

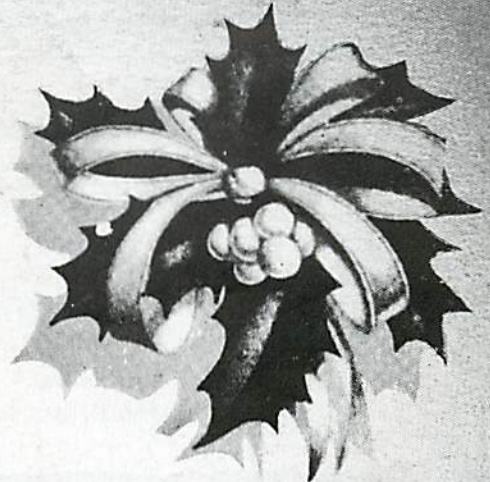
# Snipe

## BULLETIN

DECEMBER 1959  
Vol. 9 No. 7



Commodore  
Alan Levinson



## Greetings

"Many Merry Christmases  
and  
many Happy New Years!"



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Edward Garfield



Rear-Commodore  
Frank Penman



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# SNIPES BULLETIN

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

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tion. Material received after that date will not appear un-  
til a later issue. Contract advertising rates may be had on  
application. Be sure and notify SNIPES BULLETIN of any  
change in address, giving both old and new addresses.

## ATTENTION—all Fleet Captains

Now that new officers are being elected by Snipe Fleets for  
1960, it is apropos to review the chief duties of the Fleet  
Captain. There are three important ones which should be  
accomplished as soon as possible:

- (1) Point scores for all official races must be sent in  
on official forms supplied by the Secretary upon  
request. As pointed out last month, it is important  
that these forms be used in order to facilitate filing  
them in numerical order and that all, therefore, be  
identical.
- (2) Dues must be collected promptly so your fleet mem-  
bers will be in good official standing with SCIRA.  
Special forms for reporting dues are also furnished  
by SCIRA and a supply will be sent to you upon request.  
We ask that they be used by all remitters in order to  
keep good uniform records at headquarters. Also,  
don't forget that SCIRA cannot continue to operate  
without money and your efforts and success in making  
a 100% collection in your fleet is almost the most im-  
portant thing you do in many ways. So please make a  
special effort to get the odd boat and all stragglers  
this year.
- (3) As the current Fleet Captain, you will have a heavy  
hand in choosing the new officers for next year in your  
fleet. Make sure good men are chosen, for fleet cap-  
tains are the key men of the organization. Just be-  
cause a man is a good sailor and all-around fellow  
doesn't necessarily mean that he will be the one to do  
the best job. Pick a man who has enthusiasm for Snipe  
and is interested in organization work, too, and then we  
will all benefit by his services to Snipe and SCIRA.  
The class organization can be no better than the men  
who compose the foundation at the fleet level.

In past years, some fleets have had the individual members  
send in their own dues direct to headquarters. This causes  
a lot of extra work here and also some confusion in the records,  
so we ask your kind co-operation in complying with the official  
rules and practices of SCIRA, which are long-established.

It appears that 1960 will be a year of transition in time  
changes and we ask that you observe the new requests that will  
be made at different times. For example, we hope to get the  
1960 rule book out very early in the year, so that means you  
must send in all fleet information as soon as you get the new  
dope, so that it can be printed in that book. Otherwise, there  
is nothing we can do except to reprint the old information, which  
may or may not be out-of-date. So send in exactly what you  
want printed as soon as available.

And speaking of rule books reminds us that, for the first time  
in SCIRA history, our supply of current rules books is complete-  
ly exhausted, even though more were printed this year than ever  
before. Not only the anticipated growth of the class but also  
outside demand was greater than expected, especially late in  
the summer and fall. If you have any extra copies, send them in,  
for many new Snipers will be glad to get them. Many thanks!

## SNIFE CLASS DOES IT AGAIN

Close association with our recent World Championship Races convinces one that the Snipe Class organization is the finest of its kind in the world. It is not becoming to brag too much, but when we read of so-called "International" regattas held by our U. S. contemporaries, it is time to speak up and out — loudly and plainly.

If you read their accounts, it is to laugh! Seldom is it a true "international" event, but they love to designate it so. One fairly large class recently had 35 boats from 4 different STATES at their big event, yet they awarded an "International Crown." Well, who are they kidding? Surely not their own members, so it must be other rival sailors and the public. But this is not uncommon, for the usual class is pleased if they can attract any boats from Canada and/or Cuba and they are tickled pink if one would ever pop up from South America. Then they can really claim to be "International." But not so with Snipe!

We have had 9 international regattas since 1946 (held biennially since 1949) and we have always had large registrations from many countries, climaxing with 21 different nations at Portugal in 1957. 16 countries raced in Porto Alegre, Brazil, this year, which is amazing considering the great distances and expense involved. Those factors kept away some ardent Snipers like Canada, Italy, and Switzerland, but we still rival the Olympic Games when it comes to entries. Stars and Snipes are the only American-designed classes to have truly international regattas and we doff our caps to no one! You can be proud of your boat and organization, for the records tell the story.

And did anyone ever think that a postage stamp would be issued in honor of a racing class? Such an event would be the wildest dream of any designer! But Snipe has been so honored when Brazil issued a special "Snipe" stamp for the World Championship Races in Brazil. Our chests swell with pride when we realize that stamp will go all over the world for many months advertising the little Snipe. We stand aside for no one on this deal -- not even Friend Star -- and we daresay it will be a long, long time before any other racing class in the world gets such distinction.

The above two outstanding accomplishments of SCIRA are the envy of other classes; we have obtained those goals for which they are all hoping and striving. So shout all you want to about Snipe -- you have reasons enough!



A strip of the 6.50 cruzeiro dark green "Snipe" stamp. It is the same design as the multi-colored prize winning poster used in advertising the event.



This cover shows both the stamp and the special official black cachet used on an airmail letter.

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# 1959 SNIPE CLASS WORLD CHAMPIONSHIP RACES DENMARK WINS TITLE—CUBA SECOND—JAPAN THIRD NATIONAL CHAMPIONS FROM 16 COUNTRIES COMPETE IN BRAZIL

— All pictures by Folha da Esportiva, Porto Alegre



**GRINS OF VICTORY** - After the last race, Champion Paul Elvstrom (left) and his crew, Eric Johansen, express their pleasure at winning the Hub E. Isaacks Trophy.

## PAUL ELVSTROM ADDS ANOTHER TITLE TO HIS IMPRESSIVE LIST OF VICTORIES

A new country joined the select list of Snipe Class World Champions when Paul Elvstrom and Eric Johansen from Denmark won the 25-year old event and the Hub E. Isaacks Trophy this year. They combined a 1-1-DSQ-1-2 to win the title with 6897 points and a margin of 121 points over the Diaz brothers from Cuba.

The regatta, officially sponsored by the Brazilian Sailing and Motor Boating Association, was organized by the Yacht Club dos Jangadeiros and the Rio Grande do Sul Snipe Fleet 426 at Porto Alegre and raced on the Guaiba River October 19-26th. 16 countries from Europe, the Western Hemisphere, and Japan participated, and competition, as usual in the Snipe Class, was of the highest championship quality.

The courses were laid out on the Guaiba River in front of the Yacht Club, located a few miles below the city of Porto Alegre. At this point, the river is a little over 2 miles wide. Running south, it empties into 200 mile long Lake dos Patos before reaching the ocean; consequently, the water is always fresh with no tide and at that time of year, was light brown in color and taste. The current is not strong, but steady, and in this area, it is diverted by a point of land diagonally across the river from the east to west shore. It is always a factor to be considered.

After identical boats were assigned by lots Friday evening, the next morning was spent in making allowable individual adjustments getting ready for the two tune-up races that afternoon and Sunday morning. These were sailed in strong winds and choppy waters and gave the teams fine opportunity to try their



**THE CHAMPIONSHIP BOAT** showing sails he designed himself. equipment and learn the courses. When Denmark won the first race and finished 2nd in the other, it was an omen of things to come.

The classic William Crosby Open International Race was scheduled as the last race before the big series. Sailed Sunday afternoon under ideal conditions of a heavy wind, choppy waves, and clear skies, it was a gala affair witnessed by hundreds of spectators. 59 boats entered the event and all discovered that they were outclassed from the very start by the famous Schmidt twins, Alex and Eric, from Rio de Janeiro. They led Denmark, Spain, Bermuda, and France across the starting line and that was it — they defied anyone to catch them as they led at every mark around the two laps of the triangular course in a wind varying from 20-30 mph.

At the 1st mark, the positions had not changed; at the 2nd mark, it was Denmark, Spain, Portugal, and U. S. in hot pursuit. At the end of the 1st lap, Denmark still held 2nd, but Belgium had moved in front of Spain with Kurt Keller of Brazil also behind. The 2nd lap of this wild affair (wind gusts now over 30) saw many changes in the rear as the twins increased their lead. The 4th mark, they were followed by Belgium and Denmark; the 5th by Portugal and U. S.; and the final score was 1-Schmidts; 2-Portugal; 3-U. S.; 4-Belgium; 5-Kurt Keller, Brazil; 6-Gabriel Gonzalez, Brazil; 7-Terry Whittemore, U. S.; 8-Waldemar Bier, Brazil; 9-Cuba; 10-Gaston Almayer, Brazil.

Only 37 of the original starters finished. There were many capsizes and broken masts — the most notable being one elimin-



**THE WILLIAM CROSBY OPEN INTERNATIONAL RACE** was a wild and furious affair with plenty of action around the marks.

ating Elvstrom, while the Duque de Arion of Spain withdrew after hitting a mark. It was a thrilling race and pepped everyone up in anticipation of furious action due in the coming week.

Monday morning dawned bright and fair, but Sunday's big wind had disappeared. At 3 P. M., a triangular course was chosen, medium wind from the south. A beautiful start was made, led by U. S., Bermuda, Denmark, and Brazil. Here an unfortunate incident occurred when, in a mixup of recall numbers, the U. S. boat answered a wrong number and made a new start, sailing off by herself on a port tack through the fleet and with the current. This later turned out to be a good course. Simmons of Bermuda led at the 1st mark, followed by Denmark with the rest of the boats closely grouped behind them and this was the pattern for the rest of the race. Gonzalez of Brazil was 6th.

On the 2nd lap, the two leaders increased their gap, but Brazil, playing the east shore, had moved up to 3rd with Portugal in a solid 4th and Cuba 5th. Bermuda continued to sail a perfect race without any close competitors except Elvstrom, who dogged their transom at every tack, meantime putting up a fierce battle with Brazil for 2nd place. But Bermuda's victory was short-lived! A protest involving right-of-way and a possible collision was lodged against Bermuda by Elvstrom; it was upheld by the Protest Committee and Bermuda got a DSQ. Thus Denmark was 1; Brasil-2; Belgium-3; Portugal-4; and Cuba-5. U. S. got a very creditable 7th in spite of their troubles at the start. But the DSQ did not worry Bermuda much at the time, as the regatta was 6 races with the privilege of dropping 1 for the best 5.

And here a great tragedy occurred for Brazil after the race was over. Champion Gabriel Gonzalez, walking up the beach on his way home, stepped on a piece of glass, cutting a tendon in his right foot. Rushed to the hospital, his foot was placed in a cast and he in bed, thus eliminating him from further competition. After lengthy deliberation, it was decided that he could be replaced by the runnerup in the National Championship series, so Waldemar Bier, using the same crew, Nelson Piccolo, took over the helm. A condition was that the first race sailed by Gonzalez could not be counted as one sailed by Bier and would, therefore, have to be the race dropped by Brazil. Bier would sail 5 races and they would count for Brazil. Consternation gave way with the realization that Bier was an able substitute.

Tuesday saw stormy weather with heavy winds and the race was cancelled for the day. 2 races were scheduled for Wednesday. The 1st one in the morning was a windward-leeward with

light breezes of 3-5 mph from the south. The start saw Japan, U. S., and Cuba on the leeward end with Denmark in the middle of the fleet but to windward. At the windward mark, it was Spain, Argentina, France, Denmark, and U. S., the first 3 boats gaining by splitting tacks and going down the west side of the course. On the 2nd lap, the wind freshened to 5-7 mph and the ever-pressing Elvstrom moved up on Spain to give him a close fight the remainder of the course. Spain led at both marks at the end of the run and reach, but on the short beat home, Elvstrom demonstrated his mastery by taking everyone to nudge in ahead of Spain for 1st place. In this stretch, U. S. likewise moved up from 5th to 3rd place, followed by Bermuda and Cuba.

The 3rd race that afternoon was laid over a triangular course with a 4-9 mph wind. With Elvstrom leading, a good start was made by everyone with the exception of U. S. Trying for a perfect leeward start, Dick was ahead of the gun and had to go back. This resulted in his worst race of the series. With the fleet mainly sailing down the middle of the course, Brazil took a long starboard tack into the east shore away from the current, and what looked like a mistake, turned out to be the race, for he reached the windward mark so far ahead of the others that he sailed on to victory all by himself in relaxation. Bermuda, Denmark, Cuba, Sweden, and Japan fought for runner-up positions with Bermuda turning in a beautiful performance. Final results after Denmark got a DSQ on protest by Spain, were: Brazil-1; Bermuda-2; and Cuba-3.

At this point, Denmark led with 3200 points with Bermuda second with 2890. Cuba was not far behind while Belgium and U. S. were definitely in the running.

Thursday was a free day. Friday afternoon brought the usual southerly wind of 6-10 mph and the same triangular course. The start was perfect with Elvstrom leading the entire fleet over the starting line, followed by Bahamas, Spain, U. S., Bermuda, and Cuba. And that was all the lead Paul needed, for he protected it brilliantly during this crucial race. Tacking in to the east shore, he was followed closely by U. S. and Argentina and those 3 were first to the windward mark. They maintained positions on the run and reach, but Denmark and U. S. gradually pulled away from the bunched fleet. With wind dying on the 2nd windward leg, Denmark cleared the windward mark 90 seconds ahead of U. S., while Tillman in turn was 60 seconds ahead of the next

— CONTINUED on the next page.



CHAMPION PAUL ELVSTROM takes a firm grasp on the Isaacks Trophy while Eric Johansen listens to the presentation speech.



VICE-CHAMPION GONZALEZ DIAZ (left) and his brother and crew, Saul Diaz, jr., hold the second place prizes. Cuba has placed either second or third in 4 of the last 5 World Championship Races.

(WORLD CHAMPIONSHIP RACES continued from page 5)

boat, Sailing straight for the leeward mark on the run, they had it made, but here Luck stepped in for the first time in the series with a complete calm 2/3rds of the way down the leg. Elvstrom, Tillman, and Argentina sat there, sails flapping, while the rest of the fleet, led by Bermuda, Brazil, and Cuba, took a circuitous course up the east shore, getting a land breeze from the east as the wind revived. It hit Denmark in time for him to get started ahead of his competitors, but U. S. sat helplessly and watched 7 boats go in between them. This was a discouraging blow to that team. Elvstrom exerted all his championship skill to keep ahead of fast-moving Bermuda who was pushing him all the way. He barely nosed them out at the finish and this was his supreme victory. Bermuda, Cuba, Portugal, and Japan finished in order.

The 5th race Friday afternoon saw the same old weather conditions with a 5-10 mph southerly wind over a triangular course again. This final race (as it turned out) saw the pattern change. The start on the leeward end of the line was beautiful with Bahamas, Japan, Denmark, and Bermuda leading the way. They all started for the famous east shore and held their course, but Bermuda, evidently making a supreme effort to get out of 2nd place, decided to gamble with a port tack. Leaving the fleet, Simmons sailed away by himself with the current into disaster, for when he tacked back again, he had lost 10 boats. Bahamas likewise tacked a little too soon and lost her position with the leaders.

The Japanese boat fairly flew to the windward mark in the light favorable winds, with Elvstrom, Portugal, and U. S. in futile pursuit. They opened up their lead on every leg of the course, sailing the 2nd lap down the east shore exactly as they did the 1st time. It paid off, and Denmark watched their transom go! U. S. worked up steadily and on the last reach took Cuba and Portugal at the mark for 3rd spot. On the short beat home, Elvstrom made his last supreme effort and reduced Japan's lead of 75 seconds to 40. Likewise, Brazil slipped in ahead of Cuba and Portugal for 4th place.

The 6th race on Sunday afternoon was delayed for an hour and then finally started in zephyr breezes from the north on a windward-leeward course. The wind died rapidly and the race was finally called at the first leeward mark when only 20 minutes of the time limit was left. It was a great disappointment to the hundreds of Sunday afternoon spectators as well as the skippers and crews. At 6:30 P. M., a south-east wind picked up but it was deemed too late to start a race under uncertain conditions and the Race Committee reluctantly called it a day. Thus only 5 races, all in light to medium winds, were sailed

and so all 5 had to be counted. This dashed the hopes and plans of skippers who had counted on dropping a bad one, but that uncertain factor -- "Old Joe" Wind -- who seems to delight in ruining man-made schedules at big regattas, called the turn.

Thus Denmark came out on top and became the undisputed 1959 Snipe Class Champion. Bermuda had worried Elvstrom the most throughout the affair more than the others, but her mistakes were costly. Cuba sailed a fine, consistent 5-5-3-3-5 to a deserved 2nd place; U. S. with better luck and a break or two, could have been much higher; while the big and pleasant surprise was Japan who got 3rd with her strong 5 and 1 finishes in the last two races. Belgium in 5th place was only 30 points behind U. S. and Spain in turn only 35 behind Belgium. Thus standings between these 3 teams was virtually a toss-up.

But the purpose of the regatta was served and it was clearly established that the best team had won just laurels. SCIRA can be immensely proud of its new World Champion! A native of Copenhagen, 32-years old, he has been a professional sailmaker for 7 years. He is a sailor of great distinction with reputation as one of the best small-boat sailors in the world. Since 1947, he has won 10 international regattas and 5 World Championships, this one being the 5th. 3 of these were Olympic Championship titles won in the Finn Class. He sails a boat in competition every day of the year except when the ice is too thick for the hull to crush a path through it. He and Eric are very proud of their new honor -- and we are proud of them!

It was, when all is said and done, a most successful regatta. It established a new high in standards in all phases and will never be forgotten by all lucky enough to have participated in it. OUR SALUTE TO BRAZIL!

#### 1959 WORLD CHAMPIONSHIP RACES

Porto Alegre, Brazil - October 19-26th.

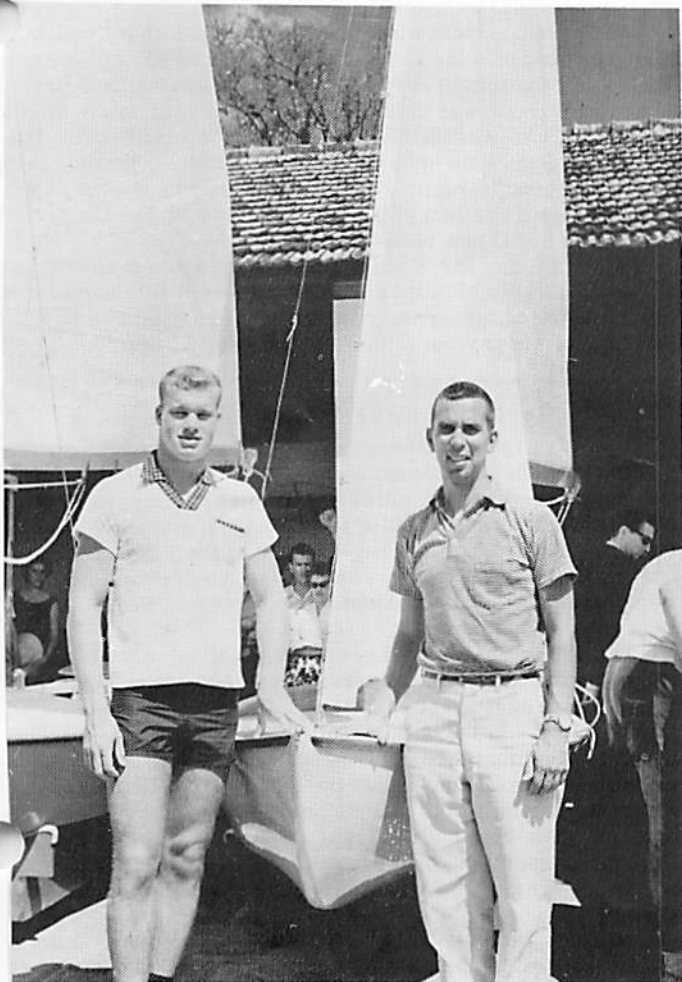
BOAT	SKIPPER	COUNTRY	RACE	1	2	3	4	5	PTS.	Pos.
11304	Paul Elvstrom	DENMARK		1	1	DSQ	1	2	6897	1
10111	Gonzalo Diaz	CUBA		5	5	3	3	5	6778	2
10670	Masayuki Ishii	JAPAN		9	7	9	5	1	6100	3
10350	Richard Tillman	UNITED STATES		7	3	11	9	3	5968	4
10057	Chris Nielsen	BELGIUM		3	9	8	6	7	5938	5
11542	Duque de Arion	SPAIN		12	2	5	7	8	5905	6
9884	Eugene Simmons	BERMUDA		DSQ	4	2	2	14	5716	7
11618	Helder Soares	PORTUGAL		4	DSQ	7	4	6	5695	8
11839	Fernando Sanjuro	ARGENTINA		6	8	6	10	11	5400	9
8226	Bjorn Jamesson	SWEDEN		11	10	4	13	9	5038	10
10651	Waldemar Bier	BRAZIL		x	11	1	8	4	4958	11
10051	Godfrey Kelly	BAHAMAS		8	6	12	11	13	4839	12
10754	Jean Machy	FRANCE		10	12	10	14	12	4333	13
8010	Victor P. Pampin	URUGUAY		13	DSQ	DSQ	12	10	3738	14
11063	R.J.H. Stewart	ENGLAND		14	13	13	DSQ	16	3498	15
8226	J.T. Atkinson	BRITISH GUIANA		15	DSQ	14	15	15	3333	16

# CHICAGO BOAT SHOW - FEBRUARY 5 TO 14, 1960

SCIRA Dinner Feb. 13 at Chicago Yacht Club

## OUR IMPRESSIONS OF THE WORLD CHAMPIONSHIP RACES

As told by the U. S. National Champion, Dick Tillman ( lower left) and his crew, SCIRA Commodore Alan Levinson.



By 2nd. Lt. Richard Tillman, USAF

My biggest impression of the World Championship Races in Brazil was the realization of how very wonderful the International Snipe Class organization is along with all the people who sail Snipes in all parts of the world. It was my wish throughout the series that it were possible for all Snipers to be a part of such a grand event. They would go away with an entirely new concept of SCIRA and Snipe.

The Brazilians went all the way out to make each person's stay the most enjoyable and unforgettable. And everyone who was there, I'm sure, will agree that the hosts succeeded, including our most loyal supporters, Mrs. Jo Tillman, Marge Whittemore, Shorty Schlosser, and Birney Mills. These three ardent women and Mr. Mills travelled many thousands of miles to witness the races and they certainly added color to the championship.

My next impression was the realization that the United States team could have placed second behind Denmark's indomitable Paul Elvstrom if the wind had only done what it should have. This is, of course, the normal excuse for the loser, but then one does not expect the winds in Porto Alegre, Brazil, to die as quickly as they inevitably do in Linda Lowe's Diamond Lake fleet or Bill Collins' Geist Reservoir. This occurred, however, when your Commodore and I were in a good solid second place in the fourth race, a full minute ahead of the third place boat, Gonzalo Diaz of Cuba, and with only a short leg to go. But sure enough, Atlanta's Old Joe took a coffee break at that time and when he came back, yours truly was in 9th position. This saw all hopes disappear for an over-all second place. Unfortunately, this was not our worst race, so we could not throw it out. The worst, an 11th, was mainly the result of a premature

( Continued on Page 8)

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( IMPRESSIONS OF CHAMPIONSHIP RACES from page 7 )

start. Also, what should have been the best race was not, because, after making the perfect leeward start, we were mistakenly called back. This little mixup in numbers caused considerable delay and a 7th place. Adding two 3rds, however, and a couple of good breaks to balance the bad, averaged the United States team into an overall 4th place finish.

With general light winds for the Championship itself, Mi. Beth Norwood of Atlanta would again have been an ideal crew for the series; conversely, the William Crosby International Regatta Sunday afternoon was sailed in unusually strong winds, and big brother Jack of Wawasee, who crewed so wonderfully in the Pan-American Games for me, would have done nicely there. But it didn't take long to realize that Alan Levinsin is as good an all-around crew as he is a skipper. His sound advice was greatly appreciated at times, also.

All in all, the 1959 World Championship was a most wonderful and unforgettable experience for me and I will endeavor to qualify once again in the hopes of bringing that important first place trophy back home to the United States.

\*\*\*\*\*

By Commodore Alan Levinson

" Always in front, there is Elvstrom!" might well be the sentence which best describes the 1959 World Championship Races. These were the words of Christian Nielson, the Belgian entry, and a frequent rival of Paul Elvstrom in many European regattas. Elvstrom proved beyond doubt to the Snipe sailors and boating enthusiasts gathered at Porto Alegre that he is the world's finest small boat skipper. And his crew, Eric Johnsen, is of equal caliber.

The world championship series involved more planning and preparation that has probably ever taken place before in any sailing regatta. Twenty Snipec were constructed - all exactly alike. In the building, all parts were cut out together instead of building the boats one at a time. The result was a variation in dimension of only the smallest fraction of an inch and in weight, only five pounds between the heaviest and the lightest. The boats, all painted a different color and high polished, presented a beautiful sight when lined up in display before the drawing. Favorable comments and congratulations were profuse.

All boats had self-bailing cockpits and excellent hardware and fittings. Contestants were allowed to place the hardware as they wished and make other minor alterations. The only change made by Elvstrom was the removal of his main sheet cleat. He always sails by holding the sheet in his hand.

The only variables in the boats were the masts. On the whole, these were very good and stiff. Some of the marginal ones were eliminated in high winds during the tune-up races by snapping them in two! Actually, during the World Championship Series, the winds were light to medium, so that the importance of the masts were reduced to a minimum.

The drawing of the boats by all entries and the opening night banquet on Friday meant that, after months of preparation, the Campeonato Mundial de Snipec was, at last, under way.

The entire city of Porto Alegre (population over 500, 000) was decorated with posters and window displays proclaiming the regatta. The sporting papers of the city carried a special commemorative edition about Snipe. Brazil issued a special postage stamp in honor of the affair. Entries from 16 countries had traveled a combined total of 100, 000 miles to participate.

On Saturday, the formal christening of the boats was attended by thousands of spectators. The Consuls from the various countries represented helped officially by pouring champagne over the bow and drinking a toast, assisted by pretty girls, of course. (Bottles were not broken as each contestant would not think of marring the mirror like finish on his boat!)

A military band and a chorus of 250 girls highlighted festivities with musical numbers all afternoon. Excitement was very great and all contestants were signing more autographs than movie stars at a Saturday matinee. This feature continued all during the week as school children attended in large groups.

During the several days preceding the regatta and during the tune-up races, the wind blew strong and stronger. Hike-out

( Continued on Page 10 )



## SNIFE NEWS IN BRIEF

Time passes so fast it is hard to realize that the 23rd Annual Midwinter Snipe Championship Regatta will soon be upon us. Scheduled for four days through March 6th to the 11th, this most important SCIRA event is expected to be the largest and best that the Clearwater sailors have ever put on. The regatta is open to all Snipe sailors and is international in character with sailors from Bahamas, Canada, and Cuba as regular participants with other countries always liable to turn up in that vacation land. The Clearwater Fleet 46 will be in charge of the regatta under the leadership of Fleet Captain Don Cochran, Jr., and the Clearwater Yacht Club will be hosts as usual. Since the U.S. National Championships for 1960 are also scheduled in that club next August, many Snipers will want to get down there and look over the sailing waters with an eye on the future. You can get in a lot of practice and at the same time, have a wonderful winter vacation, so better plan to go now. . . . Recently, a most welcome letter from a good friend of all Snipers, boat builder Nearing Emmons of Central Square, New York, brought the cheering information that he has moved into a new building and is now getting interested in Snipe building again. He and his son have concentrated on Lightnings in the past few years, but now the possibilities of a good "fool-proof" knockdown frame kit to be covered with plywood intrigues him and he has developed what he thinks is the answer for amateurs to produce a true Snipe. He has constructed 3 with deck frames for a group headed by Robert J. Robinson, 60 Long Meadow Rd., Eggertsville, N. Y., and they hope to have their boats ready to race this spring. Also, they are most interested in getting a fleet started again in the Buffalo area; they know there are many Snipers there and will greatly appreciate contact with all interested parties. With Mr. Emmons supporting them, there is no reason why Snipe can't be as active there as it is in other parts of the country. . . . Lake Washington in California has been taken over by the army for the development of an inland harbor, so Fleet 43 lost their sail-

ing grounds last summer. But in spite of their enforced inactivity, prospects for an active Snipe fleet appear much better for next year with several new Snipers in the Sacramento area. Now, if they can find new facilities, they will be all set again. . . . Recently, there have been quite a few enquiries about Snipe racing from the New Orleans area, especially from a group at the Bay-Waveland Yacht Club at Bay St. Louis. W. L. Andus, Jr., 916 South Bend, Bay St. Louis, Louisiana, is trying to get in touch with all local Snipe owners, so, if you know of any there or can help spread the word around, there may be a new fleet established in that once stronghold of Snipes. Sniping Dixieracks will rejoice if they can recapture New Orleans. . . and we are willing to help them! . . . Outstanding sailors of the Western Hemisphere will match speed and seamanship during the Bahamas Regatta Weeks of April 24 - May 6, a new competitive attraction in this wonderful resort colony. 5 International Classes -- Stars, Snipes, Finns, FDs, and 5.5 Meters -- will sail over an Olympic-type course on the waters of Montagu Bay in a preview of the 1960 Olympic events to be sailed in Italy. Racing craft will be shipped to Nassau from New York for no charge except handling expenses; headquarters for sailors will be at the Fort Montagu Beach Hotel between the two sponsoring clubs, the Nassau Y. C. and the Royal Nassau S. C. Geoffrey Johnstone, Commodore of the RNSC, and Durward Knowles, Commodore of the NYC, both sail Snipes as skippers and crews along with their other racing activities. Sure sounds like a grand time, and here's your chance to do some real sailing in perfect waters. . . . Things are picking up in old New Jersey, for the Lake Mohawk Fleet 10 hopes to organize an invitational regatta next summer for the first time. That is indeed encouraging news! . . . After a lapse of 3 years, the Coconut Grove Sailing Regatta was held on Biscayne Bay Nov. 14-15 under the co-sponsorship of the City of Miami. There were 150 entries in 23 events and 17-year old Ken Lacey, Jr., of MYC took 2-2-1 to win in the Snipe class. Jerry Guardiola and Ann Smith were 2nd and 3rd.



### 1959 NATIONAL SNIPE CHAMPIONSHIP

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

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

*Sails  
by Watts*

KENNETH E. WATTS

TORRANCE, CALIFORNIA

### SOME MISCELLANEOUS ITEMS

Bill Crosby had lots of experience writing for and editing magazines. Once when I complained that I couldn't think of anything to write about for this page, he told me to just rehash, or even reprint, most anything written in the past and it would get by for one of three reasons: First, there are always new readers who don't know any better; second, a lot of people probably didn't read it anyway when it was printed the first time; third, most of those who did read it have forgotten it by now.

Some recent events would indicate that Bill was right. In the Wichita-Tulsa, Oklahoma City team races a few weeks ago, two boats, both sailed by very experienced skippers, had a collision on the starting line. One was reaching down the line, the other was close-hauled. The boat reaching claimed the close-hauled boat should not have hit him because the close-hauled boat was not ahead of the mast abeam position. Somebody didn't read WW in the September and March 1959 BULLETINS!

There was also an article in the April 1959 BULLETIN on tacking close aboard which a few of my friends either didn't read when it came out or promptly forgot if they did. This article was written before the new rules came out, and it was still correct except that there is a new definition for when a tack is completed. My interpretation of the new wording is that you can consider your tack complete if you are aiming in the right direction with the main filled, even though your crew is still standing on the windward jib sheet.

And believe it or not, there were some very experienced skippers who didn't find out until last summer that you can't come up to a windward mark on a port tack and hail a starboard tack boat for room at the mark.

In the past few weeks, I've also received a number of letters on the subject of the English aluminum masts. Page 11 of the May 1959 BULLETIN gives the dope on this subject. I have used the earlier section with which spreaders must be used on two boats for the past season. I have not sailed the new larger section but deflection tests confirm earlier calculations showing that this new section will be satisfactory without spreaders.

At some time in the past, I think I mentioned using a lacquer base primer-surfacer. This material sprays on well, builds fast and sands easily, but it is extremely brittle. When used on a cedar planked hull, even with fiberglass covering and an epoxy paint for the final coat, it cracks easily with not too much of a dent. On a plywood or all fiberglass base, it might be alright.

### NEW YEAR RESOLUTION

No more attempts at hair-raising perfect starts! They are lots of fun and, when they work, they give you a nice advantage. The only trouble is that too many people are trying them now and they too seldom work out. I'm going to have an awful time resisting temptation, but I'm going to do it. The thing is that when you try for one of these theoretically perfect starts, the result is either very, very good or very, very bad. This year there have been too many times when it was the latter (you should have seen the one I pulled at San Antonio in the tune-up race. It was a beauty! - but it didn't make up for the unsuccessful tries in the next two races. Hence, the resolution!)

THE PERFECT SUIT OF SAILS (continued) - There still isn't one, but I have convinced myself this summer that, with a full jib and a main which is full size but with medium draft, you can do as well as anyone in a range of wind velocities from five to twenty-five mph. Selecting such a main is complicated by the fact that one man's "Full" may be flatter than another man's "Medium" and there are still some sailmakers who won't make

a mainsail that can be pulled to the stripes without going out of shape. However, there is a big advantage to having a "When in Doubt" sail that you can use any time you really have any business sailing. And if it is the only suit you have, most of the time you don't need to worry about anyone having better sails.

### (IMPRESSIONS OF CHAMPIONSHIP RACES from page 8)

straps and heavy weather gear were given most careful attention. On Sunday afternoon, the William Crosby Open International Regatta was held. This was a free-for-all for all Snipe owners from anywhere and 58 starters were present. But the wind increased steadily during the race and it became a fast and increased steadily during the race and some gusts were up to 30 mph and on open water such as the Guiba River, this was very strong. It became a wild and fast race and even though only 37 crossed the finish line, it was greatly enjoyed by all.

Axel and Eric Schmidt of Rio de Janeiro demonstrated the keenness of Brazilian Snipe sailing by executing a perfect leeward start. They widened the gap throughout the race and won by a considerable distance. Portugal was 2nd and the United States 3rd. Denmark broke a mast and Spain touched a mark, thus eliminating them from the competition. The Schmidt brothers are identical 17-year old twins and top-notch sailors. Eric was the winner in the Lightning Class at the Pan-American Games while Axel was the skipper in this Crosby Race.

The weather for the Championship series changed considerably, with the exception of Tuesday. Every morning, there was a light northerly breeze. In the early afternoon, the wind would usually shift 180 degrees and come from the south. In the late afternoon, the velocity would increase and direction shifted more southeast. All races except one make-up were sailed in the afternoon.

As the boats left the club to start the first race Monday afternoon, they were saluted by a squadron of Brazilian Air Force jets, which flew in formation across the course. They peeled off, crossed the club at tree-top level, and dipped their wings. No regatta ever got off to a better start amidst such enthusiasm.

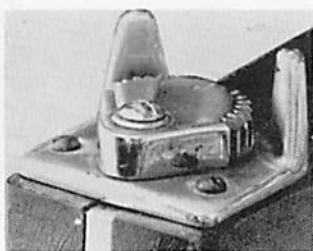
The races were very closely contested and often a boat length would mean the difference of several positions. In one race, ten boats finished within 60 seconds. Starts were very important as there was little chance for recovery if a boat was forced to recross or started too late.

Since the boats were equal, it should have been possible to analyze sails carefully. The only trouble was that practically all entries had good sails. Elvstrom had a very excellent set which may cause an additional measurement to be added. The batten position is not specified in the Snipe Rules, so he moved the two top battens slightly higher than normal. This provided an increase in sail area at the top of the sail. Oddly enough, though, he was faster to weather, although a larger mainsail should increase speed downhill. Elvstrom said he had cut about a dozen mains before choosing this particular one and while his sails naturally came in for close inspection and discussion, it was the general consensus that the best sailor won the top title - not the boat or sails!

After the regatta, however, every entry calculated that, except for one bad tack or wrong maneuver, they also might have won. Such was the keenness of competition!

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## Voice Of The People

### WRITES AN INTERESTING LETTER

"I have intended to answer the questionnaire you sent out before this, but neglected it until I saw quotations from my writings on page 3 of the October BULLETIN. That jogged my memory, so here goes!

A. I no longer own a Snipe. Last time I heard about it was that it won the Jr. Nationals at Ft. Gibson.

B. I sold it (and everything else I owned) to buy a bigger boat, namely, a Star. Aside from Basil Kelly, who is a king-size gentleman, I was probably the biggest and heaviest Snipe in active competition at the time of my retirement. Moving about became difficult, especially in a boat that can be heeled the wrong way with a little difficulty. The local winds were not strong enough to allow a person my size and weight to race on equal terms. Human weight, no matter how much, always helps on a ridiculously over-rigged Star.

C. I don't plan to return to the class in the immediate future. Come the day I have money to burn, I will go the J. H. Alson-Allende routine and own one of each of the "Big Eight" international classes I featured a year ago in the Californian Yachtsman magazine. If I ever want to go cruising, I'll buy a seaplane.

D. Do I want to continue to receive the BULLETIN? You bet your life! Here's \$2.00 to prove it.

I got quite a surprise when I saw your quotations from the little old Newporter, for my Going to Windward column in the Los Angeles Examiner is quoted considerably more than the local paper. (But the local paper gets around, Fred, more than the big city daily does. This copy came in a roundabout way from Dan MacBride, former Commodore of the Interlake Yacht- ing Association. Now figure that out! -- Ed.)

To tell the truth, I'VE DONE MORE SNIPE RACING THIS FALL THAN I DID WHEN I OWNED A SNIPE!! I think I have found out how to make the glass Snipes go to weather with the wooden ones. What we learned about tuning and sailing wooden boats goes out the window with the glass jobs, and this goes for glass 5-0-5s, FDs, and 14's. You have to sheet the jib inboard at all times (Why I'll never know), rake the mast a good distance or until the boom is parallel to the water, and sit well aft. There's nothing wrong with glass boats. One thing for sure -- they run like Eichenlaub Stars downwind!

I finally put my Star together in a butcher-it-yourself fashion, but didn't get it tuned up until the eliminations were over. I somehow ended up 6th in the world championship tuneup series even though I never finished better than 8th out of 40 boats. And there were only two gold stars ahead of us. I was 2nd to North in the Alamitos Bay Star Invitational and 3rd on Labor Day, winning the last race.

You know, only Art Deacon and Harry Bourgeois have won in both the Stars and Snipes. Art made it in spades, through World Championships. I'm aspiring to turn this cozy couple into a triangle and am going all-out next year.

A final little item that is of interest: California Yachtsman will have the first All-California Sailing Team in print shortly. The maximum selections from any one class was 6, with other classes naming others from 5 on down to 0, according to competition. Only two classes, the Stars and Snipes, made the maximum 6. The Snipers are Don Trask, Bob Huggins, John Jenks, Jerry Thompson, Pete Geib, and Lanny Coon. Fred Schenck was named in the Dragon Class this time."

AN OLD-TIMER HEARD FROM — Fred H. Miller, Jr.

"This will acknowledge with many thanks the receipt of the interesting Snipe BULLETIN.

I was thrilled to see on the September cover a picture of the trophy I designed 14 years ago for the association. It brought back to my mind that very happy day back in 1942 when my sons, Ralph and Cliff, won this honor at Detroit. They have meanwhile been very busy raising future skippers and hope some day to get back into this fine sport."

--- Commodore Charles E. Heinzerling  
34 Castle Ridge Rd. -Manhasset, N. Y.

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