

# ***SNIPE BULLETIN***

Vol. XI - AUGUST 1961 - No. 3



BRITISH CHAMPIONS - Skipper David Crispin and Peter Bentley sailed STORMALONG to victory in the 1961 Snipe National Championship Races. — Photo by Trevor Davies

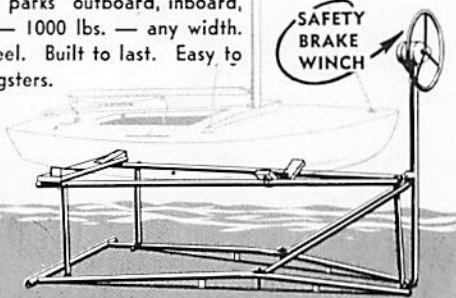


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## — THE SCORE —

Numbered SNIPES — 13273

Chartered Fleets — 525

This figure represents an increase of 96 new Snipes in the last 60 days and the net gain over the 29 year average of 432 boats is now 192 for 1961, with a 561 total. However, in the 1959-1960 fiscal year, SCIRA established an all-time high record of 618 boats, so we must get 47 more boats during August and September, the 2 months left in the period. We would then set a new high mark. 43 of these new boats were built in the United States and 32 of them were fiberglass hulls. 6 of the 7 Canadian boats were also of fiberglass construction. The rest were: 20 to France; 10 to Belgium; 5 each to Sweden, Finland, Brazil; and 1 to Singapore again. It is very gratifying to witness such a steady growth in Snipe all over the world.

During the same period since June, 8 new fleets were chartered, reflecting the active sailing season.

Active Italian fleets were increased to 34 when Charter 520 was issued to Antignano.

The second Japanese fleet has been formed by another group of Tokyo Snipers, who organized the Ise Bay Fleet 519. There are 8 members in this new fleet, which is the outcome of recent revived interest in SCIRA due to a recent ruling of the Japanese Yacht Racing Association. Always before, the SCIRA National Championship Race was something altogether different from the JYRA and was run separately. But this year, it was decided that the events should be one and the same and as a result, Snipe racers throughout Japan must join SCIRA or they can not become National Champions. Therefore, from this year, Roy Yamaguchi predicts great development and activities for Japan's SCIRA. Already, he reports the third group is now being organized.

Charter 520 was issued to the Barton Boat Club Snipe Fleet at Ann Arbor, Michigan, on May 31, 1961. Dr. Brian McCabe, 304 Wilton Ave., of the University of Michigan Medical School, is the first FC and while they only have 4 boats now, they expect to stir up some more local area sailors into joining with them. It should be a natural spot for sailing as many students own their own Snipes. Why not take them to school for Spring and Fall racing?

Seven months ago, a new yacht club was organized in West Texas at Tyler and they made fast progress, for Snipe has really "gone over" in that wide space and five boats requested Charter 521 for an official fleet. It was granted on June 2, 1961 and Robert P. Gillespie, 632 Haden St., Tyler, is the first FC. Bill Michie, a professional quality control engineer is the measurer (no foolin' with this bunch!) and Bob Brogdon, one of the founders of the club, expects to have representatives at Texan regattas soon. There are 6 active fleets in Texas now.

Svend Rantil, National Secretary for Sweden, is a busy man with 9 active fleets in Sweden, the largest official number SCIRA has ever had there. The Helsingborg Fleet 324, his home town, has become active again and the charter was re-issued June 22. And one new fleet was recognized at Karlshamns when Charter

522 went to it on the same day. With the Stavanas Fleet 512 chartered earlier this year, Svend has plenty of reason to be proud of the success of Snipe in Sweden. He hopes to get more groups organized.

And two new fleets were born in Finland! One in Pori, a manufacturing and harbour town on the west coast, not very far from Turku. It is a city of some 50,000 people with open waters on the coast. Last March, Antii Wahlstrom, FC of Turku 509, and Aarno Walli, National Secretary for Finland, were invited to Pori to show color film and tell about Snipe sailing. Aarno says, "The auditorium was crowded and many hard questions were asked as to the abilities of Snipe. We told almost everything we knew. Soon decisions were made and the other day, they put an alarm all over to get boats, and now they have seven and plan to build more next winter." And thus Mr. Michael Berner became the first FC of Pori Snipe Fleet 523.

Vaasa is a town of 40,000 people north of Pori, also on the west coast and the place where the first Snipes were introduced in Finland in 1948. They were purchased from Sweden and also home-built and were raced for 2 years before Helsinki and Turku woke up. They still have some of the older boats to which were added some new ones, and with 7 top boats "they are now ready to clean their eyes and jump in once again." Aarno had a pleasant evening with the boys up there and now Charter 524 belongs to the Vaasa Fleet as of June 29th. Finland bids well to set the pace for all of us percentage-wise.

Fernando de Avellar, National Secretary for Brazil, applied for a charter for a new fleet in these words, "Pampulha is an artificial lake in the State of Minas Gerais (General Mines for you - yes sir! They have mountains of iron ore there and in the past, the Portuguese king Dom Joao V made tremendous expenditures in Portugal and abroad with the diamonds and gold extracted from the rivers and lands of Minas Gerais. Many of the precious stones for which Brazil is famous and which delight all visitors here come from that district). Pampulha is really not a big lake, but a beautiful one in the vicinity of Bela Horizonte (Beautiful Horizons). On its shores are two or three masterpieces of architecture designed by Niemeyer of Brasilia fame. Also a chapel with panels by Portinari, a painter very modern indeed. Bruno Sebastiano is the FC and Francisco C. M. Ferras, Vice-Commodore of the late Tennis Clube de Belo Horizonte whose associates established this fleet with three boats built there, is the fleet measurer. They are now considering buying many more boats to build up the fleet." Charter 525 was issued with a great deal of pleasure to this newest fleet.

### The 1961 Annual Meeting

For several years, it has been the practice of SCIRA to hold a general meeting during the U.S. National Championship Regatta while Snipers were gathered together from all over the country. These meetings were always popular and successful, and last year at Clearwater, for the first time, the official annual class meeting was combined with this general meeting.

This year, due to the fact that the World Championship Races are being held in the U.S. in September at Rye, N.Y., just one month after the U.S. Nationals, it was considered appropriate and timely to hold the official annual meeting during the WC week, thus giving an opportunity to many international officers and secretaries to attend the function. Therefore, a general meeting was scheduled for the August Races at Old Saybrook, when local U.S. affairs, rules committee recommendations, financial matters, and the nominations for officers will be presented and discussed. Then, at the second session in September, final action will be taken on the above matters along with any new business to be considered and new officers will be elected for 1961.

All members of SCIRA are expressly urged to attend the WC Races and meet world-famous Snipe sailors and see them in action. It may be many years before you have the opportunity again and a few days relaxation there and attendance at the banquet would be a memorable experience in your sailing life.

**PAY UP NOW - KEEP THE BULLETIN COMING!**  
All Snipe owners who haven't paid their 1961 dues have been placed on the delinquent list as of August 1. This is the last issue of the BULLETIN they will get.

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## PORTABLE MEASURING RACK

Judging from the enquiries I've had lately, a progress report may be in order on my Portable Measuring Rack which was first described in the June 1959 BULLETIN Vol. 9 No. 1. This is the rack which uses as a base a T-shaped boat trailer to which is added a suitable temporary cross member at each station in succession.

After measuring or remeasuring 18 Snipes in two years (no record, by any means), we still feel that this is the handiest, most readily obtainable, portable rig that the individual fleet can afford and pay for. As with any rig, accuracy is criticized the most. This system was never meant to, and never will, replace the precision, high-speed rig used at the Nationals. But reasonable care has resulted in far greater accuracy than the systems we used before. Use of this rig has resulted in the alteration of 4 boats and the complete rebuilding of another.


And the best part of it is, the rig is straight forward enough that the poor owner can check the accuracy of the rig and the accuracy of the measurement until he has convinced himself. While it still takes 1 1/2 hours to measure a hull, the presence (or threat) of it as most regattas in this area has reduced the rhubarbs considerably.

Perhaps the following points should be emphasized. The set-up must be done with great care and that takes the most time. The base line must be a chalk line stretched tight — and I mean tight! The trailer tongue will never be straight no matter what the combination of blocks or jacks used. I block mine at Station 2, then use an auto jack under the aft end to get within 1/16" of the chalk line, levelling at the same time. Then the difference between the chalk line and the trailer tongue at a particular station is used as a correction against all heights at that station taken from the cross piece clamped to the trailer tongue. The blocks at Stations 2 and 5 (which may swell, if wood), must be slid back and forth until the boat is the correct distance above the base line at 2 and 5. The bow must be plumbed absolutely over Station 0.

And last but not least, no other rig that I've seen has the convenience of loading by just floating her on, or is safer, since the boat never gets more than an inch from its normal padded trailer supports. We still think it is the answer to any fleet wanting a measuring rack of its own provided it is used with reasonable care and diligence.

— Bob Vreeland

For years we have advocated saving all your BULLETINS by lancing holes in them for a three ring binder and thus having them as an easy reference for any subject pertaining to Snipe or SCIRA. The Bulletin passed its tenth birthday with the June 1961 issue (this is No. 3 of Vol. 11) and the five binders with 2 years issues in each one make quite an impressive and useful source of information with answers to most questions. Bob's article above demonstrates the value of being able to look up the subject and if more fleets or groups want to know about the original article, we can provide reprints of it for 50 cents a copy, which covers cost of printing, mailing, etc. Under consideration, also, is the idea of reprinting many of the most informative articles from the back issues, e. g. How to Rebuild an Old Boat; How to Cover the Hull with Fibreglas Cloth) and make them available to those seeking such advice. Snipe owners themselves have furnished most of the information in the articles, and the advice and information given can't be beaten, for most of it came from hard experience and costly experimentation. And it is noteworthy that the top Snipers have always shared their "secrets" with fellow sailors through the BULLETIN. Where else can you get such first-hand Snipe knowledge?



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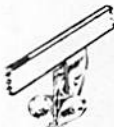
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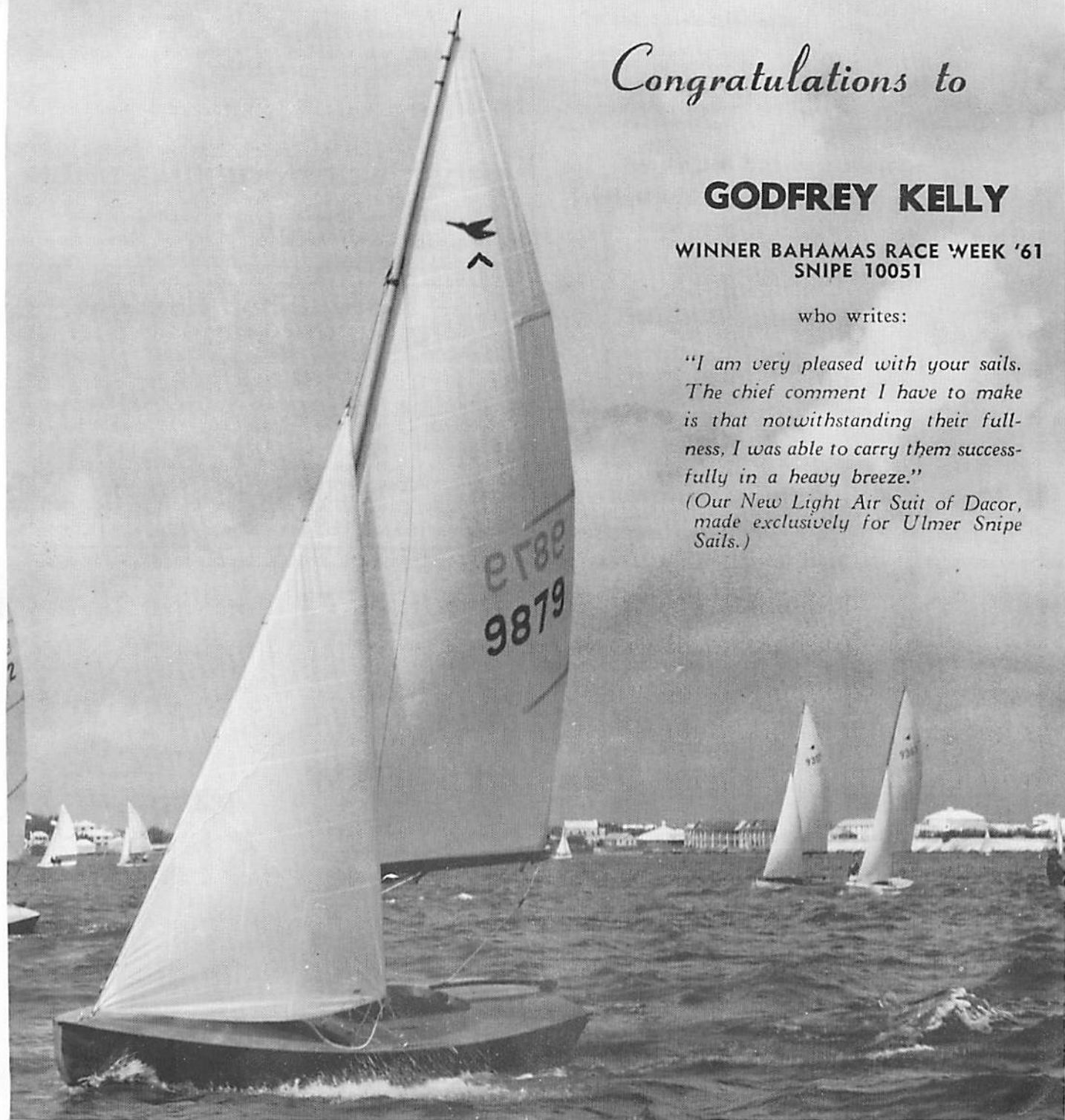
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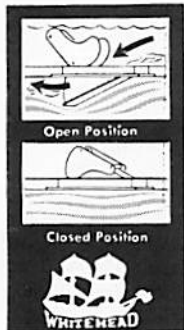
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# JJ Rumbings

We have discussed four of the 5 basic factors required to be a consistent winning sailor - Practice, Determination, Natural Ability, Tactics and Rules - and now we consider Equipment last because we feel it is the least important.

## EQUIPMENT

This should, of course, be qualified to some extent; just as we did with "natural ability", there is obviously a certain minimum standard of equipment necessary. But again, as with "natural ability", I would think that approximately 20 of the 30 active Snipes already meet this minimum standard. The point is that in a one-design class such as a Snipe, above a certain point, differences in equipment are really of minor significance. Or another way of stating it is, that instead of worrying about the 1/4-inch more of the aft rake in the mast, or forgetting to wet sand your board before the race, it would be a whale of a lot more helpful to have had full way at the right end of the starting line when the gun went off. Don Trask doesn't have the fastest boat in the fleet by far; in fact, I suspect there are 5 to 7 boats that could beat the Vandal boat-for-boat, but they don't very often because of the more important considerations previously discussed. Or, take Bob's boat, the Shady Too. Practically everything about this boat is different from mine, mast on the deck way aft, mine is way forward; tight rigging, mine is very loose; outside fairlead blocks, mine inside; rusty iron board, mine, too; etc, and still it goes just as fast (usually faster) than the Lolly.

Both Bob and I have the strong feeling that a lot of time is spent on irrelevant equipment details which could be much more profitable spent learning the rules, practicing starts, etc.

## THE POINT

What's the point of these discussions? We feel that Snipe racing in Northern California is the best in the country (sic!). To keep the level of interest and competition at an increasingly high level requires more and more skippers who are interested and enjoy successful racing, that is, winning races. What we hope to do then is to encourage some of the newcomers to Snipe racing and some of the passive oldtimers to take this business seriously with the thought in mind that with a minimum amount of natural ability, anyone can go out and with determination acquire the necessary practice, knowledge of rules and tactics, and equipment to be a successful Snipe racer. Or, as we started out with this discussion, there is really no need "to lose races in the first place."

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## PSR Recommended for All

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"With regard to your lucid interpretations of the racing rules, I marvel - as with previous editions - at their completeness and accuracy. Only a student of the rules (like myself) can really understand the magnitude of your labors and accomplishment. . . it is not only clear, concise, and accurate, but is pre-eminently suitable for all ages and deserves the widest distribution."

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## WELLS TAKES MIDWESTERN TITLE

Forty Snipes showed up ready to race on tiny Santa Fe Lake near Wichita, Kansas, on June 24-25, coming from 7 states and distances of more than 700 miles. Fortunately, the possibility of having this many boats was foreseen, and it had been decided to try a new method of dividing the entries into two fleets. (The four fleet three-race system was used in the Southwestern and was not very well liked).

As each skipper arrived, he was handed a paper pointing out what would happen, especially to skippers with less experience than the group which had been taking all the trophies in all the regattas in the district up to that time, if an attempt were made to start 40 boats at once. It was proposed that a second series of races be held, to be called the "Kansas Centennial Series", starting five minutes after the Midwestern Championship series, with silver trophies for skippers and crews for the first five places. Two races in each series were held Saturday and one on Sunday morning.

Each skipper was given the choice of the fleet in which he wished to sail. Much to the amazement and delight of those who cooked up the idea, 21 skippers entered the Kansas Centennial Series and 19, the Midwestern Championship Series. Everyone was happy!

Even the weather was perfect, Colorado-type temperature, and after a light rain shower about noon Saturday, the wind settled down as well as any midwestern wind ever settles down, with an average of 7-8 mph with occasionally hiking puffs and a direction that was straight down the lake. Some would have preferred a little more wind, but after the drifters in the District Regatta, this was heaven.

Those taking home the trophies in the Midwestern Championship Series were Ted Wells with 4644 points; Bill Kilpatrick 2nd with 4259; Bubba Horner of San Antonio 3rd with 4133; Warren Castle of Dallas 4th with 4113; Joe Ramel of Kansas City, Mo., 5th with 3681; Dick Elam, Abilene, Texas, 6th with 3301; Bob Cummings, Dallas, 7th-3073; and Bob Harding, Omaha, 8th-3032.

In the Kansas Centennial Series, the trophy winners were

- (1) Henry Towles, Dallas, 4340; (2) Bill Ames, Denver, 4277; (3) John Crutchfield, Abilene, 4115; (4) Bob Roskam, Wichita, 3956; (5) Burry Warner, Oklahoma City, 3677.

Friday afternoon's warmup race was won by Dick Elam, and like most winners of warm-up races, he used up all his luck in the process. Following this race, there was a snack supper at the Wichita SC's clubhouse on the lake. Other events were: A buffet dinner Saturday night at the Schimmel Inn in Wichita, and buffet lunches Saturday and Sunday in the clubhouse. The meals at the clubhouse were prepared by the WSC Ladies Auxiliary.

The whole affair was so successful that next year there will probably again have to be a division into two fleets - a Kansas Centennial plus one series?

## YOUNG SAILORS WIN IN DISTRICT 6

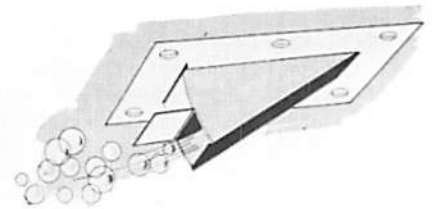
The Pacific Southwest District 6 Championship Races were held July 15-16th at the Mission Bay YC, San Diego, Cal., and the sensation of the Snipe Class were the two youngsters who teamed up to win the event against formidable competition.

Scott Alan, skipper, and his crew, Steve Hubbs, have just turned 15, but that has nothing to do with their sailing experience and ability. Graduates of the Newport Harbor sailing program, they have cashed in on the training received from this highly competitive class, where Scott was the overall champion for two years. Earlier in the year, they won the Fred Schenck Trophy with 4 firsts and a third, and the Newport Elimination with 5 firsts. They won the District title against 26 boats with 2 firsts, a second, and 2 fourths. Such a sensational record has directed all eyes on their performances and they certainly will be watched as they demonstrate their ability at the U.S. Nationals in August.

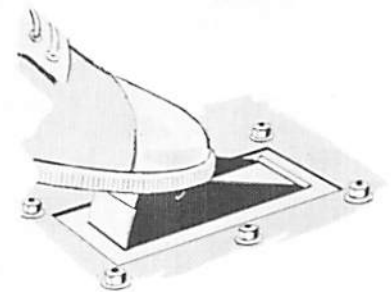
Their success is quite gratifying to the men sponsoring the junior program at NHYC, where they encourage Snipes as the next step for juniors or those boys who are physically not big enough to hold a Star down in the long run.

Other top Snipers in this important regatta were: Greg Harris, MBYC (2); Lanny Coon, NHYC (3); Herb Shear, MBYC (4); and Walter Gleckler, ABYC (5).

# The original Elvström bailer



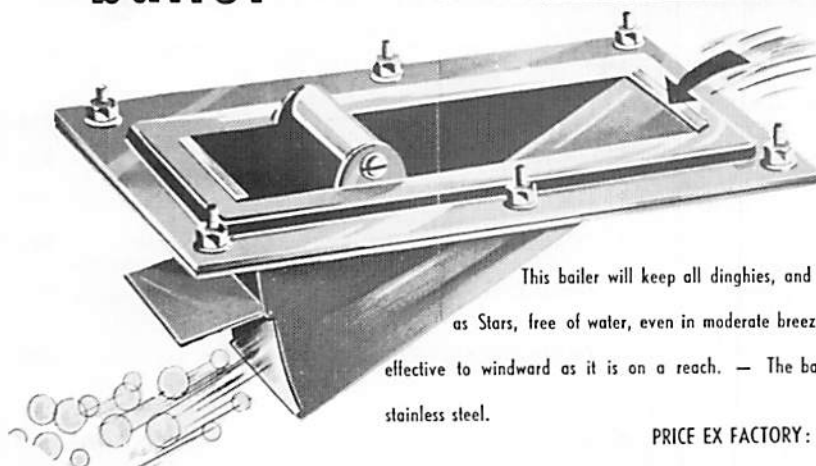
It draws a lot of air under the boat's bottom



It can be opened with the foot.



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This bailer will keep all dinghies, and keelboats such as Stars, free of water, even in moderate breezes. It is just as effective to windward as it is on a reach. — The bailer is made of stainless steel.

PRICE EX FACTORY: \$ 10.-



# CRISPIN AND BENTLEY 1961 BRITISH CHAMPIONS

WILL REPRESENT ENGLAND IN WC RACES - R. A. MOODY IS THE RUNNER-UP



THE SMILE OF VICTORY! - The new Champions of England Skipper Dave Crispin (right) and his crew, Peter Bentley.

— Photo by George Miles, Ltd.

The British Snipe Championships were held at Burnham-on-Crouch by kind permission of the Royal Burnham YC and organized by the Maldon Snipe Fleet 362.

Four races were sailed, all of which counted and each one was hard fought against wind and tide over courses of 7 1/2 to 8 1/2 miles. There were 25 entries from 6 fleets.

There was practically no wind Saturday morning, but it came up to force 2 just before the start of the down river course set for the first race. At the start, 6 boats took the north shore and the remainder the south shore. Peter Harris in SEAL reached the mark first and short tacked to the south shore, followed by R. A. Moody in BLACK WITCH and Dave Crispin in STORM-ALONG. G. B. Lilley in PHAEA crossed to the north shore to lead at the second buoy, with Harris now 2nd and Crispin 3rd. Lilley lengthened his lead on the reach and the first 3 boats finished as above.

RACE 2. The same course was sailed that afternoon with a force 2 wind and flooding tide. Again 6 boats chose the north shore, and on rounding the windward mark, Lilley was in the lead. He stayed on the south shore while Dave Crispin and his brother Bryan crossed to the north side. When the divided fleet converged, Dave was first, Bryan 2nd, and Lilley 4th. Positions were unchanged until the run to the finish when L. Lancaster in GREENSHANKS and R. J. Stewart in MARNIE moved up to take 2nd and 3rd back of Dave Crispin while Bryan dropped back to 8th. Unfortunately, Lilley touched a buoy when a rudder pintle broke.

RACE 3. A little more wind came up at the start over the same course Sunday morning. The fleet split again, but this time, with a running start, the south shore paid off. F. Crossley in BLUE SHADOW got to the mark first. Several boats then took the north shore, which appeared to be correct, but then the wind freshened suddenly to force 4 and the boats on the south shore were at the 2nd mark first. The positions remained unchanged until on the beat when Lilley sailed from 8th to 1st while Moody (last at the start) worked up to 2nd. Places changed regularly and at the finish it was Lilley, Moody, and Stewart. A protest lodged against Bob Stewart was upheld and this gave 3rd place to Dave Crispin.

RACE 4. Wind force 4-5, gusting to 6 with a 7 1/2 mile upriver course. Several boats retired before the start due to capsizes or equipment damage. There was quite a swell and with a running start, life was hectic for all. At the gun, Dave Crispin was going fast and over the line first, closely followed by Moody. The wind was gusting considerably and those remaining had a hard sail to finish upright. Dr. D. Titcombe held

his 3rd position throughout. The finish was practically the same as the start, with Crispin 1st, Moody 2nd, and Titcombe 3rd.

Dave Crispin, son of the National Secretary for England, and Peter Bentley, both under 21, thus won the British National Championship with a 3-1-3-1 and R. A. Moody was 2nd with a 4-6-2-2. F. Crossley was 3rd and Dr. Titcombe 4th. The new champions will take part in the World Championship Races at Rye, New York, in September.

## FINAL RESULTS - 1961 BRITISH NATIONAL CHAMPIONSHIPS

BOAT	NAME	SKIPPER	PTS.	Fin.
11702	STORMALONG	Dave Crispin	6088	1
9757	BLACK WITCH	R.A.Moody	5636	2
7964	BLUE SHADOW	F.Crossley	4642	3
8303	REDSHANK	D.Titcome	4590	4
11706	PHAEA	G.B.Lilley	4317	5
9154	FLICKA	P.Davies	4201	6
10873	HOPE	J.Williams	4181	7
8304	GREENSHANKS	L.Lancaster	4121	8
11063	MARNIE	R.J.Stewart	3943	9
7407	HALCYON	E.Hine	3600	10
10362	GLASS SLIPPER	Bryan Crispin	3566	11
8856	GALLINAGO	D.Croxon	3230	12
12402	WHITE SEAL	K.Dobson	2951	13
12699	SEAL	P.G.Harris	2806	14
9160	CRESSEY	M.Savage	9160	15
10327	GREY SEAL	D.Chapman	2382	16
8314	GOSAMER	A.Harley Jones	2371	17
9762	JIDDY	H.Boswell	2314	18
9161	TREFFIE	J.Johnston	2145	19
9152	O'CANGANCEIRO	J.Adshead	1989	20
8307	BACCHUS	D.Catt	1842	21
11678	FURY I	E.Lockeyear	1484	22
10874	SWISH	M.Williams	1352	23
8306	DINNA TELL	E.Gilbert	865	24
12405	SAPPHIRE	P.Atkins	441	25

## GUY ROBERTS

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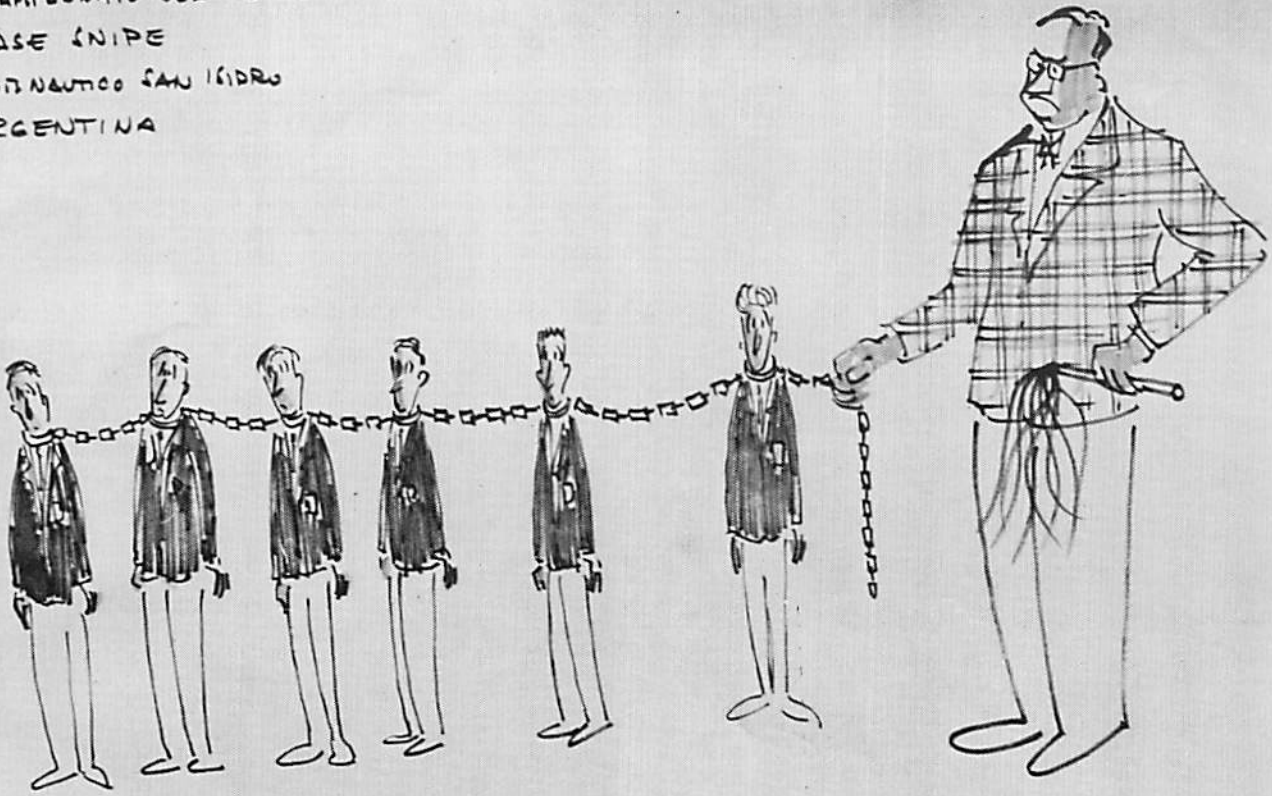
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BERMUDA TEAM.

Hernan Alvarez Forn  
 PHOTO HOUSE

Argentina's Artist, Hernan Alvarez Forn, sketched his Version of the Bermuda Teams at the Western Hemisphere Races last November in Buenos Aires. Reggie Tucker (Big Daddy) keeps a firm Grip on his Youthful Snipers.

## GILREATH WINS ON OLD HOME WATERS

TAKES DISTRICT 4 CHAMPIONSHIP FROM A TOUGH FLEET

Choppy Lake Chickamauga in Chattanooga, Tennessee, set the scene for the fifth annual District 4 Championships on May 27-28th, with southern sailors experiencing some interesting wind shifts.

A brisk breeze plus an inexplicable northern nip in the air set the 33 Snipes off to an energetic foul-weather-gear first race Saturday on a champion-cluttered starting line. There was magic in that blue mainsail, however, and defending champion Charlie Morgan of Clearwater ran away with first place, followed by Chattanooga's Hubert Horan and Atlanta's Harold Gilreath. 4th place went to Derek Peters of Atlanta and fifth to Francis Seavy of Clearwater, a past National Champion and twice District 4 winner.

The weather seemed anxious to test her skippers in all types of wind as the second race got off in a drifting start. A moderate breeze blew by the time Lt. Dick Tillman of Columbus, Georgia, another past National Champion, claimed first place in this match. Frank Johnson of Atlanta was 2nd and consistent Harold Gilreath 3rd. After these two races, the standings were Gilreath in first with 3-3; Tillman 2nd with 6-1; and Delkin Jones of Atlanta 3rd with 7-5.

A beautiful Sunday morning breeze brought some different names to the first three spots as three fine Clearwater sailors - Seavy, Morgan, and Bruce Cochran - crossed the finish line in order ahead of Gilreath. Now that all the points are counted and sails furled, District 4 proudly salutes her three leaders: Harold Gilreath, Dick Tillman, and Bruce Cochran.

At the District 4 meeting after the regatta, Buzz Lamb of Chattanooga was elected Governor; Derek Peters of Atlanta as Vice-Governor; Wilson Fly of Memphis Rear-Governor; and Romeo Guest of Greensboro, N. C., Secretary-Treasurer.

— Ellen Horan

## FINAL RESULTS - DISTRICT 4 CHAMPIONSHIP - (Top 12 of 33)

SKIPPER	TOWN	RACES	1	2	3	PTS.	Fin.
Harold Gilreath	Atlanta, Ga.	3	3	4	4257	1	
Dick Tillman	Columbus, Ga.	6	1	8	3914	2	
Bruce Cochran	Clearwater, Fla.	9	6	3	3693	3	
Charles Morgan	Clearwater	1	19	2	3605	4	
Frank Johnson	Atlanta	11	2	7	3577	5	
Francis Seavy	Clearwater	5	15	1	3572	6	
Don Cochran, Jr.	Clearwater	13	14	5	3449	7	
Delkin Jones	Atlanta	7	5	13	3236	8	
Derek Peters	Atlanta	4	3	10	3114	9	
Hubert Horan	Chattanooga	2	17	15	2773	10	
Fred Pember	Atlanta	15	9	11	2600	11	
Sam Norwood	Atlanta	8	16	12	2555	12	

## — DON'T CRASH THE PARTY! —

When trophies are presented to SCIRA for acceptance by the Board of Governors, the accompanying Deed of Gift specifies the terms and conditions of the regatta, especially designating those who may participate in the event. These clauses usually express the personal desires of the donors and are in agreement with the purpose of the Trophy, and when accepted by SCIRA, there is an implied duty for the officers of SCIRA to see that the Deed of Gift is properly observed by all parties to the regatta.

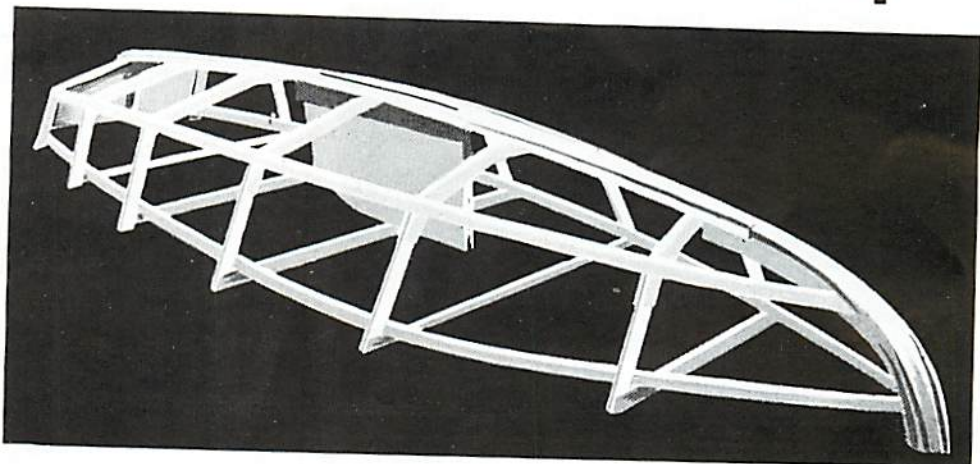
Therefore, read the Deeds of Gift carefully before you rush off to sail in any regatta. Entries are usually restricted to fleet or yacht club members, area or district fleets, etc., and in many cases the number is limited with specific figures, and that is simply because the donors or participants want it that way and all parties, including SCIRA, have agreed to it. It is up to the Fleet Captain, the Organizing Committee, and the District Officers to see that these terms are observed. And on protest made to SCIRA, based on improper observance of the Deed of Gift, the whole regatta may be legally thrown out. Don't put the local officials on the spot!

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Our kit, when assembled, forms a strong, accurate frame, ready for planking and finishing. All you need is a wrench and a screw driver to assemble this kit.



The Snipe is the largest Racing Class in the world, and continues to grow year after year. Our Custom-Built Racing Snipes, famed for outstanding performance and for the many Championships they have won — gave us an idea —

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With the same quality basic structural parts used on our Custom Built Snipes — We created this **PRE-ASSEMBLED SNIFE FRAME KIT**. It is designed to enable you to build — with small hand tools only — a fast, beautiful boat that will pass the rigid Snipe Class measurements — **and all at a price within your means!**

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The stem, keel and keelson are *glued to shape* — thus insuring an accurate, permanent shape to your hull. Stem, keel and keelson are beveled and rabbeted, ready for planking.

### NO MACHINE WORK

There is no machine work of any kind. All the kit parts — stem, keel, and keelson, centerboard trunk, transom and knees, frames and chine pieces are all *precision-cut to size, fitted and bored*. Keel and keelson are also slotted and bored for centerboard trunk.

### NO COSTLY ERRORS

Because every part in this frame kit is cut, shaped, fitted and bored — ready for fastening with screws or bolts. No planing . . . no figuring . . . no measuring . . . no cutting . . . simply assemble according to instructions and fasten.

### CUSTOM-BUILT QUALITY

Means our Snipe Frame Kit parts are made of the same quality materials used in our Custom-Built Snipes.

### PRE-ASSEMBLED

Means it has been assembled at our factory — precision-cut, shaped, fitted and all holes bored.

### OUR KIT CONTAINS THE FOLLOWING ITEMS:

1. **STEM.** Laminated white cedar, bevelled, rabbeted and fitted to keel.
2. **KEEL and KEELSON.** Mahogany and white cedar, glued to shape, and bevelled for bottom plank. Also slotted for centerboard and holes drilled for centerboard trunk.
3. **CENTERBOARD-TRUNK for DAGGERBOARD.** Waterproof mahogany plywood with mahogany bedlogs, fitted and drilled to fit keel.
4. **TRANSOM and KNEE.** Waterproof mahogany plywood with stiffener and cheek-pieces installed. Completely fitted to keel and holes drilled in position.
5. **SET OF FRAMES.** Sitka Spruce, assembled with double gussets, bevelled and notched for chine, fitted to keel and holes drilled in position.
6. **TWO CHINE PIECES.** Sitka Spruce. Shaped.
7. **FOUR CLAMPS.** Sitka Spruce. Shaped.
8. **ALL SOLID BRONZE FASTENINGS.** We include all solid bronze fastenings necessary to assemble this Kit. Also wooden plugs for counterbored holes and a canvas gasket for installation between trunklogs and keelson.

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For pivotboard trunk instead of daggerboard trunk add **35.00**

Note: This includes built-in bronze centerboard pennant sheave, pivot pin and bushing and mahogany trunk trim.

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## BELGIUM NATIONAL CHAMPIONSHIP

DANNY GRAUX WINS TRIP TO THE UNITED STATES

With eyes glued to our binoculars, indifferent to gusts and squalls, it was with the utmost interest that Monday afternoon, the 22nd of May, we watched from start to finish the last race of the Belgian National Championship. It was a fight to the finish, as the first three boats arrived within 5 seconds after 1 1/2 hours of racing.

Mr. Lauwerys, President of the Jury, and active yachtsman since 1908 and Vice President of the Royal Belgian Yachting Federation, declared with enthusiasm, " I have rarely seen such a disputed and exciting championship series".

Monday's racing was held in conditions far more favorable than on the previous days. The wind force had been 7 on Saturday and still blew around 6 on Sunday, gradually dropping to 4 by race time Monday. This, nevertheless, was sufficient to test the skill of the crews after the trial of the previous days. Danny Graux, 20 year-old architect student, achieved an incontestable victory with 1-3-1-1-2 and these results speak for themselves. Master on the beat, Danny will undoubtedly be an excellent defender of our Colours at the forthcoming World Championships in September in the USA. There he will be competing with some 20 nations.

We have but one regret: On an unfortunate point of rules, Christian Nielsen and Jean Pierre Dupont, in 2nd and 3rd, were disqualified in the 4th race. Nielsen, particularly fast on the run, was the only man in the "field" who could have hoped to harass the Champion. Finally, we must praise the excellent sailing of a very new team of de Kerkhove - de Terwagne who finished 10th out of 24 participants despite less than a year's sailing experience and despite their combined age of over 100 years. — Raymond Lippert, National Secretary for Belgium

CLASSEMENT DU CHAMPIONNAT BELGE SERIE SNIPES.  
Couru a Ostende les 20-21-22 Mai 1961 sur le Bassin de Chasse

SKIPPER - CREW	CLUB	Races	2	3	4	5	Pts.	Fin.
D.Graux - F.Michaels	HO.YC	1	3	1	1	2	7765	1
W.Mannaerts - L.Mannaerts	HO.YC	4	4	4	2	4	6997	2
J.P.Dupont - J.Dewilde	HO.YC	3	2	2	DSQ	1	6815	3
C.Nielsen - M.Nielsen	HO.Y.C.	2	1	3	DSQ	3	6738	4
S.Challe - de Smeth	BRYC	6	8	5	3	5	6350	5
Th.Lechien - L.Dupont	HO.YC	5	5	6	9	6	6066	6
R.Daems - M.Daems	HO.YC	7	6	8	4	8	5928	7
Dierckx - Vermulen	FYCB	9	7	9	5	7	5656	8
de Kerchove - de Terwagne	HO.YC	10	10	10	7	10	5000	9
J.Pourbaix -	CNBM	11	11	11	6	9	4949	10

(Top 10 out of 24 entries)

## REYNALDO CONRAD WINS AGAIN

The Arigo II Trophy Regatta, emblematic of the Southern Brazil Championship, was held at Sao Paulo May 17-18th and the famed young team of Reynaldo Conrad and Burkhard Cordes of the Santos fleet 483 won it again for the third time in a row. Reynaldo is remembered for his sensational performance at the Pan-American Games in Chicago when he took six 1sts, the outstanding sailor of the event. 12 participants representing the best sailors from 7 fleets were entered. Miss Cornelia Buckup in LADIES FIRST from Santos Fleet 483 was second and Eduardo Souza Ramos, Billings Fleet 377, was third. Mr. Paulo Buckup, the President of the Yacht Federation of Sao Paulo, acted as SCIRA representative.

Mr. Claudio Laszlo, donor of the Arigo II Trophy, requests that the restriction in the Deed of Gift to the home waters of Club Bandeirante be altered so the regatta will be raced in the waters of the champion or runner-up, but with the provision that consecutive races on the same waters will not be allowed.

The Brazilian Snipe Championship was scheduled for the 23-29th of July at Praia Comprida (Long Beach) in Vitoria, the state capital of Espirito Santo. It is sponsored by Fleet 245 of the late Clube de Espirito Santo under the guidance of the energetic FC Fernando Jakes Teubner. *The Gauchos will send* their Snipes by ship all the way from Porto Alegre. *Gonzales* of the YC dos Jangadeiros (and 1959 WC fame), is still the favorite to win.

## SNIFE NEWS IN BRIEF

Farrell Meers reports that they have 6 good Snipes in Springfield, Missouri, including some brand new ones and the owners are all eager to learn the intricacies of Snipe racing. They have journeyed to Tulsa to get Lesson #1 by racing against none other than Old Master himself. With such a start and inspiration, the new fleet now forming there will no doubt be an active one. . . . Charter 350 was granted to Agadir, Morocco, several years ago but has been inactive for the last 8 years. Recently, an enquiry from the Yacht Club de Tangier revives hopes that the Moroccan Yachting Federation might officially sponsor Snipe fleets already existing there. . . . Many busy men are active Snipers. Among them are the mayor of the City of Decatur, Illinois, Robert A. Grohne, and Jack Landefeld, Sales Engineer of the Goodrich Co., of Akron, who works on the high pressure suits worn by our astronauts. He fitted Alan Shephard recently. . . . The Clearwater Fleet has planned races every Sunday this summer and will have a full schedule. Seems the 1960 Nationals was a shot-in-the-arm. . . . Vice-Commodore Sam Norwood had a Snipe party recently and, as usual, entertained some interesting people. In addition to all those famous Gawga sailors, there was a Japanese Fulbright scholar taking surgical residency at Emory University who is quite interested in Sniping in Tokyo; a doctor from Spain whose uncle was a Commodore of the Majorca Yacht Club and is a prospective AYC member; and another young doctor from Yugo-Slavia practicing in Atlanta and a Snipe prospect. One thing about Snipes - you will find people from all over the world who are interested in them. And if anyone can find new Snipers, Doctor Sam can do so! . . . Doug Keary reports from Oakville, Canada. "We have been promoting a new fleet at Barrie Yacht Club on Lake Simcoe. They had a lot of older boats last year and a lot of enthusiasm to get a Snipe fleet started. Last summer, they invited us to come up with boats and race with them. Our members really went for this and we had 15 Snipes trail to Barrie for a regatta, and we all had a wonderful time. This year, Barrie has some new fibreglas Grampian

boats, and they are really coming along. As time goes on get more evidence that our Toronto exhibit this year really off. . . . The new Fleet Captain of the Armdale Fleet 95 is Norman D. Raine, 14 Armshore Dr., Armdale, Halifax, N. S., Canada. . . . Big year at Glen Lake, Michigan, with new boats bringing their fleet up to 12 or 14 units in time to be host to the District 3 Championship regatta. . . . Cupid Snipe reports that Linda Lowe, well-known Diamond Lake Sniper usually near top of that big fleet, and Richard Tillman, 1959 U. S. National Champ, are going to sail from now on in the same boat. After the splice is made July 29th, the argument will start as just who will be skipper, etc. Congratulations and smooth sailing to the real Snipe "youngsters". . . . L. P. Verwey, 239 Glynlea Road, Jacksonville, Florida, has three new boats under construction and is most anxious to get a fleet started in that section of the state. Any contacts you have with fellow Snipers there should be referred to Mr. Verwey. . . . Three new Snipes have just been added to the Mission Bay Fleet 495 in San Diego. "Our little fleet is growing and with this new addition we will have 16 boats in little over a year. All except one are new boats." A most enviable record attesting to the great popularity of Snipes. . . . Colton Weatherston brags a little (well he might!), "Gren Lake, Michigan, Fleet 378 is proud of its present expansion from 10 Snipes to 21 this season. Send some dues report sheets so we can get them all in good standing." He got them in the next mail! . . . Everett Cassagneres, 82 Cosey Beach, East Haven, Connecticut, writes, "I have been sailing an 18' canoe for many years and this is my first step into an actual sailboat. I'm very enthusiastic and would like to know all about my Snipe, etc. . . . My other interest is as President of the National Ryan Club, which is a group to preserve all information, list of owners, etc., of Ryan Aircraft. I own a Ryan 1936 ST-A now and fly other classic antique aircraft occasionally. I have been able to locate old photos and information on my Ryan and now I am going to try and do the same thing on my Snipe 6765 now." Welcome aboard Mr. Flyer, and may you find some thrills in sailing equal to those of flying.

## 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.



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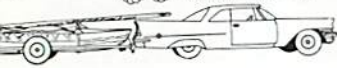
**KENNETH E. WATTS**

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# Wells Wanderings

by

Fred Wells



## LOW BOATS AND OLD SHOES

The June BULLETIN, John Jenks quotes a parapsychologist about the effect of enthusiasm on luck. There is a deal about extra sensory perception and parapsychology I don't understand and can't explain (John probably does or couldn't have quoted him), but there is something to it. An enthusiastic, confident person who doesn't give up does seem to have better luck - and amazing things seem to affect luck. As anyone who has seen Jenks' and my boats at the Nationals says, we agree that yellow boats are faster than any others, and almost exactly the same shade. Something was over-riding the advantage of my yellow paint this Spring, however, I couldn't figure out what it was. Finally it dawned on me, like most great discoveries, the explanation was simple. The trouble was that, whenever there was one good tack you had to take, I took the other one! This started when I started wearing the new sailing shoes which hadn't been around long enough to know their way around. I dug out some old ones for the Oklahoma City Regatta, and took 1st place there and in the next two regattas. Regatta score post: Nassau - two 3rds and two 2nds in new shoes; three 1sts with old ones.

## THE REGATTA ISN'T OVER, ETC. ....

This sentence ends with "until the finish of the last race." Everyone knows this and it has been repeated many times because it is important. You can lose confidence or get impaled the panic button if you don't remember this, although there are times when it is pretty well nigh impossible to come up with enough conviction to convince anyone. In the last race in the

Missouri Valley Regatta at Council Bluffs, Iowa, Cash Miller, who is my regular crew this year, was too polite (being only fifteen years old) to remark that only a complete idiot would have given a plugged nickle for our chances of winning the regatta when we started the last beat in 9th place with boats in 1st, 3rd, and 5th place - all of which were ahead of us in the regatta at that time. I know he wasn't very confident.

It wasn't a drifter - just the weird type of winds produced when the windward mark is in an arm of the lake surrounded by high trees, and when you have to pass a point sticking out into the lake to get into this arm of the lake, the point being equipped with tall trees sheltering the IBM Stretch digital computer which Old Joe now uses to control races. And the whole point surrounded by shallow water in which I went aground twice on the first beat when I got run in there by starboard tackers while trying to get past the point on a port tack.

This train of events was started by a safe conservative start which, as a result of a puff picking up all the boats to windward of me, turned out to be much too safe. I wasn't too worried when we finished the first beat in 22nd place; or the first lap in 16th place; or even the second lap in 8th place. However, when we started losing more boats than we picked up, things didn't look so good, and they continued there until we started getting near the point on the last beat to the finish. There we were all of a sudden in 4th place with Ramel and Griffing behind us, and Bob Williams, who was in first, had to beat me by more places than he had. Things couldn't be better!

Then - Woops! Here goes another regatta! We're now in 8th place with Ramel and Griffing ahead of us, as is Williams. However, it is now their turn to zig when they should be zagging; Williams drops back to 4th; Griffing to 6th; Ramel to 7th, while we hang on to 8th to win the regatta! (Just barely, of course, but 10 points in 4000 is all you need!).

Yes, I'm convinced that confidence helps luck, although there are times when it is pretty difficult to believe it.

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- 2nd place:  
**Scott Allen**
- 3rd place:  
**Lanny Coon**

1961 Championship  
of Uruguay  
**ALFREDO ROSSI**  
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## Voice Of The People

### THINKS CHANGE LONG OVERDUE

" I am heartily in favor of the change in the system of scoring as proposed in the May BULLETIN. For some time, I have wondered why something hadn't been done by the Board of Governors to change this evident inequality and thus restore this competition to its original value. Interfleet competition is distinctive of the Snipe Class, but it should be on a fair basis, or not at all.

Certainly it wouldn't be too hard to compile a scoring table as suggested on a 40 or 50 boat basis and the National office could furnish one sheet per season to each fleet scorer for his use for fleet races. The method of computation could be printed in the rule book and the sheets with instructions for using them. These sheets would apply only to local fleet point scoring races and thus every fleet would get the same result for such type of racing. The point scoring system as it now stands in the rule book would be maintained for regatta scoring for no inter-fleet comparisons would be involved. Really not too hard a problem to solve, and now that Mr. Mile has taken time out to present an admirable solution, I propose that the Board of Governors give it serious consideration at the next meeting. "

— William Kuehnlng  
PLYC 110

The complete table for 50 boats with a top score of 2500 could be published in the rule book and used for all regattas as well.

### HAS ANOTHER ANGLE ON INTERFLEET POINT SCORES

" I would like to register my concurrence with recent letters published in the BULLETIN begging for a revision in the inequitable scoring system now used.

To further confuse the issue, I would like to present for consideration the most equitable and easiest way to convert the system, which I have dubbed Anti-Prohibition (because everyone will be for it).

This system utilizes the same point arrangement presently employed with all its advantages, but operates in reverse by awarding the least number of points to the winner (like golf) by virtue of the number of boats beaten in a race. Thus the last boat in every race receives 1600 points, second to last 1521, third from last 1444, until in a fifteen boat race the winner would receive 676 points. Bonus points are obviously subtracted.

Now in fleets which have 40 boats in a race, you might note that this system gets into negative numbers, but then people who run larger fleets are capable of handling bigger problems — and besides, negative numbers do not present any problems to us in reading a thermometer (up North, anyway) or in balancing our checking accounts.

Snipe sailors, stand up and VOTE ANTI-PROHIBITION!

— Dick Ver Halen, FC Chicago Fleet 86.

This proposal is not as light as it sounds and really does present some interesting possibilities — and complications. If a sailor would get five 1sts in a 10 boat fleet, his score would be 4805; in a 20 boat fleet, 2205; and a 30 boat fleet, 605. Under the present system, he would get 8000 points in each fleet for an equal score obtained from unequal basis. But if a man would get 5 1sts in a 40 boat fleet, his score on the same basis above (without subtracting bonus points), would only be 5 points. It would be most unlikely that this could ever be accomplished in five successive races, but if it did, he would be practically unbeatable by top sailors in small fleets who never had the chance to sail against large numbers. A weighted average, as Mr. Mile suggests, would probably be sounder mathematically. And thus the complications develop! But one thing it would do for sure, would be to encourage everyone to come out and race, for the top sailors would want to beat all the boats possible every race, rather than waiting until attendance is low someday and then sneaking in with a high score with little competition. Mr. Ver Halen, while considering the advantages of Prohibition, may have something worthwhile.

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FOR SALE: SNIPE 10512. Fiberglass hull, mahogany deck; two complete sets of sails (1 Dacron and 1 cotton); Steel board; with trailer; all in excellent condition and ready to race for \$750.00. Write: W. H. Stahl, 15 Murray Hill Circle, Baltimore 12, Maryland.

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# 1959 World Championship



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## — SANCTIONED RACE DATES —

- Sept. 2-3-4 MIDDLE STATES Championship Regatta, Island Bay YC, Springfield Lake, Springfield, Illinois. Carl Carter, Jr., 833 S. Glenwood, Springfield, Ill.
- Sept. 2-4 MASSACHUSETTS BAY Open Championship, Boston Harbor, Cottage Park YC, Winthrop, Mass. Charles P. Loomis, 138 Court Rd., Winthrop, Mass.
- Sept 9-10 LAKE WORTH SC Regatta, Lake Worth SC, Ft. Worth, Texas. Paul S. Beasley, 118 Live Stock Exchange Bldg., Ft. Worth 6, Texas.
- Sept. 9-10 INDIANA STATE Open Championship, Indianapolis SC, Indianapolis Reservoir. John F. Call, Rt. 1, Fortville, Indiana.
- Sept. 16-22 WORLD SNIPE CHAMPIONSHIPS, American Yacht Club, Rye, New York. Terry Whittemore, 327 Church St., Naugatuck, Conn.
- Oct. 28-29 HALLOWEEN REGATTA, Atlanta YC, Lake Altoona, Ga. Fred P. Pember, 877 Beaverbrook Dr., Atlanta 18, Ga.

Several sanctioned race dates for prominent regattas have not been published in this space this summer for the simple reason that many local regatta chairmen neglected to apply to their District Governor until the very last minute before the event, and by the time it was officially sanctioned by the National Secretary, the insertion date for the appropriate BULLETIN was past. The early bird gets the publicity!

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