states: "The course sailed before beginning to luff another yacht... is presumed to be a proper course." The underlined phrase is too often ignored or misapplied. Actually, its meaning definitely infers the addition of this thought: "... in the absence of proof and subject to further evidence to the contrary." Two examples will illustrate (1) if L, on a beam reach after rounding a mark, chooses to play it safe against a header in getting there fastest by sailing well above the next mark. Soon afterward, W induces a luffing match, gets, and claims "mast abeam". L may resume the original course above the next mark as proper for her. Here the presumption has been invoked. (2) Now a second seemingly similar example, but taking place much closer to the next mark: Again L has luffing rights, is sailing a course well above the next mark to play it safe, etc., when W induces and wins a luffing match that has carried both about as far above the line between marks as they are from the next mark itself. (The proximity of the next mark becomes evidence that L's recent course before luffing may not now be presumed proper.) L's proper course is to that side of the mark in which it is to be passed i. e. just as she would sail from the point of hail if she were alone.

12. It must be emphasized that all the foregoing applies subsequent to crossing and clearing the starting line with respect to L sailing ABOVE her proper course, following a "mast abeam" hail by W.

Many of the statements have application between the starting signal and becoming clear of the line; others do not! Likewise, some would apply in considering Rule 33. 6 which deals with BEARING AWAY FROM proper course to prevent passing to leeward. Nevertheless, there is no intention to have treated these latter situations in these opinions. It is not the complete story of Proper Course, but treats proper course only as applied to mast abeam hail.

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WANT TO WIN THE NATIONALS?

We are very happy that the 1960 Snipe Nationals are to be held in Clearwater.

Since many of you Snipers have attended our Midwinter Regatta, and experienced our strong winter winds on many occasions, it is felt that some information and explanation concerning our summer breezes should be given.

First, in the summer, the winds are generally light 0 to 10 mph. In the morning, the wind is generally off shore from the east, as a rule, about 10 mph. Then from 11.00 A. M. until 1:00 or 2:00 P. M., it will shift to the south and around to the east, where it will remain for the remainder of the day. This is our land breeze and is a result of the land temperature.

When the wind follows this cycle (which is the general summer-time prevailing wind), it is always light, rarely getting up to 15 mph. However, in the afternoon, we have the possibility of summer rain squalls which are very prevalent in our general area all summer. These squalls are sometime severe and will get up to 25-30 mph; however, as a rule, they are not as bad as the midwestern summertime squalls. These rain squalls come from the land and therefore they do not bring rough water. In addition, they are not of long duration.

If strong winds do come in the summer, they generally come from the south and may last one or two days.

We are planning to hold the races for the 1960 Nationals in the afternoons, hoping to gain the steady west wind which makes for the best racing. Though squalls are always possible at this time, we will attempt to avoid them by postponements, because of their short duration.

All of our racing will take place in the Gulf of Mexico, which offers the finest sailing courses. Gulf sailing is quite different than lake sailing due to the wave conditions, and to aid you with the best advice one can only say that practice will give you the secret. Most of the Clearwater Snipers attempt to keep their boats moving through the chop and do not attempt to try and outpoint their rivals. Constant sail trimming is essential.

As to sails, I personally feel that full but not baggy sails are best down here. The boat must keep its drive forward.

Come on down a day or so early and you will be able to accustom yourself and your boat to our Gulf racing conditions.

ONE WORD OF CAUTION! Measure your sails and boat before coming -- we will have a strict measurement committee and on-the-scene alterations (and altercations) can be avoided with a little forethought.

— Frank Levinson

BOOM HOLDER-DOWNERS

By Vice-Commodore Frank Penman

The name varies with the longitude. Around nought degrees, they are kicking straps; from seventy degrees west westwards, I believe they are boom vang, boom jacks, or go-fasts. In any case, they are there to hold the boom down and from what I have seen, a great many of them are not man enough for the job they are supposed to do.

A line through a single block on the boom may be enough for running dead before the wind, but running is not when a kicking strap helps most. It is when reaching, particularly close reaching, that it really pays dividends and when it has to work hardest.

On the wind, a mainsail is a reasonably efficient shape, but as soon as the wind frees and the mainsheet is eased, up goes the end of the boom and the sail develops a twist. In this state, only a small part of the centre of the sail is at the most efficient angle to the wind. The top is at too fine an angle and the foot too square to it. If the boom can be kept down, a much greater part of the sail can be kept at the correct angle and more drive developed. This often makes the difference between planing and not planing.

To keep the boom down on a reach requires a really powerful tackle. It should be strong enough to put a bend in the mast with sail empty of wind. I use quarter inch diameter terylene (dacron) line with double blocks on boom and mast. The tackle is set up and the boom pulled down hard by the mainsheet and stays so throughout the race except in light winds. Try this and see if you don't pick up places on the down-wind legs.

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!

BOAT PORTRAITS: Give the skipper a fine oil painting of his Snipe by "Yachting" cover artist Ralph Heinzerling. Reasonable prices - satisfaction guaranteed. Ralph Heinzerling, 4 Drury Lane, Port Washington, L. I., New York.

FOR SALE: EMMONS SNIPE 10202. Fiberglassed cedar hull, Gerber mast, and Ulmer dacron sails new 1959, 1 suit Watts cotton, trailer included. \$650.00. Boat located near Syracuse, N. Y. Write to: John M. Wilson, Carleton College, Northfield, Minnesota.

FOR SALE: New Watts sails; full-cut; Dacron. \$135.00 — cost \$162.00. Dr. Norman Baker, 2139 Glenwood, Springfield, Illinois.

FOR SALE: SNIPE 9738. Excellent condition; weight 425 lbs.; Dacron full-cut sails; mahogany plywood deck; new mast; boat cover. All necessary gear included for \$650.00. Trailer to fit - \$35.00. Stan White, 42 Blue Bonnet Knoll, New Milford, Connecticut.

WANTED: One suit of used BUT GOOD Snipe sails. Please state condition and price. Contact: J. Mandell, 73 Cedar St., New Britain, Connecticut.

FOR SALE: SNIPE 11777. Fiberglass covered wood with self-bailing cockpit. Fully equipped and rigged for racing. Minimum weight with 80 lb. daggerboard. No trailer. Pick up in Middlebury, Connecticut for \$1,000.00. Terry Whittemore, 327 Church St., Naugatuck, Conn.

FOR SALE: Snipe 5112. Fleet winner 1959. \$450.00 includes trailer, 2 suits cottons, complete racing equipment, and all spare rudders, tillers, etc. John Black, 100 Awixa Ave., Bay Shore, New York. Mohawk 5-1541.

FOR SALE: Snipe 10657. Mast stepped on deck. Winches in mast. Roberts sails like new. Jam cleats. Trailer. Fiberglass covered hull. Ready to sail. All for \$650.00. Francis Castelli, Decatur, Illinois. Phone 3-0857.

WANTED TO BUY FOR CASH: Good used fiberglass Snipe. Must be priced right. Give full particulars of construction and condition, including sails. Robert F. Hofheins, 329 Beard Ave., Buffalo, New York.

FOR SALE: DAGGERBOARD of polished bronze. Oak handle with winch. Weighs 72 lbs. \$60.00 or best offer. Also used cotton main and jib medium draft by Ulmer for \$40.00. Victor Andersen, 316 Storer Ave., Akron, Ohio.

FOR SALE: Snipe 8050 in EXCELLENT CONDITION. Cotton sails. Always dry-sailed; newly painted and ready to go. Extras, including bilge pump, \$470.00. Trailer for \$50.00. J. B. Caldwell, 2920 Beechwood SE., Grand Rapids, Michigan.

FOR SALE: Snipe 10871. Plywood hull covered with airplane cloth, weight 428 lbs., Racelite fittings, Morgan Dacron sails, dagger board, Sitka spruce spar. Outstanding racing record. Complete, ready to race, and the first \$790.00 takes it. Tom Hanna, 175 Landing Rd., Rochester 10, New York. Butler 8-7954.

FOR SALE: BOTVED FIBERGLAS SNIPE 10047. Ulmer Orlon sails; stainless steel board; Post deluxe mast with winches; almost new cover; good trailer. Completely refinished and only \$850.00. Write to Garrett Mulder, 2830 North Westledge Ave., Kalamazoo, Michigan.

DO YOU NEED A NEW MAST? Get a complete set of plans for the CHAMPION round mast for Snipes, designed by Ted Wells, and build your own. 4 sheets of blueprints with all details for hardware and rigging for only \$1.00 per set. 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, shirts, 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.

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Springfield, Ill.

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