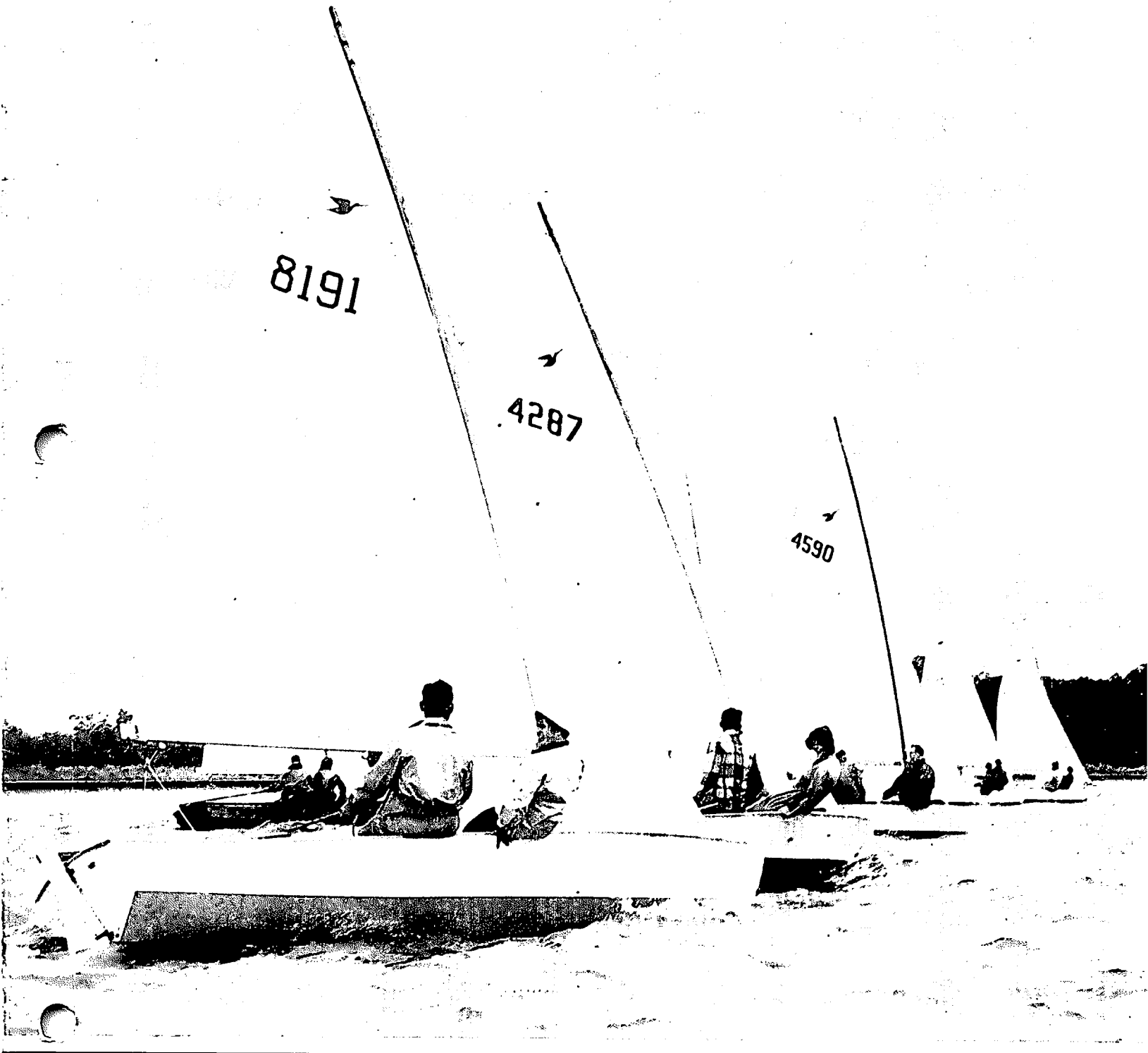


Snipe

BULLETIN



SNIPERACING IS A LOT OF FUN! Here sailors get away to a beautiful start in one of the races of a recent regatta held on beautiful Lake Sequoyah at Tulsa, Oklahoma.

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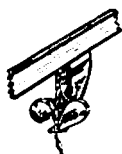
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SNIFE BULLETIN

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

Address all correspondence to:

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655 Weber Ave., Akron 3, Ohio, U. S. A.

Subscription Rates.

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

New National Secretary for Spain —

Since this is the election year for National Secretaries, (every two years), the Federation of Spanish Yacht Clubs, in recognition of the request of the Spanish fleets, has elected Sr. D. Alvaro de Urzaiz y de Silva, Avda. Jose Antonio, 33, Madrid, as the new National Secretary for Spain for 1956-1958. Sr. Urzaiz is a captain in the navy and enjoys a position of importance and social prestige. He has been an active Sniper for many years and is well-fitted to carry on the splendid work of the retiring Secretary, Sr. Jose Maria Lasasosa-Dilla, under whose efficient guidance the Spanish clubs have been kept most active—and solvent! Our Spanish friends are enthusiastic sailors and a main prop of SCIRA.

Two Things of Great Importance —

The Executive Secretary has been instructed to proceed with the strict enforcement of all rules pertaining to membership with especial attention to Section 22 of the Constitution, which provides that, once a member has been dropped for non-payment of dues, he can not be reinstated until the start of the next official racing season and then only upon his payment of dues in arrears and for the coming year.

In a recent midwestern sanctioned regatta, the final scores included two boats whose owners were not members of SCIRA. The scores were promptly tossed out and, fortunately, such action did not effect the final standings of the top winners; otherwise, it might have proved quite embarrassing to all concerned to reshuffle the scores and prizes at this late date. At the least, it certainly is not fair to the other contestants to have their standings affected by the actions or possible protest of fellows who should never have been there in the first place. It is most imperative to insist that all entries show their 1956 membership cards upon demand. That is the only way we can maintain the high standards of SCIRA regattas and protect the schedule of official events, which is the envy of other classes. It is an honor to race in these big events, and we should keep it so. That is the chief reason for having a good organization and surely the small dues work no hardship on any Snipe owner. Letters advising all delinquent members that they have been suspended as of August 1st have been mailed out and Bulletins to them have been stopped. It is not fair to the many loyal and enthusiastic members of SCIRA to have them pay the freight for free-riders. If you have any friends who complain that they are not receiving the Bulletin, gently remind them, please, to pay their dues and get back in the fleet, for the best way to keep up with Snipe is to read the Bulletin!

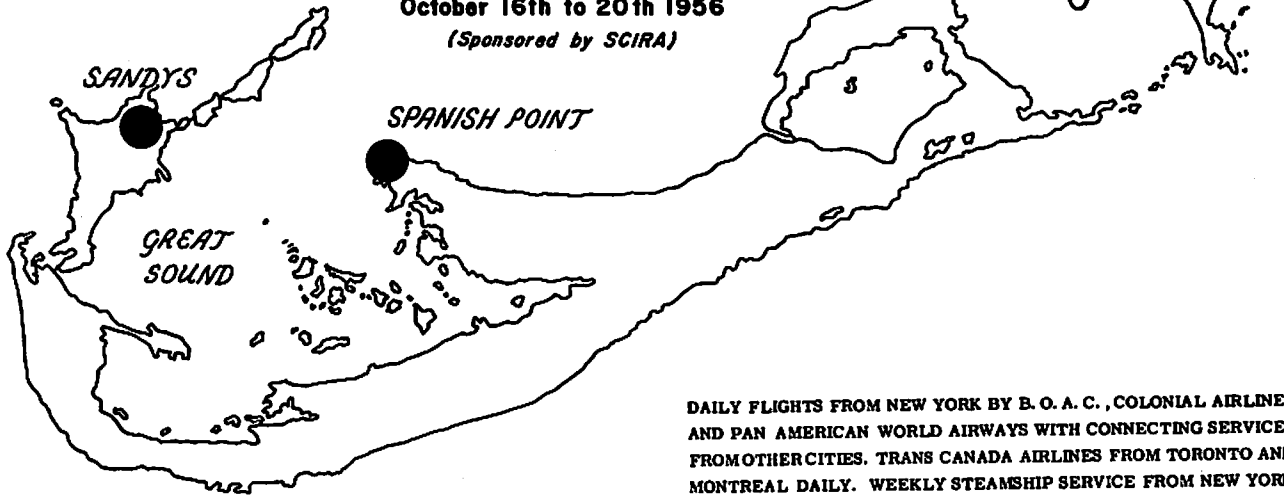
Make sure you elect good men for officers in your Snipe fleet, for fleet captains are the key men of the organization. Just because a man is a good sailor doesn't necessarily mean he is the one to do the work, too. Already, some members have complained that their point scores were not listed and every case leads right back to the fleet captain's failure to either keep good records or neglect in sending in the scores. If you had a high score (possibly a prize winner) and your captain failed to send it in, you would be justifiably peeved—and that has happened in the past! Blanks for score-keeping are provided by SCIRA, so make sure your fleet scorer is doing a good job this year.

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KROEGER CONTINUES TO WIN

Jules Kroeger of the Newport Yacht Club, Rochester, New York, the defending District 5 Champ, took both the Briody and RetzhauF Trophies at a combined regatta at the Oak Orchard Yacht Club, Point Breeze, Lake Ontario, and thus got a firm hold on the District 5 title. The total points of this regatta plus those won at the New York State Championship in August will decide the District 5 Championship.

Kroeger had to sail off a tie in a dying wind with Charles Webster of the Oak Orchard Club to win the Briody Trophy. Jules ghosted away at the start on a zephyr that never reached Webster and was never headed thereafter.

Racing started Saturday morning July 7th with 19 boats from 5 Snipe fleets present sailing the first race in a gentle breeze. Webster led Bob Vreeland of Newport over the line for his 1st place while Kroeger sailed up through the fleet after a bad start for 3rd place. The wind died to practically nothing and the sea became glassy smooth for the afternoon race. The Landauer brothers of Oak Orchard led after once around, but were soon passed by the closely matched Kroeger and Webster on the second beat. Kroeger made it home barely under the time limit, after a breeze sprang up, with Webster close behind to retain his slim series lead. Vreeland blew his chances by coming in 10th.

Bob Vreeland showed the way through the fog of the Sunday morning race to win by almost a leg over Kroeger, with Webster 3rd. The second Sunday race, with wind up to 15 mph, turned into a duel between Webster and Vreeland. Vreeland led soon after the start, but Webster crawled out of a safe leeward position to lead at the first mark. Vreeland got inside at the second mark to take over the lead and hung on to the finish to win by a boat length, with Kroeger closing up to overlap on Webster on the line.

This is rather a unique series in that four races are sailed for two trophies. The high point man at the end of the first three races wins the Briody Trophy while the high point man of the last three races (2, 3, and 4), wins the RetzhauF Trophy. Kroeger was the high point man in both cases, after breaking the tie with Webster in the run-off race.

--Bob Vreeland

Final standings of the four races are given below:

SKIPPER	CLUB	RACES	BRIODY				Pos.
			1	2	3	4	
			RETZHAUF				
Kroeger	Newport	3	1	2	3	1	
Webster	Oak Orchard	1	2	3	2	2	
Vreeland	Newport	2	10	1	1	3	
Dannenberg	Newport	6	6	5	5	4	
Landauer	Oak Orchard	9	7	7	9	5	
Stephanaki	Olcott	4	11	9	4	6	
Hellar	Galway	11	3	10	6	7	
Bud Hudson	Oak Orchard	5	8	12	17	8	
Stuve	Galway	13	5	8	12	9	
Richmond	Oak Orchard	10	13	4	13	10	
Woods	Oak Orchard	16	12	6	11	11	
Van Deusan	Brockport	7	16	14	8	12	
Lindquist	Newport	14	9	16	16	13	
Fletcher	Olcott	15	14	11	15	14	
Harris	Olcott	8	4	13	10	15	
Reed	Newport	12	15	18	7	16	
White	Olcott	17	17	15	14	17	
Bill Hudson	Oak Orchard	19	DNS	17	DNS	18	
Dick Hudson	Oak Orchard	18	DNS	DNS	DNS	19	



A FAMOUS NEW YORK STATE TEAM- Red Garfield (left) and Past International SCIRA Commodore Harold Griffith of Chautauqua Fleet 124 display some of their silverware.

Billy Roberts Wins Southern Sailboat Regatta



ANOTHER SAILING CHAMPIONSHIP FOR ROBERTS--Standing in front of a portrait of the late Owen E. Duffy, International Commodore of SCIRA in 1952, the winners line up to receive their prizes. Privateer Club Commodore John Wesley, right, is shown presenting the Carter Patten Trophy to Billy Roberts. Twice winner of the Junior National Championship, he is the first local winner since Owen Duffy won it in 1952. Other winners, right to left, are Carl Zimmermann of Akron, Ohio, 2nd; Dr. Sam Norwood, Atlanta, 3rd; Harold Gilreath, Atlanta, 4th; Jules Kroeger, Rochester, 5th; Fred Pember, Atlanta, 7th; and Eddie Williams, Kansas City, 6th.

---Photo by Chattanooga News-Free Press.

Triumphing in a hard fought contest with Carl Zimmermann of Akron, Ohio, Billy Roberts, Chattanooga teen-ager and Baylor student, won the Southern Snipe Class Championship in a three-race regatta sponsored by the Privateer Yacht Club on Lake Chickamauga May 26-27.

Roberts came in 3rd in the first race and won the last two. Zimmermann finished 2nd in the first two and 3rd in the last. So close was the competition between these two experts that at the end of the first two races there were only 2 points difference in their total scores, Roberts having 3044 and Zimmermann 3042. At the end, however, Roberts had a wider lead, 4644 to 4486. Zimmermann won the event in 1954.

Sailors from the Atlanta Yacht Club's hot Snipe fleet gave a good account of themselves, winning three of the seven trophies. Dr. Sam Norwood of Atlanta was 3rd; the present International Commodore Harold L. Gilreath was 4th; and Fred Pember 7th.

All three races were sailed in fine winds and the regatta was considered one of the most successful events in the history of the local club.

SKIPPER	CLUB	RACES	1	2	3	Pts.
Billy Roberts	Chattanooga		3	1	1	4644
Carl Zimmermann	Akron, Ohio		2	2	3	4486
Sam Norwood III	Atlanta		4	5	2	4186
Harold Gilreath	Atlanta		1	4	4	4125
Jules Kroeger	Rochester, N.Y.		5	7	7	3821
Eddie Williams	Kansas City, Kans.		8	6	5	3610
Fred Pember	Atlanta		6	8	6	3538
Buzz Levinson	Indianapolis		9	10	8	3275
Lewis Gard	Chattanooga		6	11	9	2765
Tom Steward	Atlanta		13	9	11	2708
Woody Norwood	Atlanta		7	3	10	2405
Den Williams	Chattanooga		DSQ	DSQ	12	2222
Pat Grove	Chattanooga		10	14	20	2131
Dick Whittier	Atlanta		14	19	13	1997

John Wesley	Chattanooga	15	15	16	1977	15
Malcolm Stevenson	Memphis, Tenn.	16	17	15	1950	16
Jim Ramage	Atlanta	18	16	18	1783	17
Gordon Randall	Chattanooga	17	18	15	1781	18
John Woody	Chattanooga	20	12	DSQ	1507	19
Depek Peters	Atlanta	19	13	DSQ	1493	20
Howard Keloh	Columbs, Ga.	24	24	17	1152	21
Bill Layson	Chattanooga	21	21	23	1124	22

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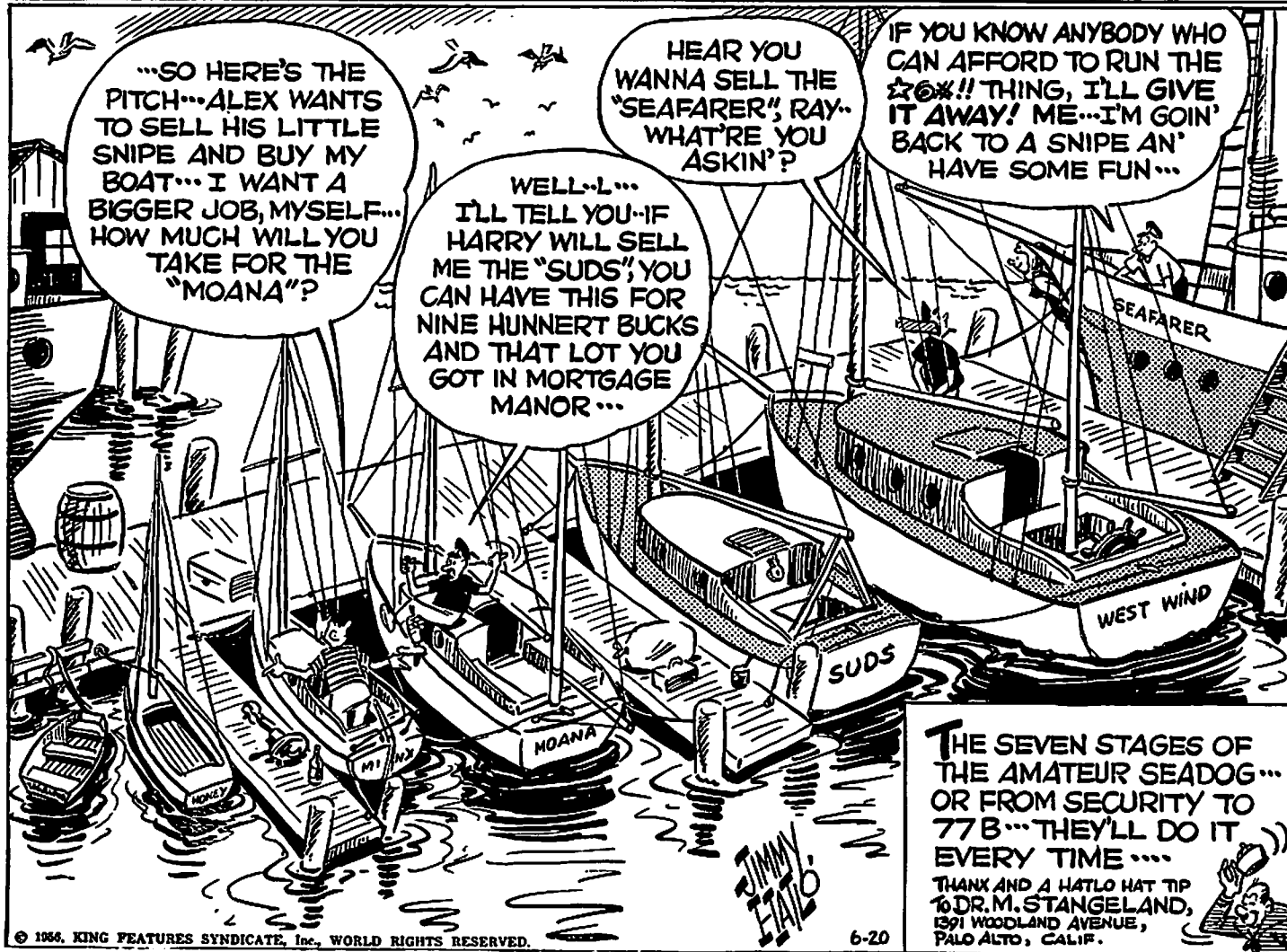
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WELLS WINS IN DISTRICT 2

The District 2 Championship races were scheduled for June 17-17 at Lake Hefner, Oklahoma City and were sponsored by the recently re-activated Oklahoma City Snipe Fleet #14.

Unfortunately, the weather man refused to co-operate and with winds of 25-40 mph, we were able to hold only one race Saturday afternoon and none at all on Sunday. 22 entries showed up, 17 started the race, and 9 finished. Three Snipers broke masts and 5 turned over, so the going was rough. It proved most interesting from the sailors' as well as the spectators' viewpoint. It was indeed sad that we had so much wind, for this was the first District 2 Championship Regatta and we had hopes that all could race who had entered the three race series.

After everyone had recovered from the race, we had a steak dinner at the Thunderbird Inn. Pete Overholser showed color movies of regattas held last year which proved to be very good. Lunch and awarding of trophies took place Sunday at the Boat Club. The members of the club are indeed sorry about the weather, but do hope that all Snipers will not hold it against them and accept our sincere invitation to return again as our guests.

Ted Wells won the event and here are the scores of those who managed to finish the race: —Bill Kilpatrick

BOAT	SKIPPER	CLUB	POSITION
6025	Ted Wells	Wichita	1
10155	Jerry Jerome	Tulsa	2
10370	Bill Kilpatrick	Oklahoma City	3
9985	John Rix	Wichita	4
8191	Chet Livergood	Tulsa	5
9739	Eddie Williams	Kansas City	6
4208	Craig Doemcke	Tulsa	7
10001	Frank Gumm	Oklahoma City	8
10399	Bill Ames	Wichita	9



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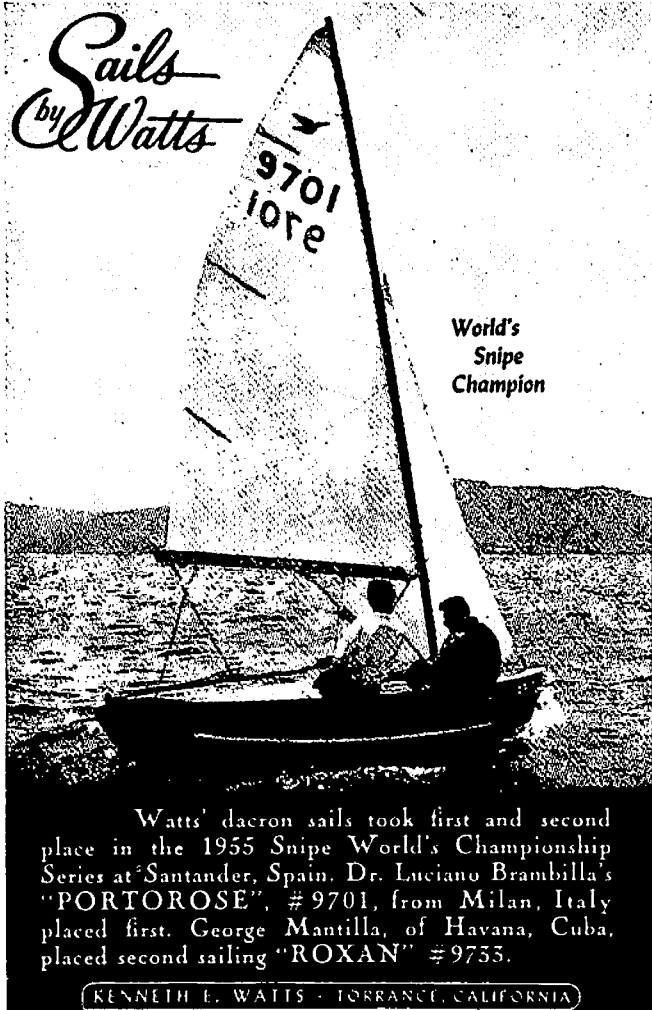
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GOVERNOR BILL KILPATRICK TRIUMPHS AT SEQUOYAH

DISPLAYS HIS QUALITIES OF LEADERSHIP



— Graybill Studio

Bill Kilpatrick, the affable and popular new Governor of District 2, romped home with a second in the final race to win the Annual Sequoyah Yacht Club Regatta held in Tulsa May 26-27. Bill, sailing his new fiberglass Snipe 10370 with his equally popular wife, Joan, as a crew, wound up with a total of 4565 points to win by a comfortable margin.

The first race Saturday was sailed in a 20-25 mph wind with Ted Wells ending up in first place, Chet Livergood, Tulsa, 2nd, and Kilpatrick 3rd. The second race was sailed in winds about 20 mph with Bill pulling out to an early lead which was never threatened. John Rix, Wichita, finished 2nd and Wells 3rd, so, at the end of Saturday's races, Wells and Kilpatrick were tied for first with 3044 points each.

In the final race on Sunday, the wind began to blow with occasional puffs to 40-45 mph. This was a three way scramble between Wells, Kilpatrick, and Jerome with the lead changing hands several times, but at the end it was Jerome 1st, Kilpatrick 2nd, and Joe Becker, Tulsa, 3rd. There was a total of 6 DNFs in the three races, including Jerry Jerome who tried sailing upside down in the first race and Wells, who pulled a shroud in the high winds on Sunday. A total of 16 boats competed and the final results of those who finished "in the silver" were:

BOAT	SKIPPER	CLUB	RACES	1	2	3	Fts.
10370	Bill Kilpatrick	Oklahoma City	3	1	2	4	4565
9985	John Rix	Wichita	4	2	4	4	4259
6025	Ted Wells	Wichita	4	3	DNF	4	4005
8645	Joe Becker	Tulsa	10	6	3	3	3630
10155	Jerry Jerome	Tulsa	DNF	5	1	3	3625
10600	Dave North	Tulsa	7	7	5	5	3541
9100	Mike Choquette	Kansas City	9	4	7	7	3449

Bars are something which, if you go into many of, you are apt to come out singing a few of, and maybe land behind some of.

It certainly seems silly spelling psychic with a P--Joe Dlow.

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—WELLS WINS A DOUBLE-HEADER—

MIDWESTERN AT WICHITA ——— IVY REGATTA AT PEORIA

Sometimes Regatta Chairmen get a break! The Wichita Sailing Club celebrated its return to a partially full Santa Fe Lake after two years of sailing elsewhere or not at all, by holding the Midwestern Championship on June 23-24. Launching and mooring conditions were far from ideal, the courses were short with lots of laps, and everybody ran their boards through the mud now and then, but, after being practically blown out of the water at the Shreveport, Memphis, Tulsa, and Oklahoma City regattas, the 12-18 mph breezes were a welcome relief (and most unusual for Wichita, too!).

There were, of course, those who complained that the wind shifter faster, farther, and oftener than anyplace else, but they just hadn't sailed in Wichita before and didn't know how well off they were. For the third race Sunday morning, the race committee was prevailed upon to move the mark in Buzzard's Bay from its customary location where the Wichita skippers practice getting around "That Mark That You Can't Get To From Here" (none of that Old Joe stuff from Atlanta—plenty of breeze, but it can't make up its mind where to blow from), and the wind was even steadier than it had been in the first two races. Everyone was happy about the weather if not about their finishing positions in the race.

At the end of the first two races, both on triangular courses, Rix and Wells of Wichita were tied with each having a 1st and 2nd; Eddie Williams had been breathing down their necks in both races with two 3rds; and Jerry Jerome from Tulsa, Hattie Carver from Green Lake, and Bill Kilpatrick from Oklahoma City were not far behind at any time.

The by now traditional cocktail party, buffet dinner and dance Saturday night was a big success, with a juke box furnishing the opportunity for catching up on all the exercise that was missed in the afternoon because of the light winds.

For the third race Sunday morning, the wind direction had changed so that an X course was sailed—two beats, a reach, and a run on each lap (two marks to port and two to starboard). Eddie Williams led at the first two marks before being passed by Wells; Rix miscalculated his start, ran into a parade of starboard tackers as he approached the first windward mark on a port tack (panic button ??), and finished tenth. Don MacIvor of Wichita managed to hang on to a 3rd place in spite of his cotton sails; Bill Ames of Wichita finally managed to get a good start and figured out how to get his new boat to move at the same time to take 4th, followed by Hattie Carver, Bill Kilpatrick, and Jerry Jerome.

Trophies were awarded to skippers and crews for the first ten places in the following order:

SKIPPER - CREW	CLUB	RACES	1	2	3	Pos.
Ted Wells-Art Lippit	Wichita		1	2	1	1
E. Williams-N. Linscott	Kansas City		3	3	2	2
John Rix-Kenneth Rix	Wichita		2	1	10	3
Don & Kathryn MacIvor	Wichita		8	5	3	4
Hattie Carver-M. Ahern	Green Lake, Wis.	4	7	5	5	5
J. Jerome-Steve Taylor	Tulsa	6	4	7	6	6
Bill & Joann Kilpatrick	Oklahoma City	7	6	6	7	7
Bill Ames-R. Schweitzer	Wichita		10	8	4	8
Jim & Julie Hoyt	Kansas City		5	10	9	9
Bob & Dennis Williams	Wichita		9	9	8	10

Ted Wells proved himself again the "Old Master" of Snipe sailing in the 25 boat regatta held on beautiful Lake Peoria Illinois, June 2-3, winning 1st in two races and coming in 2nd after Peoria's Tom Head in the third. Second place regatta honors went to Harry Levinson of Indianapolis and third to Carl Zimmerman of Akron, Ohio.

The Saturday races were held in ideal winds—moderate and steady. Head and Eddie Williams alternately led the fleet around the course until the end of the last leg, a run, when Wells, Head, and Zimmerman slowly crept up for a nerve-wracking 5-boat photo-finish.

The afternoon race featured the kind of situation you have nightmares about; namely, where is the %#*& mark! Sailing a different course from the morning race, Williams, Wells, Head, and Levinson headed for the presumed location of the second mark and found nothing. In the ensuing debate, and with the entire strung-out fleet changing course promptly as the searching leaders veered first one way and then another, Williams and Head, being to windward, headed for a mark way up to windward (naturally!) while the ones to leeward favored a mark seen way off to leeward. The leeward guess was the right one and 6 boats who made the wrong choice were as good as out of the running.

Sunday the winds were light. It was one of those days when the fleet is well scattered and you are certain everyone else has a breeze but you! Tom Head led at the mark and won, followed by Wells, Williams, Grier, and Levinson.

Hattie Carver was a spectator this time, having graciously lent her boat (something to do with a fish, according to rumor) to Ted Wells, who was unable to use his own. Rudy McMaster was Chairman for the Regatta.

SKIPPER - Crew	CLUB	RACES	1	2	3	F I N.
Ted Wells-Mike Negley	Wichita		1	1	2	1
Harry Levinson-George Hay	Indianapolis		5	2	5	2
Carl Zimmerman-John Immel	Akron		2	6	7	3
Cleve & Dot Slauson	Peoria		7	3	6	4
Stan Salzenstein-M. Grote	Peoria		8	5	9	5
Tom Heckel	Indianapolis		6	8	8	6
Tom & Judy Head	Peoria		4	DNF	1	7
Eddie Williams	Kansas City		3	21	3	8
Paul Zent	Indianapolis		10	8	10	9
John & Helen Call	Indianapolis		9	4	15	10
Tom & Carol Wurster	Diamond Lake		12	11	12	11
Art & Elsa Pickford	Peoria		11	12	13	12
John Call, Jr.	Indianapolis		21	9	11	13
Bud & Ann Hook	Indianapolis		13	10	20	14
Russ Hayes	Indianapolis		15	14	14	15
Pete Whiteside	Glen Lake		16	13	16	16
Ed Grier	Peoria		DSQ	DNF	4	17
Rudy & M. McMaster	Peoria		18	16	17	18
George & Jean Poulos	Galesburg		17	20	18	19
B. Grover-D. Buerschinger	Peoria		20	19	19	20
Jay York	Indianapolis		23	18	21	21
Paul & Dorothy Anton	Peoria		19	DNF	-	22
Tom & Tom Cofer, Jr.	Springfield		22	DNF	22	23
Frank & Marcella Castelli	Decatur		14	15	DNS	24
Bob & Barb Harris	Glen Lake		24	17	DNS	25

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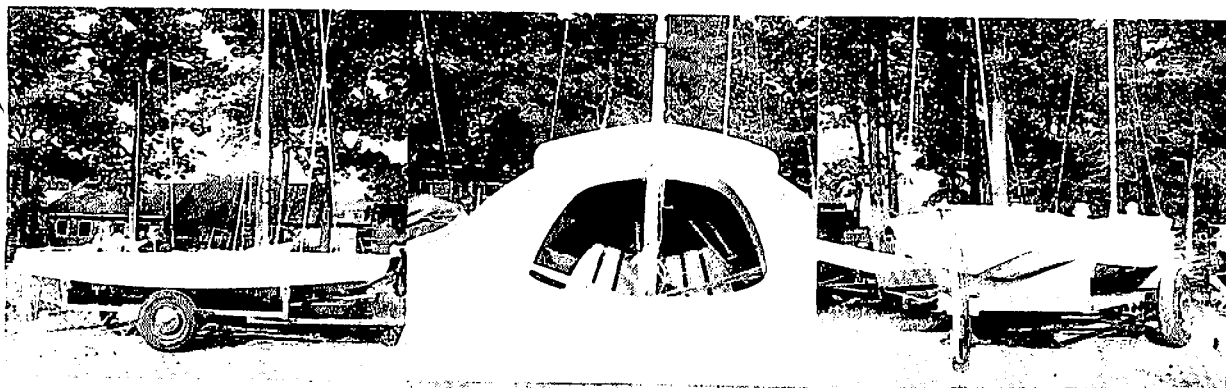
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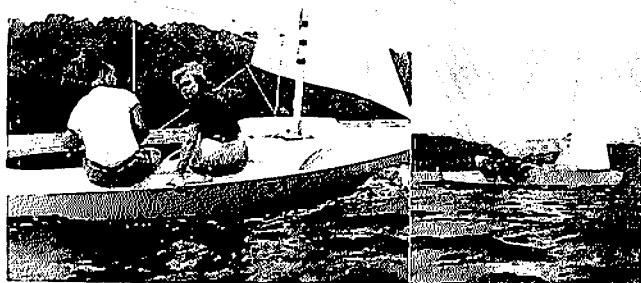
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A TRIBUTE TO A BOAT AND ITS BUILDER By HARRY ALLEN

My boat "JAY" was designed and built by Kurt Zanker of City Island, New York. The hull was built in 1949 except for the deck and the boat lay unfinished for nearly two years on the fourth floor of an old warehouse at the United Shipyard at City Island where Kurt had his workshop.

During those two years, some of the top officers of SCIRA came to look at her and predicted she would never be a winner because of the pivot board. Kurt stuck to his theory that a pivot board boat built right and sailed properly would beat the best dagger board ever made and he built my boat to prove it.

The first time I saw her, I was impressed by her beautiful and graceful lines, a masterpiece in design. I knew then that I just had to have this boat and I was very happy when Kurt agreed to sell her to me. Since the first day I bought the boat, Kurt has been a source of great inspiration and good advice with his racing experience, both here and abroad.

Here are some features of the boat:

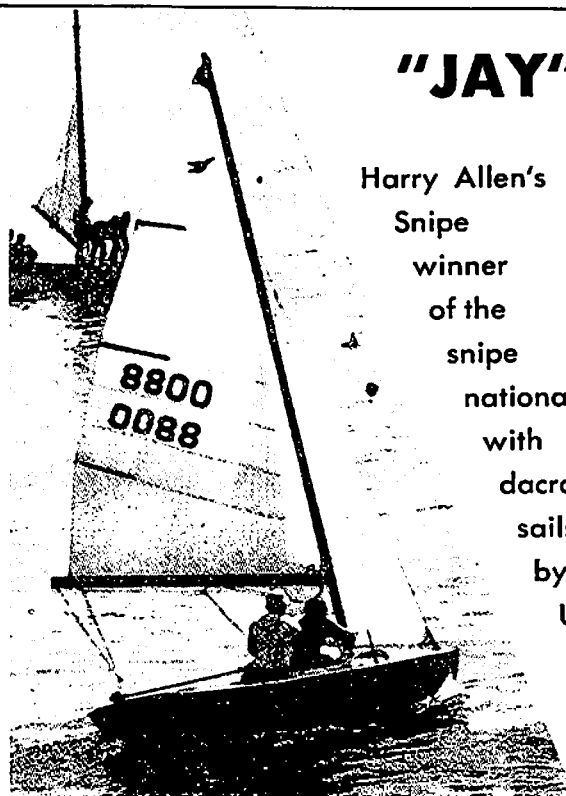
1. My mast is made of six pieces of wood with one piece of plywood. It was designed by me and built by Gerber.
2. I carry my jib leads in from the deck chine from 5" to 12" depending on the cut of the jib
3. Everything else is about the same as another Snipe. The actual plans of the hull are the private property of Kurt Zanker and are not available.

The boat has had a good record, with the biggest thrill, of course, in winning the 1955 U.S. Nationals. If I needed a new boat today, I would want another one just like it.

Harry Allen and his crew, Miss Helen O'Leary, display championship form as they sail the boat and demonstrate fine team work. Notice the beautiful lines of the hull and how gracefully she rides on top of the water.

"JAY"

Harry Allen's
Snipe
winner
of the
snipe
nationals
with
dacron
sails
by
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Zed Wells

Planing Jibes

One of the fanciest maneuvers in small boat racing is jibing around the mark while planing at the end of the down wind leg. This maneuver requires perfect coordination of the skipper and the crew and the results are very easy to predict. You are either quick or you are wet.

Some people try to avoid this maneuver by going past the mark and coming about; however, those who have sailed in regattas in this part of the country this spring have had plenty of opportunity to practice both methods of getting around the mark and quite a few more people have gotten into difficulty trying to go beyond the mark and come about than have in jibing the mark.

The best technique for executing a planing jibe is as follows: Get the centerboard down and the whisker pole in far enough ahead of the mark so there is no last minute frantic scramble. If the course has been a reach, head far enough above the mark so that as you make your final approach you will be dead before the wind. By doing this, it is usually possible for the skipper to get on the opposite side of the boat before the jibe takes place, and the jib can either be pulled over to what will be the leeward side after the jibe or simply left there (if you had your pole out), leaving then only the main to worry about during and immediately after the jibe. The boom jack should always be left on during the jibe and the crew should take hold of the boom, keeping an eye on the wind indicator and the mainsail and assisting the boom over when it is about ready to jibe.

The boom won't come over until it is ready to do so in spite of the efforts of the crew, but by the crew assisting the boom over, he can't be caught flat-footed by its coming over before he expects it to. The skipper trims the main in somewhat in anticipation of the jibe and tries to schedule the whole thing to take place just after passing the mark. After the jibe, the skipper lets the main run freely if necessary to hold the boat on the new course, then starts trimming it in as rapidly as possible without making the boat heel too much. If the skipper and crew have had a great deal of practice together, the final trimming of the main should be left to the crew as the skipper can not handle the tiller and pull in very much main sheet all at the same time.

Rock and Roll

When planing directly before the wind in relatively smooth water with the centerboard up, the boat will sometimes start an uncontrollable rolling for which there is only one remedy that I know of, which is to get the board down immediately. This rolling not only gives one a very insecure feeling, but if allowed to go far enough so that the whisker pole gets into the water, it can tear the lashing of your jib loose as it did to me in Shreveport, or it can break your whisker pole and shoot the remaining parts through the jib, which happened to Harold Gilreath in Shreveport. When this rolling starts, the smartest thing is not to wait and see whether it is going to be bad, but to assume it is and get the board down right away.

Discretion Versus Valor on Starting Lines

The race committees in this part of the country have gotten pretty good at guessing from what direction the wind is going to be blowing when the starting gun goes off and setting out starting lines accordingly. Also, the skippers in this part of the country have gotten pretty good at picking which end of the starting line is going to have an advantage and starting there. With the relatively short courses that are sailed in most of our weekend regattas, being bottled up at the start is almost fatal. In quite a few races recently, I have found that neither end of the line had

a great advantage, but that about eighty percent of the fleet was determined to be on the end of the line which did have a slight advantage. On a number of occasions, I have, therefore, chosen to be among the twenty percent which didn't try to get the theoretically perfect start, choosing the other end of the line and arriving on the line right at the gun with full speed and clear air. I don't mean to recommend giving up the opportunity for making a perfect start, but there are times that it pays to remember that discretion is the better part of valor, and where you are two minutes after the start is of more importance than where you are at the start.

Right-of-Way at Windward Marks

Some people seem to be under the impression that if they approach on a port tack a windward mark which is to be left to port and get there first, they are entitled to tack and round the mark with no regard to a boat boiling in on a starboard tack. This is an extremely dangerous stunt to try as the presence of the mark does not help the port tacker at all. The only rule that applies is the one about tacking close in front of another boat, which says in plain English that the other boat (starboard tacker in this case) can hold his course and not even think about doing anything to clear the boat which is tacking in front of him until after the other boat has completed his tack. When the other boat has completed his tack, then the starboard tack boat, which is now an overtaking boat, must start to do something about not clobbering the other one. Some people also have the mistaken idea that, if the starboard tacker seems to be overstanding the mark slightly while he is approaching it, they have enough room to tack under him between him and the mark. This also is not true, because the starboard tacker has a perfect right to slack off and reach for the mark as soon as he is sure that he will clear it by an adequate amount. He does not have to give room to a boat which is in process of tacking at the mark, and this bearing off is not considered balking as nothing says that he must approach the mark close-hauled.

The moral of this is that, if you are approaching a windward mark which is to be left to port, you had better plan your final approach to be on the starboard tack. If things don't work out this way and you have to come up on a port tack, don't try to squeeze in in front of or beneath a starboard tacker right at the mark; the chances are you won't make it.

If the mark is to be left to starboard and, if it is only a question of two boats approaching the mark at the same time, the port tack boat, if he times it right, may actually have an advantage because the boat approaching on the starboard tack will have to tack around the mark and cannot tack directly in front of the port boat. If there are a large number of boats converging at the same time from different directions on a windward mark which is to be left to starboard, the starboard tacker has an advantage in that he can always just keep on going if he can't tack--although he may lose a few places in the process. The port tacker, in this case, is taking a calculated risk. If he can force the starboard tacker to keep going and sneak in behind him before another starboard tacker comes along, everything is fine; however, if there are no holes to slip through and if there are other port tackers to windward of him, about all he can do is bear off and jibe and join the parade later.

RULES COMMITTEE DECISIONS

The use of electric bilge pumps as auxiliary bailing equipment in the United States only has been voted on again by the U.S. members of the Rules Committee. The decision was to NOT ALLOW THEM as anyone racing seriously would be forced to get one if they were efficient and trustworthy--and they are fairly expensive. The question can, of course, be raised again.

A Danforth anchor weighing 4 pounds with a half-pound of short chain (1') attached to it may be considered as a 4 1/2 pound anchor and thus meet requirements. The next size Danforth weighs 8 pounds, which many consider too large and heavy for a Snipe.

Regatta committee chairmen are requested to use extreme care in accepting entries for official sanctioned SCIRA events. Only boat owners with current membership cards are eligible to race.

Voice Of The People

WANTS NEW COLUMN IN THE BULLETIN

"How about a column for a roundup by Districts in the Bulletin each month? The fleet captains or secretaries could all write their news and send it in to the District Governor or Secretary; he could condense this information and send it on to the Bulletin. I believe we would create much more interest in subscriptions this way. The Governor would not send in race or regatta results, but only the local chatter and news from his area."

---Alan "Buzz" Levinson
Indianapolis Fleet 409

Well, that sounds like a good idea! The SNIPE NEWS IN BRIEF items have been on a general coverage, but a specified space for special areas might prove more interesting. You could get your local news at a glance. So we will start such a column as soon as enough material comes in to justify it. SNIPE NEWS IN BRIEF will contain random items from other sources. How about it, Governors?

SAYS IT WON'T WORK

"Having been a long-standing member of that noble and abused fraternity of wretches known as Unpaid Hands, I read Peter Nickles' article on a redesigned centerboard with great interest --my bruised and battered knee-caps would permit no less enthusiasm. On the surface, it is a good idea; on a Snipe, it is a nice try and nothing more.

The trouble with the design lies in the reduction of the underwater area of the daggerboard by about 20%. Equations of the heeling tendency of a boat (See Wells' SCIENTIFIC SAILBOAT RACING for example) show the centerboard's chief function not to be the counteraction of the heeling moment but rather to inhibit the leeward motion of the boat as it progresses to windward. This is obvious from the fact that the centerboard weighs only 80 pounds with a moment arm of about 18 inches, while the skipper and crew weigh 300 pounds and have a moment arm of about 30 inches -- roughly 7 times the effectiveness of the board in heeling. However, when you reduce the underwater area of the centerboard by 20%, you reduce its prime effectiveness in preventing slippage by that amount.

Even if you were willing to sacrifice performance for convenience, the real rub would come when you tried to make a board having a weight, as Pete recommends, of 20 pounds per square foot to give you an 80 pound board. For steel, it would require a thickness of slightly over 1/2 inch; while for bronze, 7/16 inch thickness. Too much for a racing boat of the Snipe size.

Actually, the only metals heavy enough to give you a twenty pounds per square foot with the normal thickness of 5/16 used on daggerboards are the uranium series. Undoubtedly, this would usher in a new era in Snipe sailing. I can see the advertisements now: "Get your Ted Wells approved Geiger counter, Cousin Fred's sailing cyclotron, and MacIvor's lead traller fenders." Surely, such a boat would have no trouble getting room at marks, starting, or obtaining right-of-way on any tack. ENOUGH!

Perhaps something should be done about the trunk, but this redesign is NOT the answer!"

--- Franklin Johnson
Atlanta Fleet #330

LIKES THREE BOAT FLEET RULE

"Although I can see the reason for many older and proven fleets opposing the new three-boat conditional fleet idea, I feel that it will help spark a great many more Snipe fleets that will develop into strong groups.

I feel I can assure you that it will save the day here at Maple Bay (Victoria, B.C.) Yacht Club. We have enough boats to begin a conditional fleet now, and I am sure that once we get organized even in a small way, we can draw in skeptics and new enthusiasts."

---R. H. KING

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

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

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

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FOR SALE: SNIPE #8998. Lumber saved for 24 years. Cloth covered hull; plated dagger board; hiking pump; hiking straps; stainless stays and fittings; Seavy mast; boom jack; jib jamba; 1 set of medium Watts sails. Deck trim and above is natural and hull painted Marlin Blue. All is hand-rubbed and waxed. A true racing machine. New York State co-champ 1953 plus other individual championships. MUST SACRIFICE. Contact Carl Toth, 244 Erie Blvd. East, Syracuse, N. Y. Phone 2-8080.

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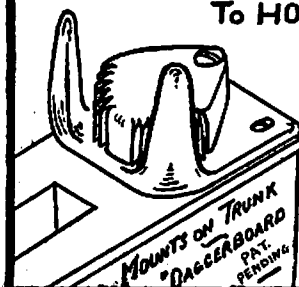


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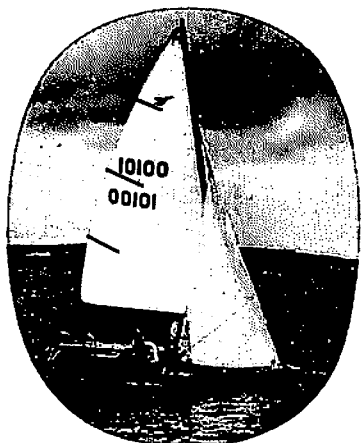
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Brazil: SNIPE 10427, Gabriel Gonzales, owner. Brazilian National Champion. Also winner, National Regatta (42 boats).

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Additional Race Dates

- Aug. 26 SHEEPSHEAD BAY Invitational, Miramar Y. C., Sheepshead Bay, Long Island, N. Y. Jesse Aronstein, 1924 Homecrest Ave., Brooklyn 29, New York.
- Sept. 1-2-3 CHEROKEE Yacht Club Invitational Regatta Inaugural event for Snipes only on the Lake the Cherokees, Oklahoma. Grand River is a beautiful place to sail and the Wichita, Tulsa, Okalahoma City, and Kansas City Fleets are helping to get this series started. Write to Ted Law, Stanolind Bldg., Tulsa, Oklahoma.
- Sept. 1-2-3 COLUMBUS, GEORGIA, Inaugual Regatta. In an effort to get a new fleet and regatta started, Snipers from Atlanta and Chattanooga are sponsoring this series of races. For particulars, write to Howard G. Welch, 1913 Wildwood Ave., Columbus, Georgia.
- Sept. 5-9 MANHASSET BAY Yacht Club, 24th Annual Fall Series, Port Washington, New York.
- Sept. 22-23 PRESIDENT'S CUP REGATTA, Potomac River, Washington, D. C. Bruce W. Wetmore, 4201 Mass. Ave., Washington 16, D. C.
- Oct. 16-20 WESTERN HEMISPHERE Championships. Spanish Point B. C., Spanish Point, Bermuda. T. S. White, Claredon, Pitt's Bay, Bermuda.
- Nov. 3-4 SECOND HALLOWEEN REGATTA, Allatoona Lake, Atlanta Yacht Club, Georgia. "Race the Ghost of the 1955 Nationals" and get the dope from Clint Huguley, Box 97-Sta. A, Atlanta, Ga.

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