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BULLETIN
AUGUST 1959
Vol. 9 No. 3



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SNIPES BULLETIN

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

Address all correspondence to:

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

Subscription Rates.

\$2.00 Per Year.

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

Forms close on the 15th of each month preceding publication. Material received after that date will not appear until a later issue. Contract advertising rates may be had on application. Be sure and notify SNIPES BULLETIN of any change in address, giving both old and new addresses.

Concerning the Cover

SNIPES SAIL FOR ROYALTY. Prince Philip, the Duke of Edinburgh, presents the King's Cup to Basil Kelly while Harold Johnson, his crew, looks on. Presentation was made to the winning team from the Royal Nassau Sailing Club, Bahamas, at the end of the final race of the series, which was viewed by the prince from a Star, which he sailed himself. The Trophy is made of gold and was presented to the RYSC by King George the 6th in 1926. Kelly is the National Champion and will represent Bahamas in both the Pan-American Games in Chicago and the World Championship in Brazil later this year.

— Photo by Bahamas News Bureau

New National Secretary for Belgium

SCIRA has received the following letter from Charles Galeyn, National Secretary for Belgium: "I have retired as National Secretary after 13 years service. I started the organization of the class in this country in 1946 and have enjoyed to the fullest my part in the steady growth of this wonderful Snipe class.

During these years, I was happy to attend all the European and World Championships run in Europe and to meet so many fine sailors, make good friends, and also witness the improvement of the class all over the world. I always appreciated the wonderful hospitality offered at these regattas and in an effort to return part of it before retiring, I organized the European Championship at Ostend in 1956. However, I was prevailed upon then to continue in office, which I have done for the last three years. But now I feel it is time for me to go.

A most able man, Raymond Lippert, Captain of Brussels Fleet 387, the largest and most active in the country, has been elected as my successor. With him, the future of the class is in very capable hands and he is backed by many enthusiastic Snipers. His address is 50, Ave. Albertyn, Brussels. I bid official adieu to all my friends."

Thus another Old-Timer who helped SCIRA in its early international growing pains retires to the Rocking Chair Fleet to watch activities from the shore. The Officers and Board of Governors all extend official thanks and gratitude to Mr. Galeyn for his services to Snipe and wish him many more years of Snipe friendships. Likewise, we offer Mr. Lippert our congratulations and best wishes as he takes over the helm.

The 1959 World Championship Races

Plans for the Snipe World Championship Races in Brazil are progressing nicely and on schedule. 20 fine new wooden hull Snipes have now been built by Savel for use by entries in this series. Exactly alike in every respect, they will not be raced until the series starts; they will be drawn by lot and each team can rig the boat drawn as they desire. After the races are over, the boats will go to permanent owners, who have already agreed to buy them. This is an excellent arrangement, for there is no chance that the skippers will be bothered by anxious owners while the actual racing is going on. And everyone has exactly the same start and equal chance with equipment. A model for future big regattas, indeed!

Brazil is really going all out for this international event.

The government has announced that a special stamp commemorating the occasion will be issued and made available for stamp collectors throughout the world. It will probably be of Cr. \$6. 40 in value and first day covers will be issued. A special cachet will be used at Porto Alegre during the first day. For the benefit of Snipers who may also be philatelists, complete information will be furnished in the BULLETIN so they and their interested friends can get these items. They will be interesting memorabilia for all Snipers as a great honor to Snipe in further recognition of its high position in sailing circles throughout the world. We daresay this is the first time that any one-design sailing class has been similarly honored. A toast to Brazil!

LIGHTNING CLASS has Troubles

In an article featuring E. Widmer Etchells, one of the world's foremost Star skippers, in the July 20th, 1959, issue of SPORTS ILLUSTRATED entitled "Stormy Spouses in the Star", the following paragraph rates as a news item interesting to all so-called "one-design" classes. Here is the thought-provoking item:

"In 1955, Skip also began to build Lightnings. In this class, as in the case of Stars, certain small variations in the hull are permitted. Shortly after an Etchells-built Lightning won the class's world championship in 1956, questions about his boat's measurements were raised. Some of the 30-odd Lightnings he had built were allowed to retain their racing certificates, but some had their certificates rescinded on the grounds that they exceeded the tolerances established by the Lightning Class Association. There were differences of opinion within the association itself, and in the general hullabaloo a number of other boats had their certificates revoked, too.

Skip insists his Lightnings all came off the same jig and are, therefore, identical. But since he can no longer guarantee that a Lightning he builds will be granted a racing certificate, he has lost business. So he is suing the Lightning Class Association for damages amounting to \$95,300.00, for "discrimination and loss of business."

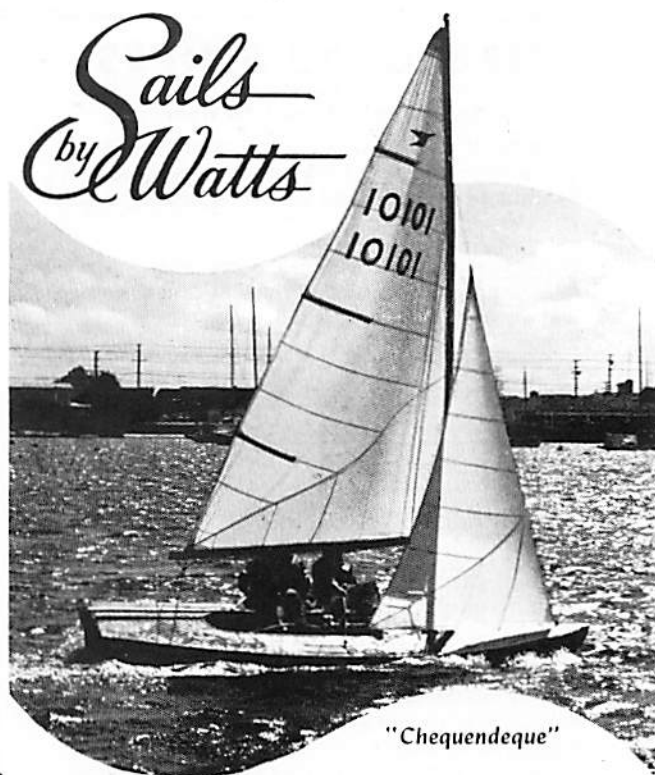
The case will be heard in an Ohio Court of Common Pleas.

Good News From Chicago

The August 3rd issue of SPORTS ILLUSTRATED carries a feature article on Snipe, covering both the boat and SCIRA activities. Featuring individual skippers, it comes at a time when Snipe activities in this country are reaching an all-time high and will be most interesting and profitable publicity to SCIRA. August is probably the zenith this year in the U. S., for the Nationals take up the first week to be immediately followed by the big District # Championship Races on Lake Michigan at Chicago, which drew 51 entries from that area last year. It promises to be even larger this year and the boys will leave some of their boats there for use by various teams in the Pan-American Games Labor Day week-end.

And the best news from that district in 6 years is word from Nate Whiteside and Burt Eaton (recently removed to Chicago) that they have reactivated the old Chicago Fleet 86 and ask for renewal of the charter. They have made a deal with the Chicago Park District for a wonderful dry sailing and storage area at Burnham Park Harbor. They have a fenced off, black-topped dock area, complete with a two-ton electric hoist, all for a very nominal charge per year. The space is self-renewable every year, so plans are being made to get a Snipe Fleet well-established there, by next year, at least.

Burnham Park Harbor is a protected harbor down near the loop about a block from Soldiers Field. The Burnham Park Yacht Club has offered a home and Snipers will join there. They will occupy an area adjacent to the clubhouse. The BPYC races other small classes over a permanent triangle, which Snipers will also use. The situation developed fast and worked out much better than ever hoped-for, in such a congested area where lakeside space is so much at a premium. It is really quite a feat and the two entrepreneurs are looking forward towards building a solid foundation based upon active and energetic membership. For many years, Snipers in the city have been looking for a good home and it is our prediction that the Chicago group will develop into one of the biggest fleets in SCIRA. We are lucky to have experienced men there to lead the way.



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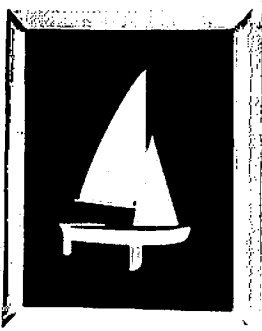
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THE COMMODORE SAYS

Win, lose, or draw, SNIPE RACING is a lot of fun! Snipes are sailed under a wide variety of conditions all over the world and different locations require different rigging on the boat with diversified sailing techniques. If you haven't noticed it yet, take your Snipe to various regattas. Start off with Florida or California and you will soon be convinced that a short tiller is indispensable to your survival when going downhill on the big rollers of open water. For heavier winds, you will want to install jumbo hiking straps, heavier lines, and to sharpen cleats as well as to rob the piggy bank for a suitable pump or similar equipment. Next, visit an inland lake in midsummer and your inventory will be revised again after competing in a "drifter." There, on runs, the crew and skipper frequently move way forward. During the beats, the pumps, straps, heavy lines, etc., are most unnecessary. At such times, they seem to be adding several hundred pounds at least.

As mentioned, the sailing techniques are different, also, and the skipper who is proficient under one set of conditions may not be so able under another.

Light wind sailing is difficult to analyze because there are even more variables than in heavy weather sailing. Good full sails give a definite advantage, but practice getting them to set their best is just as important. Be very careful not to stretch the mainsail on the foot or luff. Pay no attention to the stripes on the mast or boom (except as a limit), but instead, look at the appearance of the sail. Trimming the sails must be done almost continuously in light winds. It is good if the skipper can "sense" that a puff is about to end and slacks his sheets, heading off slightly (if on a beat) before he begins to feel the boat slow down. Endeavor to watch for wind not in your immediate vicinity. A straight line is the shortest, but not always the quickest way to a buoy. So watch for wind on light days and go to meet it.

When approaching a windward mark, the flag on the mark or another boat up ahead may indicate that the wind direction will change in the next puff and the skipper can plan his last tacks to the mark accordingly. Often, he can spot a wind shift before it hits him by watching an opponent while on a beat or by following him on a run. However, this is a good job for the crew as the skipper should seldom take his eyes from his own boat and sails.

Patience is a paramount virtue in light air. Above all, the skipper and crew should be calm with each other and handle the boat gently, avoiding unnecessary jarring of the boat. Snipes have considerable momentum once in motion and the skipper who develops a knack of keeping his boat moving will win his share of the races.

Heavy wind sailing requires a certain amount of beef and athletic ability, flatter sails, and good equipment, as well as developing a technique of sailing. The boat must be kept flat in a heavy wind on all legs of the course. Luffing the main slightly is better than heeling. Also, working the boat to weather in puffs takes practice, but it works, (See Ted Wells' book for description). On a reach in a planing breeze, try slacking the jib to get the boat level and then sheeting it in rapidly as the boat begins to plane. A well trained crew is a tremendous help in heavy winds as action is fast. It takes lots of practice for skipper and crew to round a mark and set a whisker pole in a minimum amount of time.

One big help is to pick out the best heavy weather or light weather skipper in the fleet and check his boat very carefully. Usually experienced Snipe skippers are only too glad to help other skippers improve. After listening to his opinions and possibly sailing in his boat with him, you will probably have some excellent new ideas on how to improve your own racing skill. Then get out with your crew and practice what you have learned and do it over and over again under all weather conditions until your reactions become automatic.

LEARN FROM THE MISTAKES OF OTHERS
YOU CAN'T LIVE LONG ENOUGH
TO MAKE THEM ALL YOURSELF

The INTERNATIONAL Snipe Class

Now that International status has been granted to the Snipe Class by IYRU, many questions have been asked as to just what it means. The subject will, no doubt, be a matter of conversation for some time in the future, so, as a matter of public service and general information to all Snipers throughout the world and, not least, give release from needless repetition of furnishing answers to all enquiries, we publish the following extracts from the official 1958 Year Book of IYRU. Thus you can see for yourself exactly what action has been taken and what acceptance and compliance entails. The Board of Governors has been referred to the minutes and rules printed in toto below:

(vi) The SNIPE class

Resolved to grant international status (category I) after the chairman of the small boat committee has seen and has approved the class rules and plans as modified in accordance with correspondence between the chairman of the small boat committee and the class owners' association. The chairman will inform the secretary of the Union when he is satisfied, and the class owners' association shall be required to agree to the current rules for the adoption and control of international classes.

RULES FOR THE ADOPTION AND CONTROL OF INTERNATIONAL CLASSES

1. International Status can only be conferred upon a class of yacht by majority vote of the Permanent Committee of the I.Y.R.U.
2. Unless a class is initiated by the Permanent Committee, International Status can only be considered if the National Authorities of at least four countries recommend adoption from experience of racing the class in those countries.
3. The type of yacht shall have adequate sailing qualities to give satisfaction in racing to good helmsmen.
4. The class shall have a set of rules and plans acceptable to the I.Y.R.U. These shall consist of general rules, building rules, measurement rules and, in the case of classes which are to be self-administered, organisation rules.
5. The new class shall not be adopted if it is considered that it will adversely affect an existing class provided that the latter has proved itself to be of sufficient vitality. As the requirements demanded by different waters may vary, however, the existence of more than one class of more or less similar type shall be allowed. The deciding factor must be whether or not in the opinion of the Permanent Committee the adoption of the new class will lead to more or better racing.
6. Before adopting a new International Class the Permanent Committee shall ascertain that it can be administered either by the I.Y.R.U. or by its own class organisation. In the latter case the final authority of the I.Y.R.U. shall be acknowledged.
7. Before adopting an International Class, the I.Y.R.U. shall agree with the designer on all matters relating to royalty fees.
8. Responsibility for the efficient administration of a class in each country rests with the National Authority, whether it administers the class directly or through a class organisation in that country.
9. Unless otherwise stipulated in the Class Rules, the National Authority or the Class Organisation in each country shall be entitled to collect fees from the owners in order to administer the class in that country.
10. Measurement of an International Class shall be carried out by measurers officially recognised by the National Authority.
11. The numbers, letters and emblems on the sails of an International Class shall be shown in accordance with Racing Rule 17. Numbers shall be allocated by National Authorities who shall be free to consult with the Class Organisation upon the desirability of a national or international numbering sequence.
12. Alterations to the Class Rules shall require the approval of the I.Y.R.U., except that where an immediate alteration is deemed necessary by the International Class Organisation in the interests of the Class, action may be taken forthwith, but shall be regarded as temporary. If such temporary action is taken it shall at once be submitted to the I.Y.R.U. for final decision at its next meeting.

(iii)

To approve the generous suggestion from Mr. van Kuyck that he will seek advice from builders and designers, having in mind the possible eradication from class rules of all those elements often brought about by lack of clarity and which have caused misunderstanding, trouble and disappointment in the past. The information accrued therefrom will be submitted by Mr. van Kuyck with a view to simplifying the adoption of classes by the Union.

When acceptance of the above terms is finally made, the class involved is then entitled to prefix the descriptive adjective INTERNATIONAL before the class name, e. g. The International 14 Foot Dinghy, etc. The class can either be governed by IYRU authority or be self-administered, as SCIRA has been in the past. 12 different one-design boats have been recognized as international by IYRU, Snipe being the 13th class and the 2nd U.

S. designed boat (Star being the first). 7 of these classes are controlled directly by IYRU, as listed:

The International TWELVE METRE; CRUISER/METRE; SIX METRE; FIVE POINT FIVE METRE; DRAGON; SHARPIE; and FOURTEEN FOOT DINGHY.

The remaining 5 are self-administered: The International STAR; FLYING DUTCHMAN; 5-0-5; FINN; and CADET.

Action on the case of SNIPE will be considered by the Board of Governors at the meeting to be held in Oklahoma this month.

Why Two Kinds of Centerboards

Many reasons resulting in many arguments have been advanced over the years as to why Snipe had (and allowed) two different kinds of centerboards, direct opposites in conception. While going through a file of old letters recently, we came across one which will answer the question once and for all. Written and signed by William Crosby himself, it states:

"In regard to your question on the centerboards: My original design called for the dagger board, but back in the early days of Snipe racing, in 1932 to be exact, one of the boat yards near here received an order for 15 or 20 Snipes from one of the big yacht clubs. Naturally, I didn't know about this order until the boats were pretty well along, and then I discovered that the yacht club had insisted upon pivot boards and the yard had gone ahead and designed their own without consulting me.

In those days, we naturally wanted to get every Snipe we could and restrictions were practically nothing, as no one suspected that Snipe would go to where it is now. Consequently, we accepted the boats and included the plans of the same centerboard in the official plans. That is why they are so entirely different."

A most interesting story!

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DICK TILLMAN IS THE NEW DISTRICT 4 CHAMPION

CONVINCES DON COCHRAN AND HAROLD GILREATH THAT HE IS TOP MAN

The new University Yacht Club graciously invited the Atlanta Yacht Club to hold the 4th District Championships at Lake Lanier, Georgia, on June 13-14. And as a result, almost every entry (in the words of Pappy Welch) was willing to concede that Lake Lanier was just about the best place in the world (SOUTHERN, that is! -Ed,) to sail. Plenty of fresh, clear water; a 15 mph breeze; enough chop to make it fun — win, lose, or draw!

This year's field consisted of 31 starters, and provided a mighty competitive fleet. We venture to say that the first 3 boats home in this one, which automatically qualified them for entry in the Nationals, will prove stiff competition when they sail for the big stakes at Ft. Gibson.

Once again, Fleet 330 sailors proved themselves. The week before the scheduled regatta, a complement of the more dedicated Allatoona boys trailed their Snipes over to the Lanier scene for a preview of the course and a mock-up practice race. After a 1-2-3 testing series for the weekend, Harold Gilreath led all the rest and was seeded ace high and solemnly pronounced as THE competition in the District.

The following weekend told the story! Two 6-mile races were set for Saturday and with the weather sailor-made for a regatta, with brisk breezes, the starting guns blazed off on schedule. Still true to predictions, Harold, with Frank Johnson as crew (somebody has to share the glory!) was the all-the-way out-in-front winner in the opening windward-leeward race.

Right next to him and on his transom every mile of the way was what we now know it takes to win a Snipe Regatta. Not the

whole United States Air Force, but just one representative in the person of Lieutenant Dick Tillman, of Elkhart, Indiana, prior to Eglin Field, who, with Atlanta's own Beth Norwood as crew and good luck charm (accent on the charm) is the new champion. Defending champion Francis Seavy got a 3rd in the 1st race, followed by Don Cochran of Clearwater as 4th.

In the 2nd race of the day, another 6 mile course, triangular, Dick and Beth sailed a beautiful 1st, this time with AYC Dick McCarthy in second slot at the finish gun. Gilreath? He was 5th, beaten by the above and Seavy in 4th, with Don Cochran coping a 3rd.

So ended the first day's racing with all skippers satisfied with the wind. They returned to the club house where the UYC put on a grand cocktail party followed by a fine dinner and dancing.

Sunday dawned with a cool brrr-ish wind brisk enough to inspire the race officials at (:30 A. M. to order a triangular course, with increased mileage, for the final lap of the regatta. Anybody who knows anything at all about regattas knows that is tempting the gods. Can you guess what happened? As soon as the red cylinder broke, it served in a dual capacity as visual starting signal and wind velocity decreaser. Granted that there isn't any scientific explanation of the latter, it is still more often than not a factor to be reckoned with in sailboat racing. Down went the wind; up went the heat; Lake Lanier became like a huge mirror which was anything but beautiful.

At any rate, Lt. Tillman had it all figured out, too, and knowing what he undoubtedly does about surface velocity, thermodynamics, kitchen police, or what have you, he sailed home 2nd with only Brad McFadden, Jr., testing him in this one. Don Cochran of Clearwater had his second 3rd place in the series; Woody Norwood took a 4th and Gilreath, another 5th place.

When the final points were posted, Tillman, Cochran, and Gilreath were the undisputed 1-2-3 of the 4th District and, as the Big Three of the Southeasterns, are qualified for the Oklahoma trip. Young Brad McFadden's expert sailing Sunday combined with two 6ths on Saturday, earned him an over-all 4th and undoubtedly ranks him as potential Nationals material.

With as handsome silver as we've seen for the pay-off, trophies and awards were given to the top ten. Complete scores are given below: -- By Edith Hügelev

FINAL RESULTS

THIRD ANNUAL DISTRICT 4 CHAMPIONSHIP

SKIPPER	TOWN	RACES	1	2	3	FIN
Dick Tillman	Elgin AFB, Fla.	2	1	2	1	
Don Cochran	Clearwater, Fla.	4	3	3	2	
Harold Gilreath	Marietta, Ga.	1	5	5	3	
Brad McFadden, Jr.	Atlanta, Ga.	6	6	1	4	
Francis Seavy	Clearwater	3	4	10	5	
Sam Norwood	Atlanta	5	8	8	6	
Dick McCarthy	Atlanta	13	2	9	7	
Dan Williams	Chattanooga, Tenn.	7	12	12	8	
Woody Norwood	Atlanta	15	14	4	9	
Jim Orr	Mebourne, Fla.	11	10	11	10	
Delkin Jones	Atlanta	8	19	7	11	
Norma Smith	Miami, Fla.	12	7	25	12	
Derek Peters	Atlanta	20	9	20	13	
Joe Harmon	Atlanta	31	17	6	14	
Fred Pember	Atlanta	9	16	DNF	15	
Jerry Guardiola	Miami, Fla.	10	22	22	16	
Tom Steward	Atlanta	18	24	13	17	
Andy Akin	Nashville, Tenn.	14	31	14	18	
Gil Haines	Atlanta	29	13	16	19	
Dick Whittier	Atlanta	21	11	26	20	
Howard Welch	Columbus, Ga.	25	15	18	21	
Elmer Riker	Gupton, Ga.	19	DNF	15	22	
Rosser Shelton	Atlanta	16	20	DNF	23	
Phil Coates	Chattanooga	23	18	24	24	
Franklin Farrar	Nashville, Tenn.	22	23	23	25	
Tommy Peters	Atlanta	27	27	17	26	
Abner Towers	Atlanta	17	DNF	27	27	
Gordon Randall	Tullahoma, Tenn.	28	25	21	28	
Walker Flounoy	Columbus, Ga.	26	DNF	19	29	
Charles Harris	Atlanta	24	21	DSQ	30	
Ham Clark	Columbus, Ga.	30	24	DNF	31	

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THE WINNERS -- Standing, L. to r. : Skippers Ron Payne, 3rd; Arden Zinn, 2nd; John Call, 5th; Champion Bill Ticknor, 1st; and Howard Richards, 5th. Their crews, l. to r. : Jim McKinstry, Terry Dolan, Helen Call, Dave Ticknor, and Amelia Richards.



A MOST FAMILIAR SCENE AT ALL REGATTAS -- The Protest Committee listens while the disputants present the case and try to establish the facts.

It is a pleasure to report to all Snipe sailors, particularly those of District 3, on the first sanctioned SCIRA regatta held by Fleet 433 on Cowan Lake, June 20-21st, 1959, for the Ohio State Open Championship.

There were 28 Snipes entered: 14 from our own fleet, 5 from Indianapolis, 4 from Gull Lake, Michigan, 3 from Akron, 1 from Acton Lake, Ohio, and 1 from Ontario, Canada. Birney Mills, Executive Secretary of SCIRA, and wife with daughter, Bernice, honored us as spectators during the regatta.

Two races Saturday afternoon were sailed over triangular courses in very light winds, so the skipper with a light touch on the tiller and a keen sense of zephyrs and shifts capitalized on the conditions to accumulate substantial points. In the first race, our local newcomer, Frank Suesz, who took a 2nd earlier at Chattanooga behind Gilreath, raised the hopes of a local victory by skimming ahead of the field, leading hard-to-beat Howard Richards of Oakville, Canada, in 2nd place, followed by experienced John and Helen Call of Indianapolis in 3rd.

The 2nd race was a drifter of the worst variety and the Race Committee showed good judgment in shortening the course by one leg. Our local hopeful, Suesz, gambled on the wrong end of the starting line and finished back in the field. The Gull Lake skippers demonstrated that youth and experience can be an unbeatable combination by finishing in front, although they are great big football players: Bill Ticknor, taking advantage of an 180 degree shift in the wind at the start of the 2nd lap, went over onto a run while the rest of the fleet were on a close beat, and, sweeping wide around the entire fleet, was first to the next mark and there he stayed to the finish with Arden Zinn a close second. John Call, showing consistency, was 3rd while Richards dropped to 5th.

Cocktail party, buffet supper (all you could eat), dancing, swimming, and animated conversation occupied Saturday evening at Wilmington's Snow Hill Country Club.

The final third race was sailed Sunday morning over another triangular course in the best winds experienced on the lake this year: velocity 18 mph and steady (for Cowan) with few gusts. The heavier going gave the lighter teams trouble and Richards and Call finished 18th and 20th respectively, although it looked like it would be a race between them for the championship. Bill Collins of Indianapolis was out in front at the start and led all

the way twice around until just a few yards from the finish line when Arden Zinn cross-tacked and nosed him out for 1st place with Bill Ticknor following right behind him. Carl Zimmerman came up through the fleet for a fine 4th.

The total accumulated points reveal that, of the 5 trophy winners, the Michiganders from Gull took home the two top places while the others were won by out-of-staters. So our Ohio skippers will have to look to the future to retrieve the honor of the Buckeye State.

While Fleet 433 has not yet had the opportunity to vote on the question, the odds are in favor of making this Ohio State Open Championship Regatta an annual affair at Cowan. If the visitors had as much pleasure in participating in our regatta as we did in hosting, then we consider the affair a complete success.

—Bob Bigham.

FIRST ANNUAL OHIO STATE CHAMPIONSHIP REGATTA

BOATS	SKIPPER	CLUB	RACES	1	2	3	PTS.	Fin.
10800	Bill Ticknor	Gull Lake, Mich.	6	1	3	4269	1	
10368	Arden Zinn	"	13	2	1	3905	2	
11582	Ron Payne	Indianapolis, Ind.	5	8	5	3681	3	
10547	Howard Richards	Oakville, Ont.	2	5	18	3346	4	
10668	John Call	Indianapolis	3	3	20	3329	5	
10660	Bud Hook	"	4	11	10	3230	6	
10175	Carl Zimmerman	Portage Lakes, O.	10	13	4	3114	7	
11663	Frank Suesz	Cowan Lake, O.	1	16	16	2850	8	
8600	Paul Zent	Indianapolis	9	10	13	2769	9	
11162	Dean Jaynes	Cowan	18	7	9	2709	10	
10056	John Fischer	Gull Lake	19	9	8	2602	11	
11216	Mark Schoenberger	Cowan	8	17	11	2565	12	
11756	Bill Collins	Indianapolis	12	DNF	2	2531	13	
7433	Jim Woodbridge	Cowan	21	4	15	2445	14	
8698	Mort Disney	"	15	12	14	2246	15	
8066	Bob Langefels	"	7	19	17	2216	16	
10400	Pat Wheeler	Portage Lakes	16	22	7	2142	17	
11300	Larry Wheeler	"	17	6	DSQ	1945	18	
8076	Bob Bigham	Cowan	20	DSQ	6	1862	19	
9314	Ed Rosenbaum	Gull Lake	11	15	DSQ	1720	20	
10665	Tom Mooney	Cowan	24	18	12	1659	21	
7383	Deborah Smith	"	14	14	DNF	1627	22	
10787	Bob Aston	"	25	23	19	1064	23	
10604	Bob Clune	"	22	24	21	1050	24	
11754	Ken Daniels	"	27	20	22	998	25	
5635	Ronald Adkins	"	26	21	DNF	794	26	
11174	Roy Tate	Acton Lake, Ohio	23	DNF	DNF	662	27	
9766	Dick Inman	Cowan	DNF	DNF	DNF	507	28	

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DON TRASK WINS THE DISTRICT 6 CHAMPIONSHIP

MANAGES TO BEAT OUT BOB HUGGINS AND FRED SCHENCK IN SERIES OF CLOSE RACES.

An interesting combination of winds and tides featured the 1959 Pacific Coast Championship Races held off Sausalito on June 27-28th.

After measuring and weighing was completed, the first race was started Saturday afternoon with a moderate SW breeze. John Jenks reached the first mark, closely followed by Fred Schenck, Bob Huggins, and Don Trask. As it later developed, it was a portent of things to come, for the same 4 boats finished up on top in final regatta standings, but in reverse order.

On the long reach to the 2nd mark, Trask went high, taking advantage of wind and tide to take over 1st place at the mark. From here, he led the way to the finish with Jenks 2nd, Schenck 3rd, and Huggins 4th.

The second race that afternoon started just after a significant wind shift made a port tack necessary. Trask, Jerry Olson, and Schenck took advantage of it and took the lead which they held clear to the finish line. As the winds became increasingly vague, coming from all directions and not at all, the fleet spread out all over Richardsons Bay. Huggins, who excels in this sort of no wind, came up from well back to overtake the 3 leading sailors and won the race ahead of Olson, Schenck, and Trask. Jenks eliminated himself from contention here with a fat 11th. Thus at the end of the 2nd race, Trask and Huggins were tied for 1st place with Schenck only 1 boat behind.

The final third race began in steady winds, becoming shifty as the windward mark was approached. As in the 1st race, John Jenks reached there first, again followed by Schenck, Trask, and Huggins took over 2nd place ahead of Schenck and Trask. On the windward beat back, Trask and Schenck went low while Jenks and Huggins went high. The "low road" proved the best road as Fred took the lead at the mark with Trask, Jenks, and Huggins behind him. But with the wind shifting again on the short beat to the finish, the lead changed with it, and Jenks crossed 1st, with Trask 2nd, Huggins 3rd, and a newcomer, Hugh Snook, came up nicely in 4th to push Schenck back into 5th.

Thus with a 1-2-4, Don Trask became the new Pacific Coast Champion in District 6, bringing the championship back to northern California for the 2nd time in the last 3 years.

The shifting winds which are more the rule for the local skippers put the boats from the south at a disadvantage. In any case, it was good to have Fred Schenck, 1958 SCIRA Commodore and 1957 National Champion and Jerry Thompson, 1956 National Junior Champion, as his crew. Also, we welcomed Pete and brother Tom Frost back again. Tom sailed with us when he was a student at Stanford and is remembered as a former two-time National Champion.

This was an unusually well run regatta and a lot of credit goes to the race committee on a job well done!

1959 PACIFIC COAST CHAMPIONSHIP RACES

BOAT	SKIPPER	RACES	1	2	3	POINTS	Fin.
6929	Don Trask		1	4	2	4490	1
3518	Bob Huggins		4	1	3	4413	2
9599	Fred Schenck		3	3	5	4184	3
10567	John Jenks		2	11	1	4021	4
9175	Jerry Olson		7	2	6	3902	5
9999	Pete Frost		5	6	DNF	2962	6
6127	Bruce Miller		12	9	8	2954	7
11397	Hugh Snook		15	12	4	2886	8
9001	G.Pritchett		11	10	9	2885	9
6454	Dave Grill		9	14	12	2594	10
10569	Stan Kintz		10	8	DNF	2491	11
7333	Don Wunn		16	16	7	2406	12
6975	Mar Grounds		5	15	DNF	2342	13
11396	George Nash		14	7	DNF	2326	14
3430	Dor Henderson		13	17	10	2321	15
10849	George Reiner		18	13	11	2213	16
5550	Wayne Smith		8	18	DNF	2059	17
6924	Tom Spencer		17	5	DNS	1872	18
10281	E.Jenkins		19	DNF	13	1709	19
10636	Eric Schou		DNF	DNF	14	1611	20

SNIFE NEWS IN BRIEF

The boys at Duke University successfully organized a sailing club last year and in a dual meet with the JV's of Annapolis and Cornell they got a decisive win. So they are all steamed up over the possibility of getting a Snipe fleet organized there. They plan to sail on Kerr Lake in conjunction with the newly organized Tobacco Road Fleet in the summertime, but their problem is the universal one with college students -- what do we use for money in getting fleet boats, etc. ? They want to locate some cheap boats which they can rebuild, if necessary, so you can help a good cause along (the future of SCIRA) by getting in touch with Jack McNear, 2026 Beverly Dr. , Charlotte, N. C. Stan Lundine from Chatauqua is co-president with him. . . . The Medway Fleet 277 of England reports a stable fleet of 23 boats, with some replacement with new boats. Quite a number have gone in for Terylene sails and they find this new material makes a considerable difference in the performance of the boats. . . . John Rose is CRAZY about the sailing conditions on Lake Washington at Seattle. He says it is the best place he has ever seen and would be a wonderful site for the Nationals. He, Dave North, and Bernie Morris are really pleased and excited over the racing schedule of 30 races through July 4th with more to come until November. These will be the first official Snipe Races ever held on the Lake and he and Dave are starting a weekly evening course in racing tactics and boat improvement for the new sailors. Dedicated Snipers like these are what makes the Snipe Class so outstandingly successful throughout the world. . . . John Steve, 633 Main St. , West Seneca 24, N. Y. , would like to contact Snipe owners in the Buffalo area to see what they could do about racing. There is no reason why a strong fleet shouldn't be in Buffalo, so send Reverend Steve all the information you might have on known Snipers there. . . . Frank Fehsenfeld is the new Fleet Captain of the Grand Rapids Fleet 137 and doing a mighty fine job, too! He has sent in a detailed list of every member which shows 53 owners and co-owners for 39 boats, all with SCIRA dues paid. It is a fine record and probably leads the list (can Indianapolis do better ?). . . . Louis Barstow, Commodore of the Huron Portage Y. C. at Portage Lake, Pinckney, Michigan, has made application for a fleet charter. The big problem is selecting a name for the fleet which will not cause confusion with Portage Lake Fleet 85, also of Michigan, and Portage Lakes Fleet 110 of Ohio. . . . The District 4 Championship Races on Lake Lanier near Atlanta in Georgia were so successful and made such a good impression on local sailors that the Lake Lanier Sailing Club has been formed with the chief objective of starting a Snipe Fleet there. J. Dempsey Wallace, 320 N. Colonial Homes Circle, Atlanta 9, Ga. , is the man to contact. . . . As a result of displaying a Snipe at the Fun Fair in Decatur, Ill., the local fleet got one new sailor and several more hot prospects. . . . Reports from New York State say that little Miss Martha Hansen and her " Kitten " are continuing to be a top contender in area races this summer, following her sweet victory at Atlanta last Fall. . . . From the Green Lake, Wisconsin, paper report: " The judges boat received an inside coat of paint in preparation for the official opening. A wench to raise and lower the anchor with ease has been added to the boat. " Betty Zeratsky thinks that is nice going for the judges! " They are hard to get (judges, that is) and we try to be nice to them. " Anybody like to serve on the boat up there ? . . . New Fleet Captain of the Atlanta Fleet 330 is Charles Harris, 4295 Club Drive, Atlanta 19, Ga. Elmer Bartoo has moved from Atlanta, so please note this in your rule book for future reference. . . . C. D. Conway, Commodore of the Club Nautico de San Juan of Porto Rico gives notice that they are acquiring 5 new Snipes for the leading part in the yachting program being developed for junior members. They hoped to get started racing by the middle of July. This will be most welcome news to other Caribbean fleets. . . . Jim Morris has found it necessary to resign as Fleet Captain of Miami #7, and Jerry Guardiola, 3155 Ponce de Leon, Coral Gables, Fla. , has been elected to succeed him. . . . Chattanooga Fleet Capt. Phil Coates is pleased over the interest being shown in the fleet this year in Snipe racing. He predicts it will be a good year as they have had more point score races than ever before. . . . Read WW this month, then send in 50¢ for a copy of Moore's PRINCIPAL SAILING RULES. Diagrams tell you what and when to do!

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

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BARGING AND BASHING

When the present anti-barging rule was adopted by the NAYRU a few years back, there were showers of splinters in the first few regattas until some of the habitual bargers got religion, but barging then seemed to disappear for a couple of years. It appears to be staging a comeback this year, with the District 2 Championship over July the Fourth being the worst barging and bashing contest I've ever seen!

Two boats were dismantled by port tackers reaching and not allowing enough clearance between themselves and close-hauled starboard tack boats maneuvering before the start. One port tacker climbex on board a starboard tack boat head on, the bow passing neatly between the fore stay and the side stay and not stopping until it hit and folded up the spray rails.

In two of the five races, I got clobbered badly by bargers - one of whom must have been planing when he hit me just forward of the transom, as he hit so hard that I was practically on a port tack before three other boats hit me and knocked me back onto a starboard tack again. Needless to say, this didn't help my start any, nor do the dents, holes, and scars on the side of the boat improve its appearance.

In the other case, the boat to windward of me hit the barger, who then dropped everything, bore down on me and escorted me way back from the starting line. The only good thing about that start was, that by the time I got to the line, the other 28 boats were far enough ahead that I had clear wind.

There was nothing wrong with the starting lines - simply a case of inexperienced skippers with no conception of the rules, and no realization of the damage they were causing, both physically to other boats and to other skippers' regatta scores. I was lucky and managed to work out of both situations fairly well -- to 2nd place in one case and 4th in the other -- but Rod MacIvor, who won the first race, was one of those dismantled before the start of the 2nd race. He managed to get patched up for the 3rd race, but I suspect in a really shaken condition and with one finger on the panic button.

Even if the offender pays for the physical damage done (he's required to by NAYRU rules, but probably doesn't know it), there's no possible compensation that is adequate for the poor guy who has driven some 500 miles to sail in a regatta and has his chances of placing well ruined by just plain common careless or thoughtless actions by someone else. I hope this will lead fleets to educate their skippers to at least stay out of the way until they know how to sail without committing nautical mayhem, and acquire at least a little knowledge of rules.

GOOFING OFF

A handy gadget on a Snipe would be a gong that would ring about every thirty seconds to remind a skipper to take a look at the boats behind him, after he has written them off. In the Oklahoma City regatta, Bill Kilpatrick was far enough ahead of me at the start of one windward leg so that he either didn't notice that I was heading much higher on rounding the mark, or just didn't bother to do anything about it. The result was that the next view he got of my boat was the transom.

After the second barging incident mentioned above, we fortunately managed to stay off the panic button and just got down to work. There were four laps and we jokingly agreed that of the 28 boats ahead of us, we would catch 14 the first lap, 7 the second lap, and

then, because the job would be a little tougher, we would get 5 on the 3rd lap, and the last 2 on the last lap. By a combination of good luck, good tacks, and no goofs, we started the last lap right on schedule. We were catching the second boat nicely - but we had forgotten to look back! When we finally did, the two boats that were behind us had obviously been pointing much higher for quite some time. We tacked immediately, but too late to save our third place. From there on, we never took a good tack and were lucky to hang on to fourth. Maybe one of those miniature tape recorders would be the solution -- run it off the electric bilge pump battery!

REMEMBER THE PIED PIPER?



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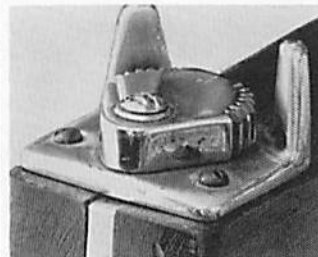
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Voice Of The People

GOOD ADVICE

"Re the picture in the June BULLETIN showing the mast bending on my new Snipe "Kohinoor" #11777. The caption might lead one to believe that this was intentional. I promise you that nothing could be further from the truth!

This was a brand new mast made by a spar maker who had never made a Snipe mast before. The picture was taken at the start of the first race (Bermuda Regatta), and, although I had the perfect start, I rapidly fell to the rear as the mast bent so badly I could not get even my mainsail to fill out properly. I raced the race on the jib alone and, afterwards, found 6 compression cracks in the spar. It was utterly useless!

I never saw any spar bend so far without actually breaking. A good spar, like sails, is very important in racing. If you don't have a good one and still hope to place well in regattas, my advice is to dump it, dig deep, and acquire a good one. That's what I had to do!" — Terry Whittemore.

MEASURE ALL OF THEM

"I certainly agree with Ted's statement in the last BULLETIN that even recognized builders can make mistakes, too. Recently I measured two new boats built by A and B and it was a very educational experience. The measurement data sheets are enclosed and a couple of comments to go with them:

(1) A makes mistakes, too — and some aren't mistakes! The attitude taken by some measurers (and encountered at big regattas like our own Nationals) that any A boat was O. K. , was disquieting to me and still is. Granted that A builds a top boat in the class -- he still needs checking, as the enclosed MDS reveals.

(2) B has a set of scales that showed his boat underweight by 90 lbs. These scales have forced buyers to place weights in the boats, thus raising large noises about lowering the legal minimum weight. We showed conclusively that his scales are way off and that his boat weighs in. He would have trouble building it to weigh less. To lower the legal limit would cause most of our fleet to buy new boards or take the handicap with the heavier 80-lb. boards. This is not necessary and we are very much opposed to lowering the weight limit."

— Bob Vreeland

LEAVE WELL ENOUGH ALONE

"In reply to Boat Builder and Jim Morris, the writer feels that the weight of a Snipe is what it should be. Making Snipes lighter so that they can be more easily "manhandled" is a fallacy. Remove the dagger board when "manhandling"! Many skippers prefer to sail with a stiff, heavy board rather than a light aluminum one. The real purpose of the aluminum board was to allow the old and heavy boats to get into competing range with new, modern light boats.

The weight of 425 lbs. is sensible. Anyone can build a Snipe and make the minimum weight without weighing each and every piece of lumber. As an example, the Penguin Class minimum weight is so ridiculously low that there are very few minimum weight boats. Some of the builders are even removing screws and hull fastenings after the glue has set in order to save weight. Let's not bring this to Snipes!

As for Snipes being a sitting duck for Jet 14's (a decked over International 14 Dinghy), it is probably not the fault of the boat, but the skipper. At a recent "One-of-a-Kind" Regatta, a Snipe beat everything but Catamarans, Thistles, 505's, and Flying Dutchmen, and, out of 26 boats, came in 7th on a boat-for-boat basis. In the 5 races, Snipe beat the International 14, a so-called racing machine, in every race.

Let's not tamper with a fine class by making odd-ball changes every year. We have survived these last 28 years while other classes have come and gone. And now we can be called the International Snipe Class! Congratulations! We expect to be making Snipes for at least another 25 years."

— Lou Varalyay

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AT LAST! MADE ESPECIALLY FOR SNIPE! A high quality screw button for yachting caps with crossed anchor emblems. A red Snipe on a dark blue pennant with white enamel background — all outlined in gold. Obtainable only from SCIRA at \$1.50 each. Fill that empty space on your cap with class insignia!

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FOR SALE: BOTVED SNIPE 9886. — Wood hull and deck, all covered with fibreglas. New Irish mast with winches, stainless board, three suits sails, Chris Craft trailer. Best offer over \$800.00. T. W. Morse, 130 Elmwood Dr., Council Bluffs, Iowa. Phone 3-4374.

ONLY A FEW MORE LEFT! Copies of the picture of Ted Wells planing in his Snipe (see October 1958 BULLETIN cover) can still be obtained for \$1.50 postpaid. Specify either glossy or dull black and white. An excellent photo of a modern Snipe sailing at its best; use for commercial or decorative purposes.

WANTED: A copy of HOW TO BUILD SNIPE. Please look through your library and, if you have one, I will gladly pay your price. Can anyone lend me a copy? Romeo H. Guest, Box J-1, Greensboro, North Carolina.

DUKE (University) SAILING CLUB needs Snipes, possibly four. To be purchased by individuals from various states -- North Carolina, New York, Florida. I want a "junkie"; the others ready-to-sail boats. If you can help us get started, please contact Jack McNeary, 2026 Beverly Dr., Charlotte 7, N. C.

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5549 NORTH CLARK STREET CHICAGO 40, ILLINOIS

—ADDITIONAL RACE DATES—

- Sept. 5-6-7 SOUTHWESTERN Regatta, White Rock S. C. & Corinthian S. C. Bill Wheeler, 10226 Estacado, Dallas 28, Texas.
- Sept. 6-7 MIDDLE STATES Championship, Lake Springfield, Ill. Carl Carter, Jr., 833 Glenwood, Springfield, Ill.
- Sept. 6 COLUMBUS, Georgia.
- Sept. 9-13 MANHASSET BAY Race Week, Manhasset Bay, N. Y. The Week-end Series will be Sept. 12-13. Barse Miller, 190 Bayview Rd., Manhasset Bay, New York
- Sept. 12-13 INDIANA OPEN STATE CHAMPIONSHIP, Geist Reservoir, Indianapolis S. C. William Collins, 3404 Woodside, Indianapolis, Ind.
- Sept. 19-20 LAKE LOTAWANA Invitational, Missouri Y. C., Lee's Summit, Mo. Joe Ramel, K 15, Lake Lotawana, Lee's Summit, Mo.
- Sept. 26-27 PRESIDENT'S CUP Regatta, Potomac River, Washington, D. C. Edward H. O'Brien, 713 N. Fillmore St., Arlington 1, Virginia. Read note below:

Races will be provided for 11 classes of boats this year, featuring sensational dual-hulled sailing Catamarans. Of interest is the fact that "Catamaran" was first used by an English explorer named Dampier when he wrote a book in 1697 about his voyage, telling about the dual-hulled type of water craft the Hindus used in this section of India around the East Indies and Northern Ceylon. The term comes from the Tamil language, meaning "to tie a tree together." (We sincerely hope this little gem of historical research does not cause embarrassment to any of the 20th century sailors who might claim that they have "discovered" Catamarans. It is logical to assume there is nothing new in sailing circles. Man has tried everything over the centuries -- now we have different and refined applications of the same old ideas. -Ed.) Last year, 168 boats participated in the 3 race event. You are invited to join them this year!

- Oct. 16-25 SNIPE CLASS WORLD CHAMPIONSHIP RACES
Guaiba River, Rio Grande do Sul Fleet 426, Clube dos Jangadeiros, Box 990, Porto Alegre, Brazil.

SOUTHWESTERN CHAMPIONSHIP REGATTA

September 5-6-7, 1959

WHITE ROCK LAKE

DALLAS, TEXAS

Snipe Class Only

Write: Louis, Kuntz, Fleet #1, 3923 Hanover, Dallas, Tex.

Snipe Fleet 409

INDIANAPOLIS SAILING CLUB

Invites you to the

INDIANA OPEN SNIPE CHAMPIONSHIP

September 12-13th, 1959

3 Races.

For details: Alan Levinson, 5318 N. Delaware, Indianapolis, Ind.



PRESIDENT'S CUP REGATTA

September 26-27, 1959

MAKE IT A VACATION!

Visit the Nation's Capitol
Participate in the Races.

ALL SNIPERS WELCOME

Write: Edward H. O'Brien, 713 N. Fillmore St., Arlington, Va.

SOMETIMES LOYALTY CAN BE CARRIED TOO FAR!

It seems that Red had started staying out rather late at nights -- one time, even all night. Sal was getting worried, so when he didn't appear on time, she sent 5 telegrams to 5 friends asking if her husband was staying with them all night. A half-hour later, Red made his appearance. But within the next hour, she received 5 telegrams in reply, all with one word: "YES!"