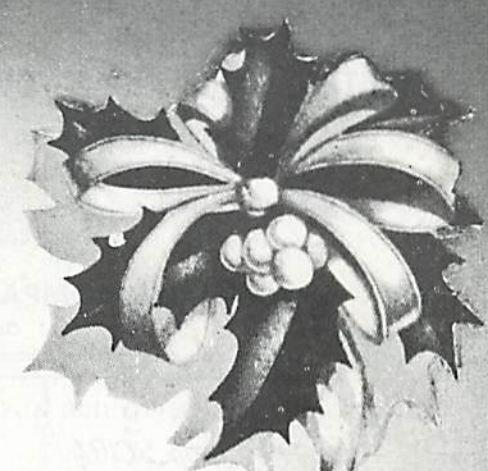
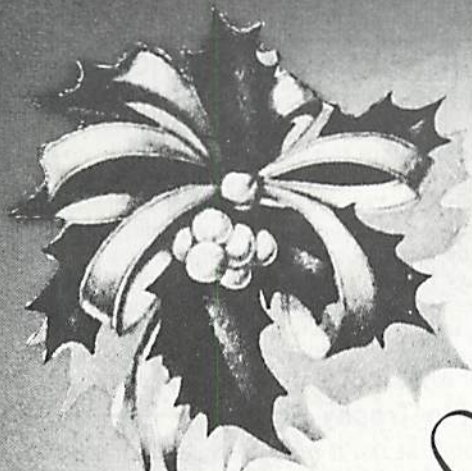


Snipe BULLETIN

DECEMBER 1957
Vol. 7 No. 7



Commodore
Terry Whittemore



Season's Greetings
and
Best Wishes
for the New Year



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Fred Schenck



Rear-Commodore
Alan Levinson



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

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

Annual Meeting at Chicago Yacht Club

SATURDAY, FEBRUARY 15th, is the date of the 1958 SCIRA annual meeting in Chicago. As in the past three years, this is the second Saturday of the Chicago Boat Show, so you will be able to go to the Show on Friday and attend all the Snipe meetings on Saturday. The Chicago Yacht Club has kindly extended their facilities to Snipe sailors and arrangements, which will closely follow those of past years, will be announced in detail in the January Bulletin. Also, District 3 has planned to have their annual meeting and election of officers on Friday night, February 14th, in Chicago at a place to be announced later. Better make your plans to attend this affair now, for a grand time is assured! A TIP: Get your hotel reservations in at once!

Snipe Model in Trophy Room

The Trophy Room at the New York Yacht Club is famous throughout the world for its fine and complete collection of ship hull shapes. Half-models of hull shapes mounted on plaques without masts or rigging details, they almost completely cover the four walls of the main lounge of the club, a large room, which, in itself, is most unusual and one of the finest maritime museums in the world. It is a most astounding and interesting sight for any sailor!

But for some inexplicable reason, there has never been a Snipe model on display. So, when Drake Sparkman, Chairman of the Model Committee, suggested that SCIRA furnish such a model, we commissioned Willard Shepard of Waterford, Conn., to make one to the desired specifications. Two weeks ago, the Secretary had the pleasure of seeing the Snipe model in a prominent spot on the panel reserved for National One Design Class Boats. It is a white hull, blue deck, with red dagger board and rudder — an excellent piece of work for future sailors to gaze upon. Snipe is now in the "Hall of Fame".

Speaking of plaques, reminds us that one of the finest we have seen hangs right on the office wall, a gift from Jack Kramer of 18555 Parthenia St., Northridge, California. Jack is a carver of wall plaques — velvet, marine, and wood carving — and the model of the Snipe submitted is absolute tops in design and workmanship. A red hull with blue deck and painted white sails carved out of wood, mounted on a varnished natural finish birch plaque 18"x 11 1/2" encased in white nylon rope, makes a beautiful wall piece for any yacht club wall or sailor's home and the compliments are profuse. Jack will gladly give you more information about his work, if requested. Men who direct their artistic talents toward the Snipe should certainly enjoy the support of the class.

Point Score Report Sheets Available

Now that point score reports are due again, attention is called to the effect that uniform report sheets are furnished by headquarters (upon request) for the use of all fleet captains. It is absolutely imperative that each score has to be listed on a separate sheet of paper, so they can be filed numerically. If the official score sheets have been used throughout the season, there is no problem. Otherwise, if they are sent in all listed on one sheet of paper, they will be sent back to be done over again. With hundreds of scores coming in, there must be some method and standard practice required and observed by all.

PLANS MADE FOR NEW YORK SHOW

Once again, the fleets in District 1 have assumed the responsibility of running the Snipe booth at the N. Y. Boat show. Bengt Johnson, 10 Edgewood Dr., Glen Head, L. I., New York, as the District Governor, is in direct charge of the campaign. He has requested that the Bulletin print the following notice:

COMPLETE NEW SNIPE WILL BE GIVEN AWAY FREE

Yes, it's true! Everyone has a chance to win a fabulous new custom-built Gerber Snipe equipped with Ulmer dacron sails and Pimm sheets.

As you recall, SCIRA sponsored an exhibit at the New York National Boat Show in 1957. Plans for the 1958 show have been completed. The "show boat" for 1958 will be a brand new dagger board Gerber wood Snipe complete with a suit of Ulmer's finest dacron sails. This will be the only boat in our exhibit, which is scheduled for January 17 - 26th inclusive at the Coliseum in New York City. Our booth is D92 on the 4th floor and we invite all Snipe sailors to visit us.

Sponsoring this show is a gigantic task, because SCIRA is a non-profit organization and all expenses have to be met by contribution. This time an effort will be made to make the exhibit self-supporting. To accomplish this, it has been decided to raffle the boat by selling chances at 50¢ each. We are handicapped to a certain extent by the fact that we are not allowed to sell chances at the show itself, but I am sure Snipers all over the country will be eager to win a new boat, and so will their neighbors, friends, and co-workers. Chance books have been sent to all Fleet Captains and, if you haven't received your book, ask your Fleet Captain about it. Write to me for additional books.

To add an incentive to our show, as well as additional publicity, the drawing of the winning ticket will be held the last day of the show and will be picked by Miss Snipe 1958.

Please help us sell these chances and perhaps someone in your family, your friend, or yourself will become the happy owner of this fabulous new Snipe. Members who belong to clubs where the membership is large should contact me for as many additional new books as may be required.

JOHNSON NEW LONG ISLAND CHAMP

Bengt Johnson, skipper of "Prima Donna", won the Long Island Snipe Class Championship held on July 6-7th at the Sea Cliff Yacht Club on Long Island when he won a 2nd in the final of the three-series race. His 1-2-2 record gave him a low total of 5 points.

Johnson, from the host club, went into the final race with a low total of 3 points and was well ahead of his competition.

Barse Miller, from Port Washington, the defending champion, led all the way round the four-mile windward-leeward course in the last race, winning by a 30 second margin. Miller, with a 5th place in the first race, won the next two races and earned the runner-up position with 7 points.

William Ludlum, from Wet Pants Fleet at Sayville, took 3rd place in the series with 12 points based on a 4-3-5 series.

The Commodore George Becker perpetual trophy, a platinum and gold replica of a Snipe, remains in the possession of the Sea Cliff Yacht Club for one year. This is the second year the trophy has been in competition.

1957 SNIPE CHAMPIONSHIP OF LONG ISLAND

BOAT	SKIPPER	CLUB	RACE	1	2	3	FIN.
8641	Bengt Johnson	Sea Cliff		1	2	2	1
7617	Barse Miller	Manhasset Bay		5	1	1	2
8989	William Ludlum	Wet Pants		4	3	5	3
10364	Gerald Sachnoff	Sheepshead Bay		7	4	3	4
7000	Ted Cronyn	Manhasset Bay		2	5	11	5
5930	Jack Luyster	Sea Cliff		6	8	4	6
3993	Henry Ramella	Sea Cliff		3	9	8	7
11065	George W. Becker	Sea Cliff		9	7	7	8
10277	Alan Burtis	Sea Cliff		10	6	9	9
8427	Carol Bassett	Manhasset Bay		12	15	6	10
7439	Rosemary Curley	Sea Cliff		11	12	12	11
10361	Seymour Label	Sheepshead Bay		8	11	DNF	12
9426	Louann Martin	Sea Cliff		14	13	13	13
7427	W. Himsforth	Manhasset Bay		13	14	DNS	14
11041	Jules Spodek	Sheepshead Bay		DNS	DNF	10	15
11064	E. Northacker	Manhasset Bay		DNF	10	DNF	16
3852	James Grambert	Sea Cliff		DNS	DNS	DNS	17

Clark King won the 1956 Snipe Class National Championship using Watts sails. Make your next sails Watts dacron sails.
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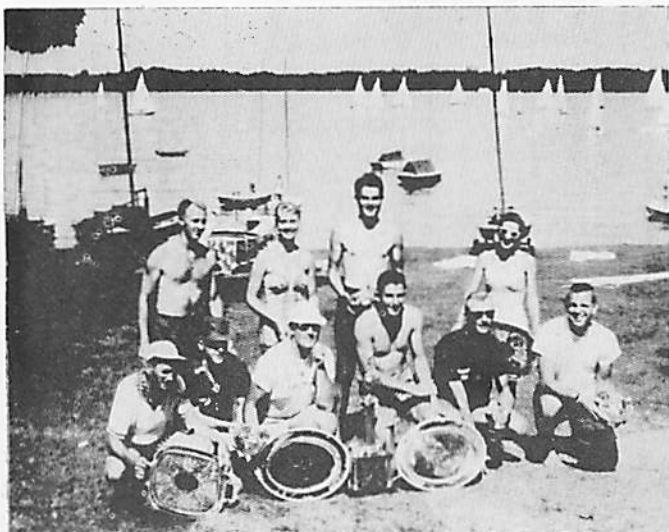
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KEYSER DRIFTS INTO MICHIGAN STATE TITLE

BOB AND ANNE FRAHM WIN A HARD FOUGHT CONTEST FOR SECOND PLACE.



Winners display their trophies. Front row. l. to r: Arden Zinn, Dexter Thede, Mike Anderson, John Keyser, Ron Francis, and Bob Frahm. Rear: Anne Frahm, Don Zinn, Valerie Thede, and Buddy Leonard.

After five weeks of the strongest kind of winds, the Michigan State Championship Regatta was held on Gull Lake, July 13-14th, with no wind at all.

Boats started arriving Friday afternoon, 16 off-the-lake boats in all, and brought rain and high humidity -- these added to the 19 local boats, brought the total number of entries to 35, and, with wind, could have been a splendid group on the starting line. Reed, Indian, Diamond, Green, Eagle, and Gull Lake Snipe Fleets were all represented.

The 1st race on Saturday was sailed in a real drifter; what wind there was came in fits and starts and those sailors who managed to be where the wind was came through in good shape. Bob and Anne Frahm of Reeds Lake, sailing Bluenose, got out in front soon after the start and were never seriously threatened.

The lack of wind was so apparent, the Race Committee shortened the course after the race had been in progress for over an hour and skippers who counted on the second beat to improve their position never had the opportunity to put their strategy into effect.

The Saturday afternoon race was postponed three times, and finally the Committee fired three cannons and everyone went home, with instructions to report at nine Sunday morning.

Sunday was bright and clear and properly QUIET, but the first race got under way at ten o'clock and again the lack of wind was a serious factor. In this race, John Keyser of Gull Lake got out in front and was fortunate in having his own private breeze carry him around the course. The Frahms took a fourth, and since John's first race had ended in a fourth, they were tied going into the third and final race. At this point, the defending champion, Arden Zinn, had a 7th and 5th.

The third and deciding race was sailed immediately after the last boat crossed the line in the second race, and by this time the wind was a bit stronger, but still spotty. Keyser, Frahm, Francis, Zinn, and Thede all had good starboard starts, but, soon after crossing the starting line, died -- and sat and watched the tail-enders go on a port tack and reach the first mark with time to spare. At the 2nd mark, Keyser was in a 12th spot and Frahm in 8th, but on the 3rd leg (the run), John picked up a fine breeze and rounded the mark in 5th place and held his position for the final beat. This 5th, with his previous 4th and 1st was enough for the first place trophy.

What the regatta lacked in wind was more than made up in fun, frolic, and fellowship. Lunches were served both days on the

Country Club lawn and a Saturday night picnic was held on the adjoining Keyser and Brussee lawns with everyone in attendance.

Trophies were awarded immediately after the final race. Large silver platters went to the 1st and 2nd place winner and Revere Bowls in graduated sizes were presented to the 3rd, 4th, and 5th place winners. Since the Gull Lake Fleet has always felt the crew plays an important part in the sailing of any race, identical 1st through 5th place trophies were awarded to the winning crews.

Since a local boy won, we are looking forward to holding the Michigans at Gull Lake again next year in July, and, since the Nationals will be a bit farther away in 1958, expect a greater off-the-lake representation in boats.

— Mrs. Sylvan Rosenbaum

1957 MICHIGAN STATE CHAMPIONSHIP REGATTA

BOAT	SKIPPER	CREW	CLUB	RACE 1	2	3Fin.
9604	John Keyser, M. Anderson		Gull Lake	4	1	5 1
2740	Bob & Anne Frahm		Grand Rapids	1	4	8 2
10368	Arden & Don Zinn		Gull Lake	7	5	1 3
10593	Ron Francis-B. Leonard		Diamond Lake	2	7	4 4
9732	Dexter & Valeris Thede		Grand Rapids	8	3	3 5
9314	Ed & Carolyn Rosenbaum		Gull		6	6 2 6
7999	Nancy & John Fehsenfeld		Grand Rapids	19	2	6 7
10056	Tim Shank-Paul Valle		Gull		11	8 9 8
8043	John & Nancy Gordon		Grand Rapids	10	12	7 9
9525	Stann Hess-M. Dillon		Eagle	16	9	11 10
9371	Fred Weissert-J. Woolam		Indian	15	10	12 11
10983	Woody & M. Boudeman		Gull		9	14 16 12
6774	Bill Waring-Phil Idema		Grand Rapids	12	17	14 13
4406	Charles & Rosemary Rood		Grand Rapids	23	13	10 14
9441	Barbara & Dorothy Albers		Grand Rapids	5	24	21 15
10800	Bill Ticknor-C. Krum		Gull		17	11 23 16
9297	S. Sherriff-D. Landeur		Gull		14	15 30 17
10180	R. Brussee-J. Westenbroek		Gull			3dnsdns 18
8794	Walter Klie, Jr. -Mrs. Klie		Grand Rapids	18	16	25 19
8581	Ralph Matthews-D. Norton		Gull		24	18 17 20
10963	Dean Kesterson		Grand Rapids	21	26	21 21
9603	Bo & Marty VanPeenan		Gull		20	26 19 22
10510	T. Dolan-D. Wotalewicz		Gull		30	20 18 23
7367	Judy Adair-Bev Adair		Gull		dns	21 15 24
3940	Dr. K. Vining-K. Weller		Grand Rapids	27	19	22 25
8589	N. Underwood-P. Klauson		Gull		22	22 24 26
6446	Joe Gordon		Gull			13dnsdns 28
11160	Leon & Virginia Irish		Green		28	23 26 29
4845	Howard & John Jackson		Gull		25	28 28 30
9433	Blake Hawk-Jon Bowers		Gull		32	27 27 31
3158	John Hedlund-Sue Schelb		Gull		29	29 29 32
6448	Virginia & Martha Christy		Gull		33	31 31 33
8428	Don Stewart-J-Swisher		Indian			31dnsdns 34
10047	G. Mulder-B. Meinema		Gull			dsqdns 35

INTERESTING NOTE: 2nd place winner with 1-4-8; 3rd with 7-5-1; and 4th with 2-7-4; each won the total of 13 positions in the 3 races sailed. But Frahm, under the fine SCIRA point score system, won 2nd with 4058 points; Zinn 3rd with 4052; and Francis 4th with 4046. Also, 2 beat both 3 and 4 twice in 3 races, and 3 beat 4 twice in 3 races, thus verifying their final standings.

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TWO DECISIONS BY RULES COMMITTEE

NEW SAIL MEASUREMENT ADOPTED

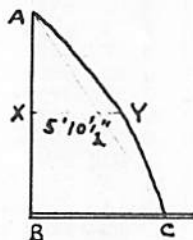
Late this summer, several sailmakers advised the Rules Committee that they had been asked to make Snipe sails with an exceptional amount of roach on the leech of the main. These sailmakers, for the present, refused to make such sails as they felt it was impossible to build them and get good performance out of them except for about one suit out of ten, without very expensive cutting and trying on of each sail. They suggested that a restricting dimension be adopted to prevent a very expensive contest — a real "rat race" — to see who could build the largest sail, regardless of cost. Exactly this has happened in another one-design class this year. While SCIRA hesitates to further complicate the sail measurement procedure, it has always been the policy of SCIRA not to allow anything that would require Snipe owners to spend a lot of money to keep their boats competitive.

After canvassing all National Secretaries, sailmakers, members of the Board of Governors, and the Rules Committee, the following paragraph has been added to the sail measurement specifications:

The maximum girth of the mainsail is 5' 10 1/2" measured across the sail from the midpoint of the luff to the midpoint of the leech. The boltrope is included in the measurement, and the measurement is taken with the sail on the floor and just sufficient tension to remove wrinkles. (If the sail is not wrinkled, there will be no tension). The midpoint of the luff shall be determined by folding the sail upon itself with the highest point of the headboard even with the lowest edge of the boltrope at the tack. The midpoint of the leech shall be determined in a similar fashion.

This new limit is effective immediately on new sails and the question of what to do about older sails will be decided by the Board of Governors in the annual meeting in Chicago next Feb. 15th.

The method of measurement is the same as that prescribed by the International Yacht Racing Union and it has no effect on the results of any sail where the grommets are properly located. Position of the grommets are ignored here.



Briefly, fold A back to B as prescribed, thus locating X. Then fold A back to C, locating Y. The distance from X to Y (XY) shall not be greater than 5 feet 10 1/2 inches and will be designated as the roach or girth measurement.

CHANGE MADE IN PLYWOOD SPECIFICATIONS

Specifications for a plywood hull call for the use of 1/2" fir plywood or equivalent on the bottom of the boat; 3/8" fir plywood or the equivalent on the sides of the boat. The use of 1/2" plywood complicates the building of plywood hulls by amateurs, as it is quite difficult to bend the pieces at the chine from the first frame to the stem of the boat. Many different methods have been tried and recommended and efforts are still being made to make and easier construction.

Recent desires for a plywood hull covered by fiberglass have brought forth suggestions that permission be granted to build plywood hulls from 3/8" plywood both on the sides and bottom, thus making a uniform boat and bringing the hull up to the same minimum weight as specified for fiberglass hulls by covering the boat with fiberglass.

A suggestion also came from Europe along similar lines, since their plywood thicknesses and weights are not the same as in the United States.

Since the important thing from a racing standpoint is the hull weight and, since the proposed changes will be adaptable for making plywood hulls easier to build, the following addition

to plywood specifications is authorized by the Rules Committee to be effective immediately:

OPTIONAL

Bottom and sides may be made of the same thickness of plywood, if desired, with the weight being brought up to the specified minimum by covering the hull with fiberglass cloth or other fabric, or by using heavy enough plywood to meet the weight limit. The weight of a plywood hull, including paint, centerboard trunk, mast step, stay anchorages, and three cubic feet of Styrofoam shall be at least 195 pounds.

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FRANCIS SEAVY WINS AT ATLANTA AGAIN

BEATS TED WELLS BY ONLY 12 POINTS IN A RUGGED CONTEST IN THE HALLOWEEN REGATTA!



THE WINNING FLORIDA TEAM. Francis Seavy, (right) receives congratulations from Capt'n Sam Norwood while crew Courtney Ross approves.

A good picture showing the visibility during the 1st race sailed in a foggy, foggy dew.

Commodore Brad McFadden and Dr. Norwood introduce Carlos Bosch (center) from Santiago de Cuba.

Another Halloween Regatta has been blown into history, and what a regatta it was! In keeping with the Halloween theme, the weather was definitely tricky, with few treats! I won't mention names, but some of our visitors brought a cold wave down with them the day before the races October 26-27, and Saturday was cold and foggy, with fairly steady winds of 15 mph. Sunday was even colder and windier, despite the sunshine. The papers reported the earliest cold spell in years with winds of 20 mph with puffs up to 30 mph. In the words of the skippers, "It was a rough day for the races."

Although there were no turnovers on Saturday, a number of the visitors and local skippers decided not to brave the elements; however, we started 38 Snipes on a two-lap triangular course. Francis Seavy, the old rough weather boy from the sunshine state of Florida, found the weather just suited him -- remember his reputation? -- and won the first race handily, followed in order by Buzz and Winnie Levinson, Ted Wells, Sam and Mimi Norwood, Harold Gilreath, and Carlos Bosch of Santiago de Cuba.

After warming up with hot buttered rum and lunch, the hardy bunch hit the line again on the same course. This time, Ned and Sandy Lockwood led the way, with Wells, Buzz Levinson, Bruce Colyer, Gilreath, Seavy, Norwood, and Bosch in order. The fog was still with us, but it sure helped to have some idea of where the marks were, for a change.

After a long party and short night's sleep, one look at the white caps on the lake was enough to make us gals want to crawl back under the covers -- and I suspect a few of the boys felt the same way! In fact, some must have done just that, because only 30 Snipes went out to find "Old Joe". Folks who were here for the '55 Nationals remember Old Joe as the fellow who lives at the bottom of the lake and pushes buttons controlling the wind, making it impossible for a boat to get from one mark to another. This time, he took the Snipes around the course a little TOO fast! The gusts brought such violent wind shifts that the poor little Snipes wanted to lie down and rest -- and four of them did just that! Charlie Cash, Stovy Brown, Lloyd Cox, and Brad McFadden got DNFs the hard, wet way. All but one of these flips were of the broaching-to variety on the long run. Across the finish line, still standing, came Bruce Colyer, another Floridian who likes rough weather. Seavy was right behind him, but some new faces appeared among the leaders with Lockwood, Wells, Woody Norwood, Woody's old man, Levinson, and Hattie Carver in a line. The hot buttered rum never DID taste so good as the visiting boats were packed up to let their skippers and crews get the flu in home territory.

Final tally found Francis Seavy the winner the second time in a row. He and his crew, Courtney Ross, had finishes of 1-6-2 to get the big prize. Wells performed in his usual steady manner for heat finishes of 3-2-4 for second in the final standings. Ned and Sandy Lockwood from Indiana won third and Buzz

and Winnie Levinson were right in there with fourth place. Sam and Mimi just managed to beat their son, Woody, when they got 6th place, while a shivering Cuban, Carlos Bosch, the high point SCIRA winner of 1956, was grateful for an eighth place. Hattie Carver, the only woman skipper, took quite a few of the boys with a nice tenth.

We sure did have a good time playing host to Snipes from 9 states and Cuba, and I'm speaking for all the Snipe Fleet 330 when I say Y'ALL COME IN '58. It'll be bigger, better, and WARMER!

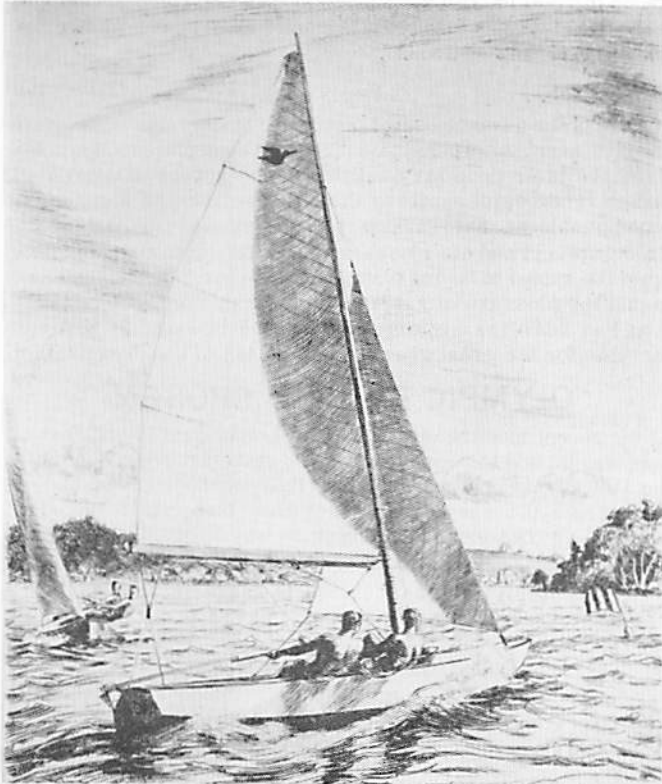
— Mimi Norwood

1957 HALLOWEEN REGATTA

BOATS	SKIPPER	CLUB	RACE	1	2	3	PTS.	Fin.
6995	Francis Seavy	Clearwater		2	6	2	4346	1
6025	Ted Wells	Wichita		3	2	4	4334	2
10791	Ned Lockwood	Indianapolis		8	1	3	4133	3
10966	Buzz Levinson	Indianapolis		2	3	7	4121	4
8569	Bruce Colyer	W.Palm Beach		11	4	1	3869	5
9363	Sam Norwood	Atlanta		4	7	6	3750	6
10801	Woody Norwood	Atlanta		7	9	5	3476	7
9123	Carlos Bosch	Santiago, Cuba		6	8	9	3338	8
9753	Harold Gilreath	Atlanta		5	5	DSQ	2695	9
11111	Hattie Carver	Green Lake, Wis		16	11	8	2614	10
9747	Dan Williams	Chattanooga		13	16	13	2193	11
9331	John Borum	Atlanta		9	19	15	2184	12
11160	Howard Boston	Orchard Lake		17	14	14	2034	13
9123	Jack Curry	Atlanta		10	DSQ	11	1886	14
6260	Derek Peters	Atlanta		12	21	17	1817	15
10668	John Call, Sr.	Fortville, Ind.		14	10	DSQ	1790	16
11211	Tom Heckel	Indianapolis		15	12	DNF	1638	17
7196	Rosser Shelton	Atlanta		21	31	10	1461	18
7198	Dick Whittier	Atlanta		20	13	DNF	1346	19
9330	Tom Steward	Atlanta		DSQ	20	12	1291	20
10034	Jim Orr	Melbourne, Fla.		22	24	16	1275	21
10901	Brad McFadden	Atlanta		19	18	DNF	1134	22
10225	Charlie Cash	Memphis, Tenn.		23	15	DNF	1121	23
9876	Dick Blumberg	Atlanta		26	23	19	1003	24
10038	Pappy Welch	Columbus, Ga.		24	28	20	899	25
9329	Elmer Riker	Atlanta		29	26	18	898	26
10086	Lloyd Cox	Chattanooga		27	17	DNF	893	27
4432	Ab Towers	Atlanta		30	DSQ	21	546	28
9362	John Call, Jr.	Clearwater, Fla		18	DNF	DNF	529	29
10372	Frank Farrar	Nashville, Tenn		32	22	DNF	442	30
11006	Pat Crowe, Jr.	Chattanooga		28	29	DNF	434	31
10833	Delkin Jones	Atlanta		25	30	DNF	377	32
9364	Stewart Brown	Baltimore, Md.		DSQ	27	DNF	326	33
8653	Charlie Harris	Atlanta		DSQ	32	DNF	211	34
7870	Carl Carter	Springfield		31	DNF	DNF	100	35
9126	Jim Ramage	Atlanta		DSQ	33	DNF	73	36
6948	John Wesley	Chattanooga		33	DNF	DNF	64	37
1789	Frank Johnson	Atlanta		DNF	DNF	DNF	36	38
7197	Andy Akin	Nashville		DNS	-	-	0	39
10880	Dr. M. Stevenson	Memphis		DNS	-	-	0	40

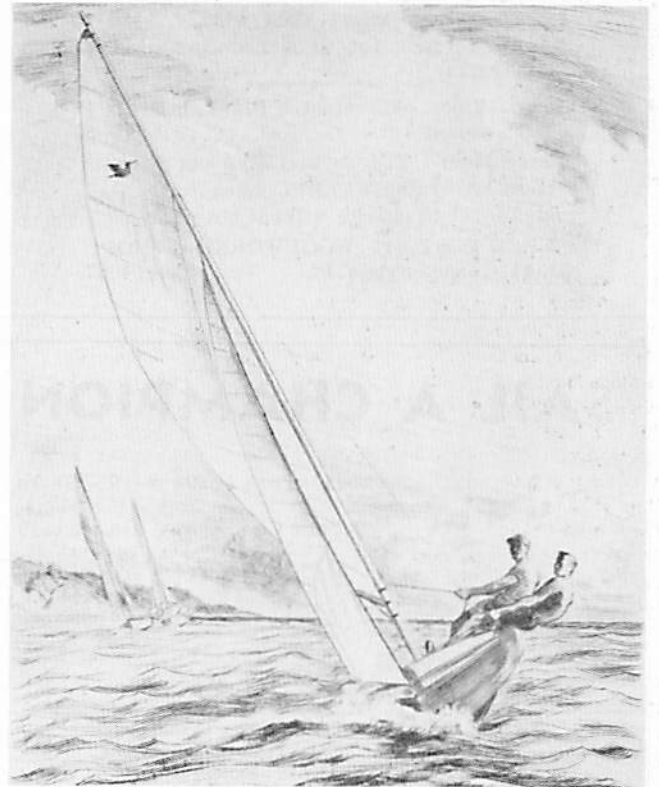


THE 1957 WORLD CHAMPIONS OF THE SNIPE CLASS, Juan Manuel Alonso Allende, skipper, and Gabriel Laiseca, crew, in the championship boat "Guadalimar." Note the semblance in the etching below. — Photos by Cañada.



"FIRST TO THE MARK"

These beautiful etchings, authentic reproductions of close-hauled Snipes, come in limited number editions signed by the celebrated marine artist, Yngve Edward Soderberg, of Mystic, Conn. The plate size is 9" x 12", mounted on a heavy matt 14" x



"A SUDDEN GUST"

19" ready for framing, and priced at \$15.00 per copy, plus 50 cents postage. Copies may be personalized with your own numbers on the sail, if desired, at no extra cost. A PERFECT GIFT OR PRIZE FOR ALL SNIPE SAILORS!



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A NEW FOLDER

with pictures, descriptive data, and prices
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Please enclose a self-addressed envelope

HECKEL PLASTIC PRODUCTS
525 West Abbott St.
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To Help You Win First Place

YOU NEED A HOLLOW, ROUND WELLS DESIGN
MAST AND LAMINATED PLANK BOOM!

Mast furnished complete with Stainless Steel Tangs, Spacer, Bolts, Pins, and Sheaves with luff slot entrance. MastStep cut out to fit your hull.

- 2 1/2" - 2 pcs. Mast, average wt. 17#. \$82. 50
- 2 5/8" - 2 pcs. Mast, average wt. 19#. \$87. 50
- 2 3/4" - 2 pcs. Mast, average wt. 22#. \$92. 50
- 2 3/4" - 4 pcs. Deluxe Mast, wt. 22#. \$119. 50
- Stainless Track for Gooseneck installed for \$3. 00 extra.

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

Also Rudders, Tillers, and Hike-out Sticks.
Prices are crated, F.O.B., Conneautville, Pa., and subject to change without notice.

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Rt. #1, Conneautville, Pa. Telephone: 4067

SAIL A CHAMPION



Leif Zar's 10793 — 1957 Texas State Champion — Greene built and Fiberglass, of course. Complete boat - or hull and deck for conversion or completion.

Write

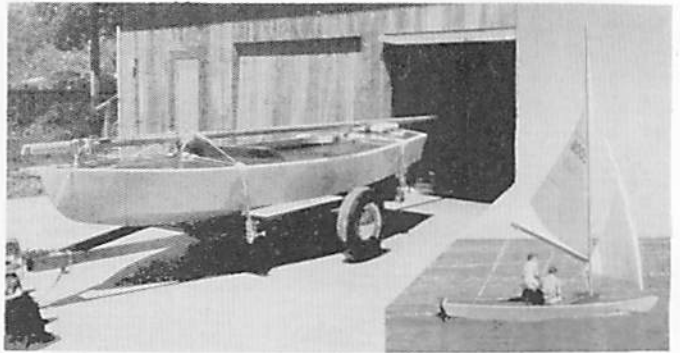
Ray Greene & Co.

500 Byrne Rd.

Toledo 9, Ohio

Pioneer in Fiberglass Construction

BOAT AND TRAILER BUILT BY AMATUER



" THE JOB IS DONE! Enclosed is a check for membership dues in SCIRA for my boy. His boat was measured last Saturday and seems to be within the limits, for which I breathe a big sigh.

As you can see from the pictures, the results of all our work turned out pretty good. Guess this results from the experience gained from old Snipe #131 up to the new #11005. My 131 was built with 7/8ths cedar planking and oak frames, so you can imagine its weight. I used Calahans Celastic on this hull and like it very much -- it does not fracture or come loose when bumped. With all the gear and fixed pump, this Snipe weighs 428 lbs., which pleases me very much.

All the plans for the boat, trailer, and mast were obtained from SCIRA headquarters. They were easy to follow and we had beautiful wood to work with. I must confess I changed the trailer slightly by running the side irons to a point. This was very easy to do with your present plans and I feel it makes a stronger trailer that way rather than using a single tongue. A friend of mine made one using a tongue as in the plans and he had to place in an extra piece for strength.

I also goofed on the angles holding the chocks. My wife placed some laundry in the washer and the trailer plans were given a cleaning. Anyway, I had to guess at the angles, so they are on the outside of the channels. This has some advantage, because the boat is now very low and I have heard nothing but praise regarding its looks. "

Martin Stangeland
Palo Alto, California

In spite of the advantages and popularity of fiberglass hulls, there are still many sailors building their own boats, for wooden boats also have their peculiar qualities which appeal to many real sailors, and besides, afford the satisfaction and pleasure of accomplishment. Sale of Snipe plans increased during 1957, and Mr. Stangeland and his 14-year old son have demonstrated once again the appeal of buying plans, building your own boat, and then having the pleasure of racing it in a highly competitive class. That has been the historic appeal of Snipe and SCIRA and accounts for the great growth and success of the organization.

OLYMPIC BOAT IS CHOSEN

At the recent meeting of the IYRU in London, the Flying Dutchman was picked to represent the two-man centerboard boat in the 1960 Olympics at the request of Italy, where the event will be held. The 5-0-5 was the only other class boat considered. The request of SCIRA for IYRU recognition was deferred to the future.

Let us furnish all the material to complete your next
FIBERGLAS HULL

For Fine Boat Construction

DECK BEAMS
SPRAY RAILS



RUDDERS
SPARS, ETC.

CUSTOM BUILT SNIPEs

from Completed Hull to Completed Craft
State your needs — write for prices

Hollow Masts - Booms
Luff-slot entrance ash-reinforced on both

SNIPE NEWS IN BRIEF

The Wet Pants Fleet 118 displayed Snipe at a local industrial trade fair in Sayville, Long Island, N. Y., last fall and passed out the SCIRA descriptive folders. They think they increased sailing interest as well as giving their fleet a big boost. Incidentally, the folders can be obtained from headquarters at cost, or \$1.50 per hundred. . . . Snipers by now should be well aware of the fact that Francis J. Lofland, the first commercial builder of a fiberglass Snipe hull, has returned to Wichita, Kansas, and is now making boats again under his own name. He is also going to feature Snipe trailers and other accessories as well as bare hulls and complete boats. Francis has always been a good friend of the class and, as an able and conscientious workman, his products are always in demand. We wish him a prosperous New Year. . . . Eugene English, 1410 Shafter St., San Angelo, Texas, writes: "Interest in Snipe is increasing in West Texas and the Southwest as more nice lakes are built. Our two lakes--old but small Nasworthy, and the large new North Concho Lake--are ideal for all centerboarders. I am fostering sailboating in whatever manner I can and find lots of people asking questions about Snipe and I am answering them the best I can. Please send me complete information about the boat and association!". . . . Stan Rodwin, formerly of Sheepshead Bay, N. Y., is now located in Rochester, N. Y., and is trying to get a Snipe Fleet started on Conesus Lake in Upper New York State. He has three registered Snipes lined up and is recruiting more for the 1958 season. . . . Latest statistics from Brazil reveal there are 340 registered Snipes in that country with about 160 of them active members of SCIRA. The numbers are increasing daily. There are 17 active fleets with 1 inactive and 4 new ones now being organized. Races are held in 8 States of the Union and in the Federal District. Their national championship attracts more than 15 boats representing about 12 different fleets or districts. Snipe has been adopted there for use in the several college and university championships and in special sailing events like the Girl Spring Games in Rio de Janeiro. Brazil is really a Snipe stronghold! . . . Liana Rossi of Los Angeles writes thusly: "I have

just come over to the States from Italy where I have been secretary for more than six years to Capt. Vieri Lasinio di Castelvero. During that time, I learned to appreciate the sport of sailing and Snipe in particular. I still want to keep in touch with SCIRA races and problems and I want to subscribe to the Bulletin. Eventually, I hope to be an active member of SCIRA. ". . . . Ed McHenry reports that Loon Lake Fleet 133 at Hornell, N. Y., had a good season with 19 scheduled races. The entire fleet raced nearly every week and the enthusiasm is great and the competition keen. Next season, they expect to race 9 boats every week. . . . The Comet class has had a pilot-model molded plastic Comet under test during the 1957 sailing season. They sent it all around the country (upon request) so that various sailors and fleets could try it out. Acceptance was good and now the class is considering adopting fiberglass hulls into the organization. They request information from SCIRA. Experiments in Snipe fiberglass hulls were conducted privately for several years and the class benefited immensely as a result to the extent that we adopted the fiberglass hull officially in 1954, being pioneers and leaders in the field. Don't ever take a back seat for anyone, for SCIRA organization is alert and composed of men interested in advancing the best interests of our wonderful little boat in every way. . . . Glen Lake (Michigan) Fleet 300 reports they had a pretty good season, showing improvement in a lot of their sailors. With a growing interest of the younger members, the fleet is growing in size and strength and, with two new boats ordered for next year, they anticipate a good season. . . . Here is an interesting report from newcomer Donald G. Anderson: "I arrived in this country about a year ago from my home in England. This last summer, I raced regularly at Decatur and occasionally at Peoria. I am pleased to say that now I am completely sold on Snipe and have already ordered the lumber to build my own boat. I am surprised I did not encounter any Snipes when I was in England, particularly since I learned from the Bulletin that Dr. Penman lived only 30 miles from my home. Most of my sailing was done in the Irish Sea and Liverpool Bay in 16 ft. Opera Class boats. It is now a great pleasure to sail in comparatively warm and dry conditions. Enthusiasm is high in Decatur, due to the keen interest of Capt. Frank Castelli."

IN ALL PARTS OF THE WORLD ULMER sails gave an outstanding performance in '56



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Western Hemisphere
Championship and
Hayward Western
Hemisphere Trophy.



CANUTO VII
Marques De Pavar
European
International
Championship.



CHARLES ULMER, INC. *Sailmakers*

CITY ISLAND 64, N. Y.
ANNAPOLIS, MARYLAND

Wells Wanderings



by
Ted Wells

ATLANTA REVISITED

To those who sailed in the Nationals in Atlanta in 1955, whose mental picture of sailing there consists of boiling sun and a wind velocity of zero with light puffs, I can say that it ain't necessarily so!

On many occasions in the past, I have been subconsciously aware that people who race small sailboats might be subject to a suspicion that there was only an extremely fine line separating their mental processes from insanity, and in Atlanta at the Halloween Regatta this year, that line must have appeared to normal people to be a very fine one indeed.

I had arranged to conduct a little business in Atlanta, so the drive of 950 miles from Wichita for a weekend regatta couldn't be considered completely crazy. Between the first two races on Saturday, I was standing near the launching area when a car drove up and someone asked if the races had been called off for the day. I expressed surprise that such a thing should even be considered -- after all, the temperature hadn't reached freezing yet in spite of an enthusiastic effort to get there; the rain had subsided to a light drizzle; the mist on the lake lifted every now and then so you could see the marks; there was always a chance we would get a starting line you could cross on a starboard tack; but, most important of all, this was Atlanta and there was a nice breeze. The reply was, "Sallors are just as crazy as hunters!" A very consoling thought!

However, the Atlanta people did such a good job of proving that southern hospitality wasn't just a catch phrase that everyone left feeling that sailors aren't so crazy after all when you have so much fun in spite of the weather, which no one can do anything about, even in the deep south.

From a technical standpoint, the most interesting thing was the performance of fiberglass boats. When fiberglass hulls were first considered, many people were opposed because they thought they would be inherently faster. Since fiberglass boats have been out, many people have concluded that they are inherently slower. The trouble with this latter conclusion is that most of the people sailing fiberglass boats at first couldn't be considered likely to win regattas regardless of what kind of a boat they were sailing.

In Atlanta, Old Joe was somewhat torpid because of the temperature (Old Joe is a local character who hides under a rock near the windward mark who crawls out as soon as the preparatory gun goes off and starts pushing buttons on a control panel to do weird things to the wind -- see Snipe Bulletin for September 1955 for details), but he still had fairly good control, and if you ever started zigging when you should be zagging, or picked the wrong shore to follow, you had had it. All the leaders probably had their share of good and bad luck and good and bad decisions and some of them may have done some dumb things. I know I lost first place in the second race (and, as it turned out, in the regatta) by doing a sloppy job of jibing the last leeward mark and letting a boat cut inside of me. Buzz and Winnie Levinson were put out of the running in the last race partially by tacking off of the south shore toward the north one where the boats had been going faster -- a tack on which I covered them to my sorrow -- and partially by Old Joe pushing the "Wind Increase" button. (This operation produced spectacular results -- a bit too spectacular from the standpoint of about four boats). Francis Seavy undoubtedly did some things he wished he hadn't in the second race, but all in all, I believe this regatta proved once and for all that a fiberglass hull will go just as fast as the skipper and the sails will make it go -- no faster and no slower.

I was sailing my fiberglass boat 10025, as I had just gotten well started on refinishing the old reliable 6025. Number 10025 is

the third fiberglass hull that was built, and I had only partially completed a job of replacing the original painted outer surface with a sprayed-on mixture of yellow gelcote and resin, so the finish was far from perfect, but I was completely satisfied with the boat's performance. This, incidentally, was the first regatta in which I had sailed it, and I had sailed it very little at home as our lake has been nonexistent most of the time since the boat was built. Maybe it was going back to my old favorite yellow color that did the job.

This regatta was somewhat loaded in favor of glass boats, as the majority of the skippers who would have been considered likely to succeed regardless of boats were sailing glass boats. They took seven of the first 9 places, which, if it had happened a few years ago, would have caused great furore -- definite proof that the fiberglass boats were inherently faster than wooden boats. At this late date, it only proves that the water neither knows or cares what is behind the surface it is wetting.

HOW TO GET SNIPE FILMS

Although an official film library service has been announced in the Bulletin by news items and ads, many requests for films still come into SCIRA headquarters. Thence they are forwarded to Peyton Stallings, 304 S. Green St., Lee's Summit, Missouri, who is in charge of all SCIRA films, thus causing extra work and delay. Send all requests for films and information to him direct, allowing ample time to get a desired place on the schedule.

SCIRA is anxious to develop this great advertising and promotional channel and your understanding help is desired. It would be great if we could send fine color-sound movies all over the country for free in order to promote Snipe, but, as a corporation not for profit with a decidedly limited income, we are compelled to put all our activities on a paying basis. The library should pay running expenses at least. Costs are down to a minimum and reasonable charges are made, so don't begrudge the bills when they come in. Pay them promptly -- give Mr. Stallings some sound encouragement, for he sure needs it! As a professional, Pete has some fine plans for the future, including a new sound-color film of high quality, provided it can eventually be financed.

SNIPE FILMS AVAILABLE

The recently established SCIRA FILM LIBRARY has a few films of Snipe regattas for rent at reasonable rates.

NEW MATERIAL IS WANTED

Peyton Stallings, 304 S. Green St., Lee's Summit, Mo.

MAST BENDING ?

Get our 4 pc. 3 in. Laminated Stiff Spar

Built with a Backbone

Write for Prices and Full Information

LEON F. IRISH COMPANY

6273 North Shore, Rt. 1

Orchard Lake, Mich.

CUSTOM BUILT SNIPE

MASTS-BOOMS-RUDDERS

CENTERBOARD LIFTS

THE FAMOUS

MAIN SHEET JAM

Patent no. 2-627,834

DUFFY and ROBERTS

1810 S. Orchard Knob Chattanooga 4, Tenn.

\$12.00

Voice Of The People

WINCHESTER FLEET PRODUCES FINE SAILORS

"There is one thing I would like to straighten out: You gave credit to Lake Quassapaug for something that rightfully belongs to us!

It was the Famous Old Reliable Snipe Fleet 77, right here in Winchester, Massachusetts, that made a sailor out of Bob Huggins. We taught him all he knows (sic) -- and then sent him down to Quassapaug to clean up in a Fall Series. That was all the contact they ever had with Bob, and don't you agree that they've got enough BIG SHOTS down there already without trying to rob us?

And another thing: Those guys up in Cow Hampshire are pretty cocky again! Where were they when our one regatta was held? Not one showed up! They had better practice on us before they go to the Nationals. We held Harry Allen and Helen O'Leary down to three firsts in a row. I'd like to see them do any better!

Incidentally, we weaned Harry away from that homogenized beverage he drinks too much of and got him to try a can or two of more substantial stuff -- but it didn't do any good! Helen coached him through the next race somehow, and they won again. After all, everybody can't be lucky!"

Clarence Borggaard
Winchester, Mass.

GETS GOOD IDEAS FROM THE BULLETIN

"I do appreciate getting the BULLETIN. In fact, every issue has had some excellent information in "Wells' Wanderings" on the development of new ideas. My boat, 5252, built in 1946, is overweight and I fell for the 80-lb board, which really shoves the total weight up. This winter I plan to rip off the half-inch deck covered with ten-oz canvas and put on 1/4" plywood, get a 30-lb. board, lighten up the floor boards, get a hollow mast, and dacron or orlon sails. Also, will burn off the old paint and put on a new finish. I hope this will put life in the old girl."

Charles H. Turner
Schenectady, New York.

WANT SNIPE FILMS IN JAPAN

"I have just come into possession of the handbook "Boating Films" compiled by the National Association of Engine and Boat Manufacturers, Inc., and note that the SCIRA has made available a film of Championship Regattas.

We have a very enthusiastic and promising membership in the Yokosuka Yacht Club and would very much appreciate your films to enliven our winter meetings. The club is sponsored by the U. S. Navy and consists of Navy men and their dependents, most of whom have never seen a big regatta.

I'm sure your film would be of invaluable assistance in launching an even bigger season next year. Please send any suitable film of your choice and the club will be very happy to pay necessary expenses."

F. E. McGinty, Commodore
Yokosuka Yacht Club
Comnavforjapan Staff Services

SNIPE MAKES THE COMIC SECTION

"I suppose Snipers all over the country have seen the colored cartoon in the Sunday papers entitled GASOLINE ALLEY. (It is easy to imagine all Snipers read the funnies!). Bill Perry, the cartoonist, has been featuring a Snipe for quite some time and many have probably wondered what his connection was with our wonderful little boat.

I have written him to tell him how pleased we are. In our correspondence, he has informed me that he has an old Snipe but has often wondered how authentic his strip is. He has always defended sailboats versus motor boats in his past drawings and we should send him all the information we can. Will you please send him the Bulletin with my compliments? It is a small way to show our appreciation to a good friend of the class. His address is 1311 Lancaster Dr., Orlando, Florida."

Mrs. Joe (Esther) Ramel, Lee's Summit, Mo.

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!

AT LAST--Build your own "CHAMPION" mast! The complete plans of the famous WELLS round mast for Snipes. 4 sheets of blueprints with all the details, including hardware and rigging, for only \$1.00 per set. SCIRA, 655 Weber Ave., Akron 3, Ohio.

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

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

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

WEAR SNIPE INSIGNIA. A good quality emblem 2 1/2" x 1 1/2" suitable for wear on caps, pockets of blazers, jackets, sweaters, 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.

PLANNING CALIFORNIA TRIP AROUND FIRST OF YEAR. In market for Snipes for new fleet. Will have cash for one boat and trailer immediately; may be able to line up deals for others later. Write: Bernie Morris, 1021 West Garfield, Seattle 99, Washington.

FOR SALE: Snipe 7114, dry-sailed and in excellent condition. Two suits of sails, Ulmer dacrons, one season old. Complete with cover and trailer, \$600.00. Inquire E. Weinberg, 178-11 Henley Road, Jamaica 32, New York.

FOR SALE: Snipe 10205 - new cedar planking on spruce; stainless rigging; Thurston Egyptian cotton sails; daggerboard. Weight 440 pounds. All in excellent condition. Used only in 1955 and 1956. Can be seen at 34 Sunset Farm Road, West Hartford, Connecticut. \$450.00 - trailer \$50.00 extra.

FOUR SNIPE FOR SALE AT A SPECIAL PRICE: (1) a new fiberglass hull with a wooden deck (2) all fiberglass boat, second grade (3) two complete fiberglass boats, also seconds. These boats have slight blemishes from sticking in the mold. Write to Heckel Plastic Products, 525 West Abbott St., Indianapolis, Ind.

FOR SALE: SNIPE 4711. Dunphy-built, newly rebuilt and re-finished; with plywood mahogany deck. May be seen at Cy Bennett Boat Works, Eagle Lake, Edwardsburg, Michigan. Ready to go at \$450.00. John Long, Osceola, Indiana. Ph. Orchard 48811.

WANTED: A GOOD USED SET OF DACRON SNIPE SAILS! Please state type of sails and condition when answering. Frank Thayer, R. #3-Box 83A, Delton, Michigan.

TUNE UP BOTH YOUR BOAT AND YOURSELF! Get the best textbook of all--"Scientific Sailboat Racing"--by our own Ted Wells. "Snipe sailors MUST and all small boat sailors SHOULD read it", says Robert N. Bavier, Jr., noted racing authority. You can get it from any book store or order it direct from SCIRA for only \$5.00. It makes a fine present!

USE CLASSIFIED ADS. YOU CAN GET GOOD RESULTS, TOO!

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BOAT SAILING.....\$1.00

AMATEUR BOAT BUILDING....\$4.00

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**OUTSTANDING CANADIAN SNIPE
 WINNER OF MANY CHAMPIONSHIPS**

Dominion Championship — Mining Society of Nova Scotia —
 Walter McKinley — Bras d'Or Club — Oatley — Kenora —
 2nd Merchant Memorial — Uses Synthetic and Cotton Sails By

Louis J. Larsen Yacht Sailmakers
 50 Warren St., New York 7, N. Y.

" I'M GONNA GIVE UP SAILING. "

A sailboat doesn't cost a lot --
 It just costs all the dough you've got!
 For whether you made the boat yourself
 Or bought it from the dealer's shelf,
 The blooming thing will keep you broke.
 You won't have a nickel in your "poke"
 Unless you give the habit up
 Of trying to win a sailing cup.

For sailboats do not cost a lot --
 They take every nickel that you've got!

You work the whole long Winter through
 To make the boat as good as new.
 And when you've launched her in the Spring,
 You've doubled checked on everything.
 The stays, the tiller, and the cleats,
 The mast, the rudder, and the sheets --
 Are all in order -- all are sound
 And they should last till Fall comes round.

But sailboats do not cost a lot --
 They just take everything you've got!

For some fine day a clevis pin
 Drops out from the hole where it was in,
 And with the pin will go the stay
 And the wind will carry the mast away
 And Pigeon will want a full weeks' pay
 To make you another. God forbid!
 It could not happen, but it did!
 And so I sing this sad refrain
 Over and over and over again
 That sailboats do not cost a lot --
 They just cost everything you've got!

AND IT'S A REAL GOOD THING FOR YOU AND ME
 THAT THE GOOD LORD SENDS THE WIND FOR FREE!

Presented at the annual dinner of the Winchester Boat Club
 Fleet by that man of many talents, Clarence Borggaard.

WOLCOTT IS DISTRICT 1 CHAMPION

The District #1 Championship races were held July 20-21
 at the Stuyvesant Yacht Club, City Island, New York. John Wolcott,
 a young engineer from Middlebury, Conn., outdrifted an engineer
 from Washington, D. C., to gain the title in the last race
 in Eastchester Bay.

William Rushlow, the Washingtonian, had registered a 1st and
 2nd in Saturday races, while Wolcott had also scored a 2nd and a
 1st in the same races, so the two were tied at the start of the 3rd
 race for the title. Marna Teruzzi was crewing for Wolcott, while
 Mrs. Rushlow (Yvette) crewed for Bill. They were equal in all
 respects.

The Snipes were scheduled to sail a 4 1/2 mile triangular
 course, but the air was so light and fluky, the Race Committee
 had to shorten the course to 3 miles to finish within time limits.
 Wolcott led at the first two marks, but dropped back into 2nd
 place behind Cliff Austin on the last beat, but Rushlow coasted
 over the line in 4th place, so John got the honors and privilege to
 attend the Snipe Nationals at Peoria.

1957 DISTRICT 1 CHAMPIONSHIP REGATTA

BOAT NAME	SKIPPER	CLUB	PTS.	Fin.
HONEY BEE	John Wolcott	Middlebury, Conn	4642	1
PURSUIT	Wm. Rushlow	Washington, D.C.	4490	2
MISSY II	Clifford Austin	Winchester, Mass.	4413	3
9310	Jack Cummings	Winchester, Mass.	3681	4
PRIMA DONNA	Bengt Johnson	Sea Cliff, L.I.	3547	5
SLURP	Gary Evans	Hanover, Md.	3469	6
SUE PAT	Luke Czarny	Middlebury, Conn.	3405	7
GUINEA HEN	Barse Miller	Port Washington	3342	8
EIGHT GRAND	Hal Winston	City Island, N.Y.	3210	9
EVER REIGN	Wm. Ludlum	Sayville, L.I.	2956	10
UP START	Jules Spodek	Sheepshead Bay	2702	11
SUN KISSED	Alan Burtis	Sea Cliff, N.Y.	2592	12
MR. MAGOO	Si Label	Sheepshead Bay	2307	13
BITTER SWEET	Irv Margulies	City Island	2069	14
NIGHT MARE	Stan White	Bantam Lake, Conn.	1409	15