

AUGUST, 1951

-OFFICIAL PUBLICATION SNIPE CLASS INTERNATIONAL RACING ASSOCIATION-

ARE YOU ENTERING THE NATIONALS ?

If so, here is vital dope on Barnegat Bay conditions. How to get there, where to launch.

by **BUD STILLMUN**

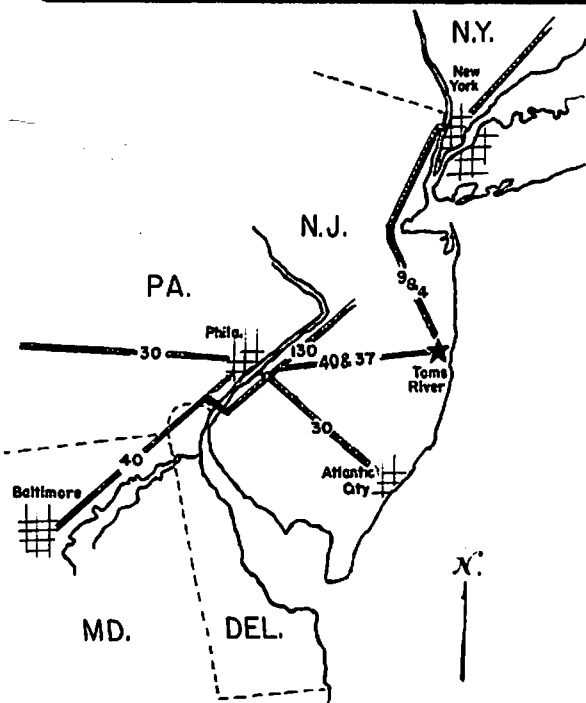
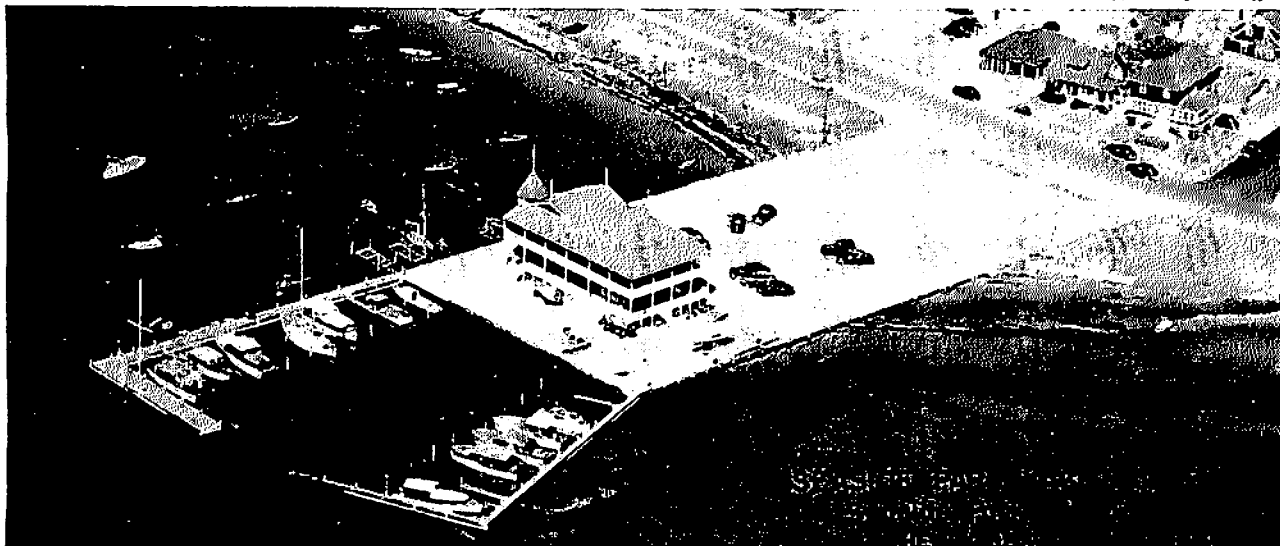
The 1951 Nationals will be held on August 18th to 24th on the waters of Barnegat Bay in the State of New Jersey. The regatta will be sponsored by Fleets No. 27, 41, 162 and 256, of Money Island Y.C.; Island Heights Y.C.; Beachwood Y.C. and Pine Beach Y.C., respectively. Through the generous co-operation of the Seaside Park Y. C., their clubhouse will be headquarters during the regatta for the starting of the races and the serving of lunches. The courses to be sailed will be in full view from

a wide roadway with ample parking in Seaside Park bordering the Bay.

The waters of the Bay average between 4½ and 5 feet in depth with ample room for courses of 1 to 1½ miles in length and offering possibilities of a windward start for nearly every slant of wind. The generally prevailing wind direction is from South to Southeast, and velocities up to 15 MPH are to be expected.

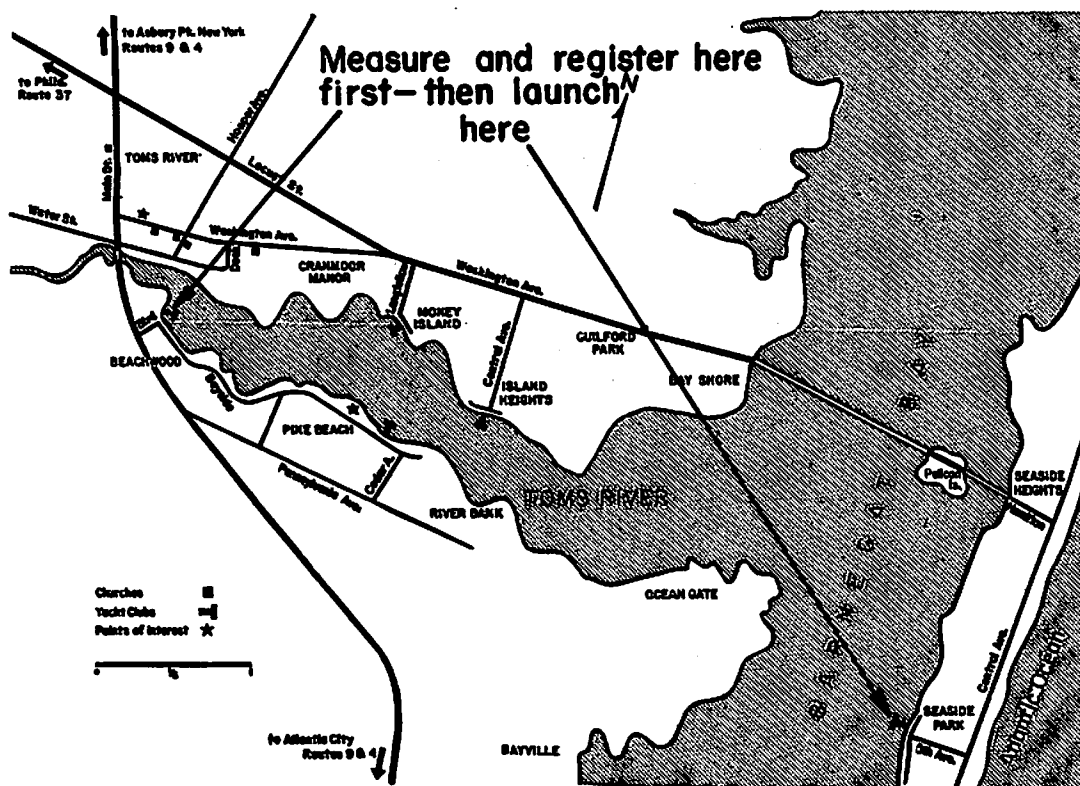
Launching of boats maybe done by crane or from a trailer on a sloping beach. No surf conditions will be experienced which could cause damage to the boats or trailers. Directions as to the best handling of the yachts will be given upon registration. The launching beach will be available for parking of trailers when they are not in use.

Prior to the start of the Regatta, a Registrat-



ion desk will be located in the Beachwood Yacht Club, Beachwood, N. J. (just south of the town of Toms River). All SKIPPERS, CREWS AND VISITORS should register there immediately on arrival. A guidebook and program will be given each registrant showing location of housing accommodations, eating places, churches and points of interest. As the area surrounding the Bay is largely composed of vacation resorts, hotels, tourist lodges and trailerpark are available if sufficient notice is given the Committee to make reservations. Eating places rang-

Junior Championship	First Race Saturday, Aug. 18.....	2:30 P. M.
	Second Race Sunday, Aug. 19.....	11:30 A. M.
	Third Race Sunday, Aug. 19.....	2:30 P. M.
Senior Championships (If eliminations are necessary)	1st elimination Mon. Aug. 20.....	2:30 P. M. 1st Div. 2:40 P. M. 2nd Div.
	2nd elimination Tue. Aug. 21.....	10:30 A. M. 1st Div. 10:40 A. M. 2nd Div.
	3rd elimination Tue. Aug. 21.....	2:30 P. M. 1st Div. 2:40 P. M. 2nd Div.
	First Final Wednesday, Aug. 22.....	10:30 A. M.
	Second Final Wednesday, Aug. 22.....	2:30 P. M.
	Third Final Thursday, Aug. 23.....	10:30 A. M.
	Fourth Final Thursday, Aug. 23.....	2:30 P. M.
Senior Championships (If no Eliminations are necessary)	Fifth Final Friday, Aug. 24.....	2:30 P. M.
	First Race Monday, Aug. 20.....	2:30 P. M.
	Second Race Tuesday, Aug. 21.....	10:30 A. M.
	Third Race Wednesday, Aug. 22.....	2:30 P. M.
	Fourth Race Thursday, Aug. 23.....	2:30 P. M.
	Fifth Race Friday, Aug. 24.....	10:30 A. M.
Banquet and awarding of prizes Friday Aug. 24th at 8:30 P. M.		



ing from the humble hot dog stand to elaborate sea food and steak restaurants are plentiful for break fasts and dinners. Lunches will be supplied to all each day at the Seaside Park headquarters for a nominal charge by the Committee.

For the lighter side of the big event, entertainment in the form of dancing, musical concerts theatricals, etc. will be given by the sponsoring Clubs on several of the nights. On other evenings there are boardwalk attractions, a half dozen movie houses (both indoor and outdoor) within easy driving distance, the cities of Asbury Park and Atlantic City within 90 minutes drive and a refreshment bar at the Beachwood Club will be open every night for get-togethers and talk.

The Measuring and Weighing rack will be located at the Beachwood Y. C. and all measuring will take place as soon after arrival as possible so as to prevent any last minute jam-up. No Juniors will be measured after August 17th and no Seniors after August 19th.

The Commodore Heinzerling Trophy will be given to the Senior Winner and the Valspar Trophy to the Junior Winner. Trophies for permanent possession will be awarded to the highest ten places in the Senior series and to the top five places in the Junior series. First place in each race will receive a special trophy from the 1951 Snipe National Committee. The Portage Lakes Yacht Club Trophy will be awarded to the Champion Crew.

Friday evening, August 24th, is set aside for a final banquet, at which the awards and prizes will be given out. This banquet will be held at the Admiral Farragut Academy in Pine Beach, to which the Committee invites all contestants and official representatives. During the banquet it is planned to award a suit of Nylon Snipe Sails to a lucky skipper, whose name will be drawn from a sail-bag. These sails have been generously donated by the Duplan Corporation. A Farewell dance will follow the dinner at the Beachwood Yacht Club, just a short distance from the Academy.

BOOK on RACING RULES

We receive letters quite frequently asking about a book on the racing rules. The SCIRA year book is not a book of race rules but of class rules only. A booklet containing the latest revisions to the rule is available only from the North American Yacht Racing Union, 37 West 44th Street, New York, 18, N.Y.

The price of this book is fifty cents a copy and its full title is "Official Racing Rules of the North American Yacht Racing Union." All racing classes in North America use these rules (Vanderbilt) and neither the Snipe Class or any other class can make changes or alterations. We recommend the booklet to all Race Committees and skippers. The Union prints also the "Race Committee Handbook". This is priced at \$1.50. The "Racing Rules of the International Yacht Racing Union" are also available at 75 cents a copy. This latter booklet has to do with the race rules as used abroad which are similar to the rules we used here before the advent of Mr. Vanderbilt.

The first book mentioned is the one for skippers while the second book should be in the hands of the Race Committee of your club or fleet.

1951 SNIPE NATIONALS COMMITTEE

P. O. BOX 123 TOMS RIVER • NEW JERSEY

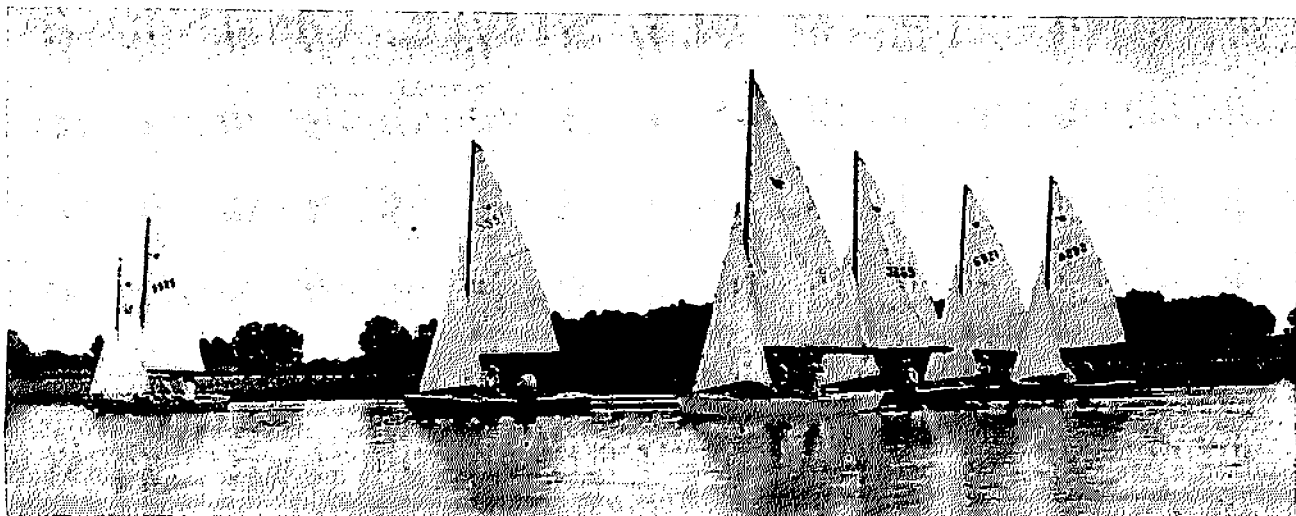
Commodore Robert T. Hoyt, Chairman

Mrs. R. M. Walling, Executive Secretary

Race Dates Still to Come

Aug. 4-5	Michiana Championships, Eagle Lake, Mich.
Aug. 4-5	Ritzhaupt-Briody Trophies, Newport, N.Y.
Aug. 11-12	L.I. Sound Team Champs, Cedar Point, Ct.
Aug. 11-12	Weed and Mayer Trophies, Sodus Bay, N.Y.
Aug. 11-13	Team Races, Put-in-Bay, P.L.Y.C. Akron, O.
Aug. 19	U.S. Junior Championships, Seaside Pk. N.J.
Aug. 20-24	U.S. National Champs, Seaside Park, N.J.
Aug. 25-26	50th Anniv. Races, Winchester B.C. Mass.
Aug. 26-26	North Atlantic Champs, Lake Mohawk, N.J.
Aug. 26	Harrison Trophy, Long Dist. Milford, Ct.
Sep. 8-9	N.J. State Champs, Lake Parsippany, N.J.
Nov. 29-Dec. 4	World's Championships, Havana, Cuba.

Get your friends in SNIPEs



Rainy and no breeze. Here are some of the sixteen Snipes racing for the Midwestern Champs

JOHN RIX, WICHITA, WINS MIDWESTERNS

The Wichita Sailing Club held its seventh Snipe Midwestern Championship on June 23 and 24 at Santa Fe Lake--that well known mud puddle east of Wichita. Two races were run Saturday and one Sunday morning.

As is customary in Wichita, the weather man refused to cooperate with the Regatta Committee producing a thunderstorm, just plain rain, and a flat calm.

The Race Committee left the dock to set out the starting line on the north end of the lake for the first race after deciding that if they waited for all signs of possible thunderstorms to disappear the races would never start. The local skippers all assured the visitors that the particular type of thunderstorm that seemed to be eminent would not be severe. By the time the ten-minute gun had gone off the thunderstorm had arrived. Even though the wind was only about twenty miles an hour many of the visitors were justifiably skeptical and turned around and went back to the dock. The Race Committee then postponed the start at least until after the thunder and lightning had disappeared.

The first race was finally started in a light rain with about a fifteen mile an-hour wind. The race was scheduled to be twice around, but when the wind showed signs of failing at the end of the first leg the Race Committee shortened the course to one lap with no complaints from Eddie Williams who was in the lead and violent cries of anguish from those who thought they could be in the lead if the race were longer. As soon as the shortened course was announced, the breeze picked up again with Williams maintaining his lead to the finish line followed by Ted Wells in second place, Jim Paxton of Omaha in third place, John Rix of Wichita in fourth, and John Hayward in fifth.

The second race started shortly after the first

one with a variable and shifty southeast wind. The starting line was such that the starboard end had a big advantage and barging was popular although apparently all of the bargers succeeded in sneaking through without interfering with other boats although the boats making a close hauled start were left sitting there jumping up and down with no wind for some time. Rix and Hayward managed to squirt out of this mess with reasonably good starts, but it took Wells and Williams a long time to get themselves untangled.

At the end of the first lap, another tangle occurred at the leeward mark with about eight boats reaching the mark all at the same time, immediately behind the first few boats. The fact that those farthest from the mark were on the starboard tack and therefore had the right away over the port tackers on the inside was of academic interest only. Rix and Hayward managed to get around the mark before this shuffle occurred and finished in first and second place respectively, but the best that Wells and Williams could do was to get back up to sixth and seventh place. MacIvor of Wichita took third place.

The third race Sunday morning started in the flat calm shown in the photograph. The course used was a figure eight course having two windward legs on each lap, this arrangement being necessary because the lake is not very wide to begin with, it has a point sticking out half way across the lake at about the middle, and the wind was blowing across the lake. Near the end of the second windward leg with Wells and Hayward apparently having a comfortable lead, a breeze of about ten miles an hour suddenly came up from behind approximately reversing all of the positions of the boats by the time they reached the windward mark. This breeze held throughout the race with Rix finishing in first place, Wells in second, MacIvor of Wichita in third, and Hayward in fourth.

Entertainment consisted of a cocktail party and
Continued on Page 4

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270 FERRIS AVE. Dept. D-7 WHITE PLAINS, N. Y.
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NEWPORT TEAM N.Y. STATE CHAMPIONS

OLCOTT HOST TO SNIPES FROM SIX FLEETS

New York State Challenge Trophy, for three boat team race, took place as scheduled June 30 and July 1 at Olcott Yacht Club, Olcott, N.Y. This trophy has been actively raced for since 1937.

Six teams, each with three Snipes, took part in the series which had all kinds of weather, yes even rain. On the first day there was a nice five mile breeze. The three skippers from Newport Yacht Club completely outsailed all the others. Team racing is a difficult thing for many Snipe skippers to do because they are used to sailing only for themselves. Lake Chautauqua came back into the competition for the first time in a number of years and their team finished second in the first race.

Bob Vreeland's Whisper of Newport Y.C. came in first in this race with Tom Hanna, his second team mate, in third spot. The third Newporter was in 11th. Vic Larson, Chautauqua, was second to finish but the other Chautauqua boats, Hal Griffith and Beebe Russell were fourth and thirteenth respectively. This was the first time that the City Island Fleet of New York had competed here and the team comprised Ray Kaufman, Milt Taffett and George Cane. The order of finish of the first race was as follows;

Bob Vreeland, Newport, Y.C.	1600
Victor Larson, Lake Chautauqua	1521
Tom Hanna, Newport, Y.C.	1444
Harold Griffith, Lake Chautauqua	1369
Lee Short, Sodus Bay	1296
Doc Moyer, Olcott	1225
Bruce Huston, Sodus Bay	1156
Wally Rowarth, Nine Mile Point	1089
Milton Taffett, City Island	1024
Chet Miller, Nine Mile Point	961
Sam Toth, Newport Y.C.	900
George Cane, City Island	841
Beebe Russell, Lake Chautauqua	784
Howie Fletcher, Olcott	729
Ray Kaufman, City Island	676
Vincent Logan, Nine Mile Point	625
Bob Wishart, Olcott	576
Bill Holmes, Sodus Bay.	529

The next race, held the following morning, was shortened to a three mile triangle because of rain. Vic Larson, Lake Chautauqua, brought Slalom home in first place but Tom Hanna, from Newport, was in third; Sam Toth was fourth and Bob Vreeland, 11th to keep the point lead nicely where it belonged. Vin Logan of Nine Mile Point was second. The order and total points at the end of this race were;

Victor Larson, Lake Chautauqua, 1600	1600
Vincent Logan, Nine Mile Point,	1521
Tom Hanna, Newport Y.C.	1444
Sam Toth, Newport, Y.C.	1369
Lee Short, Sodus Bay	1296
Harold Griffith, Lake Chautauqua,	1225
Bill Holmes, Sodus Bay,	1156
Milt Taffett, City Island,	1089
Wally Rowarth, Nine Mile Point,	1024
Chet Miller, Nine Mile Point,	961
Bob Vreeland, Newport Y.C.	900
Ray Kaufman, City Island,	841
Bruce Huston, Sodus Bay,	784

Beebe Russell, Lake Chautauqua,	729
George Cane, City Island,	676
Howie Fletcher, Olcott,	625
Bob Wishart, Olcott,	576
Doc Moyer, D.N.S.	000

The total point standings of the fleets at the end of the second race were as follows;

First	Newport Yacht Club,	7657 pts.
Second	Lake Chautauqua,	7328 pts.
Third	Sodus Bay,	6217 pts.
Fourth	Nine Mile Point,	6181 pts.
Fifth	City Island,	5247 pts.
Sixth	Olcott Yacht Club	3731 pts.

The final race went twice around a three mile triangle in a fifteen mile breeze that made it worth while living. Newport continued doing a strict team race job of it and Hanna was 4th, Vreeland in 9th and Toth was 10th which made it a cinch. Those present said the Newport skippers gave a splendid example of team racing throughout. In the meantime the Sodus Bay contingent had pulled themselves up a place to cop second spot from Chautauqua. The finish order was as follows;

Ray Kaufman, City Island,	1600
Bruce Huston, Sodus Bay,	1521
George Cane, City Island,	1444
Tom Hanna, Newport,	1369
Lee Short, Sodus Bay,	1296
Vic Larson, L. Chautauqua,	1225
Wally Rowarth, Nine Mile Point,	1156
Bill Holmes, Sodus Bay,	1089
Bob Vreeland, Newport,	1024
Sam Toth, Newport,	961
Harold Griffith, L. Chautauqua,	900
Vincent Logan, Nine Mile Point	841
Milt Taffett, City Island,	784
Howie Fletcher, Olcott,	729
Chet Miller, Nine Mile Point,	676
Beebe Russell, L. Chautauqua,	625
Doc Moyer, Olcott,	576
Bob Wishart, Olcott,	529

The final point standings show a nice lead for the Newport contingent and the total points are;

First, Newport Yacht Club,	11011 pts
Second, Sodus Bay,	10123 pts
Third, Lake Chautauqua,	9978 pts
Fourth, City Island,	8975 pts
Fifth, Nine Mile Point,	8854 pts
Sixth, Olcott Yacht Club,	5565 pts

Midwestern Championships (From page 3)

dinner dance Saturday night and luncheon at the clubhouse Sunday noon. Trophies were presented to skippers and crews of the first sixteen places, and in spite of the weather everyone agreed that they had a good time.

The final standings on point score were as follows:

1. John Rix and Penny Rix, Wichita
2. Ted Wells and Art Lippitt, Wichita
3. John Hayward and Otto Weisner, Tulsa
4. Don MacIvor and Rod MacIvor, Wichita
5. Eddie Williams and Ned Linscott, Kansas City
6. Jack O'Brien and Dick O'Brien, Council Bluffs
7. Hub Isaacks and Skip Coleman, Fort Worth
8. Jim Paxton and Bob O'Brien, Omaha
9. Dwight Westholt and Hubert Wolf, Kansas City
10. Frank Rogan and Marvin Taylor, Wichita
11. John Keenan and Jim Somers, Council Bluffs
12. Art Stock and Jack Stock, Kansas City
13. Jack Brown and Virgil Brown, Wichita
14. Chet Rembleske and John Kintas, Wichita
15. Perry Pelley and Bud Page, Wichita
16. Brick Diels and Chet Livergood, Tulsa

Varalyay BUILT
SNIPES
"FOR THOSE WHO PREFER QUALITY"

RIGGING
SPARS

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SNIPES BULLETIN

Snipe Bulletin is published in the interests of Skippers of Snipe Class sail boats. It is wholly owned by the Snipe Class International Racing Association and is distributed free of charge to Snipe owners who pay Association dues for the current year. The contents are not copyright and may be used if credit is given to the Association.

Subscription

Owners of measured and paid up Snipes, Free.

Other interested parties; \$1.50 for 12 consecutive issues.

Individual copies are fifteen cents.

Special discounts in quantities of more than twelve.

Unsolicited manuscripts and pictures are sent at the sender's risk and will not be returned without return postage. Material should be mailed to Snipe Class International Racing Association 522 Stellar Avenue, Pelham, 65, N.Y., U.S.A. Advertising rates on application from Owen E. Duffy 1820 Crestwood Drive, Chattanooga, 5, Tenn. Forms close the 15th of the month preceeding publication. Later material will not appear until following issue.

THE SCORE

Numbered SNIPES	8994
Chartered Fleets	352

Snips from the SNIPES' Bill



The Oshkosh Yacht Club, through its Commodore Charles Nevitt, has suggested that Oshkosh be considered for the U.S. National Championships in 1952. Now, the Fleet Captain, E.C. Leach has written in to ask what the chances are. Of course it is too soon to say anything yet, the usual procedure being to present everything at the meeting in N.Y. in January. Oshkosh was host at the so-called Nationals in 1936 when Snipes came from both coasts to compete. The waters of Lake Winnebago make an excellent place to race Snipes and, no doubt, the Board of Governors will give every consideration to Oshkosh Yacht Club's bid.

Africa Wants '53 Internats.

According to Louis H. Favre, Secretary General for Europe and Great Britain, Dakar in French West Africa has made application for the World's Championships in 1953. In 1952 Snipe again holds a Western Hemisphere Championship and a Championship for Europe and Africa. The World's Championships are held on odd numbered years only. Dakar, in case you don't know, is located on the westernmost tip of Africa and is on the route of nearly all air lines. The information has it that the Dakar Snipers have ample funds, boats, prizes, etc. The application will have to come to the Board of Governors for approval at the meeting next January in New York.

Take Off Numbers when Selling Sails

If you sell a suit of your sails be sure to remove the racing numbers. It has happened again. A chap bought a boat recently and thought he had the numbers correct but when he wrote in and we made a check, we found that his boat was actively racing in another fleet. The new owner said that the old skipper had not been active in racing and the boat had been built by Thompson Bros. A check showed it

had been built by Cleo Paine of Texas and the present owner had paid his SCIRA dues every year. The new man was bitterly disappointed as he thought he had bought a measured boat. When you sell old sail be sure to take off the numbers. Sure, it is a job but you don't want another boat using your number.

Pigeon SNIPES Spars Rigging & Fittings Laminated Fish Poles East Boston, Mass.

Fleet No. 6 Coming Back

Larry Rosenstadt of Larchmont wishes to contact Snipe owners who would be interested in reforming the Western L.I. Sound Fleet. There are a number of Snipes sailing in the area and it is just a question of getting them together. Mr. Rosenstadt's address is 95 Edgewood Ave., Larchmont, N.Y.

Correct Your Rule Book

Correct your 1951 rule book. Nate Whiteside of Glen Lake Fleet informs us that he will be acting Fleet Captain until further notice. His address is Brown Gables, Cedar, Mich. Fred Deng, former fleet captain has resigned.

Junior Champs

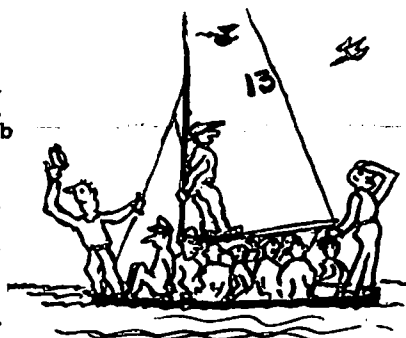
The Junior National Championships, August 19th are open to junior Snipe skippers who own and sail their own Snipes and who are under eighteen years of age. The crew must also be under eighteen. Read the deed of gift on page 70 of the 1951 rule book.

Great Lakes Championship Snipe Regatta Sat., Sun., Mon., Aug. 11TH-12TH-13TH — PUT-IN-BAY, OHIO —

Open to all Snipe Sailors in the Great Lakes area
Write to C.S. GISHEL, 480 ROYAL, AKRON, OHIO

FERRY FUNNNY DEPT. NO. 1

An allegedly funny remark was recently printed in the staid Harper's Magazine in which Snipe came in for some doubtful publicity. The article quoted Drake Sparkman of Sparkman and Stephens in which he told of how many thousands of small craft were being sailed and how much fun they were giving to people who owned them. To quote directly from the interview; "Back in 1937, in Newport at the time of the last America's Cup Races," he said, "I was on Mr. Gerard B. Lambert's big sea-going schooner "Atlantic" - - - and a little fifteen foot Snipe with about twelve people on her, sailed by our stern. Mr. Lambert looked down at them and said; "They are having more fun than I am!"



Racing SNIPES Sails from All American Sail Co. 3933 N. Ashland, Chicago (Some used sets also available)

WELLS' WANDERINGS

By Ted Wells



In addition to this being the season in which at regattas I seem to be able to unerringly pick the wrong tack and the spots with the least wind, it also seems to be the season in which the Midwestern Regatta goes get rained on.

Of course anyone with any sense won't go out and race in a rain; however, it is probably also true that anyone with any sense wouldn't drive four or five hundred miles each way just to sail a Snipe on Saturday afternoon and Sunday morning. It is therefore logical that those who have driven to regattas in this fashion will also race regardless of what the weather is, and I have been asked many questions about what the rain will do to sails.

Many people are of the opinion that a racing sail is ruined if it gets wet. I have had sails thoroughly soaked as a result of thunderstorms, good hard rain, broken masts, capsizing, and by my crew falling off the dock with his arms full of sails when the post he was hanging on to collapsed, and I cannot see that any of these soakings has hurt the sails any.

If the batten pockets are long enough so that the sail can shrink without tightening up on the battens and if the bolt ropes are not pulled too tightly, it has been my experience that the sails will not be hurt even by racing them in a rain with a high wind. The main will look terrible with big wrinkles in it running more or less parallel to the leach, and the jib will jump up and down and fore and aft in a most disconcerting manner, but no permanent damage will be done to the sails if they are properly cared for. Nothing that I have found will improve the set of the main or stop the jumping jib while you are actually sailing in the rain.

The sails should not be left hoisted on the boat to dry after the rain is over if there is any wind at all as this is bound to result in a loose fluttering leach. If the sails can be spread out or hung out on a clothes line while they are still wet, this should be done. If they have dried out partially before they are spread out or hung up, they should be soaked in the bath tub to wet them thoroughly before spreading out or hanging out to dry in order to allow the fabric to shrink uniformly without strain. If they are hung up the sails should be suspended so that they are either supported at the luff by a clothes line or the luff should be stretched fairly tightly between two supports. No strain should be put on any other part of the sail.

When using the sail after it has dried it will probably be necessary to adjust the tension on the bolt ropes several times as the sail stretches back to its original dimensions.

A letter was recently directed to the Rules Committee Chairman requesting permission to use metal rudders on Snipes because this particular fleet had had troubles breaking wooden rudders and now seemed to be unable to get marine plywood.

A change of this type cannot be allowed for a great many reasons. Whether or not a metal rudder would have less water resistance than a wooden one may be debatable, but if metal rudders were allowed all of the people who had wooden rudders would immediately think that they had to make metal rudders in order to be modern.

Exterior plywood may be a little difficult to get at the moment, but it is still available. Before plywood rudders were allowed I used a plain wood rudder covered with airplane fabric and never had any trouble with the rudder splitting. The airplane fabric holds it together very well and in the high winds which are frequently encountered in the Midwest the rudder gets a very good service test. Fabric covering over fir exterior plywood will make a perfectly good rudder.

Snipe Building Plans

Booklet \$2.00

Blueprints \$5.00

522 STELLAR AVE., PELHAM, 65, N.Y.

Snipes Invited to Japan

G.Tsuboi of the Japanese Government Mission in Washington has invited Snipe skippers to go to his country August 18-19 for some special races in advance of next year's Olympics. A second date in mid October has been set also. You've got to pay your expenses to and from Japan but everything else is taken care of. If interested write SCIRA's Executive Secretary for further data.

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Pictures and Stories

Snipe Bulletin asks your cooperation in sending in stories of Snipe races, pictures, etc. If these are not sent in, Bulletin cannot very well do anything about your favorite regatta.

Manhasset Bay Race-week

Manhasset Bay Race Week runs from Sept. 5 to 9. There is always a big turn-out of Snipes for this event which is run on courses set in the Bay.

SNIFE PERSONALITIES

This salty looking individual, is one very active Sniper who most of us will never meet. He has been most active in promoting Snipes for many years and recently retired as National Secretary for SCIRA for Finland. His name is R.W. Lindemann of Wasa, Finland who, for twenty years has almost single-handed made Snipe the most popular class boat in his end of the Baltic. Snipe Association has been extremely lucky to have leaders of this type.



RACING SNIPES

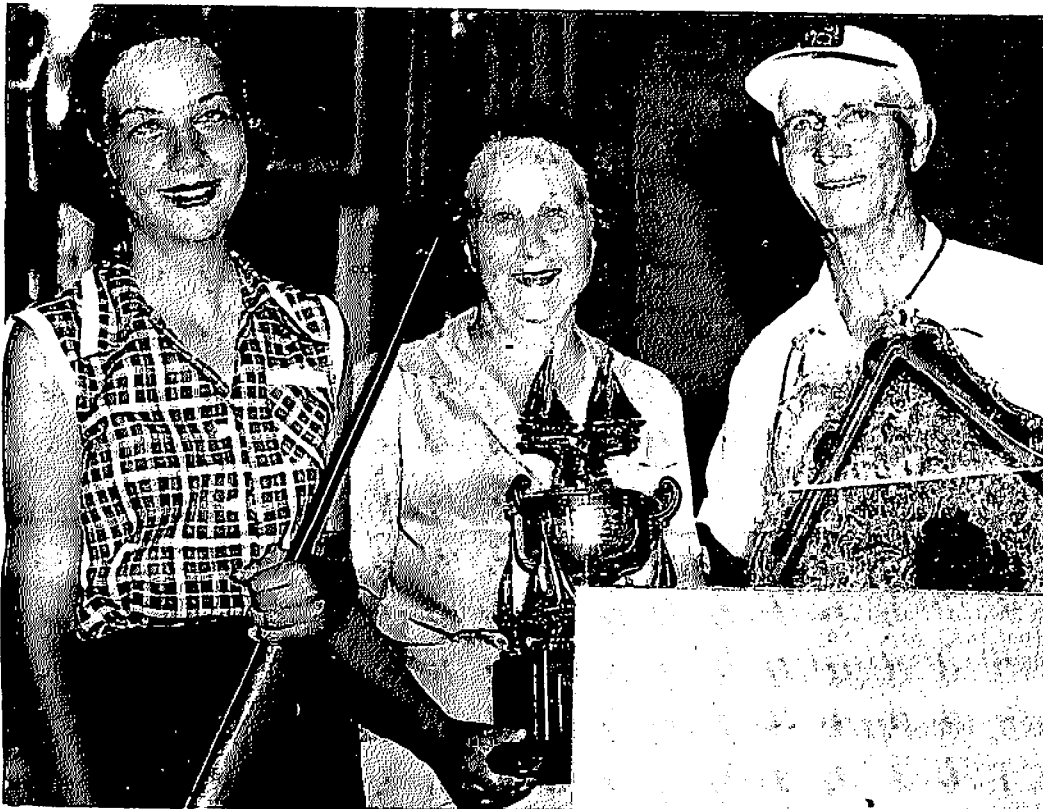
HOLLOW

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On the left we have the happy winners - the whole family - Don MacIvor and his wife and his crew Kathryn with the loot they collected at the Missouri Valley Regatta at Manawa Lake near Council Bluffs, Iowa. Kathryn won the rifle probably to keep off competitors in future races. Mother holds the big Nonpareil Trophy (perpetual) while Don, himself, fondles the huge silver platter which he can now hand down to his grandchildren. Below is a part of the fleet rounding a mark with Art Stock in the lead and Jim Paxton next. John Rix is third, on the outside.

MISSOURI VALLEY RACES WON BY DON MACIVOR

WELLS GETS SECOND,
WILLIAMS IS THIRD

BY BOB O'BRIEN

A new regatta champion emerged from the close competition at the second annual Missouri Valley Invitational regatta July 7 and 8 staged by the Iowa-Nebraska fleet at Lake Manawa, Iowa.

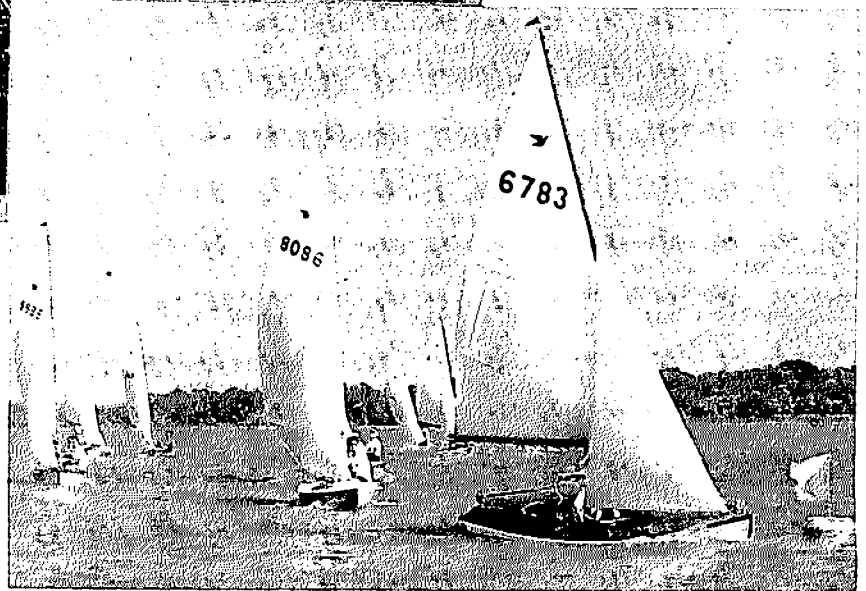
When the final gun was fired, Don MacIvor, a seasoned Wichita skipper, had defeated Ted Wells, Eddie Williams and all the rest for the Nonpareil Trophy and an armload of Silverplate.

MacIvor did not win a single one of the races. But his 2-2-4 was a better final total than any, and he nosed out Wells in Sunday's finale to take his first Mo-Valley crown. The 53-year-old arch rival from Wells' home fleet had as his crew his 15-year-old daughter, Kathryn, who obviously knew her sailing ropes.

Beautiful sailing breezes of 15 and 23 miles per hour on Saturday set the fleet off to a fast start. The 18 boats from six states turned in fast times as Ted Wells of Wichita turned the course in par for a win in the first race. Eddie Williams, the constant Kansas City skipper, took over control in the second race after a nip-and-tuck battle with MacIvor, Wells, O'Brien and Rix. Only three boatlengths separated the first five boats at the finish.

Thus at the end of the second race, three skippers were virtually tied for the top place, with Wells and Williams a bare two points ahead of MacIvor.

For the first time in the middlewest, the regatta was televised, courtesy of WOW-TV. And at the banquet Saturday night, the skippers and



crews were shown an unedited film of the entire day's racing. From the complete films, a five minute summary was presented on Sunday over the Omaha station, and the films furnished for a nationwide network to be shown as a sports feature.

Sunday's final race was the exact opposite of Saturday ---- with very little breeze at the starting gun. Jack Hyson of Omaha and Jack O'Brien of Council Bluffs were first at the first windward mark, but Art Stock took command at the end of the lap and went on to win.

The real hassel was between the top three boats battling for 4th, 5th and 6th. And MacIvor nosed out his competitors after a discouraging drifting match. Boats were at times completely becalmed, while competitors only a few feet away suddenly picked up a puff and forged ahead.

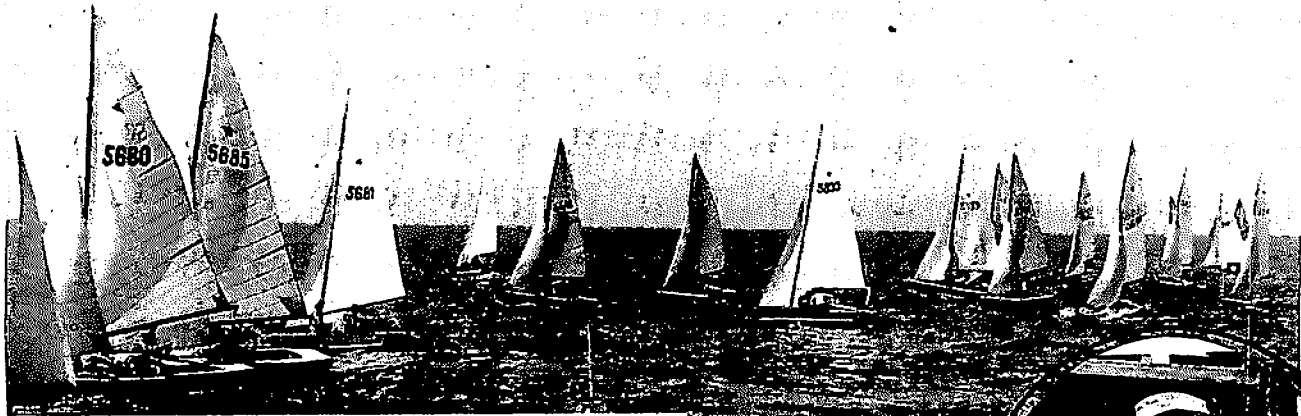
As a result of his win, the Nonpareil trophy again resides in Wichita ---- and to add a strange twist, Ted (The Champ) Wells, has not yet won it! (Not yet, that is.)

The summary is on page 8

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Directly above is a scene at the start of one of the races to determine the Snipe Champion of Portugal. The race was held last year about fifty miles north of Lisbon. The smiling gent in the circle is Gonzalo Melendez of the Mirimar Yacht Club at Havana, Cuba. He is deep in arrangements for the Snipe Worlds Championships this fall. The picture on the right is mostly Quinton (seated) and Grey McGown of Fort Worth, Texas, proudly displaying the sail number of their Snipe which Dad resurrected.

Levinson Wins at Lake Wawasee —

July 14 and 15 were two hot, windless days in which fourteen skippers and their crews drifted on Lake Wawasee, Indiana, for three races. There were two triangular course and one windward-leeward, the latter with a down wind start which added to the excitement of drifting. As is usual in such starts all fourteen boats arrived at the leeward mark at the same time.

It can be safely stated that every boat in the fleet held the lead in one of the three races due to the shifting winds. But the man who was ahead when it really paid off was Frank Levinson of the Wawasee Fleet. Johnny Hans of Eagle Lake was second and Bob Pfaff of the same fleet was third.

It was interesting to note that in this light going the boats that did the least tacking on the windward leg were always the race winners. It was also apparent that boats with skipper and crew sitting down in the cockpit proved to be faster than the boats with the crews sitting on deck. F.L.

Missouri Valley (From page 7)

How They Finished				
Skipper and Fleet	Pos. each race			Points
1. D. MacIvor, Wichita --	2	2	4	4411
2. T. Wells, Wichita --	1	3	5	4340
3. E. Williams, Kan. City--	3	1	6	4269
4. J. O'Brien, Co. Bluffs--	5	4	2	4186
5. J. Rix, Wichita -----	4	7	3	3969
6. A. Stock, Kan. City --	DNF	5	1	3472
7. Bill Wicker, Kan. City--	6	6	10	3411
8. H. Elwell, Mankato --	8	8	8	3267
9. Jack Hyson, Omaha --	9	10	7	3141
10. C. Rembleske, Wichita -	10	11	11	2761
11. John Keenan, Co. Bluffs	DISQ	9	9	2577
12. Jim Paxton, Omaha-----	7	12	DNF	2573
13. F. Arnoldus, Omaha-----	12	13	12	2466
14. D. Lloyd, Mankato-----	11	15	14	2305
15. H. Richardson, Co. Bluffs	13	14	15	2189
16. S. Card, Denver -----	14	16	13	2138
17. T. Morse, Co. Bluffs--	15	17	DNF	1828

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