

Snipe

BULLETIN



DECEMBER 1961
Vol. XI No. 7



Commodore
Dr. Frank Penman



Greetings

"God rest ye, merry gentlemen,
and a happy Christmas to you
one and all!"



Vice-Commodore
Dr. Sam Norwold



Rear Commodore
Floyd E. Hughes, Jr.



Executive Secretary-Treasurer
Birney Mills



Secretary General for
Western Hemisphere
Commodore Rafael Posso,
Cuba



Secretary General for
Great Britain and Europe
Capt. Vieri Lasinio di
Castelvero, Italy



Chairman of the Rules Committee
Ted A. Wells



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SNIPES BULLETIN

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

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SNIPES BULLETIN as part of their membership free.

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— THE SCORE —

Numbered SNIPES — 13389

Chartered Fleets — 532

With 56 numbers issued for new Snipes in October, the first month of our new fiscal year, the pace set last year continues unabated. This is a record October and augurs well for the future. 41 of these numbers went outside the United States with 15 to Spain, 11 to Brazil, 5 to England, 1 to Uruguay, and 9 to Canada. All 9 Canadian and 13 of the 15 U. S. boats were of fiberglass construction. Dealers in general report good enquiries for this time of year, no doubt as a result of the fine publicity received by Snipe in recent weeks. Let's hope it continues!

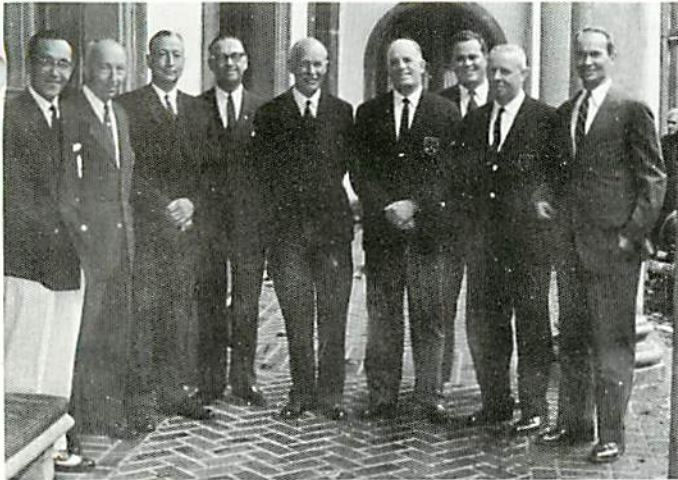
Two new fleets, both in the U. S., were chartered during the month. Missouri sailors will be pleased to learn that they have a new fleet down in Springfield. Farrell G. Meers, Skipper of the Sea Scout Ship "Ozarkian", got interested in Snipe last winter and put his boat in the local Civic Clubs Boat and Sport Show in the Sea Scout booth. It attracted attention and as a result, three local sailors took Snipes down to the Tulsa Regatta in May for their first sailing lesson. And now Charter 531 has been issued to the Queen City Sailing Club fleet with Dr. Robert C. Mitchell as the first fleet captain and Mr. Meers as the fleet measurer. Missouri now has 4 good fleets in strategic locations and we can expect more activity there in the future.

Snipe organization in Chesapeake Bay around Baltimore has always been a rather loosely knit affair, (the hot-bed of Comets and a gradual taking over of facilities by power boats, etc.), but the Severn Sailing Association at Annapolis is a very active and growing "pure" sailing group (no motor boats) with excellent facilities. They hold 4 big regattas each year combined with a racing schedule and Wednesday night events. In addition, they participate in the Annapolis Yacht Club program. Stovy Brown, 1957 Junior National Champ, has been the head instructor in the SSA very fine junior program for 80 juniors for the past two years. Since many of them want to go into Snipe eventually, and with the advent of another top Sniper, Bob Harris of Michigan, into the area, they have decided to form a new fleet with their 7 Snipes, and so Charter 532 has been issued to the Annapolis Snipe Fleet with Richard C. Winkler, 23 Windward Dr., Severn Park, Md., as the first FC and Gary Evans, Box 85-A Rt. 1, Ridge Rd., Hanover, Md., as the measurer. This is the most encouraging development in that area in years and all SCIRA members wish the new fleet fair weather and good sailing.

1962 MIDWINTER REGATTA

The Clearwater Yacht Club will celebrate the 25th Anniversary of the International Midwinter Regatta in 1962 with a series of races starting March 6th through the 9th. This is one of the oldest and second in importance of all SCIRA regattas and races will be held in the Gulf of Mexico in front of the club as usual. All are invited to come to this gala affair and enquiries should be addressed to Snipe Regatta Chairman, CYC, Clearwater, Fla.

MEETING OF THE BOARD OF GOVERNORS
New Officers Are Chosen



SOME SCIRA BRASS at Rye - (l. to r.) Roy Yamaguchi of Japan, Ted Wells, Vice-Commodore Sam Norwood, Birney Mills, Commodore Frank Penman of England, Edward Garfield, Basil Kelly of Bahamas, Rear-Commodore Floyd Hughes, and Generalissimo Terry Whittemore.

A meeting of the SCIRA Board of Governors was held at the Westchester Country Club, Rye, New York during the World Championship Regatta on Thursday morning, Sept. 21, 1961.

Members present: Commodore Penman, Vice-Commodore Sam Norwood, Rear-Commodore Floyd Hughes, Roy Yamaguchi of Japan, Basil Kelly of Bahamas, Ted Wells, Alan Levinson, Bud Hook, Edward Garfield, Terry Whittemore, and Birney Mills.

Commodore Frank Penman presided.

The minutes of the last meetings at Old Saybrook were accepted (as printed in the October BULLETIN).

The Keith Specialties Company of Palo Alto, California was awarded the contract for printing the new booklet BUILDING A PLYWOOD SNIPE written by Harold Gilreath. Delivery was specified for about the first of April, 1962. Since this booklet will contain all plans and specs necessary for building a Snipe and thus eliminate necessity for buying Snipe blueprints, it was considered that ten dollars would be a fair market price and it was so recommended.

Mr. Yamaguchi requested that Japan be considered as a member of the Western Hemisphere in future international regattas. Since a similar request had already been approved by the National Secretaries at the Porto Alegre, Brazil, meeting in 1959 unanimously, approval was voted.

ELECTION OF NEW OFFICERS

Ballots received by the Executive Secretary were presented and tabulated with the following men elected as SCIRA officers for the year 1962:

- Commodore: Dr. Sam Norwood of Atlanta, Ga.
- Vice-Commodore: Floyd Hughes of Council Bluffs, Iowa.
- Rear-Commodore: August F. Hook of Indianapolis, Ind.
- Executive Secretary-Treasurer: Birney Mills of Akron, O.
- Chairman of Rules Committee: Ted A. Wells of Wichita, Kan.

Roy Yamaguchi of Japan and Angel Riveras of Spain were elected to the Board of Governors for three year terms; Richard Tillman was chosen for the unexpired portion of Bud Hook's term as a Board member ending in 1963.

These men, with Garfield, Huggins, Kilpatrick, Whittemore, Vieri Lasino of Italy, Frank Penman of England, and Rafael Posso of Cuba will constitute the Board of Governors for 1962.

The Finance Committee composed of Bud Hook, Chairman; Floyd Hughes, and Alan Levinson, reported that the raising of the inter

(Continued top of Page 4)

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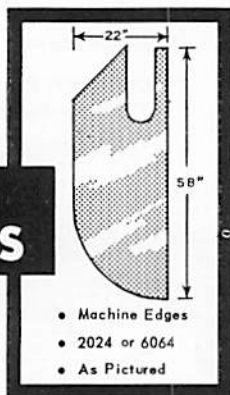
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BOARD MEETING continued from Page 3)

national dues seemed to be the best and most logical means for producing more income for SCIRA. They pointed out that the present schedule of dues and fees was established in 1953 and that there had been no changes since that time, in spite of the steady rise and general increase in the cost of all products used and services rendered by SCIRA. It was pointed out that the better collection and payment of dues both inside and outside the United States would materially increase the total income and all officers were urged to do a better selling job of membership in SCIRA. On motion made by Hughes, seconded by Wells, it was voted that SCIRA dues in Canada, Bahamas, Bermuda, Cuba, and the United States be raised to \$7.50 per boat owner and to \$5.00 for each co-owner effective in 1962.

Kelly emphasized that all other countries should contribute their fair share of SCIRA expenses and the committee was instructed to work out a satisfactory schedule of dues accordingly.

Mr. Yamaguchi again discussed the proposal of Japan to ask for inclusion of Snipe in the 1964 Olympics as another class, stating that Japan was now in a position to furnish boats for such an event. All officers and fleet captains were urged to join forces in a concerted effort to obtain this end.

A decision to help District 1 finance and supervise a Snipe booth for SCIRA at the New York Boat Show in 1962 was made.

It was moved by Hook, seconded by Hughes, that all fleet charter fees be raised to \$10.00 per year effective 1962. Carried.

Because of the size of the Board of Governors (15) and the fact they are spread throughout the world, a nominating committee was established (1) composed of the Commodore, Executive Secretary, and 3 Board members appointed by the Commodore; (2) to report not later than June first of each year.

Mr. Yamaguchi announced that five similar albums composed of 30 pictures taken during the WC Regatta would be presented to SCIRA to use in furthering publicity for Snipe as occasion offered. A vote of thanks was given to Mr. Yamaguchi for his great interest in SCIRA and this gift of the albums.

A bid from Iowa fleets to hold the 1963 National Regatta on Spirit Lake, Iowa, was tabled for future reference as that event was awarded to Fort Worth at the Old Saybrook meeting.

Meeting adjourned at 10:45 A. M.

RAY KAUFMAN WON BECKER TROPHY

Unusually fine weather was enjoyed during the two days of racing for the Commodore George Becker Perpetual Trophy, held by the Sea Cliff Fleet #4 on July 1-2nd with 27 boats starting.

Ray Kaufman from the Manhasset Bay Snipe Fleet in "Furious II" won first place; Rolf Carlsen from the Overboard Fleet second; and Ted Clark from Sea Cliff third.

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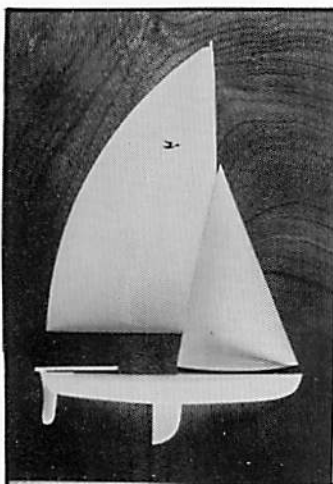
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HUGGINS NEW DISTRICT 7 CHAMPION

Lake Merritt's Bob and Ellie Huggins sailed their "Shady Two" to victory in the 1961 District 7 Snipe Championship, which was held at Seattle, Washington, site of the 1962 Snipe National Championship.

13 boats from California, Oregon, and Washington competed in the five race series, in which Huggins finished 2-1-2-2-1 to win.

California sailors dominated the series, as Jim and Dodie DeWitt from Richmond gave Huggins the closest run for top honors by finishing 2nd with 3-5-1-1-2, just ahead of the defending Champions John and Laurie Jenks, also from Lake Merritt, who ended the series in 3rd place with 1-2-4-3-7. Top Seattle boats were John Rose in "Ghoul" in 4th and Dave North in 5th.

All races were sailed on Olympic courses laid out just north of the floating bridge, in preview of next year's national championship. Racing conditions were light but steady, and all skippers agreed that these waters will offer fine sailing to entries in that regatta, which will be hosted by Fleet 444, the Corinthian Yacht Club, and the Century 21 World's Exposition.

The Race Committee, comprised of Flattie champions Dick Marin and Felix Moiteret and O. K. Dinghy designer Axel Olson, proved to be extremely well organized, showing efficiency and care in providing good starts and courses throughout the series. Races progressed without a single protest being filed.

Trophies and prizes were presented to the skippers and crews of the first 5 winners. Bob Huggins presented John Jenks with a flower pot which Bob claims "could be used to start a flower bed in Jenks' boat" after John's 7th place finish in the last race.

A buffet dinner and district business meeting were held at the home of Dave North on Saturday evening. New officers unanimously elected for the 1962 season are: District 7 Governor Dave North of Seattle and Vice-Governor Jim DeWitt of Richmond. — John Rose.

FINAL RESULTS - 1961 DISTRICT 7 CHAMPIONSHIP

BOAT	SKIPPER	FLEET	RACES	1	2	3	4	5	Fin.
3518	Bob Huggins	Lake Merritt, Cal.		2	1	2	2	1	1
11768	Jim DeWitt	Richmond, Cal.		3	5	1	1	2	2
10567	John Jenks	Lake Merritt		1	2	4	3	7	3
7876	John Rose	Seattle, Wash.		6	4	3	6	3	4
10600	Dave North	Seattle		5	3	5	7	4	5
12398	Bill Drummond	Lake Merritt		4	6	6	4	5	6
13103	Willard Wright	Seattle		8	9	8	5	6	7
11448	Gene Patrick	Portland, Oregon		11	7	7	9	8	8
11926	Gene Shelley	Seattle		9	8	9	8	9	9
11623	Dick Schusler	Seattle		7	10	DNF	11	10	10
7553	Al Morris	Seattle		12	12	10	10	11	11
12558	John Headlund	Seattle		10	11	11	12	DNF	12
11170	Harold Balazs	Spokane, Wash.		DNF	DNS	DNS	13	DNF	13

The 1962 Rule Book

ONCE AGAIN we repeat the request to send in all new additions for the Rule Book AT ONCE -- and ONCE AGAIN we warn that the book will be printed early in the year on a new schedule.

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RED GARFIELD CHAMP OF LAKE ONTARIO TROPHY GOES INLAND FOR THE FIRST TIME

Newport Yacht Club was the site of the 26th running of the Lake Ontario Championship for the Briody Trophy. 28 contestants representing 8 area clubs were entered.

Saturday, June 24th, dawned bright and clear - but windy. The first race was scheduled for 11:30 A. M., but when the wind hit 40 in the puffs and 7 boats capsized while waiting for the starting signal, the RC wisely postponed the start until the winds began to abate about 4:00 P. M.

It was still blowing enough to force five boats to withdraw, however. This Saturday race saw a real dogfight with the lead changing hands three times within 500 feet of the finish. Chuck Webster won, followed by Tom Hanna and Bob Vreeland.

The dinner and dance that night were very well attended, but the hard work of the day took its toll. By midnight most of the contestants had retired, leaving the celebrating to the young ones.

The first race Sunday morning was won by Red Garfield, followed by Tom Hanna and Paul Betlem. This set the stage for a real battle for the championship between Red and Tom, as Red got a 4th in the first race for 4-1 while Tom had 2-2.

Twice around the 6 mile triangle they battled - covering one another constantly or attempting to get free air. And as the battle continued, they slipped lower in the fleet. Meanwhile Paul Betlem took the lead and, unknown to Tom and Red, had only to hold that position to win the regatta.

On the last leg of the course, Paul slipped to 2nd and with that went his hopes of winning. Garfield, meanwhile, finished 4th ahead of Hanna in 5th.

This resulted in a point tie for first place. However, Red took the championship on the strength of his having defeated Tom in two of the three races. Betlem finished a strong third - only one position out of first.

So, for the first time, the Lake Ontario Championship (one of the oldest trophies in SCIRA) goes to Chautauqua as the result of a well-sailed regatta by Past SCIRA Commodore Red Garfield.

— Tom Hanna

IN MEMORIAM

GUY H. ROBERTS

Hundreds of Snipe sailors all over the world will be saddened to know that Guy H. Roberts, nationally known yachting figure and sailmaker from Clearwater, Florida, died Oct. 31st at Bay Pines Veterans Hospital. He was 71.

Mr. Roberts, a leading figure in the establishment of Snipe sailing in Florida and known all over the United States from participating in or attending national Snipe regattas, had been a sailmaker for 25 years, making them for the Snipe class exclusively. And he demonstrated himself that his sails were good by winning many races. Recently, Roberts-made sails won the junior and senior Nationals in the 1960 Midwinters at Clearwater; earlier this year, his sails won the U. S. National Championships, and in September, won second place for the Levinsons in the World Championships at Rye.

Active in the Snipe class since 1935, Guy was a key figure in Snipe at the CYC; was a Past Commodore; and sailed in several St. Petersburg-Havana races on board the Osprey, always a top contender. His sailmaking business was more of a pleasure hobby than a business and he worked from his home with his wife, Ruth, as chief assistant. Guy's kind assistance and advice, always freely given, will be greatly missed by many Snipers.

MARGRET SCHMIDT HAY

Ernesto Conrad of Sao Paulo, Brazil, in Ohio on a business trip, brought the sad and shocking news that Margret Schmidt Hay, sister of Axel and Eric Schmidt, 1961 World Champions of the Snipe class, was one of 49 victims in the crash of a Brazilian plane at Recife a few weeks ago. Margret was the 1961 National Crew Champion of Brazil, as she crewed for Axel when they won over their brother Eric (see November BULLETIN Page 5). When she couldn't come to Rye, Eric took her place. SCIRA members all over the world express their deepest sympathy to the family.

IT'S WHO'S UP FRONT THAT COUNTS —> !

And we congratulate these skippers who are consistently up front in Snipe competition . . . using sails by Lowell North!

AXEL SCHMIDT, winner of the 1961 Snipe Class World Championship.

BOB HUGGINS, winner 1961 of the Griffith High Point Championship.

GREGG HARRIS, winner 1961 of the Junior National Snipe Championship.

SCOTT ALLAN, winner 1961 of the Crosby Trophy.

JOHN JENKS, pictured at left. Winner 1961 S.C.Y.A. Midwinters.



NORTH SAILS

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1961 SNIPE CLASS WORLD CHAMPIONSHIP REGATTA

Reports of a regatta including wind and wave conditions usually vary according to the position (and personality) of the reporter, but the sailors pictured below have the idea that the wind was

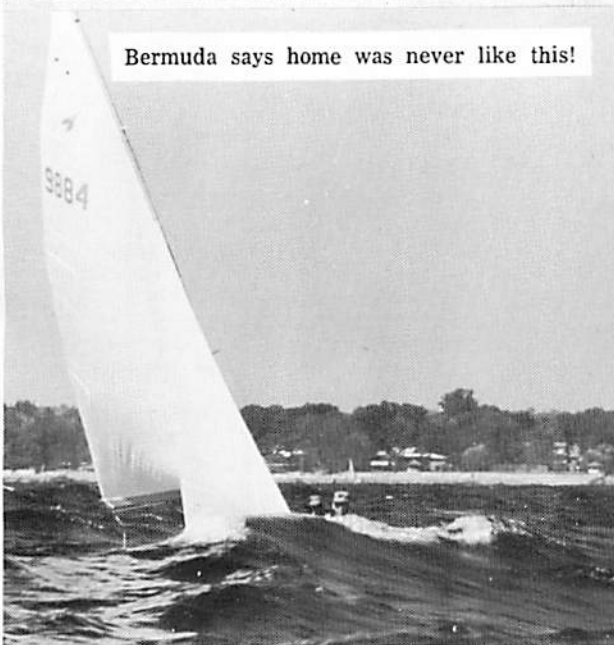
pretty strong and the waves quite high. Taken by the Japanese marine photographer, F. Nakajima, these photos speak louder than words, and you can form your own conclusions.



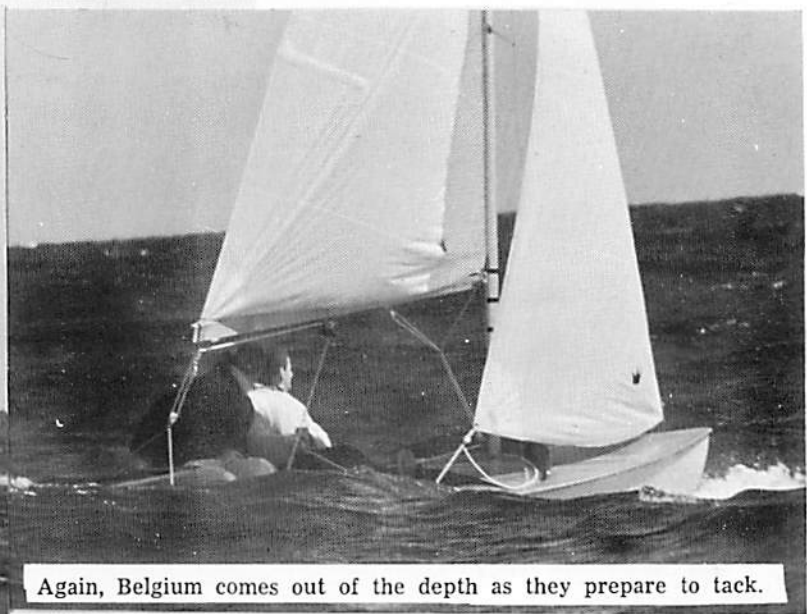
Belgium (12726) can see the Spanish skipper's head and his sails.



Looks like Belgium submarined down to Davy's locker here, but a few seconds later, positions were reversed. No, they didn't go over!



Bermuda says home was never like this!



Again, Belgium comes out of the depth as they prepare to tack.



The light Japanese team had trouble holding her down.



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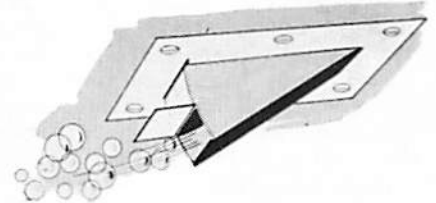
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SNIFE NEWS IN BRIEF

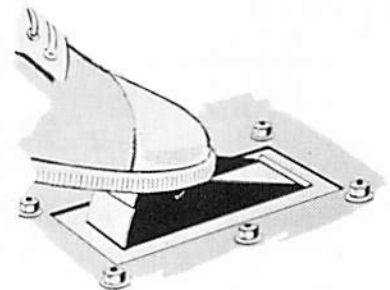
The 16th annual Fall Regatta of the Coconut Grove Sailing Club was held at Miami November 4-5 and over 200 boats were entered in 22 different classes. Al Kroeger of Miami was the best of 7 entries in the Snipe class, all from Miami. Jerry Guardiola was 2nd in a tie with Fred Bremen, but placed as he beat Fred 2 out of 3 races. It is nice to see Carlos Bosch in competition again with a 4th place. . . . Charley Morgan of St. Petersburg sailed in the Windmill class this time and won the Southern Championship by a narrow margin. . . . And in the Finn National Championships held Sept. 15-17 at Oyster Bay, Long Island, Dick Tillman of Florida got a nice third place, while George Stewart (Stovy) Brown of Baltimore and now a student at Yale made a good impression with his 7th place. Both men are famed Snipers - Tillman a former National Champ and Brown a Junior Champ. Ever since Dick married Linda Lowe of Michigan last summer, they have practically lived in a boat (even went to the U. S. Nationals on their honeymoon) and now they announce that they are putting on the RED FLANNEL REGATTA at Ft. Walton Beach, Florida December 2-3. They say they have boats coming from Chattanooga, Atlanta, Birmingham, Montgomery, Columbus, Panama City, and perhaps Clearwater, for a weekend of racing and fun. It was too late to get the news around through the BULLETIN, but everyone was invited, naturally. Dick is the general chairman and Linda is his assistant, (of course). . . . When John Rose finally woke up to the fact that he owned a Snipe and did not have a regular crew, and was also Chairman of the 1962 U. S. National Regatta as well, he was so overwhelmed with the impending burden that he rushed right out to remedy matters. The answer, to a bachelor, of course, was evident, and Dave North reports, " John and Sharon (no kidding!) Rose are now man and wife, as of Saturday night Aug. 26th. The entire Fleet 444 membership turned out to enjoy the occasion at the Phinney Ridge Lutheran Church in Seattle. In addition to the customary nuptial rites, time was found to suitably decorate John's convertible with appropriate insignia, including the

familiar Snipe outline with snide remarks about who was now captain of the ship. Really, Sharon is developing into an able crew and assistant - you'll all meet her next summer holding down one of the bigger jobs. " SCIRA extends congratulations! . . . Grampian Marine of Oakville, Canada, is exhibiting one of their popular fiberglass Snipes in the Earl's Court Boat Show in England in January. And Peter Harris of Olympic Boats of London, is also going to show an all fiberglass Snipe at the International Boat Show in London in January. Looks like fiberglass hulls are catching on all over the world. . . . Bob Allan reports from the Newport Harbor Fleet 94 that a number of old Snipers including Clark King, Mike Jagar, and Don Elliott have purchased Snipes and will be racing with the fleet, as well as a couple of new promising youngsters, John Laun and Bill Symes, the overall Snowbird Champion of 1960-61. Progress is still being made there and no doubt all will be aware of it at the Seattle Regatta next summer. . . . Last year, Snipe was turned down for the 1964 Olympics by a vote of 12 to 4. Clark King, 2-time National Champion from California and experienced in many other classes, comments thusly, : Eventually, Snipe will get into the Olympics. She is just too fine a boat to be denied this recognition!" The concerted effort made this year will certainly get more reward than last year and it will be interesting to see the improvement made as a result. . . . John R. Haley, Ponca City, Oklahoma, bought a new Snipe and is trying to get a fleet started there for next summer. Write to him, Sooner! From several sources have come reports of plans underway to start a Snipe fleet next summer at the Annisquam Yacht Club at Annisquam, Mass. If anyone in that area is interested (and many enquiries about Snipe have come in since the two big regattas held in New England), they should get in touch with Richard W. Meehem, 36 Dexter Rd., Newtonville 60, Mass. . . . Ross Harris got a new Eichenlaub boat and now that makes 19 in the Mission Bay (Cal.) Fleet 495 at San Diego. They are to be congratulated on their fast and steady growth into one of the most promising units in SCIRA. Already they have a couple of National Champions - 1961 Juniors Greg Harris and Art Sorem.

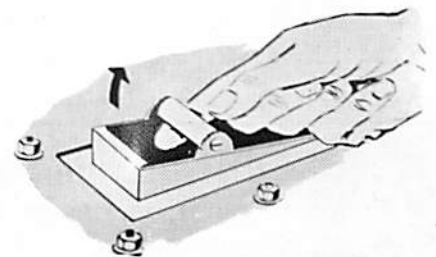
The original Elvström bailer



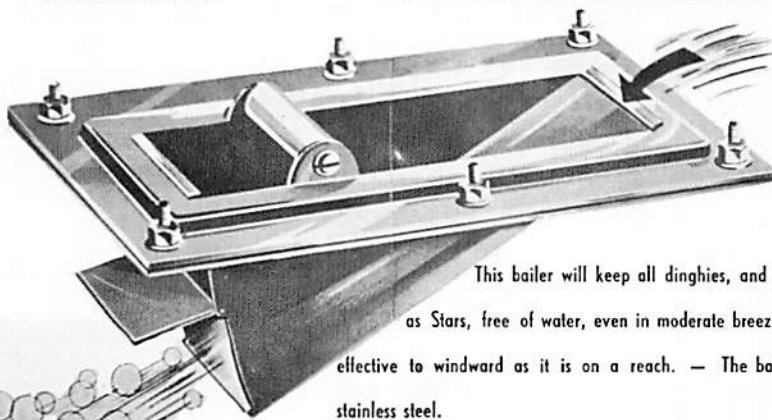
It draws a lot of air under the boat's bottom



It can be opened with the foot.



It can be closed with one finger.



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

PRICE EX FACTORY: \$ 10.-



TWO BOATS - ONE OWNER

Each year, there seems to be more and more people owning more than one Snipe. The requirements for the use of more than one boat, and what to do about sail numbers, are not well spelled out anywhere (probably should be), but the requirements can be arrived at by inference and consideration of the spirit of the requirements that are written down.

The purpose of Section 18 of the By-laws is first to prevent use of sails with no numbers, and second to prevent people from borrowing sails. It is not meant to prevent borrowing boats and using your own sails - although it may seem to say so. This paragraph should be re-worded.


In the first place, a Snipe is not an active boat in good standing with SCIRA unless dues have been paid on it during the current year. The more boats an individual pays dues on, the happier the Association should be. Therefore, any boat for which a card has been issued for the current year should be eligible to race anywhere, any time (except, of course, where special restrictions apply as in World Championships).

Also, a Snipe skipper must be the owner (or co-owner) of a measured, registered, dues paid Snipe in order to sail. In point score races, he must sail his own boat (Section 10 of the By-laws). If one owns two boats, he can sail either one, although what happens to his point scores if he shifts around isn't spelled out. It would appear that under Paragraph 3 under "Point Scoring System" in the back of the Yearbook, one transfer a year is allowable. Just why the point score is assumed to belong to the boat instead of the skipper, I'm not sure, and can't see any logical reason for it off-hand - but that's what the book says! Borrowing of boats has always been allowed. It is specifically mentioned in the writeup of the U. S. National Championship, which would imply that it is permissible at any lesser regatta. The use of borrowed boats is also mentioned in Paragraph 64. Skippers have always been required to use their own sails. The purpose of this rule is to prevent someone from borrowing a collection of sails from pals who aren't going to the regatta.

Putting all this devious reasoning together, it appears that a skipper with two (or more) boats, all of which are measured and have dues paid, can use sails with numbers corresponding to either boat (after all, they are his sails in either case). He is, in effect, borrowing a boat from himself.

The reason for owning two boats are various - but I can tell you from experience, none of them look very good when winter comes and you have two boats on which to repair the ravages of a season's racing. A person has bought a new boat, and hasn't sold the old one either because he hasn't found a customer; hasn't decided whether he likes the new one as well as the old one; or, as in my case, the old one has been around so long it is a member of the family and he can't bear to part with it.

All the above reasons are legitimate ones. There was an indication last year in a country other than the United States that a skipper with two boats thought one was better for one set of conditions and the other was better for different conditions



SNIPES tie clip *Sterling Silver*
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\$3.50 - postpaid, taxpaid Also Ladies pin model
Actual Size
JIM PARKS 73 W. Crystal Lake Ave., Crystal Lake, Illinois

- so he wanted to use both at his National Championship, swapping as he pleased. While this is not specifically prohibited now and probably wouldn't prove anything anyway, I'm sure it would be a very unpopular move and the authorities would find some way of making it illegal if it were tried.

ALUMINUM MASTS

Aluminum masts received somewhat of a tarnished reputation at the recent World Championship. The section used supposedly met the requirements of Paragraph 45 (2) for a mast with swinging spreaders. I have used a Proctor mast with swinging spreaders for several years. With it I have sailed through a squall at Nassau; Bubba Horner sailed one in a Texas "Blue Norther" which ended the Woodlawn Sailing Club's regatta last year at Austin; and the only one of these masts I have ever seen damaged was on Dick Elam's boat at this year's Woodlawn Sailing Club's regatta which was on McQueeny Lily Pond, northeast of San Antonio. A terrific gust came along as we were running before the wind in the last race. The wind shifted a bit in direction as the puff built up, catching Elam where he had a choice of jibing or going screaming into the lily pads. He chose the lily pad route and was firmly imbedded in them when the puff reached its peak intensity, which must have been at least 40 miles per hour. The mast came out of this with a forward bend, but I'm sure a wooden one would have shattered. What was wrong with the ones used in the World's Championship, I don't know - but they looked like they were made of soft un-heat-treated material.

What we might do is to have SCIRA own an extrusion die for a round mast and collect royalties on its use, but I'd hate to stick my neck out and try to design a mast that would keep everybody happy. Most people seem fairly happy with the Proctor section covered by Paragraph 45 (3), although some feel it is a little too stiff fore and aft, and too flexible laterally. A round or nearly round section would do the job. Any suggestions?

Notorious Character Demands Fair Play

"I do not often write to the papers, but I feel that, at last, I must demand justice. For years, your correspondent, a Mr. Ted Wells, has been pointing out my malevolent activities. I freely admit those, for I like having a little fun now and then by plaguing a good man, but I wish he would give me credit for the other things I do.

Does he remember the days when he was going to be late at the start and a special puff put him on the line with full speed just as the gun was fired? Or the days when the wind veers as he tacks to starboard and backs as he tacks to port? Or the times I turned the wind off for his opponents and he sailed on to glorious victory with a private breeze of his own?

These were also my work, and in all fairness I think he should occasionally mention them and give me credit."

Yours sincerely,

JOE (and not so much of the "OLD")

You can imagine the sensation the above letter caused when delivered by the mailman and marked "Special Breeze." And in order to revive memories of Mr. Joe, search was made through the "Morgue" and the following picture of him turned up. This drawing was made from memory by Mr. Wells, the only person privileged (so far) to have actually seen him at work.



Voice Of The People

SPINNAKERS REJECTED

" I see that John Nicholson would like to have spinnakers on Snipes (April BULLETIN 1961). Bill tried using a spinnaker (not for racing, however), but decided it was not practical for such a small boat. Perhaps you might come to it eventually, but I can point out that Stars have never adopted it.

I recall the spinnaker incident at Marblehead vividly. "

—Mrs. Edna Crosby.

WANTS TO GO BACK

" For all members of the NATIONAL BUOY CLUB (which embraces all those who were carried into buoys by the tide at the recent U. S. Nationals), these lines from "Sea Fever" by John Masfield are quite apropos:

" I must go down to the sea again,
For the call of the running tide
Is a wild call and a clear call
That may not be denied. "

I understand that Bruce Colyer was keeping a list of the charter members of this exclusive (?) organization. I believe he had about 20 at last count. That included a few two-timers like us. "

— Esther Ramel.

SAILING A PART OF EDUCATION

" Recently a friend of mine bought an old Snipe in Antofagasta and he intends to fix it up. I likewise am planning to build one this winter for my two boys so they can learn to sail when they come back from school in Germany.

There is a fair chance to build a little Snipe fleet in Iquique. I myself am an old Star sailor, racing from 1938-1944, but later my jobs and extensive world traveling excludes my chance of picking it up again. But now my kids shall go through this school of sailing, for I think it is a part of the education to form a man. "

—Horst Brose
Santiago, Chile.

THE BULLETIN MAKE-UP

" We also continue to enjoy the BULLETIN more and were glad to see that you can print the box scores extra small to fit in like you did in the Heinzerling Series scores. I still think the best part of the regatta reports are the pictures (if of sailing) and the box scores going right down to the bitter end Sniper. "

— Sam Chapin.

Using offset printing, all material and copy is reduced down to fit a 3 1/2" printed column. While it is desirable to keep all figures at the minimum legible size, the percentage of reduction depends entirely on the copy space required to include all the race information furnished, so it is almost impossible to keep all records the same size. We agree that the Heinzerling scores are practical and will try to duplicate that size. As to pictures, of course everyone agrees that sailing scenes are the best, but we can only print what we get. Good sailing pictures are hard to get for many reasons - you have to be right there at an advantageous position and you have to get good ones in order to reprint them. Sharp distinction between black and white is necessary (too many are submitted in a general "gray" cast). Also, one would soon get tired of seeing nothing but Snipe sailing, for after a few years, all boat pictures under sail have a certain sameness unless depicting unusual conditions or extreme action. And in a big, widely-scattered organization, pictures of other activities, personalities, officers, and contingent events are also interesting to many, and valuable from a publicity and promotional angle. We get as many suggestions to cut down on all the box scores as we do to put them all in; many think the top five or ten are sufficient in an international magazine. On the other hand, many youngsters and beginners like to see their names listed, as they get a sense of belonging to a big organization. Anyway, we're glad you like the BULLETIN, Sam!

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!

BRITISH BUILT GLASS FIBRE SNIPES - Wooden decks and trim. Three built-in buoyancy compartments. Price complete ex works ex sails - 195 pounds or 550 dollars. Approximate freight 55 pounds or 155 dollars. All Snipe fittings supplied.

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T & M (SEAGEAR), Ltd., Military Rd., Ramsgate, Kent, ENGLAND

FOR SALE: VARALYAY MAST and BOOM with gooseneck in excellent condition for \$65.00. Also, Varalyay bronze dagger-board 80 lbs. Will sell or trade for lighter board. Mel Nichols, Rt. 7, Jackson, Michigan Phone: Grass Lake 5638.

FOR SALE: Beginner's SNIPE 7660 for sale to first \$395.00. Phone Arlington Heights, Illinois - Clearbrook 5-4096. Edward C. Schweiger, 904 S. Dale Ave., Arlington Heights, Ill.

LOOKING FOR A CHRISTMAS PRESENT FOR A SNIPE SAILOR? You can't go wrong on this! —

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

ALL GLASS-FIBRE SNIPES including rolled-in side decks and trunk. Built-in buoyancy 840 litre. Stainless rigging and fittings. Zinc plated centreboard. \$640.00 COMPLETE. Terylene sails guaranteed \$77.50. Metal mast only \$83.50 BELOW We show plywood Snipe 13109 recently exported by us to Portugal, illustrating the customer expansion for our products. OLYMPIC BOATS of LONDON, 220 Hither Green Lane, London S. E. 13, England. We anticipate your enquiries with pleasure.



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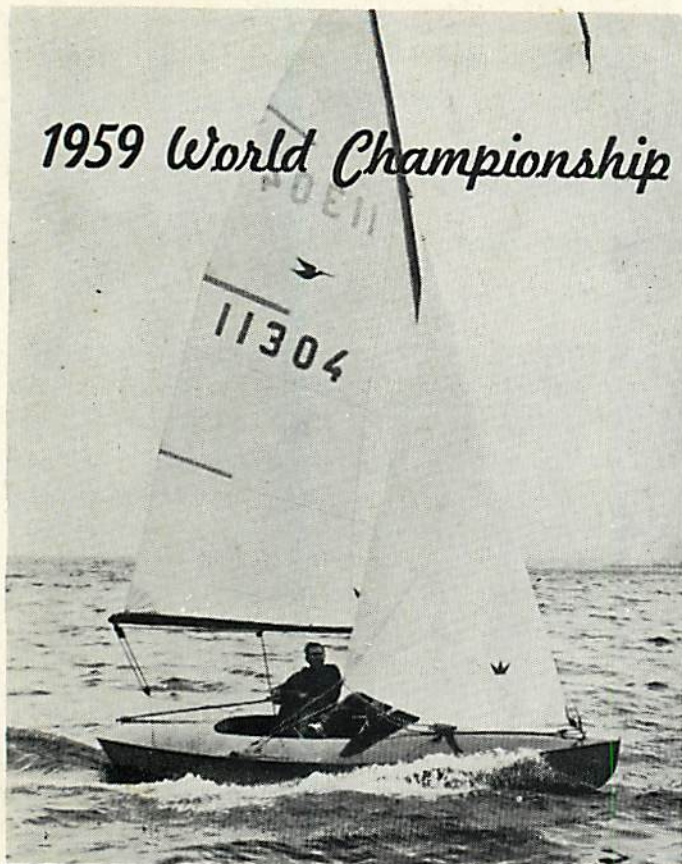
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1959 World Championship



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—1962 U. S. NATIONAL CHAMPIONSHIPS—

The 1962 U. S. National Snipe Regatta promises to be a SUPER-DOOPER, according to John Rose, General Chairman of the Organizing Committee. Greater Seattle, Inc., governing body of the Century 21 World Exposition to be held there next summer, is sponsoring the regatta and the Corinthian Yacht Club, located on Lake Washington, will be the host club and headquarters for the event.

Many people will attend the World Fair and are interested in the program. Here is the definite schedule:

The World's Fair runs from April 21 through October 23 displaying all the wonders of the next 100 years. Many foreign countries will exhibit and several evenings are reserved for you to attend the C-21 Exposition while in Seattle.

- July 28-29 Seafair Sailing Regatta (will be a SCIRA sanctioned regatta)
- July 27 - Seafair Week (parades, Queen contest, art shows, street dances - everything!)
- Aug. 5 Gold Cup Hydroplane Racing
- Aug. 6-7 U. S. Junior Snipe National Races
- Aug. 8-10 U. S. Snipe National Regatta - Crosby Series
- Aug. 11-14 U. S. Snipe National Regatta - Heinzerling and Wells Series.

Requests for reservations must be made directly through Century 21 as follows: (1) Direct all enquiries to: Mr. Ralph Lee, Executive Director of Expo-Lodging, 312 First Ave. N, Seattle 9, Washington.

- (2) Include the following mandatory information:
 - a. Name and Address.
 - b. Type of accommodations desired (single room, double room, etc.)
 - c. Dates of arrival and departure.
 - d. "Contestant in U. S. Snipe National Championship."
- (3) Specify "U. S. Snipe Nationals" on front of face, lower left corner, of envelope.

Items 1 through 3 must be followed explicitly to insure that all entrants will be accommodated in one motel or hotel, insofar as possible. Since large crowds are expected (especially since Seafair Week is also being held about the same time, early requests for reservations are strongly advised.

A VERY SPECIAL

Merry Christmas

I INVITE YOU to Share With Me an Old Family Recepte:

HOT BUTTERED RUM

- 2 Qts. Boiling Water
- 1 Pint of Milk
- 1 Pint of Rum - or more, to taste.
- 1/4 Lb. Butter
- 2 Tablespoons Cloves
- 2 Tablespoons Allspice
- Sugar to Taste
- Pinch of Salt

Boil 1/2 pint of hot water first with allspice and let draw for about 1/2 hour; then add balance of water and milk and other ingredients. Serve hot with allspice and cloves floating on top of glass.

GOOD FELLOWSHIP AND FAIR WEATHER!

Biney Mills

