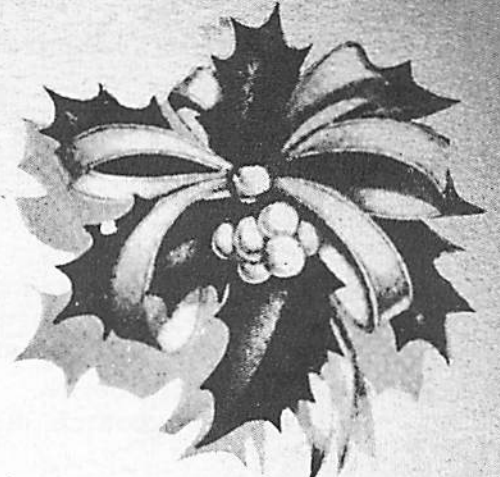


# *Snipe* **BULLETIN**

DECEMBER 1960  
Vol. X No. 7



Commodore  
Edward Garfield



*Season's Greetings  
and  
Best Wishes  
for the New Year*



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Rear-Commodore  
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# SNIPE BULLETIN

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

Address all correspondence to:

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## Finland has New National Secretary

The following items from a letter dated October 11, 1960 contain interesting news and information for all SCIRA members:

" Three weeks ago, SCIRA in Finland had its annual meeting in Turku. National Secretary Mr. Olof Wendell had announced his wish to retire, and the next day I received a message that the name of the new National Secretary is identical with mine.

Snipers in Finland feel sad about the news that Wendell is leaving his position, and we will miss him very much. He will, anyway, not leave Snipe sailing. At the same time, we are very grateful to him for what he has done for Sniping here. During his two year term of office, many positive things happened in SCIRAR/Finland. His energetic work led to a total re-organization of Sniping in our country. Relations with SCIRA were adjusted and Finland became a full member in good standing after many years of merely being affiliated with the international body. Activity and spirit now show up in the class here.

With this in mind, I feel it is a great pleasure and honour to try to continue his work as well as I can. At this moment, there is more Snipe sailing here than ever before. The Nationals with 44 starting boats give an idea of the good feeling. New boats, both mahogany and fiberglass, were built last winter and the same work will be done this winter. "

The new National Secretary for Finland is Aarno Walli, Linnankoskenkatu 10 A 17, Helsinki, Finland and he will be happy to hear from all interested SCIRA members.

SCIRA officers have been particularly pleased with the above developments in Finland and we give Mr. Wendell an affectionate pat on the back for a job well done. Finland Snipers have been lucky to enjoy his services, and we wish Mr. Walli the same crowning success for his term in office. SCIRA is fortunate to have a supply of good men always ready to take over when the time comes!

## Special Boat Insurance for Snipe Owners

Ownership of property entails responsibility and for many years a leading question in boating circles has been, " What kind and how much insurance do you carry on your boat? " Answers vary, but usually the reply is " None! " for the simple reason it has either been non-existent or too complicated and burdensome for the ordinary Snipe owner to bother with it. Feeling the risks are small, he neglects to protect both his boat and himself against loss or damage.

Realizing that many Snipers would like a sensible and reasonable answer to the above question, SCIRA has requested complete information from a leading insurance company and now we are happy to announce that, at long last, all Snipe owners throughout the world will be able to obtain all-risk marine insurance on a group basis in a special deal. A program has been arranged, tailored to the exact needs of our association.

The plan will be available after the first of the year only to SCIRA members in good standing. Our January issue of the BULLETIN will contain an enclosure asking for information to be filled out and returned. Every member is urged to cooperate. All information will then be sent to each member.

We have needed this service for years, and now we can obtain and enjoy adequate coverage to our advantage.

### **The IYRU Annual Meeting**

Robert N. Bavier, Jr., of New York, attended the annual meeting of the IYRU held in London in November. The following excerpts are taken from a report made by him and printed in the December 1960 issue of YACHTING Magazine:

" An unusual number of far reaching decisions were made at the . . . meeting. Three items of particular interest to American Yachtsmen were: (1) adoption of the new code of racing rules; (2) admission of the Lightning Class to IYRU status (3) selection of classes for the 1964 Olympics.

The adoption of a new code of racing rules is the culmination of 13 years work in this country and abroad. . . . A year ago, the American Rules Committee submitted a new proposal in an effort to once again get the entire world on an identical code all the way through. . . . in London agreement was finally reached. (between IYRU and NAYRU). . . . the change, I am confident, is much for the better. Not only is the code better, but there is the overriding advantage that it is now the same throughout the world. . . . The new code is effective January 1, 1960, and national authorities have until May 1 to put them into effect, if they so desire.

. . . . . the Lightning Class was formally adopted as an IYRU Class. This was proposed by the NAYRU. Now that the Lightning is admitted, however, they have inherited the responsibility to conform to IYRU regulations. . . . the Small Boat Committee specified that the tolerances were considered too broad, and will require that the Class tighten these tolerances to embrace the most successful boats built in recent years. No existing Lightnings will be barred by this tightening, but new ones to be built have to adhere to closer tolerances. There were a few other minor regulations the class will have to adhere to, but upon completion of same and the tightening of the tolerances, the Lightnings will become an active IYRU class.

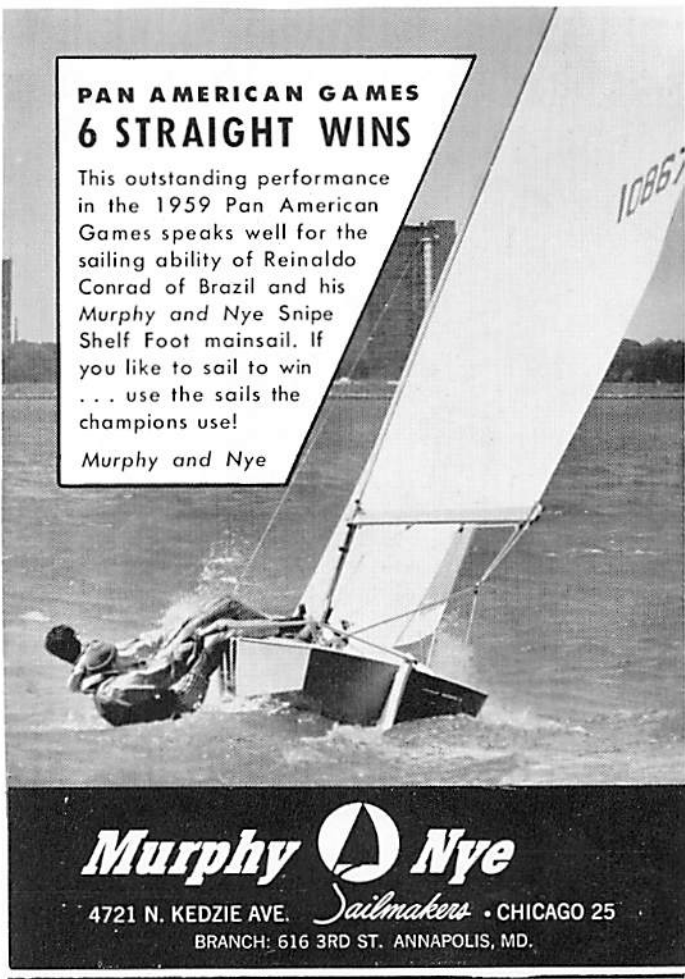
There was considerable debate about the classes for the 1964 Olympics. The host nation, Japan, requested that the races be sailed in 5.5 Meters, Dragons, Stars, Snipe, and Finns, which is the same as this year except for the Snipe replacing the Flying Dutchman. There was considerable debate on this point. Certain nations felt that, because the Snipe was the largest active class, and active in many countries, it would be a logical Olympic boat. Others felt that as the Snipe did not have a spinnaker, and was not as modern a planing type as the Flying Dutchman, the Olympics should adopt a boat with a "forward look", rather than a boat of wide popularity. The final vote was 12 countries in favor of the FD and 4 in favor of the Snipe, so the '64 Olympic classes will be the same to what they were this year."

So there you have it! The IYRU and NAYRU have finally gotten together on one code of racing rules. They will be made available as soon as the changes are received. Predictions are they will be well liked and received. Lightning becomes the third American designed boat (after Star and Snipe) to gain IYRU International Status. Requirements placed on the Class are similar to those complied with by Snipe over the last two years. Rejection of Snipe in favor of the FD is not too surprising, for it must be remembered that the 5-0-5 and FD were both developed by the Small Boat Committee in Europe a few years ago in an effort to supply the Olympics with a two-man centerboard boat which would be under their control and direction over the years. Even though both classes have not been too popular (only 12 FDs participated in the U. S. Nationals this year), it can hardly be expected that they would turn their backs on their own baby as a matter of pride, if nothing else. SCIRA hoped that Snipe might be adopted along with the FD for this one event at least, but it is evident it could not be done. The net result is that all contestants in the two-man centerboard boat will be forced to get their hands on a FD for practice purposes over the next 4 years. 28 countries have lots of available Snipes with experienced sailors and over 650 numbers were issued for new Snipes all over the world this year. These same 28 countries have few, if any, FDs. DOES THE SITUATION MAKE SENSE ?

### **PAN AMERICAN GAMES 6 STRAIGHT WINS**

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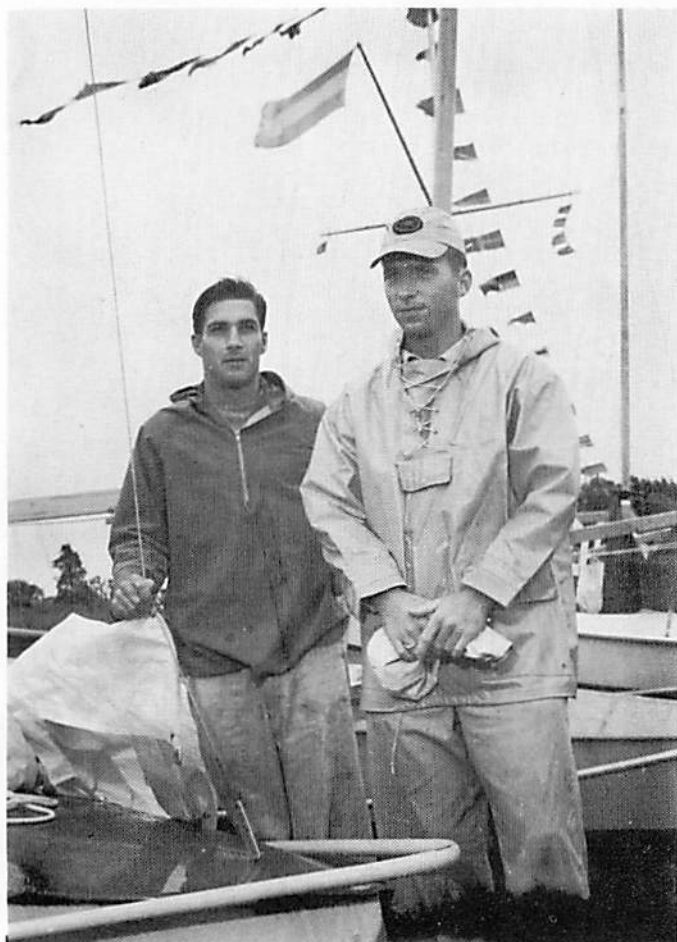
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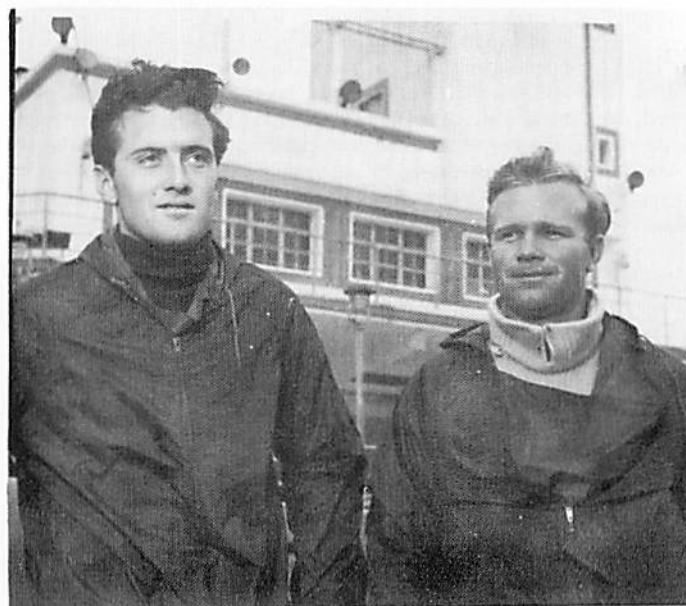
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# —HAYWARD GANO EL CAMPEONATO DE SNIPE—

## SANJURJO BROTHERS GET 2nd IN HEMISPHERE RACES—BERMUDA ALSO 3rd



TWO-TIME WESTERN HEMISPHERE CHAMPION "Easter" Hayward stands behind his crew, Jimmy Amos.



THE RUNNER-UP TEAM - Fernando Sanjurjo (left) and his crew, brother Jorge, of Buenos Aires, Argentina.

Western Hemisphere Snipe Champion Bernard Hayward of Bermuda still has the Hayward Trophy, and he takes it back home. Western Hemisphere Snipe Champion Bernard Hayward of Bermuda still has the Hayward Trophy, and he takes it back home for the second successive time. Entering as the favorite and sailing against p2 teams from 7 countries in a series of the best 6 out of 7 races, Hayward and James Amos convinced everyone of their superiority when they put 3-1-2-2-1-6 together for 8911 points, a margin of 320 over their nearest competitor, Fernando Sanjurjo of Argentina. Eugene Simmons, 1956 winner and also of Bermuda, was 3rd with 8461. Thus the regatta, held every two years, continued to be dominated by the experienced sailors from Bermuda.

The regatta was held Oct. 21-30 under the auspices of the Club Nautico San Isidro, Buenos Aires, Argentina, in conjunction with the Sesquicentennial Celebration of the Revolution of the 25th of May in which Argentina gained her freedom from Spain. Snipe Fleet 274 was the official host for the series.

Entries were national champions and runners-up from each country, plus the defending champion, and this was the sixth Western Hemisphere Championship Regatta. Races were all held on the Rio de Plata directly in front of the club. Thirty-two miles wide at this point and from 3 to 9 feet deep, the river provides excellent sailing conditions with little current and all races were sailed exactly as scheduled over a week's time, a remarkable feat in itself. Olympic courses under IYRU rules were sailed for the first time in major Snipe Class competition and met with universal approval. Weather conditions were generally favorable, with little or no rain. Fresh winds the first part of the week under stormy conditions lightened toward the end and provided a range of from 25 to 5 mph and a true test of

all types of sailing.

Hayward sailed consistently under all conditions. The first two races under heavy seas and strong winds saw him in the lead with a 3rd and 1st, and while he had a 10th in the 3rd race (which he subsequently dropped), he bounced back with a 2nd the next whne sailing conditions were the roughest encountered all during the week. He cinched the title with a 2nd and 1st in light airs in the next two races.

Fernando and Jorge Sanjurjo, brothers who competed in the Pan-American Games in Chicago, carried Argentina's hopes for victory and made a grand fight for it right through the series. A 7th place in the 4th race was their worst and "Easter" Hayward simply had to be good to beat their consistency. Hayward made excellent starts, usually on the leeward end of the line, and once he got away with some free wind, he was almost impossible to catch. In several races, he gradually crept up to top positions, improving steadily on each leg. There were no flukes in his performance and very little luck was involved - either good or bad.

While there were some equipment failures when the wind and waves were high which caused some withdrawals, this series was marked by the fact there were no restarts, recalls, or cancellations in 7 races run off a day apart.

The racing schedule started Saturday afternoon with a tune-up won easily by Gabriel Gonzales of Brasil - not unexpected in high winds and rough water, It was like his own river at home. But Bermuda took over from here on and Gonzales did not repeat his performance until the last race of the series after the die was cast.

Under same weather conditions, the Sunday opener saw Kenny Simmons first over the starting line with Sanjurjo and Gonzales right behind him, but at the windward mark, Hayward had moved up to 3rd and that was the race from there on - the leaders never changing positions and finishing in order. It was a rugged race!

In the 2nd race with milder winds of 8-10 mph, Wolcott, Sanjurjo, and Levinson made beautiful starts on the leeward end of the line, but again at the windward mark, Bermuda had moved in and Hayward was 1st, Oatley 2nd, and Levinson 3rd with Wolcott and Sanjurjo dropping back to 4th and 5th. After the 3rd mark, the wind increased to 15-20 mph and many changes took place, and it was Bermuda all the way with Hayward 1st, Oatley 2nd, and Sanjurjo 3rd. Wolcott and Levinson dropped back to 5th and 8th, while Simmons, who overturned his boat to fix a main

halyard and was 1 min. 40 sec. back of the entire fleet, made a grand recovery to come in 7th.

Wind and sea conditions abated somewhat on Tuesday and Sanjurjo, Oatley, and Wolcott led the way, but in shifty and dying breezes, Altmayer of Brazil and Levinson took over at the first mark with a substantial lead over the rest of the fleet and were never threatened again. Unfortunately, Altmayer lost his rudder on the last beat and had to abandon the race, and the finish was Levinson, Oatley, and Gonzales (later disqualified). Hayward took a tack by himself in to shore and a 10th for his worst score.

High water, very choppy seas, and winds 18-22 mph greeted the sailors in the 4th race. Victor Pena Pampin of Uruguay led Oatley and Wolcott on a windward start and he got way out in front, but right before the mark, his mast broke and he was through. Oatley led Altmayer around, but then Altmayer sailed away from all the boys to a gratifying first after his DNF of the day before. Hayward, who had been in the middle of the fleet, showed his championship qualities when he started to move on the last two beats to nudge Sanjurjo out of a 2nd place. This comeback put him 113 points ahead of Sanjurjo for overall standing at the end of the 4th race with Levinson and Simmons not far behind.

The 5th event brought almost perfect weather after the cloudy skies of the days before with light winds and no waves. Levinson, Wolcott, and Altmayer got away first, but at the first mark, the two Argentine boats were in front, and there they stayed in a dying wind, followed by the other three around the next two marks. But then the wind picked up and the Bermuda Wonders made their move. Sure enough, they came from way back to get in between Levinson and Wolcott, who had passed the Argentine skippers, and so 2nd went to Hayward and 3rd to Simmons. This was probably the critical turning point, for Sanjurjo got a 7th and Easter was 269 points out in front while Simmons jumped ahead of Levinson.

The last two races were run in perfect weather with clear skies and varying, shifty winds of 6-8 mph. Simmons, Levinson, and Soares got good starts in the 6th race, but from here on Levinson faded away as he had changed to flat sails expecting increasing winds which never came and he finished 11th for his worst race. At the first mark it was Hayward, Cuba, and Simmons. With the order unchanged until the last beat, Cuba dropped back, Simmons moved into 2nd, and Sanjurjo popped up for a 3rd. This victory put Hayward in a commanding position.

Saturday was another beautiful day with winds of 8-12 mph but very choppy waves. The start at the leeward end of the line had Simmons, Sanjurjo, Wolcott, Gonzales, and Levinson bunched together, but then they tacked with Simmons and Sanjurjo going to shore, Gonzales and Levinson to sea, while Wolcott was in the middle. The shore tack proved bad, for Levinson and Gonzales had a nice lead at the mark. Here Gonzales took over and the



THE 1956 WINNER KENNETH SIMMONS (rt.) and his crew, Bobby Soares, came in third.

rest of the way around was a merry chase with Levinson vainly trying to catch him while managing to keep ahead of Simmons and Sanjurjo. It was a close race and they finished in order. Hayward never did get moving in this race; he was 6th at the first mark and 6th at the finish, but that was all he needed to win the title by 320 points over Sanjurjo. It was a well-deserved victory!

Following an impressive ceremony Sunday evening during which a large military band played national anthems as each flag was lowered, a large crowd gathered on the veranda of the club house for the presentation of trophies and listen to many speeches. The farewell banquet was that night in the club.

And thus another great SCIRA International regatta became history. It was one of the best in every way. The fine people of the club who acted as hosts had unsurpassed hospitality; the large clubhouse with complete facilities (a uniformed corps of professionals was always present to lend a hand when needed); and excellent sailing waters — all under perfect organization — upheld the reputation of the past and established high standards for future Western Hemisphere Races. Everyone was glad he had the privilege to come and all left with great regret.

— Birney Mills

## 1960 WESTERN HEMISPHERE CHAMPIONSHIP SERIES

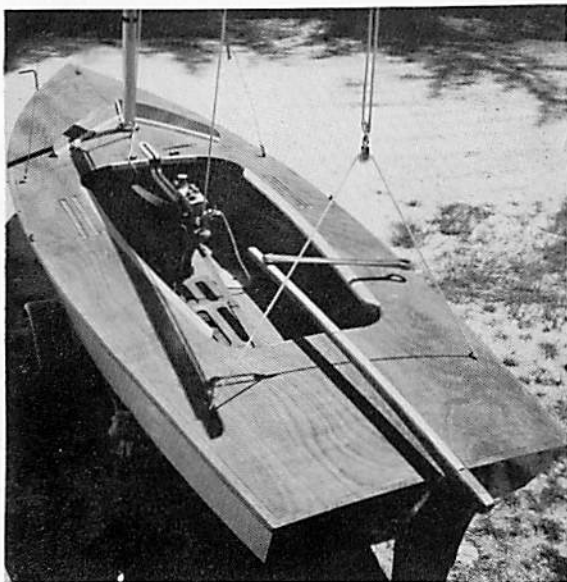
SAN ISIDRO YACHT CLUB - BUENOS AIRES, ARGENTINA - Oct. 22-30

SAIL	COUNTRY	SKIPPER	-	CREW	RACES	1	2	3	4	5	6	7	Pts.	Fin.
9879	Bermuda	Bernard Hayward	-	James Amos	3	1	10x	2	2	1	6	8911	1	
11839	Argentina	Fernando Sanjurjo	-	Jorge Sanjujo	2	3	4	3	7x	3	4	8591	2	
9884	Bermuda	Eugene Simmons	-	Robert Soares	1	7x	5	7	3	2	3	8461	3	
12192	United States	Harry Levinson	-	Alan Levinson	6	8	1	4	1	11x	2	8404	4	
12115	Brazil	Gabriel Gonzales	-	Nelson Picolo	4	4	DSQx	5	11	8	1	7625	5	
9882	Bermuda	Robert Oatley	-	George Brown	11x	2	2	8	8	6	7	7601	6	
12110	Brazil	Gastao Altmayer	-	Paulo Paradedda	5	6	DNF	1	6	4	DNF	7499	7	
9497	United States	John Wolcott	-	Marna Wolcott	7	5	6	11x	4	7	5	7498	8	
9144	Cuba	Clemente Inclan	-	Carlos Inclan	9	12	9	6	DNF	5	9	6434	9	
9435	Canada	Ina Sullivan	-	Dave Scarfe	12	10	7	10	5	13x	10	6170	10	
11826	Argentina	Luis Orella	-	Angel Orella	10	9	3	9	DSQx	12	DNF	6078	11	
8010	Uruguay	Victor Pena Pampin	-	F.Figueroa	8	11	8	DNF	10	9	DNF	5847	12	
11750	Uruguay	Alfredo Rossi	-	Orosman Pingaro	13	13	11	DNF	9	10	8	5542	13	

x denotes race dropped



U. S. National Champions Harry and Buzz Levinson in Argentina.



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## HARRY LEVINSON GOES TO ARGENTINA RACES

Sailing in the Western Hemispheres in Argentina this past October was truly a memorable experience. In fact, there is so much to tell that it is hard to know where to start. My brother, Buzz, and I flew to New York where we met Birney Mills, the Wolcotts, and the Canadian team of Ina Sullivan and Dave Scarfe and boarded a Jet Comet IV of the Aerovias Argentina for Buenos Aires. After traveling for 20 hours and surviving overnight on cold chicken and various other interesting foods, we were happy to have arrived and our genial hosts soon made us forget the discomforts of the past night.

Augustin Melano, Transportation Committee Chairman, and Angel Arrojo, a contestant, drove us to our hotel downtown, and thence to the yacht club in San Isidro for dinner that evening, where we met contestants from all the countries represented. At that time I began to know a fine group of Snipers, with whom I enjoyed sailing against, partying, and associating throughout the championship.

The next day Buzz and I moved out to the yacht club to be closer to activities, and bunked in a room with the Canadian team on one side and the Cubans, Dr. Clemente Inclan and his "crazy" cousin Carlos, better known as Medicito (little doctor). We didn't need an alarm clock to awaken us, for every morning Mente and Medicito would start arguing about something, and soon we would all be in the conversation. The first race went badly for them, so Medicito told his skipper, "You sailed very badly today, Mente". As Mente (who speaks very good English) later recounted to us, "Some crew I have; I already feel bad for coming in at the last, and then he says this to me!"

Our hats go off to the Bermudians, for they sailed a very fine series of races. Easter Hayward set a very fast pace and captured enough psts, 2nds, and 3rds to take the regatta handily. In both light air and heavy wind he sailed superbly, and together with his crew, Jimmy Amos, did a fine job. Penny Simmons won the first race, had a few bad races, but still did a good job finishing third overall. It was nice to have Commodore Reggie Tucker from Bermuda on hand at this event, for he has done much to promote Sniping in this hemisphere.

One of the best sailors in our hemisphere is a fellow from Argentina, Fernando Sanjurjo. He gave Easter a tussle all the way, leading in the first few races, but yielding to Easter's mastery of the Plata River waters during the latter races. Fernando's own boat (which he did not sail in the series under the rules) is an extreme self-bailer, having the deck rounded into a shallow cockpit which couldn't have been over 5 inches deep. The Cubans will verify this as they called it a surfboard! Fortunately, we drew it on a windy day and got a fourth in it. Fernando participated in the ocean races during Bermuda Race Week last year, and is contemplating the next Race Week in a new design, 42 foot boat. He was up to our Pan-American Games and hopes to be in New York next year. He and his brother, Jorge, make a fine team. His parents held a cocktail party one evening which turned out to be a dinner and a dance, also, to the very lively Argentina and Brazilian zambas, etc., in the Sanjurjo living room.

Every evening, some new party or dinner was given. The night we went to the Boca restaurant down in the Italian quarter on the waterfront where the tango dance originated was festive beyond belief. Crowded on benches around a long saw-horse table, we started off with the most unusual food I have ever had — fried minnows (Indiana diagnosis - Ed.), then bits of octopus, and finally some sort of spaghetti with cans of peaches passed around for dessert. All the while, the wine was making talk turn to singing and shouting; eating food became secondary to visiting nearby tables and making noise, while the music brought dancing between the tables throughout the entire place. From the Brazilians shining the bald head of a waiter to Reggie Tucker's astonishing exhibition of the British military presentation of arms with an antique musket, it was an evening not

(Continued on page 10)

*Congratulations to*

# **BERNARD "EASTER" HAYWARD!**

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CHAMPION**

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# —DISTRICT 3 HOLDS CHAMPIONSHIP REGATTA—

**DEXTER THEDE AND BOB FRAHM TAKE TOP HONORS—WIN DUNPHY TROPHY TEAM SERIES  
THEDE ADDS INDIVIDUAL CHAMPIONSHIP FOR 2nd CLEAN SWEEP OF SERIES**



THE CHAMPIONS - Commodore Ray Johnston (left) presents the trophy to Dexter Thede and his crew, sister Valerie. Also shown is a lot of other hardware with the Dunphy Trophy at left.

Snipe may have scored another first in small boat racing when the final two races of the individual championship of District 3 were completely televised from start to finish, with a tack-by-tack and a puff-by-puff account being given of each race. Sports announcers Al Ackerman and Bob O'Hara described the action with fine assistance of two local Snipe sailors, Richard Grant and Frank Fehsenfeld. When the action slowed down a little on the lake, they showed a Snipe and explained how the class grew, also giving a short history of SCIRA, along with interesting aspects of the competition at hand. WOOD-TV broadcasted the action live throughout Western Michigan.

Grand Rapids sailors were not very easy pickings for the visiting Snipers, for the local club took claim to the Dunphy Team Race Trophy and the first three spots in the Chalmers Burns Individual Championship series. Dexter Thede scored his second clean sweep of the honors by teaming with Bob Frahm to take the Dunphy Series and then walked away with the individual series. Harry Levinson of Indianapolis made his presence well known, however, as he finished first in three of the five races.

The regatta got off to a good start when 9 teams sailed for the Dunphy Team Trophy on Friday. The first race started with light winds and turned into a drifter at the first mark. With dancing zephyrs blowing all over the lake, positions changed frequently. When the finish gun sounded, Harry Levinson was first, followed by Thede, Frank Fehsenfeld, Major Hall, and Bob Frahm. In the afternoon race, the winds freshened to bring Thede and Frahm into the first 2 places, a sure way to wrap up a team race victory. Levinson and Tim Scanlon of Indianapolis teamed for the second place, followed by Hall and Bill Waring of Indianapolis. 18 boats were in this series.

29 Snipers answered the starting gun for the first race of the individual championship series Saturday morning. The winds were steady at 5-8 mph and Paul Zent of Indianapolis soon took a substantial lead. However, Thede's knowledge of the lake helped him catch Zent and Thede finished a scant 2 feet ahead in a thrilling stretch duel. Levinson finished 7th, but picked up a DSQ which seriously affected his final standing.

The afternoon race Saturday went to Levinson all the way,

with Thede 2nd, Carl Zimmerman 3rd, Tim Scanlon with Buzz Levinson as crew 4th, and Bob Frahm 5th.

The Sunday morning race was plagued with very light and shifty winds, and the race committee delayed the start for almost 30 minutes in setting out a proper starting line. When it was finally ready, the course turned out to be a good one, with 3 beats and plenty of action to interest TV spectators. At the second mark, Thede was leading Levinson around, but then Levinson fell back to 12th place. But he recovered in a spectacular and well-planned maneuver by sailing along the north shore and came out of the pack to be 1st at the next mark. From then on, it was a duel between 4 leading boats, with Harry edging Thede for the victory followed by Zent and Frahm.

The Frahm team (with wife Ann as crew) again proved themselves as one of the district's finest, for they sailed consistently (5-5-4) and picked up runner-up honors in the individual championships. Major Hall with his father Rowland as crew showed himself to be a sailor of considerable worthy note, as he captured third place in the regatta along with the Larry Wheeler Trophy as the outstanding junior for the second straight year.

Harry Levinson, with two 1sts and a DSQ finished 4th in the final standing. Colton Weatherston, another fine young sailor from Green Lake, Michigan had a 7-11-7 to take 5th place.

Four skippers from Watkins Lake showed up for the regatta and enjoyed the fun. Glenn Fries, who had sailed only 7 or 8 races in a Snipe (he's a former Lightning sailor) sailed to a creditable tie for 8th place which is pretty good for a first time regatta with tough competition. — Frank Fehsenfeld

## DISTRICT 3 CHAMPIONSHIP SERIES

REEDS LAKE - GRAND RAPIDS, MICHIGAN - JULY 22-24, 1960

BOAT	SKIPPER — CREW	RACES	1	2	3	PTS.	Fin
9732	Dex Thede - Valerie Thede		1	2	2	4642	1
2740	Bob Frahm - Anne Frahm		5	5	4	3961	2
10818	Major Hall - Rowland Hall		3	7	10	3561	3
12192	Harry Levinson - George Hay	DSQ	1	1	1	3344	4
10170	Colton Weatherston - Jim Hodgson		7	11	7	3212	5
10010	Marylyn Harrett - Murray Renfrew	13	9	5	5	3104	6
8600	Paul Zent - Herb Zent	2	DSQ	3	3	3086	7
12203	Glen Fries - Mary Jo Fries	8	10	12	12	2891	8
7902	Darcy Harwood - Lance Caston	6	6	20	20	2891	9
6774	Bill Waring - Park Johnston	4	DNF	6	6	2790	10
7999	John Fehsenfeld - Nan Fehsenfeld	12	12	9	9	2706	11
11371	Tim Scanlon - Buzz Levinson	DNF	4	8	8	2654	12
11582	Ron Payne - Jim McKinstry	11	8	16	16	2614	13
7346	Rick Bolich - Peg Bolich	9	16	11	11	2549	14
12660	Bud Hook - Jim Richter	10	15	13	13	2421	15
10175	Carl Zimmerman - Jeff Snodgrass	DNF	3	DSQ	DSQ	1761	16
11775	Joe Panian - Ron Shilakes	16	13	23	23	1733	17
12140	Spike Sherriff - Linda Chynowski	17	17	18	18	1681	18
10056	Gray Fischer - Rog Turner	18	18	17	17	1634	19
8076	Bob Bigham - Arnold Adkins	14	DSQ	14	14	1579	20
9362	John Call - Alice Porter	22	14	19	19	1574	21
10800	Bill Ticknor - Dave Ticknor	15	20	21	21	1517	22
12164	Dave Green - Jo Ann Green	19	19	24	24	1257	23
10318	Bojnie Urquhart - Candy Hughes	25	24	15	15	1221	24
10983	Martha Boudeman - Tom Vandermolten	20	21	26	26	1066	25
12125	Leon Irish III - Virginia Irish	24	25	22	22	906	26
7381	Bob Harris - John Janak	23	22	28	28	854	27
10855	Chuck Morris - Carol Morris	21	26	27	27	821	28
12202	Ben Weber - Arlene Weber	26	23	25	25	805	29

The annual District 3 business meeting was held on the clubhouse lawn after supper with Governor Harry Levinson presiding. Reports were given and new officers elected. Dex Thede (Grand Rapids) takes over as Governor; Bud Hook (Indianapolis) as Vice-Governor; Bob Bigham (Cincinnati) as Rear-Governor; Ross Harris (Chicago) as Secretary; and Frank Fehsenfeld (Grand Rapids) Treasurer. Tentative plans were made to hold the winter meeting on January 28th at Kalamazoo. Shortly after being elected Governor, Thede left for Fort Leonard Wood, Missouri, to start six months active duty with the National Guard.





ACTION WAS CLOSE IN THE DISTRICT 3 REGATTA. Major Hall, junior 3rd place winner, was usually up front in 10818



**1959 NATIONAL SNIPE CHAMPIONSHIP**

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

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

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by Watts*

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**TORRANCE, CALIFORNIA**

# Wells Wanderings by



Ted Wells

## IYRU AND THE OLYMPICS

Unofficial but trustworthy reports have it that the International Yacht Racing Union, in its recent meeting in London, has picked the Flying Dutchman instead of the Snipe for the next Olympics in spite of Japan's request that the Snipe be chosen.

I also don't officially know who voted which way, but I have some ideas. The arguments are familiar and of long standing, and, in my opinion, not very good ones, but here they are. The Snipe is too old a design - new, modern types should be used. (Why not use nothing but Catamarans, then?) The Snipe has no spinnaker. (The Finn has no jib - so what?) An obvious objection to these objections is that the Star is also old and has no spinnaker, yet has been in the Olympics for years. The truth seems to be that those who are agin Snipe are also agin the Star, and are counting on getting it tossed out of the Olympics, perhaps after the 1964 meet.

The argument that the Snipe is by far the largest international class, with more members in more fleets in more countries, does not seem to counteract the desire for newness for the sake of newness, and the fact that Snipe has demonstrated for years the ability to race under a wider range of wind and wave conditions than any other small boat does not, apparently, overbalance the desire for things as complicated, fancy, and expensive as possible.

The question now is: what to do next? The immediate reaction is - so what? The IYRU needs Snipe more than Snipe needs IYRU, although I am sure they don't recognize this fact. Our world-wide organization is bigger and better than that of any class they originated, so let them go jump in the nearest river, lake, or ocean with their ideas of what it takes to make a good championship regatta, which, after all, is all that the Olympics are. We have good ones every year - not every four! This is the immediate reaction, but not the one I think we should follow.

Since it is almost four years until the next Olympics, maybe I'm jumping to a conclusion when I assume a decision made now is final. I don't know about that, but I'm sure of one thing, any change in this decision will be brought about only by continued efforts by fleets outside of the United States to get the IYRU delegates in their countries to pull for Snipe. Nothing can be accomplished from here.

Since getting into the Olympics was the main reason for trying to get recognized as an International Class by the IYRU, let's see what these efforts have done for us and to us. The first thing was, of course, the tightening up of tolerances. About a year of work resulted in the proposed new tolerances being printed in the BULLETIN in February 1959. Apparently no one read these as there were no comments until about six months

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later when loud cries of anguish came from California where they felt that something had been put over on them in changing the deck crown (which has finally now arrived back at the old 5" maximum. The change was admittedly not a good idea).

There have been some misgivings about the ability of home and amateur builders to meet the new tolerances, but so far no actual cases have come up. On one boat built here (by a home builder), everything was right on the button except for two places where he had secured some old frames from someplace and hadn't checked them, and they were miles off. There have been some troubles on sheer width tolerances on fiberglass boats (admittedly, these were tight), but they have nothing to do with IYRU. There are still people who think that even within the present tolerances it is possible to juggle them and build a faster hull. The fact that I don't agree with them doesn't make them wrong, and the fact that they think this is still possible does prove that the tolerances must be as small as possible to preserve the one-design status of Snipe.

Most other changes that have been made have been for reasons other than IYRU opinion. The latest changes, approved by the Board in Clearwater, have not been published as it was felt desirable to wait for IYRU approval. They might as well be published now as I have a feeling the Board of Governors will not now look kindly on objections by the IYRU to changes they have considered and approved for the good of the boat and the class. However, I feel that on balance, our association with the IYRU has been beneficial and I don't think we should get mad or give up because at the moment, we won't be sailing Snipes in Japan in 1964.

(HARRY LEVINSON continued from page 6)

to be forgotten soon.

Another night we had dinner at the Naval Officers club in Buenos Aires; another night an outdoor barbecue (asado) at a nearby yacht club; and several nights, dinners and entertainment at the yacht club itself.

Most of the boats we sailed were good boats; in fact, there were no real clunkers. About half of them had self bailers made with a flat plywood floor and quite comfortable to sail. These boats all used a main-sheet jam fastened to the floor of the self-bailer -- an arrangement which worked very well. In heavy winds, these boats were better, and one of the heavy wind races we won was in this type of boat owned by Carlos Vilar Castex, 1948 Snipe Class World Champion, a most congenial host during the entire week.

Another top sailor is Gabriel Gonzales from Brazil. He appeared so comfortable sitting well outside the boat, easily working it to weather in the heaviest winds, that it was most discouraging to Buzz and me as we huffed and puffed to keep our boat upright while he steadily churned past us. But now I know that I don't know much about heavy wind sailing! His partner, Gustavo Altmayer, was another top heavy weather sailor. Both Brazilian teams had DSQs and other misfortunes which prevented them from finishing higher in the series.

These are a few of the highlights of our trip. It was all wonderful, and competing with top sailors throughout the hemisphere was a thrilling experience I shall long remember. The new Snipe friends we made, the fine people who were our hosts in Argentina, and the contestants themselves made me realize what a fine class we have. When SCIRA sailors met there, they brought with them a wonderful spirit of keen competition, sportsmanship, and congeniality. Such events as this go far in promoting not only Snipe throughout the world, but the world itself as a better place to live in. Countries will better understand each other when their peoples get better acquainted with each other and it has been demonstrated that Snipers all over the world, with much in common, soon become fast friends. And though the expense of sending our representatives was considerable, the results were certainly deeper and longer lasting than the score board will indicate.

Few sailors will ever have the opportunity to represent their country in one of these big international regattas and will never realize what grand events they are. But all will have a chance to see the next World Championship in September in Connecticut. It will be bigger than any Olympic sailing event, so plan to come!

## Western Hemisphere Secretaries Meet

National Secretaries (or their representatives) from Argentina, Bermuda, Brazil, Canada, Cuba, United States, and Uruguay comprised the biennial meeting of the Western Hemisphere Secretaries held in Buenos Aires October 27, 1960.

The following proposals and suggestions were discussed and some definite action taken accordingly:

(1) The reigning Western Hemisphere champion is entitled to defend his title, but if he is also the present National Champion or runner-up, then he is considered part of the two teams eligible to participate. In case he doesn't qualify in his nationals, he will become an automatic entry provided only he has been an active member of his Snipe fleet and complied with all class requirements during the season preceding the championship regatta.

(2) Under Section 5 paragraph 9 page 2 of the Rules for conducting Championship Regatta, it was proposed by Mr. Guevara of Argentina that all boats not finishing within 3 1/2 hours be given an equal ranking of a DNF instead of trying to determine their relative positions at the time of withdrawal of the race committee from the finish line. This motion was approved.

(3) Under Section 10 paragraph (a) of the same rules, it was moved by Mr. Guevara that a uniform starting procedure be adopted for all major Snipe regattas regardless of where they are held instead of using the local rules of the host country. He proposed that the IYRU starting rules be adopted and this recommendation be made to the Board of Governors. His motion carried.

(4) Every National Secretary was urged to send in important factual data for the major (at least the National Regatta) events in his country for inclusion in the annual rule book.

(5) Commodore Rafael Posso of Havana, Cuba, was re-elected to another two year term as General Secretary for the Western Hemisphere.

(6) It was unanimously agreed to accept the invitation of the Yacht Clube dos Jangadeiros of Porto Alegre, Brazil, for the 1962 Western Hemisphere Races and so recommended for confirmation by the Board of Governors.

## The 1961 Rule Book

In case you didn't read the fervent plea to send in material for the 1961 Rule Book as printed in the November BULLETIN, please be reminded that your help in making this the best one yet is earnestly solicited. Send in all information and also those suggestions you have been thinking about during the summer. And don't be bashful about asking some of your suppliers of boating needs to advertise in this class organ. Also, we are quite anxious to find these "lost" Past-Commodores of SCIRA:

1934 - M. J. Davis, California	1940 - H. R. Schuette, Wis.
1935 - A. H. Bosworth, Florida	1941 - Perry Bass, Texas
1944 - Perry Green, Oklahoma	

If you can supply their last addresses or know anything at all about their present whereabouts, please send the information in at once - it will be greatly appreciated.

## Midwinter and Nassau Race Dates

Courtney Ross and Francis Seavy are co-Chairmen of the Midwinter International Snipe Regatta held every year at the Clearwater Yacht Club in Clearwater, Florida, and they send notice that the next event will be March 7-10, 1961. This is the conventional time of year for this 24-year old series and since the above dates are from Tuesday to Friday, it will probably be preceded or/and followed by other sailing dates in nearby localities as in the past. Further details will be announced as released, but you can now go ahead with definite plans for a nice vacation in early March.

Basil Kelly reports that Bahamas Race Week will be held April 2-8, 1961 with boats shipped free from New York. Details later.

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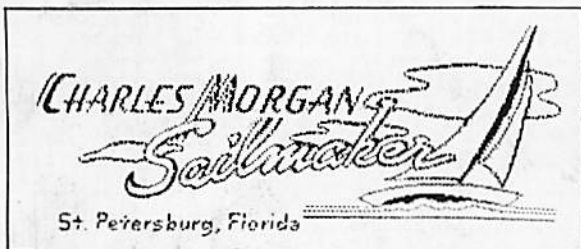
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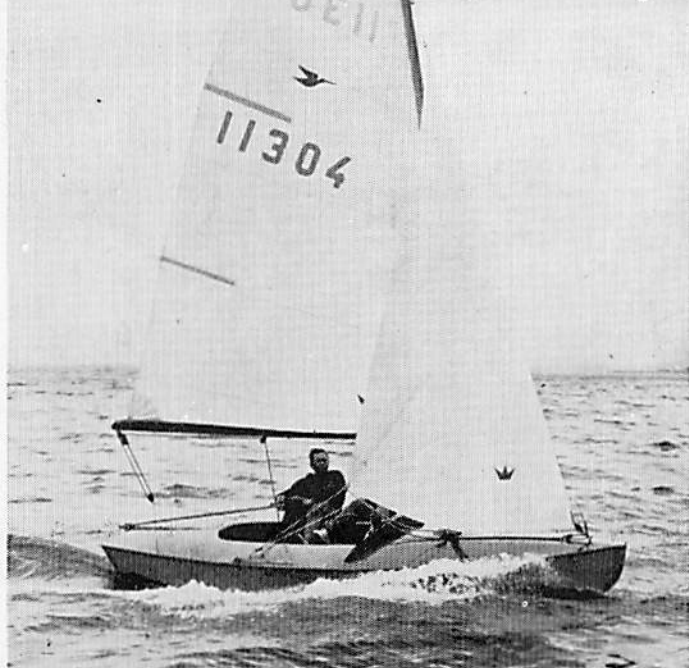
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