



*Snipe*  
**BULLETIN**

AUGUST 1960

Vol. X No. 3





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# SNIPES BULLETIN

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

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### Concerning the Cover

Lee Thompson of the PLYC Fleet 110 of Akron recently had the ride of his life; his crew is practically smothered in waves and spray. Those are Lee's feet sticking out of the far side of the boat. A fine demonstration of how the rugged Snipe can take it in high winds and rough seas.

Belatedly, credit is given to Dave Grant of the Crystal Lake, Illinois, Fleet for the attractive cover design used last month. This is the third one that Dave has submitted, the other two being used in February and April. They are all exceptionally nice in conception and design and such contributions from interested and talented Snipers are what make the BULLETIN an outstanding little magazine. We give our thanks to Dave!

## — THE SCORE —

Numbered SNIPES — 12553

Chartered Fleets — 503

During June and July, 97 more numbers were issued for new Snipes. While this shows the expected mid-season decrease from the earlier pace, we are still well on the way to break all records for the 12 month period ending October 1, 1960. The total to date is 441 boats, or 9 more than the 28-year annual average of 432 boats, so, if 18 more are issued in the next 2 months, SCIRA will set a new mark — and that looks like a cinch! It is interesting to note that 39 of the new Snipes went to countries outside of the United States, with Canada showing the biggest percentage of increase of all. Of the 58 boats in the United States, 28 were of fiberglass construction. Each year, Snipe proves with facts and figures that it is the fastest growing and largest class of racing boats in the world.

One new fleet was established when Charter 503 was granted to the Buchans Boat Club of Buchans, Newfoundland, Canada. George D. Neary instigated the group with 11898 and four new boats were purchased to initiate racing. They hope to have five more new ones next spring and thus have another good Canadian fleet. R. L. Brown is the Fleet Captain; E. A. Swann, the Div. Fleet Secretary; and Mr. Neary, the measurer — all of Buchans Boat Club at Buchans. The new fleet expects to participate in the three big Canadian Championship Regattas the first week in August and their presence will be welcomed by all their competitors and greatly add to the interest and success of the events. This has been an outstanding year for Canada.

### ATTENTION—all Fleet Captains

The 1960 rule books have been mailed to all Fleet Captains according to the number of dues-paying members reported on your dues collection sheets. Distribute these books only to those entitled to them. In some cases, books were sent direct to the individual, so check before you hand them out. Extra copies may be obtained from this office for \$2.00.

The Board of Governors ask that you make every effort for a 100% dues collection on a local basis, for owners meet a personal request much sooner than a written dun from headquarters.

# SAILING IS A LOT OF FUN, but....

by DAVE GRANT, Captain Fleet 267.

Sailing is a lot of fun if it is done right! Let's start from the beginning and see if there is a wrong way and a right way.

The way I started was the wrong way. Fortunately, I found out early enough. My desire to sail was implanted as a young boy on my uncle's rowboat using an old blanket and an oar to make a sail. That's as far as I got until I felt I had the opportunity and time to invest in my own boat. All I wanted to do was sail, and I decided that my sailboat had to have a fiberglass hull and dacron sails with stainless steel hardware. I was not concerned with the local one-design boats because I was never going to race. I found a 14-footer that had what I wanted and that was nominal in cost. I bought the boat and moored it with a local Snipe fleet. We had never planned to race, but when a Snipe passed us one day, then IT ALL BEGAN!

We tried to race with Snipes, but even with a handicap it never felt like we were accomplishing anything. After that first season, we realized that we had goofed on our first boat. We had started out wrong, and now we wanted to do it right.

Sell the old boat and buy a Snipe, was the answer; but this could be expensive, let's not jump off the deep end again. We were lucky when we sold our 14-footer for a little less than original cost. We found a used Snipe although it actually had many things about it that we originally didn't want. A wood hull and cotton sails. But the price was right, so we bought it and then the fun began. We sailed for a season in the same condition we bought her in; did pretty well in competition, but we knew our boat could never win against a boat in top condition with dacron sails. We pulled our Snipe out early in the fall and really started to use the old elbow grease.

I took her down to the bare wood, found a little dry rot on the deck, and fixed that. We worked every Saturday and Sunday. Weekend evenings were spent reading Ted Wells, Snipe BULLETINS, and countless brochures on paint, hardware, varnishes, etc. I can tell you now that reading and comparing is the first major step in learning how to sail happily with good equipment. Every piece of wood on my Snipe was inspected. I learned her weak spots and her strong points. I did everything I could within limits to make her weight requirements. We polished hardware and replaced some of the old and when we got finished, we sure knew our boat from A to Z. Then we wrote many letters to many sailmakers and they courteously answered us and finally, we bought our first set of dacrone.

What did we learn from all of this? The answers are simple! Experience is the best teacher. With a wood boat and cotton sails, we had to do something. We had to work and we had to study. If we had stayed with our first boat which was fully equipped, we probably would have never investigated what makes a boat go. Now that I know what the answer is and understand all the good and bad points of a particular boat, I am richer in my knowledge of boat racing and care. Also, other Snipers in the fleet benefitted because we all got the bug, everyone started to ask questions, and to work. As a result the fleet became stronger.

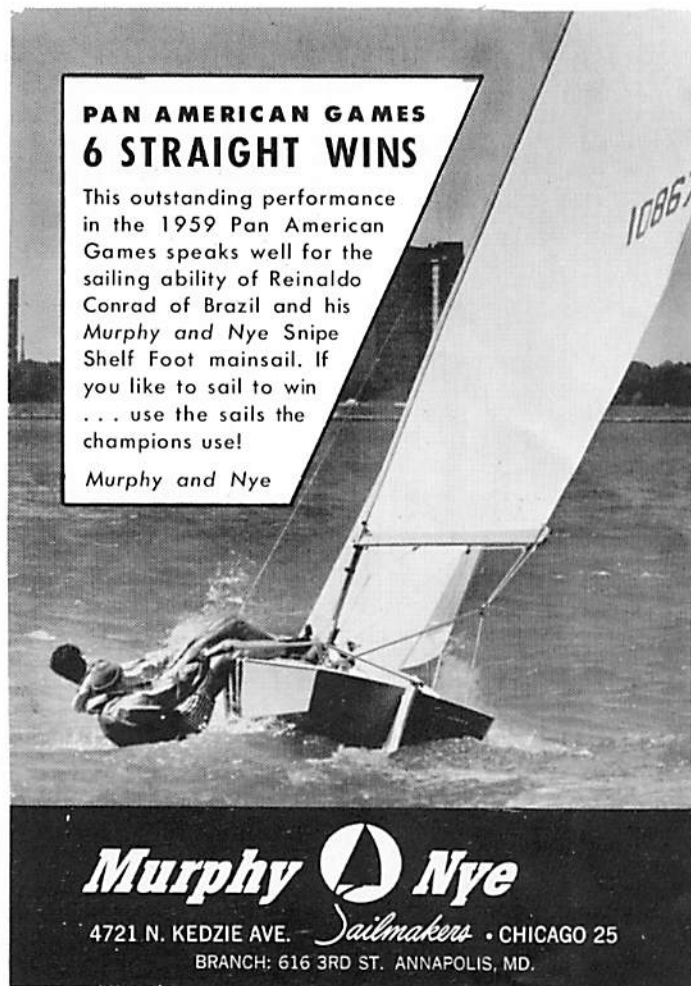
A one-design boat is important—this way, you really find out what kind of a sailor you are and by comparison of equipment and method, you can constantly improve yourself and learn from others how to go out and win races. And while you are at it, why not join a large class which is well-established, has good organization and restrictions, and lots of approved regattas where you can always find competition of the best quality. A small local class boat might be O. K. for awhile, but the same time and money spent in a class with International standing like the International Snipe Class will eventually pay much larger dividends. And a Snipe has a good national resale value.

Someday I want to buy a fiberglass Snipe, but I wouldn't trade my wooden hull and the experience I got gained by working on that boat for anything. So, if you want to be a good sailor, just follow my advice and do it the right way. Know your boat and everything about it. Never stop asking questions — never think you know all the answers. You'll meet the finest people in the world (through your questions and enquiries) who are interested in the same things you are — and these people are SNIPERS!

## PAN AMERICAN GAMES 6 STRAIGHT WINS

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

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— by Ted Wells —

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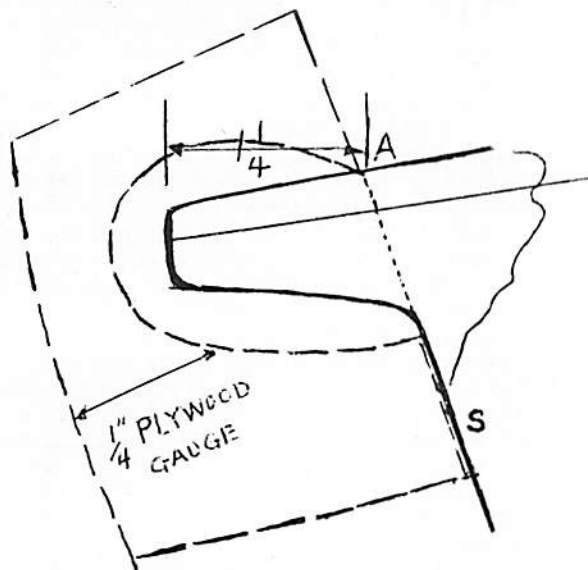
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## ATTENTION—all Fleet Measurers

In years past, the sheer molding or rub-rail on a Snipe was there for one purpose -- to protect the edges of the boat and deck from being damaged by rubbing against docks and other objects. It was a real rub rail. But in recent years, with the development of symmetrical hulls in all small boats, the sheer molding was found to have another function -- that of diverting water away from the sides and top of the boat as the hull descended into high waves and rough water, making a drier boat, and by streamlining the edges, a faster boat with less wind and water friction at that point.

With the above development, SCIRA adopted the 1 1/4" maximum sheer molding last year and this has been readily and universally adopted as a big improvement. This year, fiberglass hulls have appeared with the rub rail included in the deck all molded in one piece to fit the hull as the top fits a tin can. Now a slight difficulty in properly measuring the sheer widths and heights has developed in that the sheer point is hard to locate due to the curved molding.

But the solution is simple, as illustrated in the following drawings. Take a piece of 1/4" plywood and cut out a notch in it as indicated by the broken line so that it fits freely around the edge of the boat deck. This will be a gauge or measuring



tool for locating the sheer. When pressed up edgewise flush against the side of the boat (S), the top piece of the plywood (which has been shaped to a point for looks) will touch the deck at point A, which is a true projection of the side of the boat (dotted line) to the sheer point. At point A, establish a perpendicular with another one at the edge of the boat. The distance between these perpendiculars will be the width of the sheer molding, which must not be over 1 1/4". All other sheer measurements are taken from A, making due allowance for the thickness of the deck at this point.

Another check of the sheer molding can be made hurriedly by using the measuring device or establishing perpendiculars at various stations for overall width. This will indicate oversized molding on an otherwise legal boat.

Once again your attention is called to page 4 of the MDS. Be sure and fill it out as required by class rules. We have found some discrepancies in fiberglass hulls as made by various builders and it is imperative that all hulls be carefully checked. It would seem that fiberglass hulls made from molds all taken from the same master mockup would be exactly the same, but this has not been the case (although most errors are minor in nature). If we do not measure them, we will revert gradually to the old acceptance of the builder's certificate that the boat is a legal Snipe. This proved unsuitable and unsatisfactory in the past and led to the present requirement that all boats must be officially measured by official fleet measurers. We don't want to get mixed up in old arguments again, so please cooperate and follow class rules; otherwise, the MDS will be returned as unacceptable.

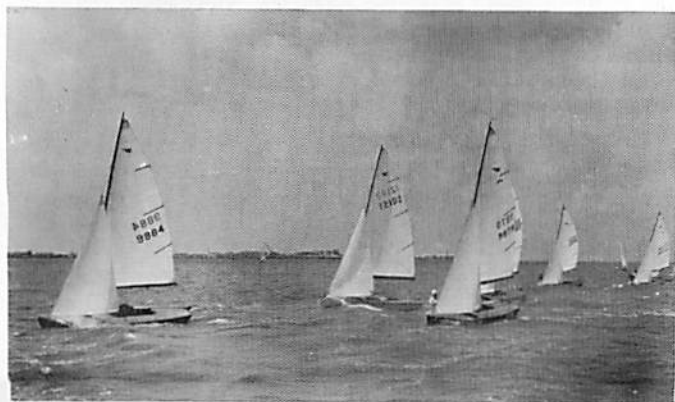


# THE LEVINSONS WIN SECOND BERMUDA REGATTA



(Left to right) -- Commodore Fenton Trimmingham presents awards to Harry and Alan Levinson.

— B. N. B. Photos



START AND FINISH OF THE FIRST RACE - At the top, Gene Simmons in 9884 leads the way as the gun goes off with Levinsons in 12192 the second boat from the left. Bottom shows Simmons still in the lead as they cross the finish line with 12192 getting a close second.

The second annual Bermuda Race Week Regatta was again won by the Levinson brothers, Harry and Alan, of Indianapolis. Last year, Alan skippered while Harry crewed. This year, the boys reversed places with Harry taking over the tiller of his new Snipe "Bluedevel III" while Alan ably assisted him as crew.

Eight boats made up the Snipe Fleet in the Regatta which was also participated in by International One Designs, Fireflies, and International 14s.

The series was settled over a total of five races which were sailed in moderate to light winds in brilliant sunshine. The only loss suffered by "Bluedevel III" was in the first race which was won by "Little Undine" sailed by Penny Simmons and Bobby Soares, the current Bermuda National Champions. The Levinsons finished second, closely followed by "Little Teaser"; a new Varalyay Snipe owned and skippered by Conrad Soares.

In the other four races, Harry and Buzz seemed to have everything under control and proved to be a hard team to beat. The courses were over six to seven miles with one encirclement of the triangle, a second beat to windward, and a run to the finish line.

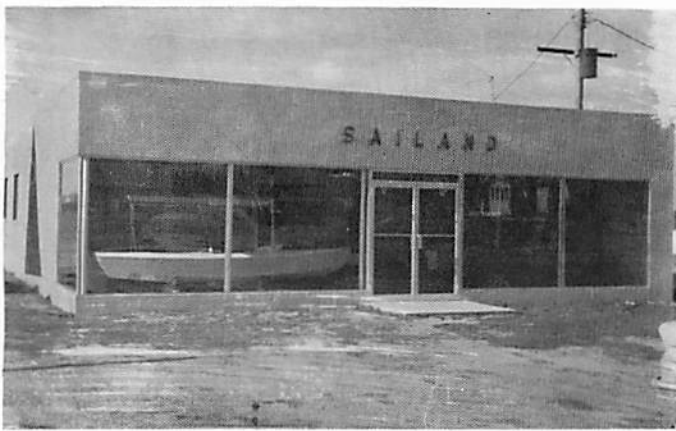
The third race proved to be the undoing of Penny Simmons. After being well up in the money after the triangle had been completed, he got into all sorts of trouble on the next beat and with a dying wind, could only make a fourth place. He finished second in the other three races.

The Royal Bermuda Yacht Club welcomed all competing yachtsmen at a cocktail party prior to the beginning of the Regatta.

— Reggie Tucker

## FINAL RESULTS - SECOND BERMUDA RACE WEEK

Boat	Name	Skipper	Races	1	2	3	4	5	Pts.	Fin.
12192	Bluedevel III	Harry Levinson	2	1	1	1	1	1	39	1
9884	Little Undine	Eugene Simmons	1	2	4	2	2	2	33	2
12221	Little Teaser	Conrad Soares	3	4	2	5	4	2	26	3
9879	Half Crown	Bernard Hayward	5	3	3	6	6	21	4	4
9882	Thunderbird	Robert Oatley	4	8	6	3	3	20	5	5
9883	Swallow	Edwin Hayward	6	5	5	4	5	19	6	6
9562	Harbinger	Neal Stephens	7	6	7	DNF	DNS	7	7	7
10303	Torment	Arthur Pitman	8	7	8	7	DNF	6	8	8



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OPINION OF ONE WELL-QUALIFIED TO KNOW



OLYMPIC TRY-OUT FINALS--This shows how some Snipers spend their time when not in a Snipe. U. S. National Champion Dick Tillman sails a Finn at Marblehead, Mass. — USAF Photo.

You will probably be reading this while a new U. S. National Champion is being decided at Clearwater, but as your representative in the 1959 Pan-American Games and World Championships and as a competitor of many of the finest Snipers in other countries, I would like to pay a tribute to the International Snipe as a result of the experience I've gained in the recent Olympic Finn Monotype trials.

Never have I realized the versatility of the Snipe in varying wind and water conditions until the last three months while practicing for the Olympic trials. During this time, I acted as a representative of the U. S. Air Force and had the opportunity of racing daily in dinghies, Fireflies, Seagulls, Hustlers, Lightning, 110's, and 210's. I couldn't help comparing the light and heavy weather characteristics of the Snipe with the other classes and I found that none of them had the Snipe's speed in light airs or its ruggedness in heavy winds. The Snipe's highly efficient sail plan and its perfect balance surely adapt it to either racing or pleasure for all ages; certainly an optimum not realized by the one-man boat designed expressly for Olympic competition, the International Finn, which, in anything less than a six knot breeze can only follow a Snipe, and in anything over ten knots must have a hulking 200 pound hiking Hercules to sail it properly.

The Finn, however, has the distinction of Olympic status, but in this respect it is also hoped the International Snipe can equal it by being chosen to replace the famed Flying Dutchman as the two-man centerboard in the 1964 Olympics in Japan. If this occurs, it will be a long overdue honor for the world's largest racing class and an event worth working for.

(Dick participated in the finals for the Finn class at Marblehead, Massachusetts, and made these comments on the final results): " I placed third behind Pete Barrett of Wisconsin and Tom Allen of Buffalo with a 3-3-4-5-6-12 in a fleet of 20 contestants. Had the Snipe scoring system been used, I would have been second, but, as you know, the Olympic system places a premium on 1sts and 2nds, of which I had neither. The whole thing was a wonderful experience though, and I feel that my eventual goal of winning a gold medal in the Olympics is coming closer either in a Snipe or a Finn in the '64 Olympics. "

That's the boy, Dick! Congratulations on your fine performance in this big sailing event. Once again, you have proven that the Snipe Class produces top sailors of championship quality in any competition and we are proud to have you represent Snipe as a National Champion. May you realize your dream of winning a gold medal — and in a Snipe! — Dick Tillman

# Thompson Captures NYS Snipe Title

OHIO SAILORS DOMINATE STATE SNIPE REGATTA

Blow ye winds, blow or be plumb still — it makes little difference to Ohio sailors. They take what's offered and make most of it.

That was the picture as the two-day New York State Championship Regatta came to a close in quiet puffs compared to the hefty breeze that greeted the entries on Saturday.

Ohio sailors, all from Portage Lakes YC Fleet 110 at Akron, won three of the first five places. Lee Thompson, with Pat Wheeler as crew, was the winner although he was actually tied at the finish with Terry Whittemore of Quassapaug, Conn. Each had 162 1/2 points when the spray had settled, but Thompson was the winner because he had beaten Whittemore twice in the 3 race series. He won Sunday's race by the close margin of 5 boat lengths over Whittemore, whose crew was Bob Olsen.

55 boats entered the regatta held June 25-26 at Lake Chautauqua. There were 7 boats from Oakville, Ontario, Canada and 8 from Ohio, including Past-Commodore Carl Zimmerman, Past-Commodore Terry Whittemore of Connecticut and Rear-Commodore Dr. Sam Norwood with Mimi and daughter Beth, the present U. S. National Champion crew, came up from Atlanta, Georgia, to take over a few of the Yankees. Dr. Sam was the official SCIRA representative. All were supervised by SCIRA Commodore Garfield of Chautauqua. All in all, a very brassy affair, indeed!

Winds at a steady 22 mph with puffs up to 30 created rough but good sailing. The boats sailed a triangular course of about 6 miles for both races Saturday and a slightly shorter two lap triangular course Sunday. In the first race, Whittemore captured an early lead and finished well ahead of Red Garfield who, in turn, barely nosed out Lee Thompson.

Conditions were about the same for the second race and Garfield, with Beth Norwood crewing for him, took the lead on the first leg and held it to the end. Thompson passed Whittemore the last leg to cross just ahead of him for second place. Sam Norwood, in 3rd rounding the final mark, capsized while jibing and with that event went the Lost Cause.

The scheduled 11 A. M. start on Sunday was delayed for two hours awaiting enough wind to start. Terry got a good start in the light breeze and was in good position to win the regatta until Thompson came up from a bad start to pass him on the final leg to win by a few seconds. Julius Kroeger finished third in this final race. Garfield, who led after the first two races, never recovered from a poor start and finished back in 25th place.

Thompson's 3-2-1 topped Whittemore's 1-3-2 to give him

the title and trophy, which was awarded by District 5 Governor Herb Nelson. Larry Wheeler, clubmate of Lee's, finished third in overall standing with Bel Russell, Jr., of Chautauqua 4th. The Ohio dominance was rounded out when another PLYC member, Carl Zimmerman, finished fifth. The Canadian entries made a fine showing with three boats placing in the first ten.

— Red Garfield (assisted by Frank Hyde)

## FINAL RESULTS - 1960 NEW YORK STATE CHAMPIONSHIP

SKIPPER	CLUB	RACES	1	2	3	POINTS	Fin.
Lee Thompson	Portage Lake Y. C.	3	2	1		162 1/2	1
Terry Whittemore	Quassapaug	1	3	2		162 1/2	2
Larry Wheeler	Portage Lake	5	9	10		144	3
Beebe Russell	Chautauqua	7	4	13		144	4
Carl Zimmerman	Portage Lake	9	11	5		143	5
Doug Keary	Oakville, Ont.	12	5	9		142	6
Red Garfield	Chautauqua	2	1	25		140 1/2	7
Bud Cusimano	Chautauqua	6	6	17		139	8
Howard Richards	Oakville, Ont.	19	7	4		138	9
D. J. Hains	Oakville, Ont.	4	10	29		125	10
Bill Kuehnling	Portage Lake	16	14	16		122	11
Bob Vreeland	Newport Y. C.	15	13	20		120	12
Frank Dannenberg	Newport	20	20	15		113	13
Julius Kroeger	Newport	35	18	3		112	14
Herb Nelson	Chautauqua	21	15	22		110	15
Ed. McHenry	Loon Lake	30	19	12		107	16
R. B. Dodds	Cuba Lake	13	17	31		107	17
Mark Schoenberger	Cowan Lake, Ohio	14	29	19		106	18
Paul Beliam	Newport	18	16	30		104	19
Louis Buisch	Loon Lake	27	25	14		102	20
Tersh Bugbee	Chautauqua	22	22	24		100	21
Han. Johnson	Portage Lake	25	26	18		99	22
Leslie Larson	Chautauqua	8	8	DSQ		96	23
Dr. Sam Norwood	Atlanta Y. C.	11	DNF	6		96	24
Jim Woodbridge	Chautauqua	24	25	28		93	25
Dr. Chas. Rose	Loon Lake	31	21	38		78	26
Mickey Yates	Chautauqua	23	32	42		71	27
Jack Cummings	Omondaga	10	DNF	25		70	28
Charles Wehster	Newport	32	12	DNF		69	29
Jonathan Oram	Chautauqua	33	30	36		69	30
William Buchan	Chautauqua	34	34	32		68	31
John Reifenstein	Oakville, Ont.	36	DNF	11		65	32
Will Harris	Olcott Y. C.	17	DNF	34		62	33
Ken Buchanan	Oakville, Ont.	DNF	31	27		54	34
Gil Randall	Chautauqua	29	DNF	33		51	35
Tom Hanna	Newport	DNF	DNF	7		50	36
Gordon Fletcher	Olcott Y. C.	DNF	DNF	8		49	37
Tom Morac	Newport	37	78	DNF		47	38
Leslie Powers	Chautauqua	39	DNF	35		38	39
Norman Smith	Portage Lake	41	33	DNF		38	40
Raymond Miller	Portage Lake	DNF	DNF	21		35	41
Al Jarrett	Oakville, Ont.	40	DNF	40		32	42
Bob Perrigo	Cuba Lake	DNF	24	DNF		32	43
Dick Edwards	Cuba Lake	26	DNF	DNF		31	44
Walter Schroth	Chautauqua	DNF	DNF	26		30	45
Lee Van Deusen	Omondaga	DNF	27	DNF		30	46
Tom Dugan	Cuba Lake	28	DNF	DNF		29	47
Bob Fehranbach	Cuba Lake	DNF	DNF	37		20	48
Charles Ulrich	Chautauqua	38	DNF	DNF		18	49
Ma. Hataon	Silver Lake	DNF	DNF	39		17	50
Leonard Spicer	Oakville, Ont.	DNF	DNF	41		15	51
Bob Walsh	Wilson Y. C.	42	DNF	DNF		14	52
David Hough	Chautauqua	DNF	DNF	DNF		1	53

## ENGLAND HOLDS FIRST INTERNATIONAL SNIPE REGATTA

The first International Open Meeting for Snipes held in England was run under the flag of the Stone Sailing Club on the River Blackwater. 23 boats entered, including some from France and Belgium.

The weather proved to be perfect for Snipes and on the Saturday morning a good wind from the northwest made some good sailing. Bob Stewart in "Marnie" won the practice race.

The first race to count was for the International Trophy and again Stewart made a good start and built up a substantial lead; unfortunately, he rounded the windward mark in the wrong direction and six others followed him before D. H. Crispin in "Stormalong" rounded it correctly. This mistake gave Crispin the lead which he retained to the finish. C. A. Christensen in "Waltzing Mathilde" was 2nd and Jean Dumas (France) 3rd.

Sunday morning saw the same good weather and the fleet made a good start. D. Croxon held the lead for awhile, but was overtaken. W. Mannearts of Belgium finished 1st with Stewart 2nd and Crispin 3rd. This was for the Old Spice Trophy.

A shorter course was set for the afternoon to allow our overseas visitors to catch boats and planes back home. Vic Van Denheuvel of Belgium, in a borrowed boat "Pinnocchio", came in 1st with Dumas of France in 3rd spot after Stewart's

2nd. However, Stewart was disqualified after protest.

This was a most successful meeting and Fleet Captain P. C. Harris must be congratulated for organizing this event. The assistance in the way of trophies from International Paints, Ltd., and Old Spice were greatly appreciated. — D. H. Crispin

### FINAL RESULTS - INTERNATIONAL REGATTA

#### International Trophy

1. D.H. Crispin	STORMALONG	Great Britain
2. O.A. Christensen	WALTZING MATHILDE	Great Britain
3. Jean Dumas	DANIO	France

#### Old Spice Trophy

1. W. Mannearts	POSEIDON	Belgium
2. R.J. Stewart	MARNIE	Great Britain
3. D.H. Crispin	STORMALONG	Great Britain

#### St. Lawrence Trophy

1. Van Denheuvel	PINNOCHIO	Belgium
2. Jean Dumas	DANIO	France
3. P.G. Harris	SEAL	Great Britain

#### Stone Trophy Points Cup

1. D.H. Crispin	STORMALONG	Great Britain
2. Jean Dumas	DANIO	France
3. G.B. Lilley	PHAEA	Great Britain



# ULMER SAILS WIN AGAIN!



**HARRY E. HENDERSON** of Sydney, Nova Scotia  
 1st in the Provincial Races  
 1st in Maritime Series  
 2nd in Canadian Championship for 1959

*"The whole week was a very fluky one, with the winds varying from light to extremely heavy, so I must say the performance of your sails was TOPS."*



**CHARLES ULMER, INC. Sailmakers**

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## Pre-assembled Snipe Frame Kits

We believe we have, at last, perfected what we think is a Fool-Proof Snipe Frame Kit for either plywood or plank.

Kit including erecting platform..... \$195. 00  
 With deck frames..... 225. 00  
 Craft paper patterns cut to fit the individual kit for plywood bottoms and sides included.

**COMPLETE SNIPE less sails — \$795.00**

With MURPHY & NYE advanced design Dacron Main and Genoa Sails..... \$975. 00  
 Crating extra - Syracuse, New York, area.

**Emmons**

Rt. 1 Box 54  
 Central Square, N.Y.

# JENKS WINS DISTRICT 7 TITLE

FIRST CHAMPIONSHIP REGATTA FOR NEW SCIRA DISTRICT SEES THREE TOP CALIFORNIA SAILORS - JENKS, HUGGINS, AND TRASK - EARN RIGHT TO GO TO THE NATIONALS.

Under the excellent leadership of Governor Wayne Smith and RC Chairman Verne Warfield, District 7 held their first official Championship Regatta at Clear Lake on June 18-19th.

Weather conditions were unusually good with only one short period of "no" wind and generally steady winds of 10-18 mph.

The first of the scheduled 5 race series got under way in a SE wind, which in itself was a portent of what was to follow. Shortly after, this wind dropped and before it swung around to the prevailing direction, the 2 1/2 hour time limit expired, thereby calling off the race. This was not a too unhappy occurrence for at least 1 contestant who couldn't find the reaching mark, but tough on Bob Huggins, Carlos Matson, and Alan Clarke, who were leading 1-2-3.

The standard NW wind then came around shortly before the start of the second race and excellent conditions prevailed for a classic beat to the windward mark with most boats staying close to the leeward shore. Huggins, going downwind as well as ever, overtook the early leaders to win in this one with John Jenks, John Rose, Clarke, and Dor Henderson behind him.

With freshening winds up to 20 mph, the second official race was started and the search was on for the windward mark. Fortunately, the lead boat of Jenks happened to stumble on the Mark (which was upside down) and the fine triangular course was sailed in 45 minutes with the help of a few good planes off the wind. Huggins finished this one in 2nd ahead of Don Trask, Hugh Snook, and Rose. Thus Bob and John were tied at the end of the day with a 1-2 each and Rose was 3rd with a 3-5.

Sunday morning weather conditions were almost perfect with 10-15 mph steady breezes which provided ideal conditions for light and heavy boats alike. This race again showed the importance of knowing where the marks of the course are, as two front-runners went off by themselves while Dave North and Huggins took the direct route with Bob coming in 1st again, this one turned out to be for practice as the RC ruled that an improper course sheet had been given to one or two skippers.

The afternoon and final race of the now 3 race series was an excellent windward-leeward which saw Nancy Farnum negotiate particularly well during the initial beat to finish 3rd behind Jenks and Huggins with Dale Bender passing several boats downwind to come in 4th. When the final results were in, it was Jenks in 1st with 1-2-1, Huggins a close 2nd with 2-1-2, Trask 3rd with 8-3-7, Jerry Olson 4th (for the 4th time in 5 regattas) with 13-7-5. John Rose, who took a DNF in the last race, came in 5th in the series, making the long trip back to Seattle a little less tedious. We were happy to have John Rose and Dave North with us from Seattle to make this a really representative District Championship and indicative of things to come in future years.

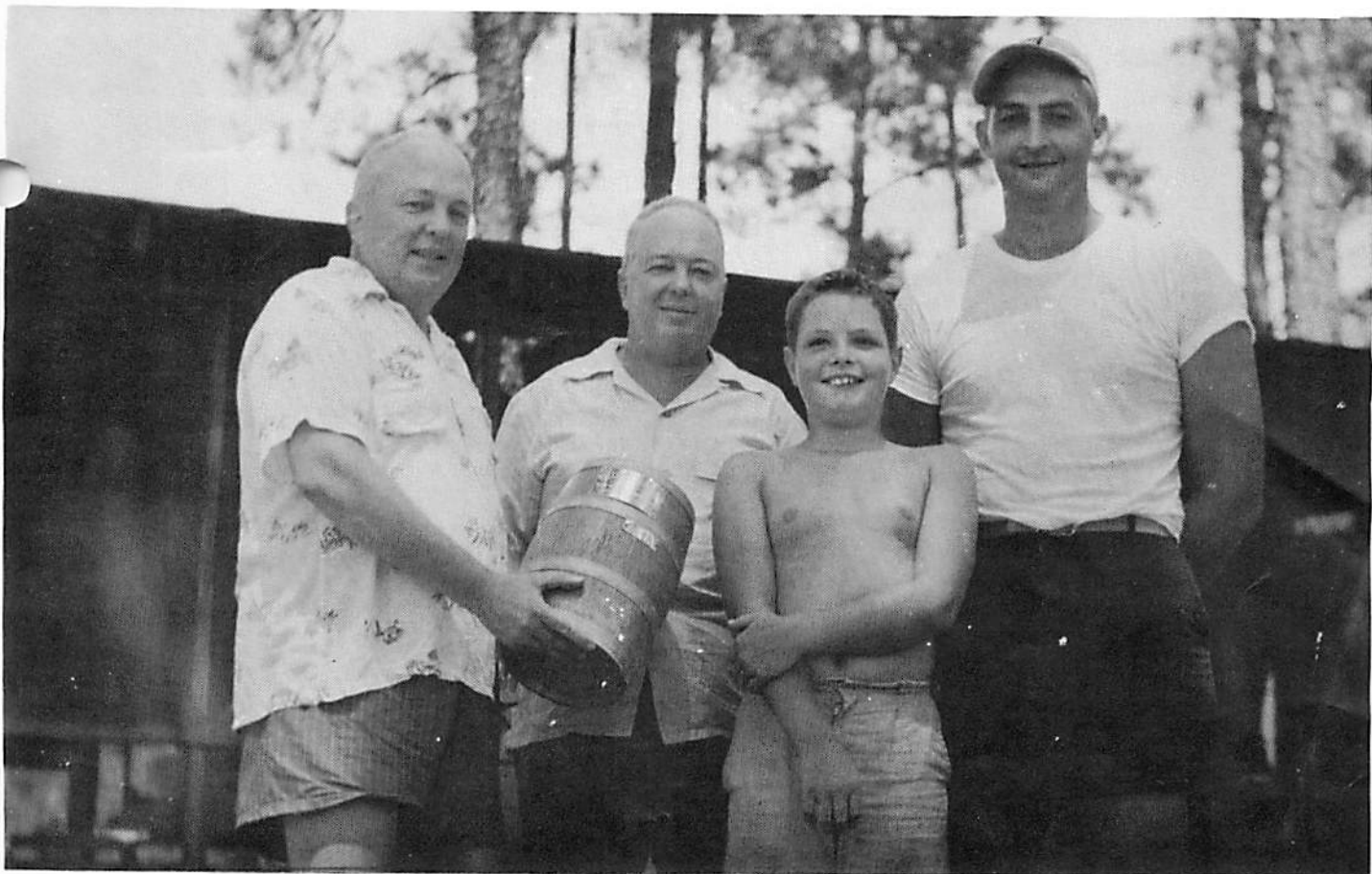
— District 7 NEWSLETTER

## FINAL RESULTS — DISTRICT 7 CHAMPIONSHIP REGATTA

Clear Lake, California - June 18-19, 1960

Boat	Skipper	Races	1	2	3	Pts.	Fin.
10567	John Jenks	2	1	1	1	4721	1
3518	Bob Huggins	1	2	2	2	4642	2
6929	Don Trask	8	3	7	3	3689	3
9175	Jerry Olson	13	7	5	5	3236	4
7876	John Rose	3	5	DNF	DNF	3181	5
10173	Nancy Farnum	7	17	3	3	3176	6
3430	Dor Henderson	5	12	9	3	3161	7
6127	Bruce Miller	11	11	8	8	2889	8
9136	Dale Bender	12	13	6	6	2850	9
11438	C.Mattson	14	14	4	4	2827	10
10849	George Reiner	6	16	10	10	2811	11
11769	Bob Miller	10	6	17	17	2762	12
5550	Wayne Smith	15	8	14	14	2494	13
9002	Alan Gates	16	10	12	12	2427	14
10600	Dave North	9	15	15	15	2376	15
11397	Hugh Snook	DNF	4	11	11	2269	16
11997	George Nash	DNF	9	12	12	2249	17
10792	Alan Clarke	4	DNF	DNF	DNF	1769	18
10636	Eric Schou	18	18	16	16	1683	19
11995	William Lebus	17	DNF	18	18	1505	20
4217	Bob Luera	19	19	19	19	1497	21





Last Year's Winners of the Cracker Barrel INVITE You to Come Down and Try to Take It Away from Them. Twins John and Charles Wesley with Pete Cox and his father, Lloyd, proudly display the trophy awarded to them as the best two-boat team out of 9 such combinations. They hope to take it back to Chattanooga from Bartlett's Ferry, Georgia, again this year.



## 1959 NATIONAL SNIPE CHAMPIONSHIP

Recognize these winning grins? These happen to be worn by the new National Snipe Champion, Richard Tillman, and his crew, Beth Norwood. Had we the space we would like to display many more such winning smiles, including those of the Jr. National Snipe Champion, Leslie Larson.

Perhaps most pleasing to us is the realization that each entry in this national championship series is a fleet champion in his own right, and more than half of the entries used Watts sails, recognizing their championship caliber.

*Sails  
by Watts*

KENNETH E. WATTS

TORRANCE, CALIFORNIA

# Hey Sniper!



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## GET A SAILING CAP WITH YOUR CLASS INSIGNIA ON IT!

These billed caps are made of a fine quality linen weave fabric with reinforced webbing in the crown and leather sweat band — a quality cap you can wear with pride!

Colors - red, white, and navy blue  
Size - 6 3/4 to 7 5/8

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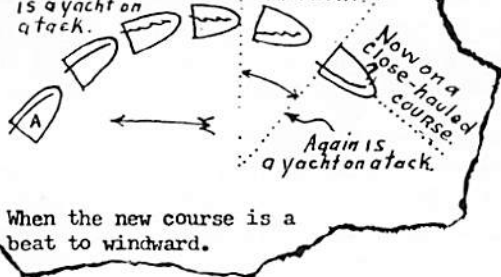
SNIFE CLASS I. R. A. - 655 Weber Ave. - Akron 3, O.

## PRINCIPAL SAILING RULES OF NAYRU GRAPHICALLY INTERPRETED (for 1959 and 1960)

### 33.3 Tacking and Jibing.

#### .3a While Tacking:

Until Head to Wind, A →  
is a yacht on  
a tack.



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" Sometimes when we think we have the bull by the tail —  
it turns out to be a bum steer!"

# Wells Wanderings

by  
Ted Wells



## CHECK LIST

All airplanes have check lists as an admission that pilots occasionally have mental lapses. Any sailboat racing skipper who keeps notes on his racing performance is bound to notice that there are certain temptations to which he yields too often and some sins he knows he shouldn't commit, but still does. Maybe a check list would help, especially if he gave it to his crew and authorized the crew to quote from it when appropriate (before the act, not after). Here's my list:

1. No hair-raising perfect starts! They are fine when they work, but they don't work often enough. At the leeward, or port end of the line, there are always one or two boats who ran out of starting line before they ran out of time, and are sitting there trying to kill time. Their start will be no good even if they don't go over early as they will have no speed. On the starboard end of the line, there is the risk of being hit or blanketed by bargers or would-be bargers. In the long run, starting with full speed in the middle third of the line will pay off.

2. Don't get the eagers and try to tack too soon after the start. Since we are not trying for perfect starts, there may be boats ahead immediately after the start. A quick, frantic tack to get out from under someone usually results in his being even farther ahead the next time you see him. Sit tight for a while — things generally thin out rapidly.

3. Don't get carried away racing just one or two boats. Of course you want to cover your closest competitor, but not at the expense of losing half a dozen other boats in the process. Give a glance at the whole fleet once in a while and be ready to reconsider your tactics. Keeping your eye glued to the jib as you are overhauling the boat you most want to overhaul is fine unless both of you should have tacked long before.

4. When the wind shifts - tack! If the wind goes with you - go back! There is an awful temptation to hang onto a tack just a little longer if immediate tacking will put you behind or under another boat. Every inch you go on the wrong tack is moving you back in relation to boats on the proper tack. If you seem to be zigging when you should be zagging, I don't have any pat answer. There will be days like that. When every tack you take seems to be the wrong one, about all you can do is go back to that old rule of holding the tack which heads closest to the mark.

5. Anticipate the unanticipated! This is an attempt to outwit Old Joe. Sometimes you can really astonish yourself at the results you get. Here, for instance, is an occasional opportunity to get a safe perfect start. One end of the line is obviously best. The most illogical thing you can think of is that the wind might either die, making everyone late, or shift so that the mob is in the wrong place. Keep asking yourself what is the most unanticipated thing that could happen, and try to figure out how you can profit by it if it does happen.

You can type the headings on a card and get the card sealed in plastic so it is waterproof; then, if you have the courage, give it to your crew. In the case of a husband and wife combination, it may be best just to forget the whole thing.

# who me?

Yes, you

PAID YOUR DUES YET?





## Voice Of The People

### GUY ROBERTS MAKES A HIT

"We were very pleased to get a copy of the April 1960 nipe BULLETIN, with our product pictured so prominently. We especially liked the description which said that Guy Roberts was surrounded by the tools of his trade.

The friendship of your group, and that of all sailors, is one of the things we prize very much indeed."

— Hunter Bell, Adv. Mgr.  
The Coca Cola Co.

"I was delighted to learn of your holding the 1961 International Races at the American Yacht Club in Rye. This should be a big success. I continue to enjoy every copy of the BULLETIN. Your cover picture of Guy Roberts on the April issue was simply "TOPS".

— Mrs. William F. Crosby

### LIKES SNIPE RACING BETTER THAN EVER

"I surely have been having a ball since getting back into Snipe. The old 6156 just won't be denied, it seems. So far it has won almost every regatta it has been in, including the District 4 Championship, which happily entitles me to be in the forthcoming Nationals at Clearwater. It certainly is interesting to see how the resurrection of a Snipe can be so worthwhile. I suppose this is one reason why the class remains so popular."

— Charles Morgan, Jr.  
St. Petersburg, Fla.

### ADVOCATES OWNING A SNIPE FOR HEALTH'S SAKE

"I am no longer registering my boat (3852) because I use it exclusively for day sailing. It's a little old now and heavy for competitive racing, but we still have an enormous amount of pleasure using the boat. This past season we sailed on 48 separate days for a total of 117 hours under weigh. We look upon our Snipe as a positive form of health insurance, for I'm quite convinced that if more people discovered the fun of small boat sailing, there'd be less need for mental hospitals."

— J. E. Grambart  
Sea Cliff, N. Y.

### AN EASY LETTER TO READ

"I enjoyed the new issue of the BULLETIN very much. Every time I see the pictures and articles on a big SCIRA event, as the recent World Championship Races, I can almost place myself in one of the boats. Keep up the good work, and next year at college I hope I will still be getting the BULLETIN!"

— Michael Foote  
South Bend, Indiana

### WANTS ALL ISSUES OF THE BULLETIN

"My file of BULLETINS are now complete from October 1951 to date. The only ones I do not have are June-July-August-September of 1951, or the first four issues.

I wonder how expensive it would be to have some photostatic copies made of these four numbers. Different fellows I have talked with have expressed an interest in having these copies, which apparently are the ones in critical supply.

If not too costly, I would like to have them so made for myself; if prohibitive in price, perhaps we could figure out a way to get a couple of dozen or so copies made of each issue and thus spread the cost out over those interested. SCIRA could (or some volunteer individual) underwrite the cost and be reimbursed as the copies are sold.

We could cut down on expense if we did the trimming and assembling into BULLETIN form ourselves. We could avoid excessive labor costs and do a satisfactory job, I'm sure."

— Floyd Hughes, Jr.  
344 Kenmore  
Council Bluffs, Iowa

Many Snipers have saved their BULLETINS over the years, keeping them in 3 ring binders; thus they have a reference library for Snipe and SCIRA. If interested in the above, write to Floyd.

## WANTED AND FOR SALE DEPARTMENT CLASSIFIED ADS. Used Boats and Equipment

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

**AUTOMATIC START TIMER** - For the committee boat. Operates horn and signals at exact time intervals. Self powered. Parts kit - \$40.00 FOB; assembled - \$200.00 FOB. Write for free circuit diagram and details. Jesse Aronstein, 113 Second St., Troy, N. Y.

**FOR SALE: DUNPHY SNIPE 4711** in good condition, mahogany plywood deck; new aluminum dagger board; Ulmer full cut dacron sails (new late summer 1959); complete with trailer for \$550.00. Write or call George W. Cullen, 1609 Lowell, Springfield, Illinois. Telephone Lakeside 8-1956.

**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.

SCIRA, 655 WEBER AVE., AKRON 3, OHIO.

**FOR SALE: SNIPE 10947.** Minimum weight and in perfect condition. Glued cedar hull, fiberglass covered. Complete racing equipment, new Watts dacron sails. Torque axle trailer and tie-downs. Herb Pollock, 602-B Locust, Sausalito, Cal.

**ATTENTION, MICHIGAN SNIPEERS!** One day delivery service by United Parcel from SAILAND, 4300 Haggerty Rd., Walled Lake, Michigan. Bring your troubles to Leon Irish!

**WILL BUY -- WANT TO MAKE YOUR OLD BOAT A WINNER AGAIN?** The Mariner Girl Scouts of Bloomington, Illinois, are looking for older boats in good condition to build a fleet at a reasonable cost. Contact: Ed L. Rudisill, 500 Maple Place, Normal, Illinois.

**FOR SALE: EMMONS BUILT SNIPE 10214.** White hull with varnished deck; new mast with built-in winches. Light wind dacron Ulmer sails. Complete with dolly and track. A consistent winner at Diamond Lake, Michigan. Price \$795.00. Contact Linda Lowe, Box 53 Route 3, Cassopolis, Michigan. Hickory 5-2553.

**FOR SALE: TWO SUITS OF NEWLY NEW FULL-CUT SAILS.** Southern Dacrons - \$100.00; Roberts Orions - \$125.00. C. C. Hardey, 1118 Richmond Circle, Shreveport, La.

**FOR SALE: SNIPE 21.** Planked hull, mahogany deck, pivot Board. Good Boston dacrons; boat cover; excellent trailer. Measured last in 1958. A real conversational piece and a sound boat. Needs yearly refinishing. Jim Gregg, 3739 St. Johns Terrace, Cincinnati 36, Ohio.

**FOR SALE: SNIPE 7196** in excellent condition. Fiberglass covered cedar hull; dacron sails; stainless steel rigging. John A. Canterbury, 3806 N. Northwood, Peoria, Illinois.

**WEAR SNIPE INSIGNIA.** A good quality emblem 2 1/2" x 1 1/2" suitable for wear on caps, pockets of blazers, jackets, sweaters, shirts, etc. A bright red Snipe embroidered on dark blue felt surrounded by yellow braid. Very attractive — shows up good! Advertise the fact that you own the best little boat in the world and belong to a grand organization. Get them for \$1.00 each from SCIRA, 655 Weber Ave., Akron 3, Ohio.

**FOR SALE: Full cut, maximum draft dacron sails** made by Southern Sailmakers. Used very little and in excellent condition. Ralph Heinzerling, 4 Drury Lane, Port Washington, N. Y.

**AT LAST! MADE ESPECIALLY FOR SNIPEERS!** A high quality screw button for yachting caps with a crossed anchor emblem. A red Snipe on a dark blue pennant with white enamel background — all outlined in gold. Can be worn in coat lapel, too. Obtainable only from SCIRA, 655 Weber Ave., Akron 3, Ohio, at \$1.50 each. Fill that empty space on your cap with class insignia!

**DO YOU NEED A NEW MAST?** Get a complete set of plans for the CHAMPION round mast for Snipes, designed by Ted Wells, and build your own. 4 sheets of blueprints with all details for hardware and rigging for only \$1.00 per set. SCIRA, 655 Weber Ave., Akron 3, Ohio.

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Startling prices? Why? Direct, manufacturer-to-skipper sales only! At these prices, manila is obsolete.

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1/4"	6c ft	1150 lbs
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order any length	7/16"	18 1/2c ft 3700 lbs

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—ADDITIONAL RACE DATES—

- Sept. 3-4-5 MID-STATES Championship Regatta, Lake Springfield, Springfield, Ill. Island Bay Y. C., Blair Raisch, 2324 S. State, Springfield, Ill.
- Sept. 3-4-5 SOUTHWESTERN REGATTA, White Rock Lake, White Rock S. C. and Corinthian S. C. are co-sponsors. Austin Young, 3009 N. Fitzhugh, Dallas, Texas.
- Sept. 4-5 CRACKER BARREL REGATTA Championship, District 4 2-Boat team racing. Bartlett's Ferry, Georgia, Chattahoochee Snipe Fleet. Hamilton Clark, 3820 Woodlawn Dr., Columbus, Ga.
- Sept. 7-11 MANHASSET BAY FALL SERIES
- Sept. 10-11 MANHASSET BAY WEEKEND SERIES
- Sept. 10-11 INDIANA OPEN STATE CHAMPIONSHIP, Geist Reservoir, Indianapolis, Ind. Paul Zent, 3605 Balsam, Apt. 22, Indianapolis, Ind.
- Sept. 17-18 OVERBOARD REGATTA, Hempstead Harbor, Long Island Sound, Rolf Carlsen, Beverly Rd., Glen Cove, L. I.
- Sept. 17-18 MISSOURI YC Snipe Regatta, Lake Lotawana, Mo. Joe Ramel, K-15, Lake Lotawana, Lee's Summit, Mo.
- Sept. 24-25 PRESIDENT'S CUP Regatta, Potomac River, Washington, D. C. E. H. O'Brien, 713 N. Fillmore St., Arlington 1, Va.
- Oct. 21-30 WESTERN HEMISPHERE Snipe Championship Series, Club Nautical San Isidro, Buenos Aires, Argentina. Augustin T. Melano, Secretary, CN San Isidro, Florida 229-7 Piso, Buenos Aires. Each country may be represented by two teams.
- Oct. 29-30 HALLOWEEN REGATTA, Atlanta Y. C., Lake Allatoona, Atlanta, Ga. Harold L. Gilreath, Rt. 4, Marietta, Georgia.
- Oct. 29-30 SAN ANTONIO, Texas

This just about cleans up the sanctioned race dates for this year. There was considerable delay in getting the details of events into headquarters in time for proper publication in the BULLETIN. Next year, if Governors set up their schedules earlier, perhaps the list will be more timely.

**MIDSTATES — OPEN**

**REGATTA**

LABOR DAY  
Sept. 4-5th  
Springfield, Illinois

1959 Winner -- Jerry Thompson, Long Beach, Cal.  
Write: Margie Chapin, 1601 S. Douglas, Springfield.

**OPEN FALL REGATTA**

**OVERBOARD**


Snipe Fleet No. 462

Sailed at Hempstead Harbor on Long Island Sound  
SEPT. 17-18, 1960 Good Launching Facilities  
Write: Ruth B. Stehling, 2 Hernan Ave., Locust Valley, N. Y.

**PRESIDENT'S CUP REGATTA**

September 24 - 25, 1960

**MAKE IT A VACATION!**  
Visit the Nation's Capitol  
Participate in the Races.  
**ALL SNIPERS WELCOME**



Write: R. C. Reef, 3701 S. Fifth St. Apt 204, Arlington 4, Va.