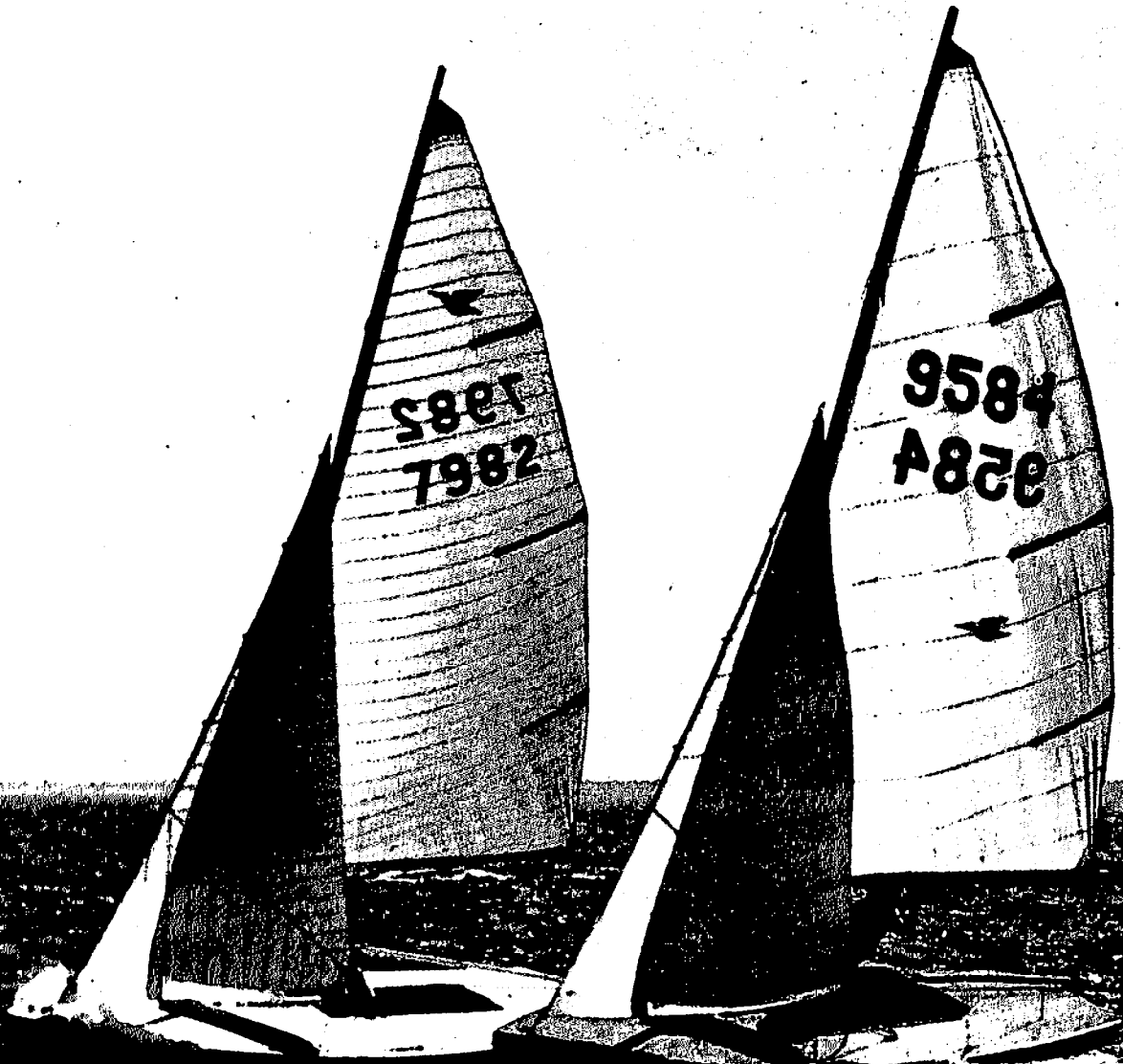


Snipe

BULLETIN



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—Richard Veit, Miami.



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SNIPE BULLETIN

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

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MAN HURRIES TO PAY DUES

(THIS IS THE WAY WE HOPE YOU WILL ACT AFTER READING THE FOLLOWING ARTICLE.)

Every year about this time we have the unpleasant task of notifying some of our good SCIRA members that they are about to be kicked out of the organization. Since

we hate to break up old friendships which have been of mutual benefit, it is with considerable anguish that we decide it is necessary to print this notice: Dues are now past-due and THIS IS THE LAST COPY OF THE BULLETIN WHICH YOU WILL RECEIVE unless you hold a 1957 SCIRA membership card or are a paid-up subscriber. All others will be dropped Sept. 1st!

Perhaps it hurts our pride to think that some Snipers don't appreciate the BULLETIN enough or that, if we did our job better, there would be no luke-warm members. But what really hurts is the knowledge that many Snipe owners don't intend to drop out of the organization--it is just that their dues haven't been collected by a careless Fleet Captain or they have been negligent themselves in writing a check. So, if you know you are delinquent, won't you hurry and send in the small sum of \$5.00 so you can enjoy SCIRA membership -- and the BULLETIN?

BULLETIN circulation is increasing steadily month-by-month. Costs are, too! We can not continue to send it out free! Dues are our most important source of revenue and we could easily solve all our financial problems by adding 1000 more new members and keeping all we already have. If every member would collaborate on a little membership drive and get one new owner to join, we would be in clover.

Snipe owners can be proud of their wonderful little boat; their fine organization; their monthly paper (the BEST); and they need not hesitate to invite all sailors and friends to help support their hobby and enterprise. We need and invite such good-will which boosts morale in an effort to popularize sailing as a sport, and we will only be too happy to welcome your companionship!

More on the Aluminum Mast

Strange how things work out, isn't it? A few years ago, a light mast was desirable and considered a necessity, for cotton sails took a better shape with a conforming mast which was somewhat flexible. 17 pounds was about the standard weight and it was a fearful thing to see a 14 1/2 pound mast (no weight aloft theory) when running in a stiff breeze, as at the 1946 Nationals at Chautauqua. Then synthetic sails were authorized and now, after three years experience, it is definitely proved that a stiff mast providing a straight line on the luff for the sail gives best results, as synthetic holds the shape built into it and does not stretch as cotton does. 20 to 24 pound masts are now in service.

And thus it seems the problem of the light aluminum mast with its spreaders and stays is disappearing automatically, for a heavier extrusion can be used. Our friend, Sandy Douglas, is using an aluminum mast on his new FLYING SCOT with only the conventional three stays and the buoyancy of his plugged mast will prevent a complete capsize. With our own sights thus raised, an encouraging and interesting report should be coming soon from our Aluminum Mast Committee.

-THE GOVERNORS' COLUMN -

(We are starting a monthly column in the BULLETIN (first proposed by Rear-Commodore Alan Levinson) which will consist of reports sent in by the District Governors. Any local news of interest should be sent promptly to your District Governor in order to make the BULLETIN deadline. --Ed.)

DISTRICT 6: Jules Voerge reporting -

The two main Sniping centers in the west - Los Angeles and San Francisco - alternate the Pacific Coast Championship Regatta each year. In the San Francisco area, Fleet Captain Don Trask is leading the pack in competition, averaging 20 boats per race. Snipe is now tops among the 13 classes of the area. The new heavy duty bilge pumps are getting to be standard equipment in the choppy waters prevalent in this district.

DISTRICT 4: Dr. Sam Norwood reporting -

District eliminations in Jacksonville had entries from Atlanta, Clearwater, and Charleston. Locally, in Atlanta, Woody Norwood is the one to catch, with Sam, Tom Steward, and Fred Pember following in that order. Clearwater is holding junior races every Saturday. They have several races over shorter courses which affords more practice in tactics and maneuvers. Competition is very lively and the protest committee, Frank Levinson, Francis Seavy, and Guy Roberts, frequently have a busy afternoon.

DISTRICT 3: Larry Wheeler reporting -

Cowan Lake Fleet 433 is growing rapidly. Cy Cook reports that, besides the regular races, they have had successful collegiate style races. One mistake and you're finished, because of the extremely short courses. Several members of the Indianapolis Fleet are planning a trip to Cowan early in the fall for added competition and a "get acquainted" race.

The Indianapolis fleet has 26 registered boats at present. With 12 boats wanting to attend the Nationals at Peoria, needless say, the elimination races feature "no holds barred". Harry Levinson and Ned Lockwood are current leaders.

Tom Head, Cleve Slauson, and Stan Salzenstein are leading the Peoria Fleet. They have been so busy installing hoists, building measuring racks, and trying to arrange facilities for the Nationals that it is a wonder they have time to sail!

Diamond Lake is host to the District Championship in August and it promises to be the biggest and best ever. Last year's entry of 50 Snipes could easily be surpassed, but Diamond is used to it as their invitational regatta has frequently had more entries than this and their fleet numbers 30 boats alone.

The Tri-Club Regatta has been a famous fun regatta for many years, but with Mentor Harbor Fleet 42 now on the inactive list, Chautauqua and P. L. Y. C. 110 at Akron have carried the ball alone. This year, P. L. Y. C. is the host club and they have invited the Deep Creek (Maryland) Fleet and the new Cowan Lake Fleet near Cincinnati to join in a week-end sailing festivity in August. Carl Zimmerman is chairman of the event and, for the first time, the event has been officially sanctioned. It looks like Snipe sailing in this particular area is on the way up.

DISTRICTS 1, 2, and 5 were not heard from--so get on the ball, Snipers, and pass your information on to your Governor. Let's get this column built up and thus keep in touch with what is happening in all districts. We will print all the Sniping news that's fit to print! Send in any news except regatta results, which are printed in the regular BULLETIN articles.

★ Do You Fear the Wind?

Do you fear the force of the wind,
The slash of the rain?
Go face them and fight them,
Be savage again.
Go hungry and cold like the wolf,
Go wade like the crane;
The palms of your hands will thicken.
The skin of your cheek will tan.
You'll grow ragged and weary and swarthy,
But you'll walk like a man.

—Hamlin Garland



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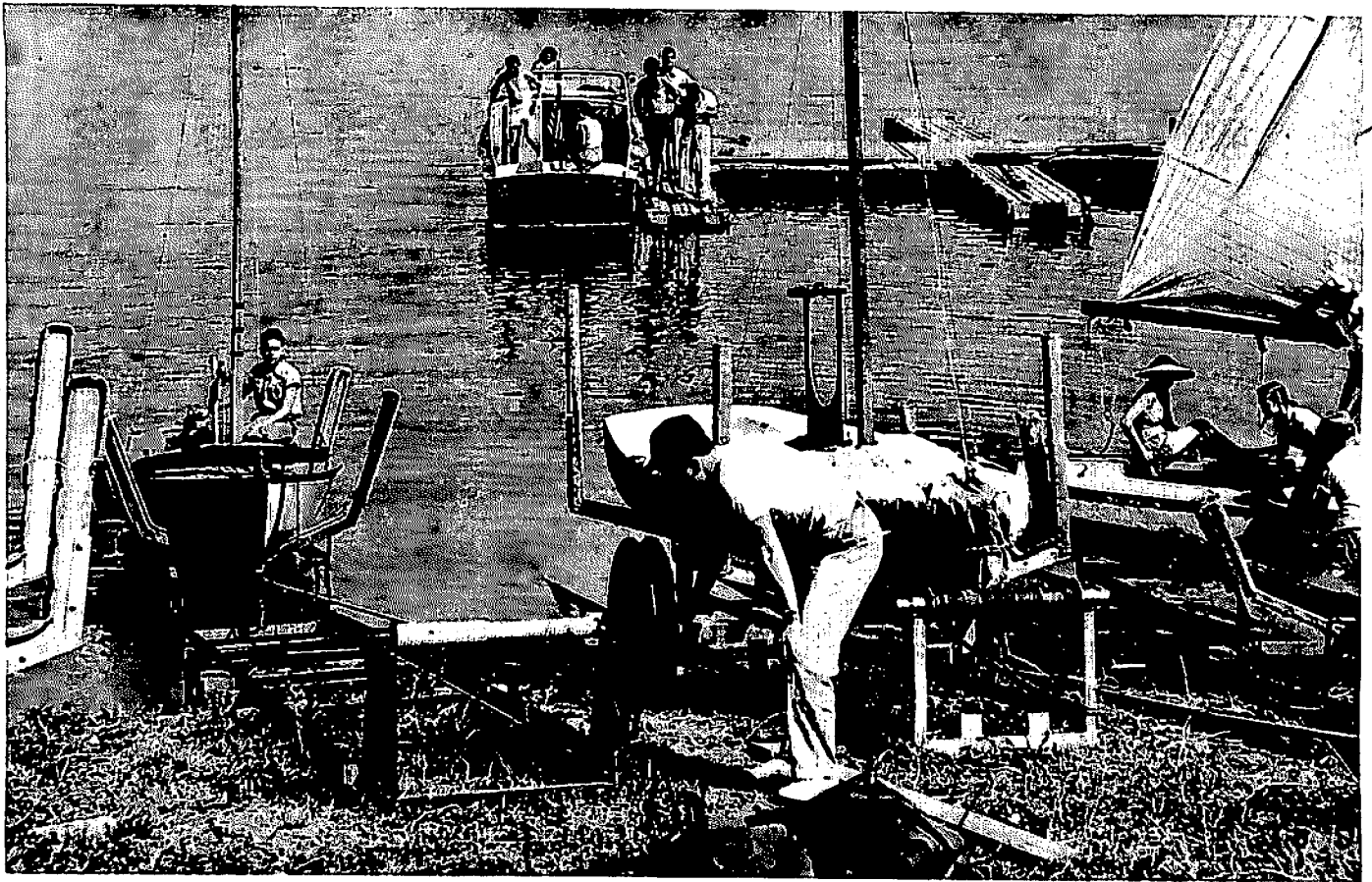
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ANOTHER EXAMPLE OF HOW TO DRY-DOCK A SNIPE! Here is an authentic picture of the "Chattanooga Choo-choo" Marine Railway as operated by Past Commodore Harold Gilreath. Young Billy Roberts enjoys the free ride.

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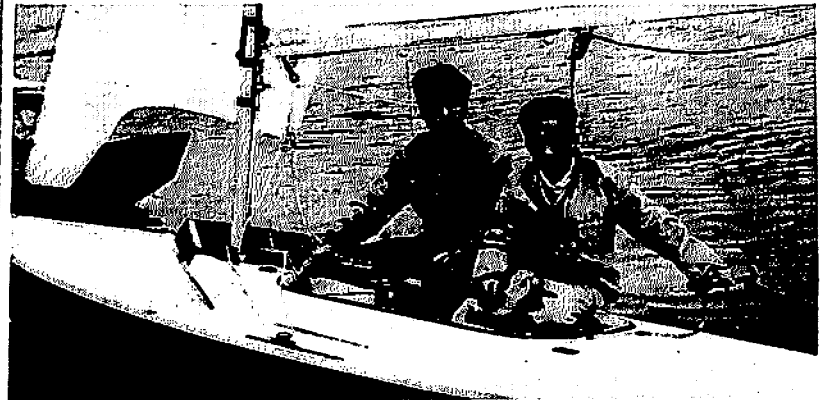
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JAPAN SELECTS A NATIONAL CHAMPION



ROY YAMAGUCHI, 1957 NATIONAL SNIPE CHAMPION OF JAPAN.



Fujiya Matsumoto (left) and Saburo Tanamachi.

THE WINNER. "MISS NIPPON III" on her way to Portugal.

FIRST REGATTA VERY SUCCESSFUL

Japan joined SCIRA in 1956 and the first official Japanese National Snipe Championship Races were held June 21-22-23 with 11 top boats from all Japan competing.

Two races took place each day. The weather was not very good and on the third day, it was cloudy with light rain. There was all variation of wind from light to strong. The competitors were understandably excited, for the winner was to participate in the World Championship for the first time in Japanese Snipe history. They all had an enjoyable time even though everyone couldn't win.

Roy Yamaguchi won the title with 7686 points. Only 73 points behind was Saburo Tanamachi in second place with 7613. These two men, with Fujiya Matsumoto, the 3rd place winner, will be the Japanese team at Cascais. Yamaguchi will be the skipper, of course, while the two boys, Matsumoto and Tanamachi, will be alternate crews for the team. They will go to Lisbon by way of New York, arriving in Los Angeles about Aug. 15th and New York Aug. 20th. They hope to be in Portugal by the 25th. They are sending their own sailboat, "MISS NIPPON III", to New York on a Japanese ship, KOHSOH MARU, of Daido Line for transshipment at New York to the Portugese steamer, MONTE BRAZIL, bound for Lisbon. We are proud indeed to have these fine boys representing our country in such an important event.

— Nobusaburo Ozawa
National Secretary

1957 JAPANESE NATIONAL CHAMPIONSHIPS

BOAT	SKIPPER	TOTAL POINTS	FIN.
10681	R. Yamaguchi	7686	1
10675	S. Tanamachi	7613	2
10674	F. Matsumoto	7228	3
10671	K. Shioda	6859	4
11071	M. Kato	6853	5
11067	T. Hagiwara	5581	7

The organization of the World Championships Series at Cascais has proceeded smoothly under the capable chairman, Dr. Antonio de Meneses, National Secretary for Portugal. The races

will be a part of the International Cascais Race Fortnight, which is one of the biggest sailing events in the world this year. On August 25, immediately following the Portugese National Snipe Championship, the International Championship of Portugal series of 3 races will be run for Snipes, Dragons, and Stars, with Stars also determining the 15th District Champion. Then, from Sept. 1 to 8th, the following important regattas will occur: World Championship for SNIPEs; European Championship for STARS; Virginie Heriot Cup Races for DRAGONS. Certainly a BIG WEEK!

The programme announcing these races is a beautiful work of art and quite elaborate. The folder cover is printed in three pages with Snipe announcements on the front cover in 6 colors; Dragon on the center page in three colors; Star on the third page in red and blue--in all, the most impressive 11-page sailing programme we have ever seen. Congratulations to the Doctor!

Everyone is rightfully eager to go to Portugal, for hospitality there is famous. Young Mr. Mahmut Bir, who will represent Turkey, is a very able and experienced skipper and he will be accompanied by Nur Okten as his reserve; Dr. Clemente Inclan won the Cuban Championship again and, according to plans, is probably on his way now; Kenneth Albury with Robert Sweeting as crew beat Godfrey Lighthourne at Nassau; Victor Pena Pampa expects to attend as the 1957 Champion of Uruguay.

THE SNIPE CLASS IS TRULY A WORLD-WIDE ORGANIZATION!

OUR CONGRATULATIONS

to

DR. CLEMENTE INCLAN of HAVANA

for winning the

1957 CUBAN SNIPE NATIONAL CHAMPIONSHIP

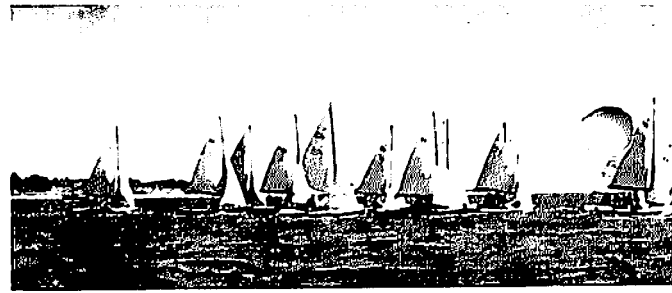
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1701 SUNSET DRIVE
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THE WINNING TEAM. "GOSSAMER" is a pivot-board boat.



— FRANK PENMAN WINS BRITISH TITLE AGAIN —

The 1957 National Championships were held at Stone on the River Blackwater under the flag of the Stone Sailing Club Snipe Fleet 372 during the weekend of June 14th-16th.

There were 28 entries, but there were 2 non-starters. All boats were weighed and found correct, but some were well over the limit. A good number were ready for the practice race on Friday evening, but strong winds and heavy sea prevented it being raced.

On Saturday and Sunday conditions were perfect with a steady fresh easterly wind and a cloudless sky. All boats got away to a good start in the first race in which Frank Penman gained an early lead and won easily, with R. A. Moody 2nd, and D. Croxon 3rd. In the afternoon, Dr. Frank Penman repeated his performance, closely followed by his brother (the 1956 Champion) and with Moody 3rd.

On Sunday morning, another good start was made, but positions changed a great deal during the race. G. B. Lilley in 9154 seemed to be in fine position to win as he was first round the last mark, although closely followed by Frank Penman and Moody. But Lilley bore away too far and allowed both boats to pass him on his way home. All three sailed very close inshore to save an extra tack and so finished neck and neck for one of the most exciting finishes we have ever seen. But Dr. Penman was again the winner, with Moody 2nd and Lilley 3rd.

In the final race, Dr. Frank Penman was well down the fleet at the start. Moody led at the first mark followed by Lilley, who took over the lead in the first run. In the meantime, Frank plied through the fleet to 3rd place, which he held to the finish. Lilley was 1st and Moody 2nd.

So Dr. Frank Penman again proved his skill and was a very worthy winner of the Championship. Moody was 2nd and Lilley 3rd in final standing.

Everybody agreed that it was some of the finest sailing they

had ever had and the whole series ran smoothly, greatly assisted by the ladies of the host club who ran the refreshments so well.

The British Champion and his crew, Mr. John Marsden, will attend the World Championships at Cascais and will give a good account of themselves. We all wish them the best of luck!

---- H. J. Crispin
National Secretary

1957 BRITISH NATIONAL CHAMPIONSHIP

Boat	Skipper	Club	Points.	Fin.
8314	F. Penman	Northwich S.C.	6244	1
9569	R. Moody	Stone S.C.	6007	2
9154	G. Lilley	Stone S.C.	5638	3
10873	J. Gwilliam	Maldon Y.C.	4705	4
9759	R. Russell	Stone S.C.	4077	5
8855	C. Penman	Northwich S.C.	3973	6
8307	D. Catt	Maldon Y.C.	3852	7
8856	D. Croxon	Medway Y.C.	3770	8
9153	C. Christiansen	Stone S.C.	3750	9
7407	E. Hine	Northwich S.C.	3738	10
10362	B. Crispin	Stone S.C.	3723	11
10070	J. Mulville	Maldon Y.C.	3482	12
8303	D. Titcombe	Northwich S.C.	3342	13
9572	J. Butterfield	Stone S.C.	2979	14
7406	J. Sheldon	Medway Y.C.	2679	15
7964	F. Crossley	Medway Y.C.	2479	16
9573	J. McKinley	Maldon Y.C.	2430	17
10365	R. Upton	Manchester C.A.	2361	18
7394	P. Powis	Medway Y.C.	2186	19
9152	W. McKinley	Maldon Y.C.	2125	20
9158	B. Moore	Maldon Y.C.	1517	21
7963	B. Westmacott	Manchester C.A.	1454	22
8309	G. Osborn	Maldon Y.C.	1285	23
9574	F. Swinnerton	Northwich S.C.	1122	24
8308	D. Sohaverien	Stone S.C.	1085	25
10934	Miss M. Gay	Broadstairs S.C.	613	26

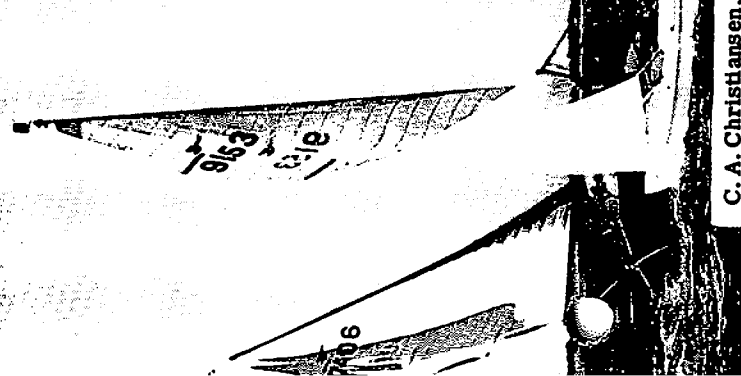
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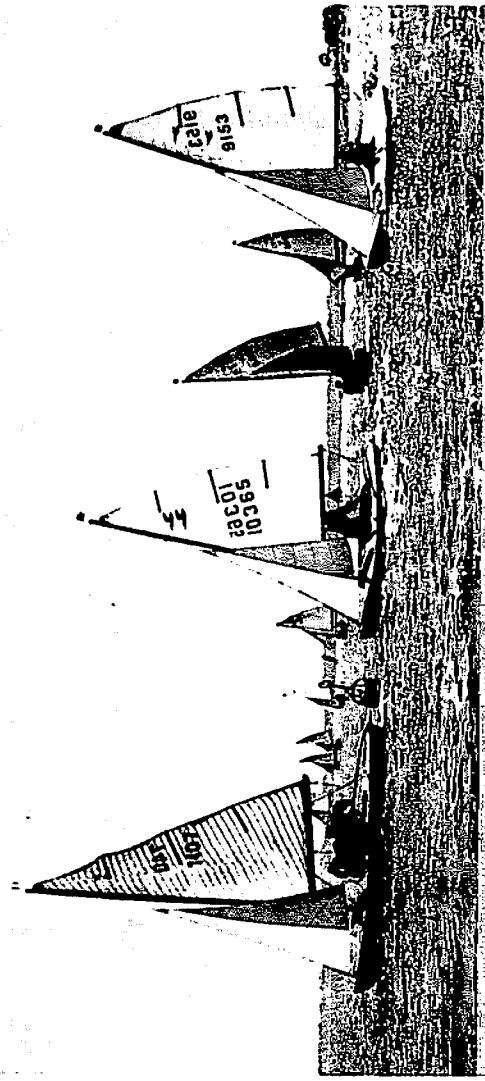


Frank Penman, with an armful of trophies, receives congratulations from Mr. Crispin, National Secretary for Great Britain. Crew John Marsden approves.

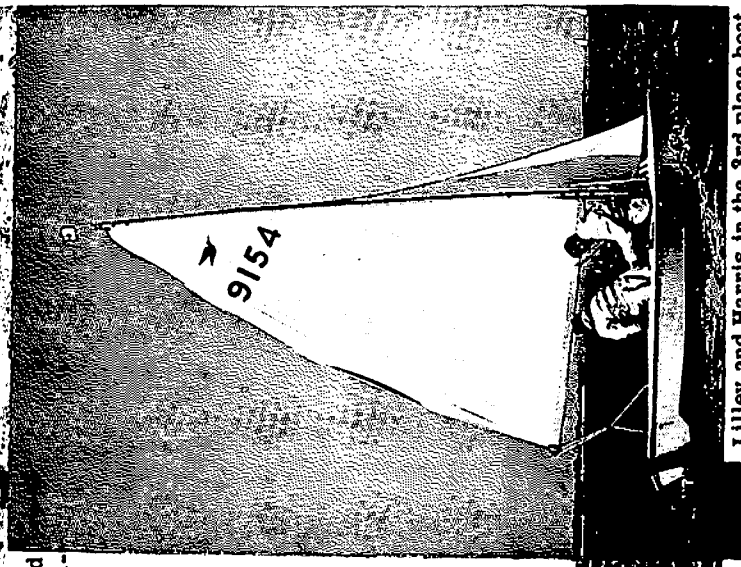
PHOTOS by GEORGE MILES



C. A. Christensen, President of Stone S. C., in 9153, rounds a mark.



THE THREE TOP TEAMS. D. H. Crispin and G. B. Lilley, 3rd; John Marsden and Frank Penman, 1st; R. A. Moody and P. Harris, 2nd.



Lilley and Harris in the 3rd place boat.

THE COMMODORE SAYS



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Boom--2 pcs. of laminated Plank, full 1" x 4" x 8'6", weight 7 lbs. \$19. 50

Also Rudders, Tillers, and Hike-out Sticks.

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This year's Snipe World Championship is shaping up to be the largest regatta ever held for a one-design class of sailboats short of the Olympics. Under the Snipe Class ruling, only one team from each country is eligible to compete in this Championship. At Santander, Spain, in 1955, 16 countries sent their National Champions to race for the coveted World Title. The Italian team of Mario and Podesta were the winners. The entries for the 1957 Championship are pouring in and so far there are applications from Turkey, the Union of South Africa, and Japan, none of which were represented in 1955. On this side of the Atlantic, I'm sure both Canada and Argentina are planning to send their best Snipe sailors this time, which would mean that at least 20 countries will have teams at Cascais, Portugal, this September for the biggest event in Snipedom.

Some very exciting news has reached me which leads me to think that the number will exceed 20. Last fall, Poland, Germany, Yugoslavia, and Rumania all expressed their desire to affiliate their existing Snipe fleets with SCIRA. A most welcome invitation was extended to all and recently, Yugoslavia completed the necessary arrangements to become an official member of SCIRA. Lukes Aleksander, Brodarska Zveza Slovenija, Koper, Yugoslavia, is the National Secretary and Fleet Captain of the Slovenija Fleet 439 and has expressed their intention of having an entry in the World Championship. To date, the other countries have not joined SCIRA, but it is hoped that Poland and Rumania might do so in time to send their teams. While speaking of this, I would like to quote a letter sent to me by Mr. Sven Rantil, Sweden's National Secretary:

"Some time ago, I saw in the BULLETIN that Poland was trying to join SCIRA, and, after having the necessary time to think it over and find the right regatta, I sent an invitation to the man mentioned in the BULLETIN, Mr. Zbigniew Maliszewski in Warsaw, to come to our Whitsuntide regatta in June at Landskrona.

I am now very happy that Zbigniew, crew, and two other Polish Snipe sailors have the allowance from their country to come, and I have made arrangements with the Swedish authorities to allow them to enter Sweden.

As far as I know, this is the first time that we in the Snipe class have had a visit from what are considered countries behind the iron wall. At the same time, we have sent him some fittings for his new Snipe because they are very hard to get in Poland.

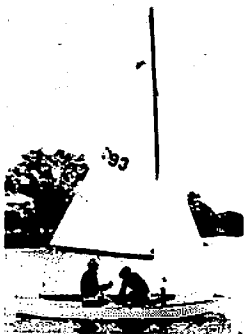
Today I had a letter from him that he was going to Rumania to take part in the international regatta with Yugoslavia and Rumania and Polish Snipes in the Black Sea. He writes that last year Poland Snipers won the cup, and therefore are defending it this year. He also says that he is very eager to come to Sweden to compete with us. So, Terry, if there is anything you would like for me, perhaps on behalf of SCIRA, to let him know, please send me some lines as he is going to stay in my home and I will have plenty of time to talk things over with him. Poland, ourselves, Belgium, France, Denmark, and Norway will participate in this regatta."

I think this is a wonderful letter and the significance of this event to SCIRA is indeed fabulous. Needless to say, I hastened to write to Mr. Zbigniew, sending him greetings and best wishes from all of us and welcoming him wholeheartedly into our International Sailing Fraternity of SCIRA. I sincerely hope, too, that these countries will become members of SCIRA in good standing and thus be able to participate in this year's World Championship Races.

By the time this article is printed, Snipe #9320 will be aboard the liner Monte Brazil destined for Cascais for the use of the U. S. representative in the World Championships. Hi Upson, now a pilot in the Air Force, generously allowed his lovely Gerber to be used for this purpose. The Monte Brazil sails during our Nationals, which means the winner would not be able to send his own Snipe over in time for the regatta. Harry Allen and I have been working on the boat and this weekend will tune it up to the best of our ability before taking it to New York and

(Continued on Page 12)

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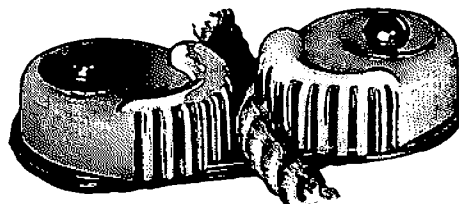
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Pioneer in Fiberglass Construction

SNIFE NEWS IN BRIEF

Ed Grier, Peoria's experienced measurer, recently had the pleasure of measuring Snipe 10799 for Oscar S. Beckham, Jr., of Pekin, Illinois. When sending in the MDS, Ed said, "This Snipe, named SIDEWINDER, is the most beautiful home-made boat I've ever seen. It should be held up as an example that it can be done!" In spite of the ballyhoo and popularity of fiberglass hulls (The Lazy Man's Boat), many sailors prefer wooden hulls and want to build their own boats, especially those who are handy with tools and love wood-working. Also, that is the best way to get a new boat with the least outlay of money. And the use of plywood makes a hull which is hard to beat. Carl Zimmerman got a plywood hull from Clark Mills of Clearwater three years ago and the boat is in perfect shape today. Absolutely bone dry and solid, it has several advantages over a fiberglass hull; the chief disadvantage is that it has to be painted occasionally. But some fiberglass hulls do, too! . . . Snipe activity in Jugoslavia has been increasing and efforts are being made to get an official connection with SCIRA in order to participate in international regattas. Snipe races were included in all the events at the big international regatta held at Koper on the 13th and 14th of July. . . . Thomas J. Legere, Jr., 82 Hutchinson Rd., Arlington, Mass., is the young Fleet Captain of Winchester Fleet 77. For some reason, Tommy's name did not get in the rule book, so we beg his pardon! . . . Last January, the Dallas Snipe Fleet 1 and the White Rock Sailing Club with the co-operation of the Corinthian Sailing Club decided to have a regatta this year "come Hell or high water." Much to their great surprise, part of their oath came true and they have a whole lake full of water. So the 21st Southwestern Regatta will be held on White Rock Lake over Labor Day weekend. In the meantime, they are eyeing the nether regions rather apprehensively and speculating whether the other half of their pledge will come true. Sailors should always be careful what they say! . . . Julie Ebeling, 1524 Southbrook Dr., South Bend, Indiana, spends the summer on Birch Lake, Michigan, and she is trying to get the five Snipes thereracing on an active basis again. . . . Glen Lake, Michigan, hopes to start building up their group by having an experienced instructor, who is living in the club, help them direct all yacht club activities, especially training the landlubbers to be "old salts". . . . Arch Higman of Los Angeles Harbor Fleet #2 is now in Europe on vacation and is looking forward to renewing acquaintances with Dr. de Meneses, Marquis de Povar, Helder Olivieras, and other Snipers he met in Europe previously. He will be available for any official duties at the World Championships. . . . There are several areas in New York State District 5 where there are numbers of Snipes not in SCIRA, like Loon, Silver, and Keuka Lakes. A representative group under Governor Bob Vreeland is making a visitation to these areas and promoting demonstration races and other means to stimulate interest and activity. . . . Frank E. Lauer, measurer at the new Wilson (New York) Fleet 431, reports, "We have added 4 more boats to our fleet this year and still have hopes of picking up a couple more. Many of our skippers with older boats have reworked them, taking off excess weight. We are also locating permanent course marks in Lake Ontario for our racing courses. This will all add up to tough competition for the Hayes Trophy, donated to the Snipe Fleet last year by the Yacht Club's only charter member and first Commodore (1938) Wally Hayes." District 5 Governor Bob Vreeland is the new Commodore there; Chuck Webster the Vice-Commodore; and Ora J. Pettit, 235 Young St., Wilson, N. Y., the Secretary-Treasurer. . . . From our Well, What Do You Know! department: "Seems like a long time you no hear from me, but all is well! I have given up the rough blue water racing while my bones are still intact. ALSO, was married on April 3rd, so we are comfortably settled in our cottage at 1811 Douglas Ave., Clearwater, Florida." Official congratulations to Charles A. Gabor, retired 1938 U. S. National Champion! . . . Luke Czarny reports that Quassapaug Fleet seems to be growing by leaps and bounds and he thinks that Snipe is becoming more and more popular. That is a sentiment with which we heartily agree, for such statements jibe with the actual facts, which any reader of the Bulletin knows. . . . Herbert J. McElroy, 233 W. Fayette St., Syracuse, N. Y., reports they have 5 Snipes moored at the Cazenovia Marine Basin and they want to organize a fleet. Herb owns 1287, which he states is one of the first 100 Snipes built, but not registered until later.



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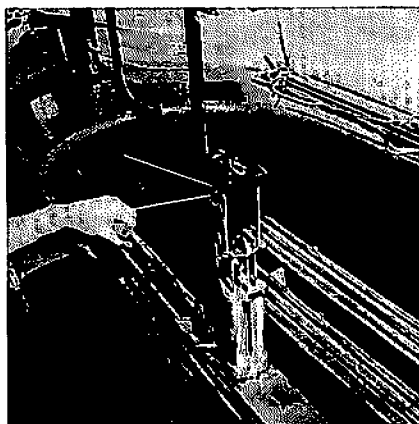
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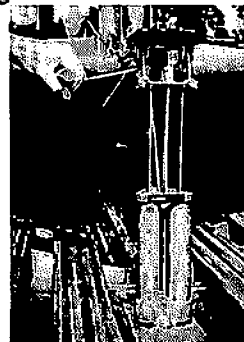
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Wells Wanderings

by
Ted Wells

RESEARCH REPORT

The weather in the Midwest, which, for the past few years, has been consistently windy and dry, has all of a sudden become very wet and the winds have been light to moderate everywhere. This trend was broken at the Lake Quivira Regatta which was the first one this year in which we didn't get rained on—at least a little bit; and it was also the first one in which there was really a strong breeze.

The weather bureau in Kansas City was giving an average wind velocity of 33 knots Sunday afternoon. In the hilly country where the lake is located, not far from the airport, there really wasn't any average velocity as you just sailed from one gust to the next one. Some of the gusts were pretty good, one of them removing Jerry Jerome's mast which had stayed with him in all of the high winds for quite a few previous years. While this race couldn't exactly be classed as pleasure sailing, it at least gave some answers to some questions that I have been wondering about for some time.

MAST STIFFNESS

I was using a mast which I had stiffened up by applying one layer of unidirectional fiberglass and by dropping the stay intersection to be at the same point as the side stay intersection. While the wind direction and velocity didn't stay put long enough to be absolutely sure about anything, it appeared that this mast was much more satisfactory than it had been before but that it would be better if it were a little stiffer. The weight of the mast is not an absolute indication of its stiffness, as the stiffness of spruce varies greatly and not in direct relationship to its specific gravity. This mast weighs about 20 pounds and I would guess that a really satisfactory mast might have to weigh as much as 24 pounds.

On the Fourth of July, we had a wind running from about 25 to 30 mph in a point score race in Wichita. In this race, I was using my fiberglass boat with a mast which weighed slightly over 17-1/2 pounds and which I was fairly sure would be unsatisfactory in a high wind. This assumption turned out to be correct as I couldn't get the main to work at all when going to windward. It just waved around like a flag!

LIGHT CENTERBOARDS

Anything that raises the center of gravity of a boat will have a detrimental effect on its stability. There is no argument on this subject, the only question being how serious is this effect. My conclusions after these races are that a stiff, heavy mast is essential regardless of any disadvantages.

The light board (mine weighs 29 pounds) will let the boat heel farther due to its light weight and also seems to make the boat respond more quickly to gusts even though the boat is sailed flat due to the lower inertia of the lighter board. There is probably, also, a very fine point where a boat which is all the way over would come back up with a heavy board and will not do so with a light board. I haven't found that particular point as I have capsize with 29-pound boards and 80-pound boards and the boat didn't come up in either case until I stood on the centerboard. As soon as I got on the board, the boat came up promptly in both cases when the sails were gotten out of the water.

A boat with a light board is definitely harder to sail in a high wind, but this disadvantage is not one that cannot be overcome with effort. The last race at Quivira pretty well proved this when Bill Kilpatrick and I finished the race with a long lead over everyone else. I had my 29-pound board, a self-bailing cockpit, and a 20 pound mast, while Bill also had a 29-pound board and a good stiff mast on his fiberglass boat. Incidentally, Bill had his

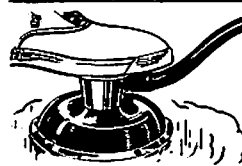
wife, Joann, and Pat Choquette (who is about as big as a minute), crewing for him. They made up in agility what they lacked in weight. My conclusions on the light board are that if you can't lighten the weight of the boat any other way, or if you need it to lessen the crew's work, the advantages are greater than the disadvantages.

LAW ENFORCEMENT IN THE WILD AND WOOLY WEST

At the Oklahoma City Regatta, all entries were quizzed to be sure that they were paid-up members of SCIRA in good standing with measured boats, and boats still using tape for stripes on masts and booms were informed that they would either have to get some paint or not sail. At the Iowa-Nebraska Regatta at Council Bluffs, all boats were required to sail by the Committee Boat before the start and have the position of their mainsails checked, and the leading boats were required to go by the Committee Boat after finishing to show that all required equipment was on board. In the Midwestern Championship in Wichita this week there will be a wandering measurer with a tape line to check the position of the bands on the masts while the boats are being rigged, and a scale will be on the hoist to weigh all boats as they go into the water. Wyatt Earp is at it again!!!

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Voice Of The People

SNIFE ATTRACTS ATTENTION

"My Snipe is in commission on the beautiful blue waters of Lake Washington and the weather has been perfect for displaying it. The fiberglass hull, aluminum mast, and number 10600 is creating quite a stir among the local sailors. Other boats frequently hail me and ask if there are really that many Snipes. (The proper answer is that that many Snipes have been built in 26 years--Ed.)

"Note that I switched from a "tall fir tree" mast to aluminum. I have always wanted one and it was actually cheaper to buy the unworked extrusion in Massachusetts and ship it here than to have a wooden mast built locally. I'm very pleased with the aluminum mast mounted on the deck.

I feel there is a promising potential field for SCIRA in this area. The Corinthian Yacht Club has about 400 members, almost all active in sailing. I have 3 other owners who are going to register their Snipes and expect to find more. We will soon have an active group here, for conditions are ideal."

— Dave North
Mercer Island, Washington.

COVERS RUDDER WITH FIBERGLAS CLOTH

"We have solved the problem of breaking rudders at our fleet by covering them with fiberglass cloth. A 3/4" tapered plywood rudder is far too weak when the stress is great, but by covering the rudder post with two layers of cloth and the blade of the rudder with one layer, we have licked the problem. The blade is tapered down in a smooth curve from the center of 3/4" to only 1/16" thickness at all edges and the fiberglass holds it all together, preventing splits and nicks. Likewise, the two-layer covering on the rudder post eliminates the necessity of cheek blocks or metal plates to prevent twisting. After two years of service, our rudders are in perfect condition, in spite of their thinness."

— Charles Cash, Jr.
Delta Fleet 407, Memphis, Tenn.

EXPERT ADVICE FOR FREE (and good, too!)

"Here are a couple of suggestions which I would like to pass on to other Snipers. They have worked for me:

(1) Use the front part of a foot support of a water ski for hiking. Screw them to the centerboard trunk and thrust your feet into them whenever necessary. They are comfortable and strong. You can get out of them easily, too, as there are no straps to get tangled up in.

(2) In salt water, stainless steel will not rust, but it will pit if left in the trunk case. This might be caused by electrolysis or the action of the water on the board, but whatever the reason, it can be stopped by painting the board with fiberglass resin. The adhesion to the metal is good."

— Jerry Sachnoff
Sheepshead Bay 115

THEY LIKE THE BULLETIN!

"I enjoy the BULLETIN immensely. Can hardly wait for each issue."

—Hal Beberian.

"I've just seen a couple issues of your class monthly BULLETIN. It's great! and must be just about a full-time job." (You can say that again! -Ed.) —Jim Van Voast, Editor
Flying Dutchman TRAPEZE.

"Please renew my subscription to the BULLETIN. I have thoroughly enjoyed the preceding year's issues and, while not a Snipe owner, I have picked up many hints on racing tactics and improving my boat's performance. My congratulations to you for a wonderful little sailing magazine."

— Dr. A. K. Meserole.

"I am a Spanish sailor and I like to read your Snipe BULLETIN, which I think is splendid. As I can not buy it in Spain, I am sending you \$2.00 and await the magazine with amiability. My congratulations for your perfect job about the improvement of our dear Snipe Class."

—Fernando Magdaleno Laca.

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FOR SALE: SNIFE 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.

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FOR SALE: SNIFE EQUIPMENT. WALCO rubber rub-rail and cockpit trim--white, blue, or black--kit \$7.75 post paid. 3/8" plywood dagger board trunk with mahogany bed-logs, 1/4" bronze bolts and gasket--\$12.00. Coperoyd, \$2.50 pt., postpaid. 7/8" slotted spruce Snipe boom, unfinished, \$4.00. No C. O. D.'s please. WALCO, 1501 N. Belmont, Wichita 14, Kans.

FOR SALE: DANISH SNIFE 9592. Two suits of sails, cotton and Guy Roberts orlons. Gator trailer. Only \$700.00 for everything. R. F. Clarke, 156 Clarke Ave., Palm Beach, Fla.

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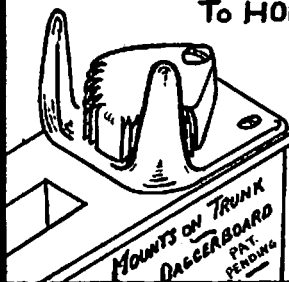
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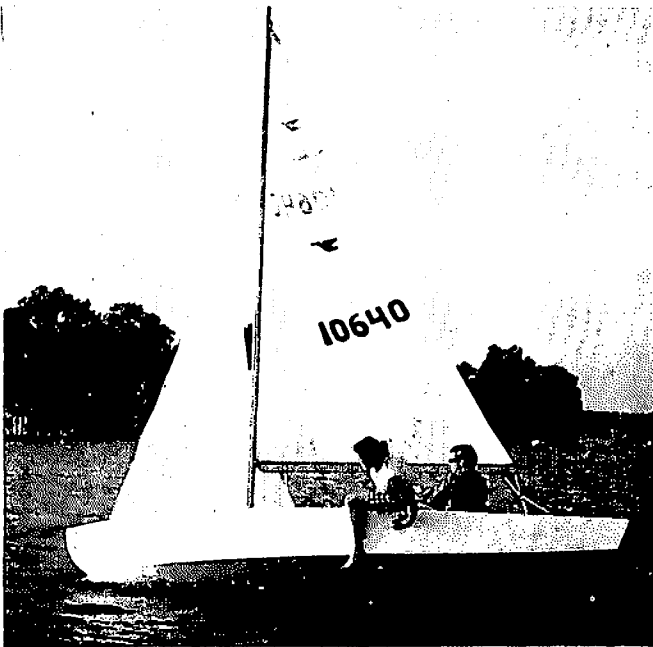
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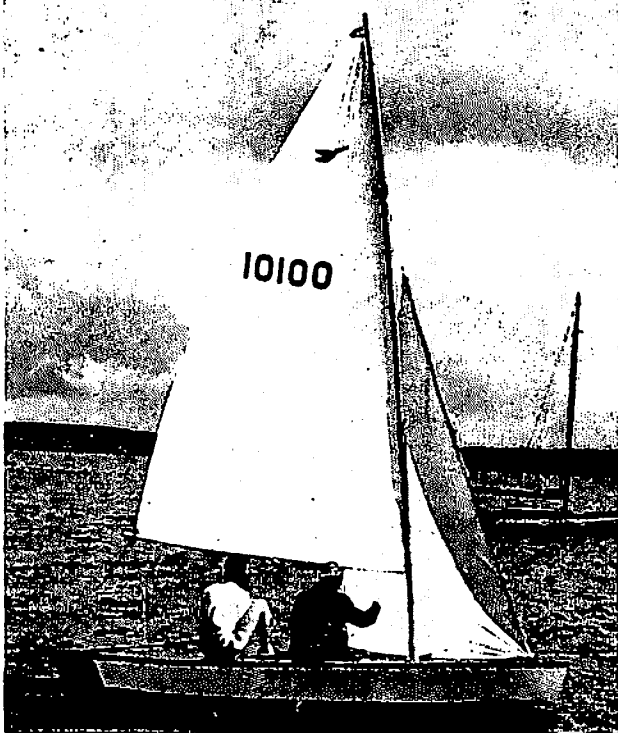


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ADDITIONAL RACE DATES

- Aug. 24-25 **LONG ISLAND SOUND INDIVIDUAL CHAMPIONSHIPS**, Westport, Conn. Peter G. Knight, Keyser Rd., Westport, Conn.
- Aug. 23-25 **DISTRICT 3 Championship**, Diamond Lake, Mich. Ron Francis, Howell Point, Diamond Lake, Cassopolis, Michigan.
- Aug. 31-Sept. 1 **WINCHESTER INVITATIONAL**, Winchester, Mass. Tommy Legere, Jr., 82 Hutchinson Rd., Arlington, Mass.
- Aug. 31-Sept. 1-2 **SOUTHWESTERN REGATTA**, White Rock Lake, Dallas Fleet #1. Fred B. Deere, 9441 Northcliff, Dallas, Texas.
- Aug. 31-Sept. 1-2 **MIDDLE STATE Championship Regatta**, Island Bay Yacht Club, Springfield, Ill. Lynn Carter, 833 S. Glenwood, Springfield, Ill.
- Sept. 2-7 **SNIPE CLASS WORLD CHAMPIONSHIP RACES**. Cascais, Portugal. Dr. Antonio de Meneses, Rua do Tenente, Raul Cascais, II-A, Lisbon, Portugal.
- Sept. 4-8 **MANHASSET BAY FALL SERIES**. Port Washington, N. Y. Ted Cronyn II, 45 Central Dr., Plandome, L. I., New York.
- Sept. 7-8 **INVITATIONAL REGATTA**, Onondaga, N. Y.
- Sept. 7-8 **INDIANA OPEN STATE CHAMPIONSHIP**, Geist Reservoir, Indianapolis, Ind. Ray Smith, 4123 N. Riley Ave., Indianapolis 18, Ind.
- Sept. 14-15 **BANTAM LAKE INVITATIONAL**, Bantam Lake, Conn. Walter Schubert, 69 Auldwood Rd., Stamford, Conn.
- Sept. 14-15 **SNIPE INVITATIONAL Regatta**, Lake Lotawana, Missouri Yacht Club. J. J. Ramel, K-15 Lake Lotawana, Lee's Summit, Missouri.
- Sept. 22 **FALL INVITATIONAL SERIES**, Lake Quassapaug, Conn. Terry Whittemore, 327 Church St., Naugatuck, Conn.

(THE COMMODORE SAYS from Page 8)

shipment overseas. Originally restricted to the use of borrowed boats for all contestants, the rules were changed at the insistence of the European countries to permit individual boats and Portugal generously offered such boats a free round trip on Portuguese steamers, thus giving all a chance to use their own boats.

In conclusion, I would like to salute all the National Champions who will be attending this World Championship in behalf of SCIRA. The sport of sailing is an international language in itself — one of the areas where men of all Nations can still congregate in a friendly atmosphere of trust and mutual respect. All of us in SCIRA doff our hats to all the Snipe National Champions assembling in Portugal, and all of us together will doff our hats to the 1957 World Champion, the Champion of Champions.

GOOD LUCK! AND SINCERE BEST WISHES TO YOU ALL!

Terry Whittemore

Aug. 31-Sept. 1 SNIPE INVITATIONAL

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