

# *Snipe* **BULLETIN**



DECEMBER 1962  
Vol. XII No. 7



Commodore  
Dr. Sam Norwood



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



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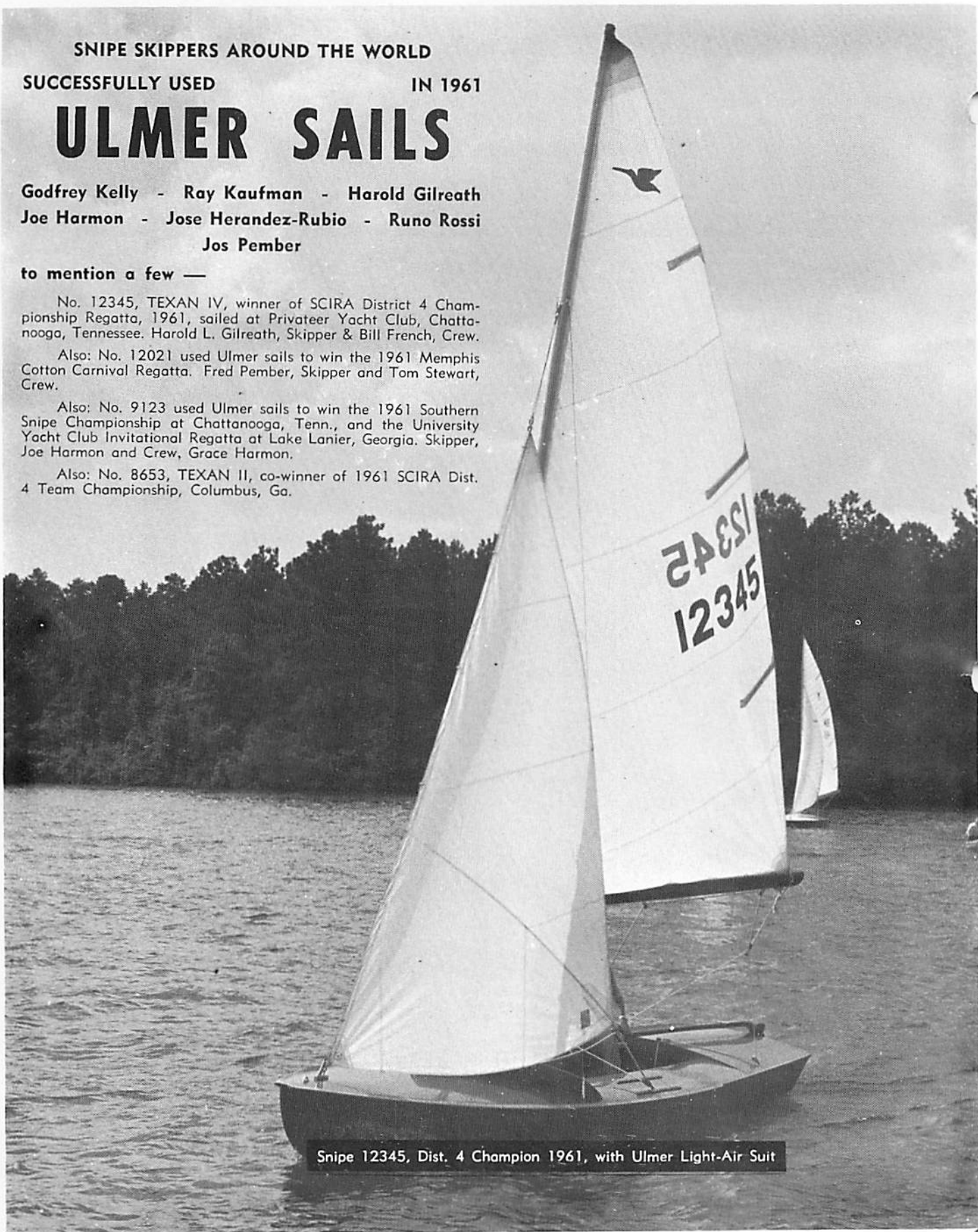
to mention a few —

No. 12345, TEXAN IV, winner of SCIRA District 4 Championship Regatta, 1961, sailed at Privateer Yacht Club, Chattanooga, Tennessee. Harold L. Gilreath, Skipper & Bill French, Crew.

Also: No. 12021 used Ulmer sails to win the 1961 Memphis Cotton Carnival Regatta. Fred Pember, Skipper and Tom Stewart, Crew.

Also: No. 9123 used Ulmer sails to win the 1961 Southern Snipe Championship at Chattanooga, Tenn., and the University Yacht Club Invitational Regatta at Lake Lanier, Georgia. Skipper, Joe Harmon and Crew, Grace Harmon.

Also: No. 8653, TEXAN II, co-winner of 1961 SCIRA Dist. 4 Team Championship, Columbus, Ga.



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## Voice Of The People

### CLAIMS PROFESSIONALS COMPETE WITH AMATEURS

"As a prospective Snipe owner, I would very much appreciate SCIRA's interpretation of Section 15 page 55 of the 1962 Rule book. Will someone answer these questions for me?

(1) Do you feel that boat builders, designers, sailmakers, yacht brokers, etc., are amateurs or professionals? I ask this question because I have seen many skippers in the above categories participating in your sanctioned and even National regattas.

(2) If builders, sailmakers, etc. are not professionals, who are? Does it make sense to call a person a professional because he earns his living polishing brass or cooking on a sailboat, while one who earns his living designing, sailing, tuning up, and racing boats is classed as an amateur?

(3) For anyone who normally engages in both, how can you separate the building or designing phase of a business from the racing end of it, particularly since many builders and sailmakers include all or part of the expenses of maintaining their boats and transporting boats and personnel to and from regattas, as income tax reductions?

What concerns me is the fact that most sailing classes ignore the above situation and recognize no distinction between amateurs and professionals other than giving lip service.

With the present tendency of many so-called "one-design" classes to become, actually, development classes, it is becoming increasingly difficult for the average individual to compete against those who, through their commercial activities, have many extra advantages. Even if so fortunate as to be able to buy a new boat of the latest and fastest model each season, a 100% amateur is at a distinct disadvantage because he has available only one boat at a time, while a builder, in effect, has the choice of many boats, often of slightly varying design, each season. Same goes for sailmakers! And the average individual who can't afford a new model each year is at an even greater disadvantage.

Every class tries to refute the above argument by pointing to isolated cases where older boats win important races, but all you have to do is to make a list of the registration numbers of the twenty best boats in any class's top championships and then compare it against the median number."

H. J. Cawthra

454 McKinley Rd.

Grosse Pointe Farms 36. Mich.

The questions are fair enough - anyone want to answer them?

### O'SHAUGHNESSY TURNS OUT TO BE CASSIDY

"Incidentally, I was much amused to read in the BULLETIN a year or so ago a reference to the spinnaker escapades of a certain Clarke O'Shaughnessy at the Nationals at Marblehead about a hundred years ago. I am "O'Shaughnessy", and the incident was one of many exciting experiences during some fifteen years of Snipe sailing under the flags of Youngstown YC, Olcott YC, and Newport (Rochester) YC, all in New York State.

The "110" spinnaker used was filched from Ray Hunt's sail-loft with the connivance of one of his employees. By reason of the relationships of the order of magnitude of the spinnaker area, wind velocity, and hull displacement, the experiment turned out to be a "hairy" one. The mighty "Ghost" was saved from ignominious and total submersion only by skipper and crew hiking out over the transom while the mainsail was strapped in flat, thereby serving as a reasonable effective backstay.

The whole schlomozzel led to some great debates with Father Crosby, including a challenge for a match race at Corpus Christi the following year. Such challenge was never accepted, which was a darn shame. Carrying a spinnaker on Corpus Christi Bay, as it turned out, would really have been an experience."

J. Clarke Cassidy, Jr.  
Hudson, Ohio

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## SNIPER BULLETIN

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## Some New Officers are Chosen

Since this is the time for annual meetings, the selections of new SCIRA officials are being announced throughout the world.

The October BULLETIN told of Dr. Angel Riveras of Spain being elevated to the position of General Secretary for Europe; of Svend Rantil of Sweden to Secretary for North Europe; and of Capt. Vieri Lasinio of Italy to Secretary for South Europe.

Further news from Italy announces that Mr. Enrico Rossi has been elected to succeed Prof. Marsilio Vidulich as National Secretary for the term 1962-1964. An accountant, he was formerly Vice-Secretary (Technical Section), is an old Sniper, and a very good collaborator. His address will be Porticciolo Duca Degli Abruzzi, Genova (409), Italy.

Steve Astephen has been National Secretary for Canada for 3 terms starting in 1956, and Snipe has fared well under his competent leadership. Now he steps aside for Donald Storey, 196 Broadview Ave., Moncton, New Brunswick, who has good plans for the continuance of the lively rejuvenation of Canadian Sniping in the future.

Joseph T. Atkinson was transferred from Georgetown, British Guiana, to Hong Kong and with his departure, the vacant office was taken over by C. J. Laan, c/o Wales Estate, W. B. Demerara, British Guiana, in time to supervise the new season running from October to July. The Georgetown fleet is increasing slowly but steadily.

At a meeting of the fleet captains held in September, Oscar Evert Everett, Echeverria 528, Montevideo, was chosen to succeed H. Alonso Pittaluga as National Secretary for Uruguay for the next two years. Mr. Everett is quite enthused about his new job and hopes to increase the number of Snipes in Uruguay, now numbering 35.

And Aarno Walli of Finland wants all mail addressed in the future to him as National Secretary for Finland to Pengerk, 30 E 45, Helsinki, Suomi, Finland.

These men will take office the first of the year and SCIRA congratulates them for the trust and confidence fellow Snipers have evidenced in them by extending to them the honor of SCIRA officership. Likewise, the entire SCIRA organization thanks all retiring officials for a job well done in their respective countries with the hope their interest in Snipe will continue in the future as in the past, and wishes to them many happy hours of Snipe racing and sailing in the years ahead.

Nominations for SCIRA Officers and Governors for 1963 were made at a meeting of 7 Board members held in Atlanta Nov. 2nd. All present voted by secret ballot while the other 8 Board members are voting by mail. When all returns are in, the Commodore will announce the final results.

Fleets are requested to send in their new list of officers for next year as soon as determined so they can be included in the new Rule Book. Efforts are being made to get that book out as soon as possible after the first of the year and it is desirable to have it as complete as possible. And don't forget that the advertisers are a most important part of the book — if you know of any customers, give them the information

## WELLS' CHALLENGE ACCEPTED

HOW TO SAIL IN LIGHT WINDS—by Joe Ramel

In the October BULLETIN, Ted Wells challenged someone to write an article on light wind sailing. Ted admits to a hearty dislike of drifters and states in "Scientific Sailboat Racing" that winning a drifter is 95% luck.

I hesitate to disagree with Ted on any subject, particularly sailing, as I respect his knowledge and vast experience. Therefore, it is with reluctance that I accept Ted's challenge to write on light wind sailing, and it is written with the hope that it might present the case for those of us who enjoy sailing in drifters.

In the first place, I do not agree with Ted's premise that winning a light wind race is 95% luck, chiefly because records show that the same skippers are up front most of the time in such races. In the second place, I, unlike Ted, enjoy drifters; my crew thrives on them. She seems to have a slight aversion to blow-downs since the incident of the brain concussion which put her in bed for three weeks. At least drifters don't endanger life and equipment as extremely high winds do.

Lake Lotawana sailors get lots of practice in light winds. Our regular season of the three summer months of June, July, and August consists of winds under 5 mph more than half the time. Since we realize that everyone doesn't share our enjoyment of drifters, we hold our Lotawana Regatta in September with the hope of giving our guests more wind. This doesn't always happen. Several years ago we had light wind conditions for all three races. Lotawana took the first four places and eight of the first ten! Why? Because we practice and race regularly in drifters. Young Gene Grossman would have won the Junior Nationals at Fort Gibson if he could have counted his two firsts in races that were called for time. Remember the year at Lake Murray when Dwight Westholt, sailing in the Wells, drifted through the whole Heinzerling fleet? It can be safely stated that Lotawans make a much better showing in light wind races than in heavy. These are the conditions in which we get much of our practice. Therefore, I state that light wind techniques play a more important part in drifters than does luck. A good example of this was the fourth Crosby race at the Seattle Nationals. I led the fleet around a drifting race to drop to sixth place in the last minute. Ashore, I said something about bad luck, but Scott Allan tactfully reminded me that Bruce Cochran, who won the race, saw the new breeze coming in from the shore. This hurts the ego, but helps the sailing skill, provided we profit by our mistakes.

Learning to sail well under particular conditions is a matter of much exposure to these conditions. The Florida sailors are adept at beating through chop and riding swells on reaches and downwind. Heavy weather sailors come from areas where 30 mph winds are normal. Sailors who cope well with shifty winds sail in small lakes with high bluffs. A fresh water sailor is handicapped when competing in tides. Many California sailors thrive on all these conditions because their sailing experiences are varied under the SBRA plan of going from yacht club to yacht club during the season. The answer would seem to be that a skipper must seek every opportunity to sail in conditions other than those most familiar to him. All of these conditions can be coped with. This is proven by the fact that skippers familiar with the necessary skills do a creditable job of sailing under conditions that seem almost hopeless to those of us who are less familiar with the particular situation.

A good sailor is an all-around sailor. Some sailors are well known heavy wind demons - others thrive on light airs. Most any one can handle medium wind velocities in a manner commensurate with their overall abilities. We are all prone to avoid the conditions where we do poorly. When we go to a weekend regatta, we are forced to accept local conditions as we find them. It is not fair to expect that no races will be sailed unless they are to our particular preference. The test of superior sailing ability is the skipper who can place well under all conditions.

A clue to the difficulty many skippers have in drifters is their negative attitude. Long, slow races require patience and

(Continued middle of second column on page 7)

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# Thede Bests 60-Boat Field For Halloween Regatta Win

— Call Captures 2nd Place — Visiting Spooks Swamp Local Sailors —



ABOVE - SNIPE SAILORS "HIT THE LINE" AT THE START OF A RACE IN ATLANTA. Derek Peters presents the big mug to winners Dexter and Linda Thede along with other prizes (bottom left). John Call is in the background. (Bottom right) Commodore Norwood (center of picture) takes a bow.

— Photos by Margueryte Reynolds.

Snipe Fleet 330, Atlanta Yacht Club, staged a blustery Halloween Regatta Nov. 3rd and 4th, as Sniping notables from 12 states from Texas to Connecticut invaded Allatoona Lake to race in the 11th Annual Regatta for the outsized silver trophies, patterned after the mugs from which these sailors traditionally ingest hot buttered rum in honor of the occasion. Since 60 boats registered, it was necessary to divide them into two fleets, each sailing its own series of races. The "Mug" Fleet sailed for the permanent trophies, and the "Wump" Fleet sailed for fun - aside, of course, for the individual prizes.

When the spray had settled, it was found that the mugs belonged to Dexter Thede, a cold water sailor from Grand Rapids (Michigan) Yacht Club and his wife and crew, Linda Thede, who sailed a great 1-4-2 to take top honors in the Mug Fleet.

Brisk westerly winds in the 10-20 knot range - but somewhat puffy and shifty - blew throughout both days, with temperatures in the unpleasant 50s.

The first race consisted of five legs around a triangular course. Top Mugs were Thede, Terry Whittemore of Quassapaug, Conn., and Jerry Jenkins of Grosse Pointe, Michigan.

Jim MacKenzie of Indianapolis took first among the Wumps, followed by Dan Williams, Signal Mountain, Tenn. (who went on to win the Wump series) and Paymond Miller of Akron, Ohio.

The wind freshened a bit for the second race late in the afternoon, a 6-legged double triangular course, which abounded in reaches and runs, as it turned out. Dick Tillman, 1959 National Champion of Bryan, Texas, was the first Mug to finish with Bill Hancock and crew Buzz Levinson of Indianapolis giving him a nip-and-tuck battle around the course. Especially thrilling to watch was the last reaching leg when Hancock, soon after passing the windward mark, attempted to pass Tillman to windward. Time after time all the way down the course he would draw up and almost make it, but Tillman gave a perfect demon-

stration of the safe leeward position and crossed the finish line a few feet ahead of him. If anyone ever had any doubts about this position, they were dispelled by this text-book demonstration. Charles Morgan of St. Petersburg, Fla., was close behind with 3rd. In the Wump Fleet, it was Chris Jones of the host fleet, Dan Williams, and Bill French, also of Atlanta and a newcomer to Sniping. Then everyone berthed his boat and prepared to dine and dance.

On Sunday morning, the wind was still fresher and straight up the lake, and the race committee posted a long windward-leeward course of five passes before the barge. This time it was John Call of Indianapolis who finished first; Thede sailed a beautiful 2nd place virtually unmolested all the way around the course, while 4-time winner 1951 National Champion Francis Seavy of Clearwater, Fla., was third. When the Wumps passed the flag a few minutes later, Carl Carter of Springfield, Ill., was in 1st place, with Williams getting his third 2nd place for the series and title with MacKenzie in 3rd.

Whittemore and Seavy sailed in their usual fine style, but turned in DNFs in the second race which cut their overall standings down to 9th and 10th respectively.

The burden of sustaining the honor of the home fleet was undertaken by Frank Johnson, who turned in a 14th overall. And the next local Mug, after Johnson, and in 21st notch, was Brad McFadden, who managed that with the added distinction of being the only skipper to capsize his boat to windward, a difficult feat for most skippers. All-in-all, Old Joe was pretty rough on the local boys, for 22 out of the first top 25 places went to guest skippers - probably his way to extend true southern hospitality. That help we could do without - and we'll speak to him about it before next year. But you-all come anyway, for we'll be looking for you again!

— Rives Hebblewhite.

Final Results - 1962 HALLOWEEN REGATTA - Mug Fleet

SKIPPER	CLUB	RACES	1	2	3	Pts.	Fin.
Dexter Thede	Grand Rapids, Mich.		1	4	2	4190	1
John Call, Jr.	Indianapolis, Ind.		7	5	1	4052	2
Dick Tillman	Bryan, Texas		6	1	6	4050	3
Charles Morgan	Clearwater, Fla.		11	3	10	3305	4
Jerry Jenkins	Detroit, Mich.		3	11	11	3244	5
Lee Thompson	Akron, Ohio		5	7	14	3181	6
Red Garfield	Chautauqua, N.Y.		12	6	8	3155	7
Mark Schoenberger	Cincinnati, Ohio		14	8	7	2974	8
Terry Whittenore	Quassapaug, Conn.		2	dnf	4	4290	9
Francis Seavy	Clearwater, Fla.		4	dnf	3	2829	10
Dan Wesselhoft	Peoria, Ill.		9	12	12	2706	11
William Hancock	Indianapolis, Ind.		dnf	2	9	2561	12
Ted Wells	Wichita, Kansas		8	14	16	2439	13
Franklin Johnson	Atlanta, Ga.		10	15	17	2213	14
Charles Boston	Mt. Clemens, Mich.		34	17	5	1921	15
Terah Bugbee	Chautauqua, N.Y.		13	18	22	1674	16
Carl Zimmerman	Akron, Ohio		16	10	dsq	1595	17
Bruce Colyer	W. Palm Beach, Fla.		29	9	23	1492	18
William Collins	Indianapolis, Ind.		19	27	13	1464	19
Pete Leach	Green Lake, Wis.		17	23	21	1300	20
Brad McFadden, Jr.	Atlanta, Ga.		dnf	20	15	1133	21
Larry Wheeler	Akron, Ohio		dsq	13	26	1018	22
Nolan Harmon	Atlanta		26	19	24	998	23
Jerry Guadiola	Miami, Fla.		20	21	29	985	24
A.F. Hook	Indianapolis		22	22	27	918	25
Fred Pember	Atlanta		15	30	22	878	26
Dr. Sam Norwood	Atlanta		27	16	dnf	837	27
Derek Peters	Atlanta		24	dsq	18	827	28
Dick McCarthy	Atlanta		32	24	20	811	29
Pete Rose	Atlanta		21	29	25	800	30
Chuck Morris	Watkins Lake, Mich.		30	33	19	669	31
Lucia Guest	Greensboro, N.C.		25	26	30	602	32
Don Arthur	Chattanooga, Tenn.		28	28	31	593	33
Frank Suesz	Cincinnati, O.		18	dnf	dnf	561	34
Lowry Lamb	Chattanooga		28	25	34	524	35
Gary Lofland	Wichita, Kans.		33	32	28	314	36
John Wesley	Chattanooga		31	31	33	264	37

The indefatigable Mimi reports: The 1st Halloween Regatta was in 1953 with 22 starters and Kroeger winning. 32 boats in 1954 and Gilreath won. Built up steadily to 60 this year with 35 visitors.

Final Results - 1962 HALLOWEEN REGATTA - Wump Fleet.

SKIPPER	CLUB	RACES	1	2	3	Pts.	Fin.
Dan Williams	Chattanooga, Tenn.		2	2	2	4563	1
Jim MacKenzie	Indianapolis, Ind.		1	9	3	4068	2
Jerry White	Clearwater, Fla.		6	4	5	3890	3
Raymond Miller	Akron, Ohio		3	10	4	3774	4
William French	Atlanta		10	3	8	3494	5
Rosser Shelton	Atlanta		5	12	6	3362	6
Herbert West	Atlanta		12	5	9	3161	7
Carl Carter	Springfield, Ill.		16	11	1	3125	8
Chris Jones	Atlanta		7	1	dnf	3080	9
Harry Hebblewhite	Atlanta		9	7	12	3021	10
Dale Boyd	Atlanta		4	13	13	2937	11
Henry Wade	Atlanta		13	15	7	2814	12
Beth Norwood	Atlanta		dnf	6	11	2449	13
Wally Bromberg	Atlanta		8	dsq	10	2278	14
Elmer Riker	Atlanta		14	14	15	2134	15
Tom Bowers	Atlanta		dnf	8	16	1970	16
Roy Quick	Atlanta		15	19	14	1889	17
Eldon Howell	Columbus, Ga.		11	18	dnf	1753	18
Jimmy Ramage	Atlanta		19	16	17	1685	19
Jake Blanton	Atlanta		18	17	18	1634	20
Paul Whittier	Atlanta		17	20	dnf	1341	21
Ab Towers	Atlanta		20	21	dnf	1165	22
Paul Hodgdon	Chattanooga, Tenn.		21	dnf	dnf	1048	23

(WELLS CHALLENGE ACCEPTED continued from page 5)

alertness on the part of both skipper and crew; both must maintain a calm watchfulness. Don't be grim! If you approach the light wind race with a negative attitude, this is reflected in your sailing.

My knowledge of sailing is limited mainly to what I have learned from religiously studying "Scientific Sailboat Racing" and attempting to keep up with the stiff competition found in SCIRA District 2 and throughout the country. It seems to me the answer to the techniques needed for light wind sailing are found in Ted's book. Read the chapter on Drifting Matches before and after every light wind race for a season; seek out light wind races with stiff competition, and sail with a positive attitude. There is no magic formula for winning any sailboat race.

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**SCOTT ALLAN**, winner of the 1961 Crosby Trophy and 1962 U. S. Junior National Snipe Championship.

**DOUG KEARY**, winner of the 1962 Canadian National Championship.

**FERNANDO SANJURJO**, winner of the 1962 Argentine National Championship.



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# FRED GRAM N.Y. STATE CHAMP—

CHAMPAGNE IS SERVED AT THIS AFFAIR

On July 7-8-9th, Keuka Lake YC was host to 35 Snipers from 7 different district fleets to determine the N. Y. State Champion.

A very light northerly breeze (0-5 mph) combined with a very hot sun, characterized Saturday's racing. Various shifts and puffs provided thrills and disappointments to the sweating sailors. Fred Gram, in one of his first major regattas, finally pulled ahead of the pack, followed by Lee Stuve of Galway and Mike Hanna of Newport in order.

All sailors remained on the lake waiting for a rejuvenation of the wind. After no less than 3 false starts, the second race proceeded in a slightly stronger 508 mph wind. With this race, the older contenders for the championship came into the lime-light, and Howie Richards of Oakville, Canada, finished 1st, while 2nd place went to Red Garfield, representing the large Chautauqua contingent. Still not out of the running came Gram in 3rd position.

Through the gracious host, Keuka YC, some famous New York State champagne now became the center of attraction. It was a very welcome refreshment after a long, hot day on the water!

And Sunday also brought a refreshing change, for the wind was a good steady 10-15 mph, making a perfect day for the final decision in the hotly contested standings. Tom Hanna led all the way for 1st place. Howie Richards, showing his natural consistent ability, finished 2nd, and Paul Betlem, representing the Newport Club, was 3rd. Although Fred Gram fell back to 6th place, he still had a 59 point lead over Richards to win the coveted title.

The final standings for the Champagne Regatta show how closely contested the battle was between individual sailors.

## 1962 NEW YORK STATE CHAMPIONSHIPS

Keuka Lake - July 7-8-9 - (top 15 scores)

BOAT	SKIPPER	CLUB RACES	1	2	3	Pts.	Fin.
4269	Fred Gram	Cuba Lake	1	2	6	4269	1
10547	Howie Richards	Oakville, Ont.	8	1	1	4210	2
11858	Lee Stuve	Galway	2	5	7	3973	3
10590	Leslie Larson	Chautauqua	10	4	4	3699	4
10007	Mike Hanna	Newport	3	8	9	3557	5
8570	Red Garfield	Chautauqua	7	2	12	3518	6
7877	Tom Hanna	Newport	6	16	1	3450	7
11600	Paul Betlem	Newport	4	DNF	3	2934	8
8038	Herb Nelson	Chautauqua	9	13	8	2897	9
13311	Peter Lauterbach	Newport	14	12	5	2866	10
8437	Ed McHenry	Loon Lake	12	6	16	2691	11
11900	Jules Kroeger	Silver Lake	16	10	10	2547	12
11389	Howard Fletcher	Olcott	11	9	18	2453	13
11664	Lee Van Deusen	Onondaga	18	17	17	2448	14
4380	Bruce Smeltzer	Keuka	15	18	13	2136	15

## ONE-OF-A-KIND REGATTA SCHEDULED

YACHTING Magazine will stage another in their series of One-of-a-Kind regattas at Coral Reef Yacht Club on Biscayne Bay, Miami, Florida, on Feb. 18-20, 1963. The last one was held at the same locale in February 1959.

Their One-of-a-Kind formula will be used and there will be five divisions: (1) catamarans and large scows; (2) center-boarders with some kind of righting movement and development boats; (3) conventional centerboarders; (4) racing keel boats; (5) cruising auxiliaries. The first 3 divisions will sail on the same course at five minute intervals and one overall corrected time winner will be picked.

Francis Seavy represented Snipe in 1959; the Board of Governors has appointed Charles Morgan to sail in this event.

The One-of-a-Kind formula is:

$$\text{Rating} = \frac{\text{Length} + 1.3 \sqrt{\text{Sail Area}}}{2}$$

In the above formula:

$$\text{Length} = \frac{L. O. A. + .7 L. W. L.}{2}$$

Boats carrying no spinnaker reduce sail area by 10%

# ADAMS TOPS ON PACIFIC COAST

MISSION BAY PUTS ON A BANG-UP REGATTA

The Pacific Coast Championship this year was better than ever! Let Mr. Jenks tell his impressions: "This regatta could be matched in over-all excellence only with the 1959 Nationals at Fort Gibson in Oklahoma. The facilities, courses, handling of the races, accommodations, and entertainment could hardly be beaten. This was the largest regatta in West Coast Sniping history outside of the 1962 Seattle Nationals.

The 3 Northern California Snipers who made the trip to San Diego not only participated in a really top regatta in every way but were also treated to a sound beating at the hands of what is rapidly becoming a bevy of really HOT southern California Snipers headed by Don Adams, who is now the new Pacific Coast Champion. One of the world's top Lightning skippers and boat builder, Carl Eichenlaub, took 2nd followed by Jack Steele, Lanny Coon, and John Laun, all of the south. I was lucky to manage a 6th! No doubt about it, Mission Bay Sniping is great and this group should put on an outstanding National Championship Regatta." Here are details from 6 Newsletter by Herb Shear:

41 boats sailed out of Mission Bay YC on Sept. 22-23rd, including Paul Potter, Bob Miller, and John Jenks from Coldsville, who journeyed south to try and wrest the bowl from champion Lanny Coon. The wind in the ocean was the best ever, with almost ideal sailing conditions both days. There were white-caps, and periods of light airs as well.

Sailmeasuring and weighing started the week before for local boats, and a good thing. There were a number of sails with the Space Needle stamp on them that stretched and had to be recut. Elton Dallas, a buddy who also makes Snipe sails, brought over his sewing machine and resealed sails Friday night and Saturday morning for free. Try and beat that! They didn't have such servide in Seattle.

Don Adams had two 1sts and a 2nd among the 5 races to win big. Eichenlaub sailed a steady series for 2nd, and the striped paint job on his "Snail" resembled those of a zebra. Real good!

Mike Jager was going as good as Adams, but he had 2 DNFs to combine with his two 1sts and a 2nd. On Sunday, he found the "Jager Shift" and won both races easily. Carl Hultgren had the signal honor of finishing only one race. He was awarded a Sail-Away game at the trophy presentation so he could brush up on rules and tactics.

Topping off the regatta was an excellent steak and corn dinner Saturday night. All prizes were functional, being a portable hand-saw, a 3/8" electric drill motor, a table radio, electric shaver, and stop-watch. All prizes were wrapped in unmarked packages, but they seemed to get to the right people. Eichenlaub has already installed the radio in the main loft of his ship-building corporation.

We thought it a pretty good regatta, and we also doubt that the North will ever again win the Pacific Coast Trophy!

Since we had over 40 boats, we used a Snipe scoring system based on 2500 points (50 squared) instead of 1600 (40 squared) and thus avoided any minus points. It worked out fine and is recommended when all sail in one fleet. Below are the top 15:

## 1962 PACIFIC COAST CHAMPIONSHIPS

Mission Bay Yacht Club - San Diego, California - Sept. 22-23

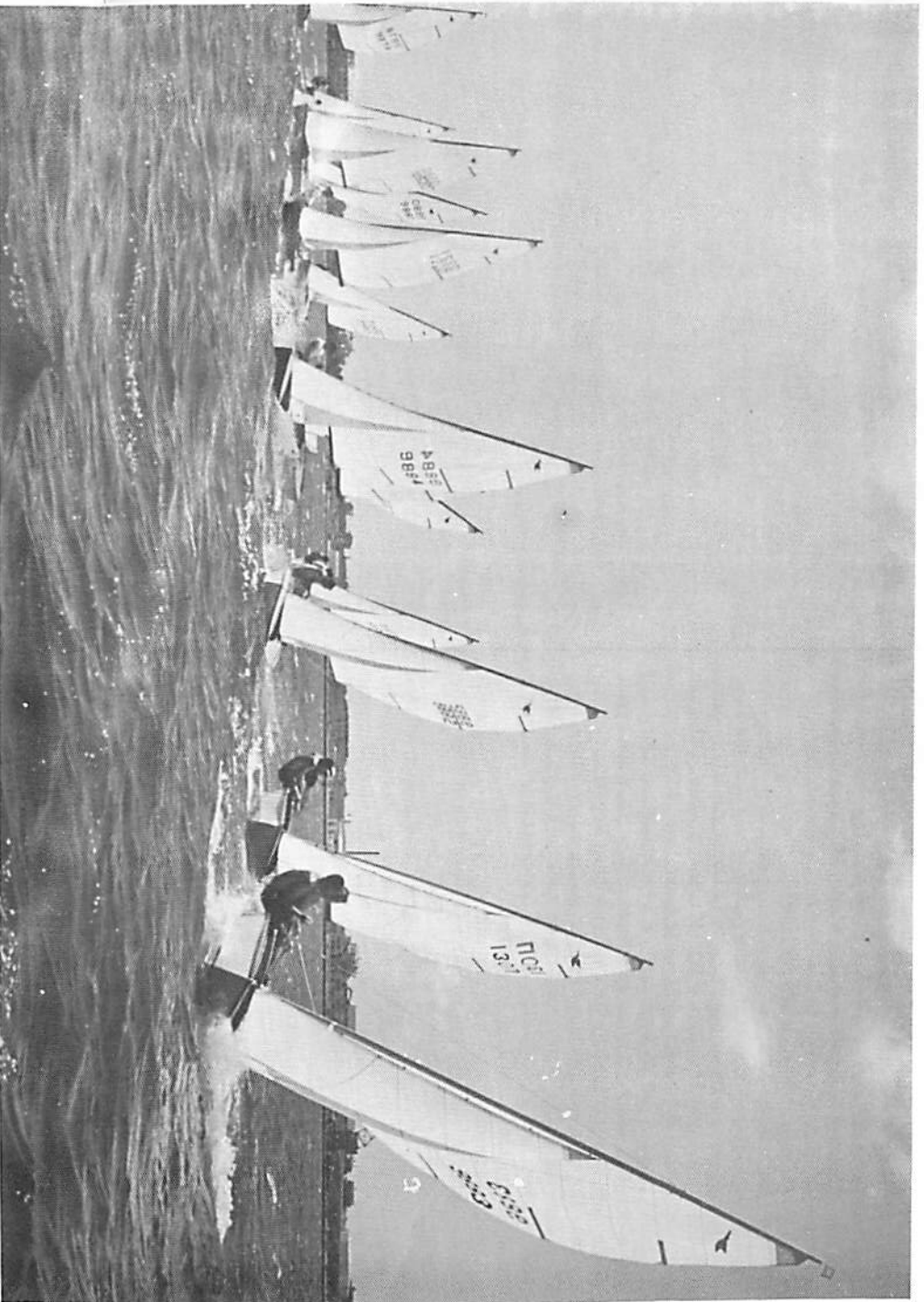
BOAT	SKIPPER	CLUB RACES	1	2	3	4	5	Pts.	Fin.
13232	Don Adams	Alamitos Bay	1	1	5	1	2	1117	1
13332	Carl Eichenlaub	Mission Bay	5	9	3	10	5	9981	2
13935	John Steele	Cabrillo Beach	7	3	1	8	14	9958	3
11771	Lanny Coon	Newport Harbor	13	4	2	3	19	9382	4
13599	John Laun	Newport Harbor	2	18	14	6	4	9093	5
10567	John Jenks	Palo Alto	6	14	8	12	6	8789	6
8418	Dan Elliott	Newport Harbor	4	11	4	dnf	8	8092	7
12054	Shorby Campbell	Alamitos Bay	3	dnf	6	9	9	8053	8
12574	Buck Faure	Mission Bay	20	10	12	4	10	8053	9
13863	Bix Bixby	Alamitos Bay	18	5	10	16	7	8047	10
12575	Herb Shear	Mission Bay	17	16	16	5	3	8026	11
6752	Mike Jager	Newport Harbor	dnf	2	dnf	1	1	7757	12
13878	Bill Symes	Newport Harbor	8	12	9	18	12	7744	13
12782	Scott Allan	Newport Harbor	11	20	7	7	dnf	6794	14
12162	George Coates	Alamitos Bay	10	15	dnf	13	11	6246	15

See article page 3 December 1958 BULLETIN on the 2500 system



# SIMMONS AND SOARES STILL BERMUDA CHAMPS

— "PENNY" GETS FIVE FIRSTS FOR A PERFECT SCORE OF 8000 - BOBBY OATLEY IS A CLOSE SECOND —



**OFF AND GONE AT THE CRACK OF THE GUN.** The start of the second race of the Bermuda National Championship Regatta. Simmons in 9894 is in good position in the middle of the fleet.

Eugene "Penny" Simmons and his crew, Bobby Soares, made a disastrous start in defense of their Bermuda National Championship by having to withdraw in the first race due to a broken head-stay fitting. In the following five races, however, it was Penny all the way, winning every race!

Seventeen Snipes from three fleets entered the regatta. All races were sailed over Olympic type courses. The first two races were sailed on Sunday, July 22nd, in a brisk wind of 15 knots. Unfortunately, the "Kohinoor" sailed by John Shirley broke her mast only a few minutes before the start of the first race and this finished her for the day. "Thunderbird", skippered by Robert Oatley with George Brown as crew, won the first race by a narrow margin over "Premiere" sailed by Wayne Soares and crew Richard Belvin.

In the second race, it was "Thunderbird" in the lead throughout until the last leg to windward when Penny Simmons came through to win.

The third and fourth races were completed on Thursday, July 26th, with a good sailing wind out of the south-west at 14 knots. Again for the third consecutive time, Oatley, sailing his "Thunderbird", took an early lead and maintained it until the final beat to the finish line when Simmons again took charge and led the fleet home. Oatley was 2nd, followed by Kenny Simmons and Arthur Pitman in "Rebel". The fourth race was a repetition of the previous race with Edwin Hayward and Horace Whitehead in "Swallow" taking over third position.

The final two races were sailed July 29th under unfavourable weather conditions. The wind was light and changing directions from minute to minute. Soon after the start of the fifth race, the

first windward leg turned out to be a run and by the time the boats reached the reaching mark, the wind had completely switched and it was a dead beat to the leeward mark. The sixth and final race was likewise sailed in variable winds and owing to the late hour, the course was shortened to five legs. Penny proved his consistency and fine sailing ability by taking the final two races. Unfortunately, Bobby Soares, his regular crew, and his place is being taken by Richard Belvin. Defending champions Bernard Hayward and Jimmy Amos will also be travelling to Brasilia to sail in that event.

## 1962 BERMUDA NATIONAL SNIPE CHAMPIONSHIP

July 22, 26, 29. Best 5 out of 6 races.

BOAT	SKIPPER-CREW	RACES	1	2	3	4	5	6	Points
9684	E. Simmons-R. Soares	x	1	1	1	1	1	1	8000
9682	R. Oatley-G. Brown	1	2	2	2	2	4	x	7532
10520	W. Soares-R. Belvin	1	2	3	4	4	4	2	7376
9685	E. Hayward-N. Whitehead	3	3	6	3	3	x	4	6778
13017	K. Simmons-A. Pitman	5	4	4	3	5	x	6	6705
9679	B. Hayward-J. Amos	x	5	5	7	x	x	3	6216
12221	G. Soares-G. Flood	8	6	7	8	7	3	5	6210
10522	K. Ohlappa-J. Millard	6	7	x	6	7	9	9	5786
10507	R. Marshall-R. Rowntree	8	x	10	11	6	8	5264	9
9680	G. Wilson-F. Stewart	11	10	11	x	5	12	4898	10
9577	F. Konrad-R. Mittenberger	10	11	dnf	dnf	10	10	4912	11
10505	D. Keshary-J. Barnett	9	12	12	x	11	14	4390	12
9678	R. Brown-A. Payne	7	8	8	9	dnf	dnf	4558	13
11777	J. Shilly-A. Maddoer	dnf	dnf	dnf	dnf	dnf	9	13	3555
9681	G. Hill-D. Hayward	dnf	dnf	dnf	dnf	dnf	12	11	3095
9561	G. Pouse-G. McBurnie	dnf	dnf	dnf	dnf	dnf	13	11	2995
9559	A. Wilson-D. Payne	dnf	dnf	dnf	dnf	dnf	dnf	1979	16
								625	17

# —Les Larson: National Snipe Sailing Champ—

A young, sun-burned chap pulled a roll of canvas from a small green sailboat at the Chautauqua Lake YC one evening recently and laid it on the ground.

He went on with the business of unpacking the boat and stepping the mast. Another sailor said. "A lot has happened since that boat was packed two weeks ago."

The boat was "Seaweed". Snipe #10390.

The chap was Les Larson, 18, a young man with the sailing touch of an ancient Norseman, and top Snipe sailor in the U. S.

The roll of canvas was two sheets of the material, sewn together to make pockets for the boom, tiller, whisker pole, and other equipment to protect them while traveling. That long roll of canvas pockets did yeoman service on the 6,000 mile round-trip which Les and his father Vic made to Seattle, Washington, where they won the 1962 Snipe Championship Regatta.

Just the trip across the country was an endurance test. They went out in 3 1/2 days and came back in 3 days. And in between, they had a good full week of concentrated sailing in one of the nation's toughest events of its kind.

Les, incidentally, designed and made his protective canvas roll and other covers for the rudder and centerboard. He's that kind of a sailor - pays close attention to all details.

The son of Mr. and Mrs. Victor Larson of Jamestown, New York, Les laughs in a shy sort of way, says it was wonderful sailing in the national regatta, but he is still rather flabbergasted at being the national champ. Those who know him predict that it won't make any difference in Les. He'll just go on sailing every chance he gets, the very best he can. He was national junior champion in the Snipe class in 1959.

What makes a national sailing champion? Was it the old pair of sneakers, his "lucky shoes", that he wears in every race? Three years old and a little small for him, the shoes are so dilapidated that they have to be taped around the toes. Was it his lederhosen (leather pants) he always wears for good luck? Or was it the de-weeder, a long forked pole for pushing weeds off the rudder, that he always carries in his boat for good luck, too?

These may have done something for his morale, but more probably he and his father are winners because they know how to keep their boat moving; they are forever making adjustments on their boat that improve its performance, and their teamwork in action is precise and smooth as a Swiss watch.

Larson's boat was built by Varalyay and their sails were made by Morgan. Their sailing skill is purely Larson made!

Les has had his father, a veteran Snipe sailor, as his mentor. "He wanted to sail when he was a wee fellow - he started with the prams; water, boats, and sails were always his hobby," explains his father.

When Vic was sailing in a regatta at Clearwater, Fla., in the Midwinters of 1954, Les saw boys and girls sailing prams, 8-foot flat bottomed boats with one sail. He figured that if he saved his allowance from then until the next Christmas, he could buy one,



CHAMPION TEAM FETED AT CHAUTAUQUA HOMECOMING PARTY - Les and Vic Larson (l. to r.) are greeted by two proud fellow clubmates and old-time Snipers, 1949 SCIRA Commodore Harold Griffith and 1960 SCIRA Commodore Red Garfield.

so asked for his allowance in advance. That kind of reckoning is hard to withstand. His parents bought him a Pram. When Vic went to regattas, Les went along; the Pram traveled on top of the car and the Snipe trailed behind. Les sailed the Pram for fun while Vic competed in races. Naturally, Les grew into the position of crew for his father. Now the tables are turned and Vic crews for Les since Les is too old to compete in junior Snipe events.

In September, Les returns to Renesselaer Polytechnic Institute where he will be a sophomore studying architecture. Besides being on the R. P. I. sailing team and the varsity soccer team, he likes to ski, just to keep in shape for sailing.

And what does father Vic have to say? "This is my greatest thrill! Even greater than when I finished second in the Internationals on our lake in 1946. I have competed in many major regattas for the last 25 years, but there'll never'll be anything to compare to this for me. It was a long way to go, but it was worth every mile of it."

"Actually," Vic offered, "this was the roughest regatta I have ever seen or been in due to the changeable conditions and the high class of the competition. We'll have lots to talk about this winter." That seems only natural! - Margaret K. Bentley.

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| 5. TRAILING COVER—        | Covers deck & sides with mast up or down. Has mast collar which closes opening when trailing | \$50.00 |
| 6. TRAILING COVER—        | Similar to No. 5 but covers entire hull.   | \$75.00 |

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# JJ Rumbings

In a recent issue of Sports Illustrated magazine, Ted Hood is quoted in discussing the success of Bus Mosbacher as saying that, "The fellow that writes the book on yacht racing may not be the best sailor. It's the fellow that remembers what's in it and can apply this knowledge at the right time." And Bus Mosbacher is, of course, one of those rare skippers who always seem to do the right thing at the right time.

I have no quarrel with this bit of observation on Ted Hood's part; in fact, I'd carry the thought a step further and suggest that even those who write columns for Class magazines "may not be the best sailor", a fact which may well be documented. On the other hand, there's no arguing the point that to apply knowledge of sailing at the right time does presuppose knowledge in the first place and a great deal of sailing knowledge can and should be gained from past experience, dismal as that might be.

In looking back over the 1962 racing season to see if there is any one particular bit of knowledge gained which I should try to apply to better advantage in 1963, I think it would have to do with starts of the race. The importance of a good start appears to be, in large measure, directly proportional to the level of competition, which in the Snipe Class generally is the highest there is. In the San Francisco Bay area, for instance, much of our sailing is done at regattas which include a number of other one-design classes. Those who observe the starts of our local regattas never cease to be amazed at the "casual" starts of most other classes in comparison to those of Snipes. When the Snipes start, you can count on 10 to 15 boats being right on the line and moving at the starting signal. The important point, however, is that on the other classes, a "casual" start seems to have little effect on the better skipper who usually wins anyway, no matter how far back he was at the start. Not so with the Snipes! Even so talented a skipper as Bob Huggins, after a season of generally poor starts in 1961 found himself in third place at the end of the season. But in 1962, Bob greatly improved his starts and in so doing, "walked away" with the 1962 Season's Championship. The point again is that in the kind of top level competition which you will find in most Snipe racing, even the good skipper will find it difficult, if not impossible, to catch up after a poor start.

Granting, then, that a good start is essential to winning in top competition, how does one go about achieving this objective? Obviously, good timing is fundamental, as is being in reasonable clear air, away from other boats, especially on your lee bow. This ability to time starts and be in good position relative to other boats comes mainly with practice and lots of experience. However, in looking back over this past season, one important factor which I know I too often reflected, was making a firm decision before the start which side of the first leg seemed to be favored, and establishing my position at the start in such a way as to be able to sail that favored side. Too often, in important races, I found myself "mousetrapped" into sailing a different course than I wanted to because of being at the wrong place along the starting line, thus allowing other boats to determine where I could go.

So, as a starter in acquiring knowledge based on 1962 experience, hopefully to be applied at the right time during the 1963 season, I will make it a point before each start to have a definite objective in positioning my start in such a way that I might sail my own race - to sail what appears to be the favored side of the first leg of the course.

## ANOTHER FINE RECORD FOR BOB

The California SBRA conducts 18 regattas at different locations during the season. The championship is determined by results of the best 14 races. Here are the top 5 winners for 1962:

BOAT	SKIPPER	Finish for each of best 14 races														Pts.
3518	Robert Huggins	1	1	1	1	1	1	1	1	2	2	3	3	3	22	
10567	John Jenks	1	1	1	1	1	2	2	2	2	3	3	3	4	28	
10792	Jim Warfield	1	1	2	2	3	3	3	3	4	4	5	5	6	47	
11458	Carlos Mattson	1	2	3	3	4	5	5	6	6	7	8	9	9	74	
11769	Robert Miller	2	3	3	3	4	4	6	6	7	7	8	10	11	84	

# Nassau

## REGATTA WEEK

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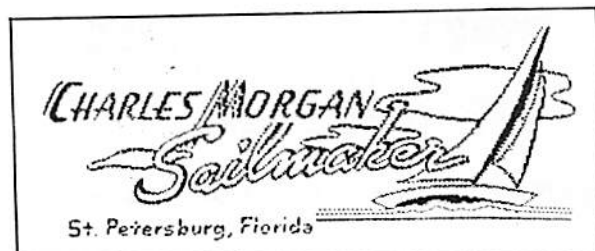
— by Ted Wells —

The "SNIPER'S BIBLE" has very recently been thoroughly revised, completely reset, and enlarged by some 20% of new material. This new edition includes all the fruits of Ted's experience since he wrote the first one, a matter of an additional eight years of mighty rewarding sailing.

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## HOMECOMING CELEBRATION

In the fall, homecoming celebrations are popular events, mainly at universities. Just before Halloween, the Atlanta Yacht Club held one in honor of Lake Allatoona's most famous character — Old Joe. Maybe they didn't plan it that way, but as far as I was concerned, that's the way their Halloween regatta worked out. After all I've done to publicize Old Joe's nefarious works, I suppose it is only proper that I should get thirteenth place at his Homecoming Regatta.

For those who came in late, the existence of Old Joe was first made known in this column after the National Championship on Atlanta's Lake Allatoona in 1955. His activities since have been covered periodically in this paper, and a complete description of how he works was given in an article in Yachting Magazine, which article later appeared in one of a number of articles combined by Bill Robinson in the book "The Science of Sailing."

Joe had a fine time at his Homecoming. The winds were exceptionally deceptive; the velocity varied from about two to twenty, but was never completely flat; and one had a tendency to have an unwarranted feeling of confidence. Francis Seavy was minding his own business on a port tack near the number one mark when Joe pushed the suction button which left Francis helpless with a drove of starboard tackers mowing him down. The same thing happened to Terry Whittemore on the starting line of the second race, and Brad McFadden had all the wind sucked out of his sails while hiked out and capsized to windward. As for me, I just zigged when I should have zagged. I can't remember doing anything right going to windward. On several occasions, by just sailing straight for the mark on reaches or runs, I managed to catch boats chasing each other upwind, but that was the only way that I caught any. I was going fast, but not in the right places. Of course, the number one mark was the windward mark in all races, and it is this mark that Joe can see without even crawling out from under the rock he lives under. He naturally does his best work here.

Anyone wanting to learn how to put on a regatta which would be a success regardless of Old Joe, cold weather, or anything else, should go to Atlanta. They put out more effort by more people in order to entertain their guests, and give them things which will cause them to remember the good time they had in Atlanta. I've never seen any other weekend regatta come even close. You can see how the Southerners get their reputation for hospitality.

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In District 2, the second race would have been protested and would have been thrown out as the windward leg was quite short and the runs and reaches long. In the first race, the starting flag was left in and became a mark of the course for some unknown reason. If it was to improve the view of the spectators (there didn't seem to be any other reason for cluttering up the course with it), this race would have been protested and thrown out, also. These facts were pointed out to the regatta committee and Sunday morning they had an excellent windward-leeward course.

## RULE 63 - ANCHORING AND MAKING FAST

We almost had an opportunity to get a ruling on what happens to a boat still tied up at the dock when the preparatory gun is fired. The first race had finished just off the docks, and apparently many skippers either didn't hear the 30 minute warning gun or were waiting for the committee boat to move to set up the starting line, with the result that they were still tied up with sails down when the 10-minute gun went off (including me). Rule 63(2) says a yacht may not make fast while racing except for certain specific purposes. And of course, a yacht is racing after the 5-minute preparatory gun; however, a boat which has not yet cast off from the dock or mooring certainly isn't racing while still tied up. Rule 50 says a boat sailing in the vicinity of the starting line after the preparatory signal shall be considered as racing, and therefore a yacht which is sailing when the preparatory gun goes off cannot come into the dock, but I think a boat still tied up at the preparatory signal is not subject to disqualification as it isn't racing until it casts off.

## Special Advance Notice to Snipers

### PRELIMINARY REPORT - RULE CHANGES

Because the Board of Governors meeting at Atlanta did not have a quorum, votes by mail will have to be received before definite statements can be made on rule changes, except for one set of changes come from an ultimatum from the IYRU to accept their banding system on masts and booms - or else! Since their system has some merit and since the Board wanted to retain Snipe's status as an International Class, these changes were accepted. They are as follows:

Delete Paragraph 42 and insert the following new paragraph:

Halliards must be used. The length of the luff of the mainsail shall be limited while racing by the following means:

Bands 1" wide shall be painted around the mast in color to contrast with the color of the mast, the bands being located as follows:

1. The lower edge of the top band to be not more than 20 feet 1/2 inch above the sheer.
2. Two more bands whose lower edges are 6" and 12" below the lower edge of the top band.
3. Three additional bands, the upper edge of each band being 16' 9 1/4" below the lower edge of the corresponding top band.

In racing, the sail must be set so that the distance from the highest point on the headboard to the lowest point on the sail at the foot (including boltrope) does not exceed the distance from the lower edge of any band at the top of the mast to the upper edge of a corresponding band at the bottom of the sail.

Delete Paragraph 43 and insert the following new paragraph:

Length of boom shall be 8'8" maximum, 8'6" minimum, measured from the aft side of the mast (the aft side of the mast includes the sail slot and material enclosing the boltrope). The foot of the mainsail shall not be stretched beyond the following limit while racing: the aftermost edge of the sail at the clew shall not be farther aft than the forward edge of a band 1" wide, and forward side of which is 8' 4 7/8" aft of the aft side of the mast.

You can now proceed to change the stripes on your mast and boom as a major winter project so you'll be ready for Spring.

# WHAT'S NEW?

## NEW BOW FORM UNDER INSPECTION

Marine architects and naval engineers the world over are engaged in investigating a new bow form which reduces a vessel's drag by a substantial percentage.

Where most persons would imagine a knife-like ship's bow to be the best way to cleave the water and provide greater speed, the experts are determining that this is not entirely true.

The new type bow below the waterline is a bulbous snout which reduces resistance by eliminating a ship's bow wave. It does this by producing a bow wave system of its own, out of phase and of the same amplitude as the normal bow wave. The effect is to cancel the normal bow wave.

The bulbous bow was invented recently by Prof. Takao Inni of Tokyo University. Adaptation of his invention is presently being investigated on the Great Lakes at the University of Michigan.

Reduction of vessel drag means ships would require less power to meet their designed maximum speed. Great Lakes vessels are generally too slow to take advantage of the bulbous bow potential because their speed-length ratio is not high enough. Lake freighters sail along at speeds between 12 and 18 mph.

There are, however, indications that the bulbous bow with modifications could produce a greater seaworthiness for the full-bodied lake boats.

— Pat Garling  
Cleveland Plain Dealer.

And just last month we commented on the beautiful bow wave produced by the Snipe pictured on the BULLETIN cover!

## FINALLY ON THE MARKET!

For many years, the average sailor has wished for some kind of easy and quick method to fasten or tie the ends of a cut rope or piece of line so he could use it immediately. All sailors will be glad to learn of a new product which meets this demand and should immediately get it for their repair kit as a part of necessary boat equipment.

Since cordage and rope handling are two of the most important features involving America's boating millions, West Products Corp., manufacturers of Sea/Line Products, is giving these major points the attention they warrant.

Sea/Line Marine Tape is the latest item on their agenda. Proper handling of synthetic lines, Nylon and Dacron, demands immediate whipping until permanently finished. Since most skippers do not (or cannot) attend to this immediately, Sea/Line Marine Tape has been developed for instant, temporary whipping.

The new tape is really a sea-going economy - 3/4", 360 inches; it is waterproof and a roll sells for only 25¢. This Marine Tape has a multitude of general uses as well; for low voltage electrical wrapping, protecting brightwork, covering sharp cotter pins, turnbuckles, etc.

The neat nautical package contains full instructions on the use of tape when cutting from spools, securing ends, and temporary holds when splicing. West Products has even included the slickest answer to "fids" in the instructions - ordinary matchsticks!

Like Sea/Line Nylon, "dacron" rope, and Sea/Line Whipping Thread, the new Marine Tape is only available directly from the manufacturer - West Products Corp., P. O. Box 707, Newark 1, New Jersey. Direct sales, they say, are the only way to sell the best for so much less.

## FREE NAUTICAL LIBRARY IN A PAIR OF SOCKS

Ever see the special socks made for golfers and other sportsmen? Well, sailors are next in line!

The Randolph Shoe Company of Randolph, Mass., has added this new item, the Boatshu Sock, to the Randy Boatshu line. Made of nylon and cotton, the soles are cushioned for added comfort and protection. Available only in white, they come in a stretch fabric which will fit everyone in the family. These socks are packaged with a free set of reading material on sailing subjects entitled "Basic Rules of the Road; International Flag Code; Channel Buoy Guide; Small Craft Storm and Hurricane Warning Chart." They cost \$1.00 per pair wherever Randy Boatshus are sold.



The  
**CLEARWATER YACHT CLUB**  
invites you to attend  
The  
**26 th Annual**  
**INTERNATIONAL**  
**MIDWINTER SNIPE**  
**CHAMPIONSHIP REGATTA**

MARCH 5 - 8, 1963

For Information, Write to the:

Snipe Regatta Chairman  
Clearwater Yacht Club  
Clearwater, Florida.

**WANT ENTRIES FOR YOUR  
REGATTA?**

Why not help Snipe Bulletin and Your  
Fleet by advertising here.

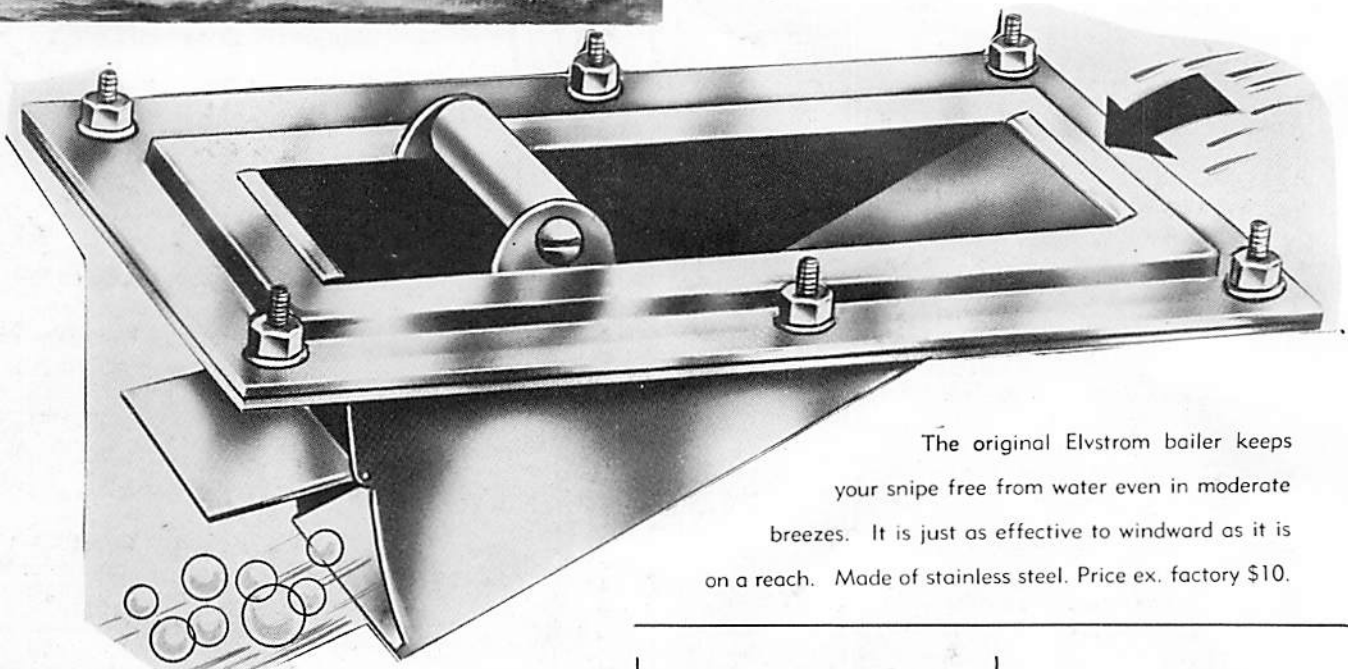
**PATRONIZE OUR ADVERTISERS**  
THEY DESERVE YOUR SUPPORT!



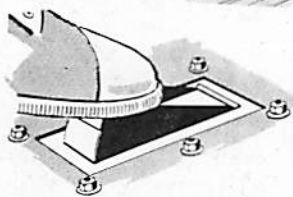
# 1959 World Championship



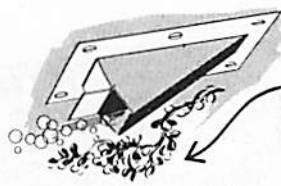
with Elvström Sails  
... and draining  
your Snipe with  
Elvström bailers  
means faster planing  
on thousands of  
bubbles



The original Elvstrom bailer keeps your snipe free from water even in moderate breezes. It is just as effective to windward as it is on a reach. Made of stainless steel. Price ex. factory \$10.



It can be opened with the foot. Easy to fix even in plastic hulls. Instructions included.



It cannot pick up weed and draws lots of air under the boat's bottom.



Easily closed with one finger. When boat stops, the non-return flap will close automatically.



The bailer will not be damaged if you should forget to close it before taking boat ashore.

*write to:* **ELVSTRÖM SAILS . HELLERUP . DENMARK**

## 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!

**FOR SALE: GERBER BUILT SNIPE 9090.** MORGAN dacron s like new; POST mast with built-in winches; sheer spray rails and padded cockpit; beautiful laminated mahogany tiller and rudder; trailer and custom tie-down fittings. Price \$750.00. R. W. Kent, 9585 Kosta Dr., Cincinnati 31, Ohio.

**WANTED: VARALYAY SNIPE HULL** for racing. Preferably in 7000 or 8000 series. Mast, boom, sails, and trailer are not essential to close deal. Please contact: Bruce Colyer, c/o Palm Beach Ferry, Inc., Flagler & 1st, West Palm Beach, Fla. Phone TE 2-3995 or 562-7679.

**FOR SALE: EMMONS 8591.** Hard-glued, refinished and dry-sailed last year. Minimum weight. Aluminum daggerboard. 2 suits of sails - 1 suit Murphy & Nye used one season. Many extras including bailer. Steel trailer with tie-downs. \$875.00 Philip Peterson, 1840 W. Jefferson, Springfield, Illinois.

**FOR SALE: BECKER SNIPE 11752.** Top racing condition; complete with new HILD sails, Race-lite fittings, and trailer for \$1100.00. Sale due to illness. Bernard Becker, 46 Glen Lawn Ave., Sea Cliff, Long Island, New York. Phone OR 6-6072.

**FOR SALE: LIGHTNING #5328.** Built in winter of 1960. Cedar hardglued. Race-lite and Tuphloc fittings. Dacron sheets. Cotton sails. Finish and hull excellent condition. Motor hatch Sacrifice at \$1050.00. Jim Diggs, Jr., c/o Diggs Furniture Co., Paris, Tennessee.

**FOR SALE: Sails, all Watts dacron, structually sound, postpaid.** 2 flat jibs \$20.00 each. Flat main \$30.00; medium main \$40.00. Little used maximum full cut jib \$40.00 and main \$60.00. Bob Vreeland, 2619 Oakview Dr., Rochester 17, N. Y.

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

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

**WANTED: GOOD USED ALL-GLASS SNIPE.** Send description and price to R. A. Grohne, 47 Eastmoreland Ct., Decatur, Ill.

**DO YOU NEED A NEW MAST?** Get a complete set of plans for the CHAMPION round mast for Snipes designed by Ted Wells and build your own. 4 sheets of blueprints with all details for hardware and rigging for only \$1.00 per set. SCIRA, 655 Weber Ave., Akron 3, Ohio.

**FOR SALE: "OLYMPIC" Sails** as used by the British National Champion - \$78.00 complete. New section Proctor masts. Olympic Boats, 220 Hither Green Lane, London S.E.13, England.

**LOOKING FOR A GIFT FOR A SAILOR FRIEND?** Why not send him a year's subscription to the BULLETIN? It is an outstanding class publication and contains many articles and stories which will interest any sailor. Just send in \$2.00 with name and address and we will do the rest.

**WEAR SNIPE INSIGNIA.** A good quality emblem 2 1/2" x 1 1/2" suitable for wear on caps, pockets of blazers, jackets, sweaters, shirts, etc. A bright red Snipe embroidered on dark blue felt surrounded by yellow braid. Very attractive - shows up good! Advertise the fact that you own the best little boat in the world and belong to a grand organization. Get them for \$1.00 each from SCIRA, 655 Weber Ave., Akron 3, Ohio.

**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!

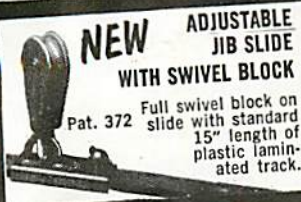
## EQUIPMENT and GEAR for SNIPE SAILORS by -

SEABOARD MARINE SUPPLY CO., Montauk Hwy., Islip, N. Y.

### NEW GOOSENECK

Nylon and stainless steel construction. Slide runs in internal track. Track comes with gooseneck.

Pat. 429NY



### NEW ADJUSTABLE JIB SLIDE WITH SWIVEL BLOCK

Full swivel block on slide with standard 15" length of plastic laminated track.

Pat. 372



### NEW SWIVEL DECK BLOCK

Pat. DS-1  
Small block mounted on round base. 360° swivel  
For lines up to 3/8" dia.

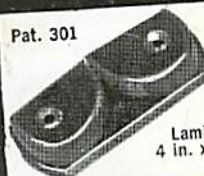


### NEW OUTHAUL CHEEK BLOCK

Small cheek block with metal sheave and phenolic sides. Sheave is 1/8" thick, 1" in diameter.

Pat. H-2

Pat. 301



### STANDARD CAM CLEAT

Laminated plastic  
4 in. x 1 3/4 in. base

### SEABOARD STAINLESS TURNBUCKLES

Precision-made turnbuckles of high strength, corrosion-proof stainless steel.

No. TW10-JJ



### HARD'S PVC FOUL WEATHER GEAR

Vinyl coated - permanently soft. Both button front and pullover hooded jackets. Color choice of yellow, red, blue, white, orange or green.



### NEW SELF BAILER

Compact and easily installed. For boats up to 20 ft. Operates at slow speeds.

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### NEW JUNIOR JAM CLEAT

Nylon and stainless construction. Full swivel action. A low-cost fitting for boats in the Snipe size range.

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### MAIN SHEET JAM CLEAT

Universal swivel action. Laminated plastic and stainless construction.

Pat. 366



### CHINA for TROPHIES

Tiles, ash trays, beer mugs. With club name, date, etc. on special order.



### TRANSOM DRAIN SOCKET with CAPTIVE SCREW BUNG

In black and white nylon  
3/4 in. bore.

410/NY



### NEW NYLON THIMBLES

Strong, corrosion-proof and easy to work with. For 1/4" 3/8", 3/8", and 1/2" rope.

407-NY

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### BLOCK ON STRAP

Small block on stainless steel strap for a wide range of uses.

Pat. SS-1-WS

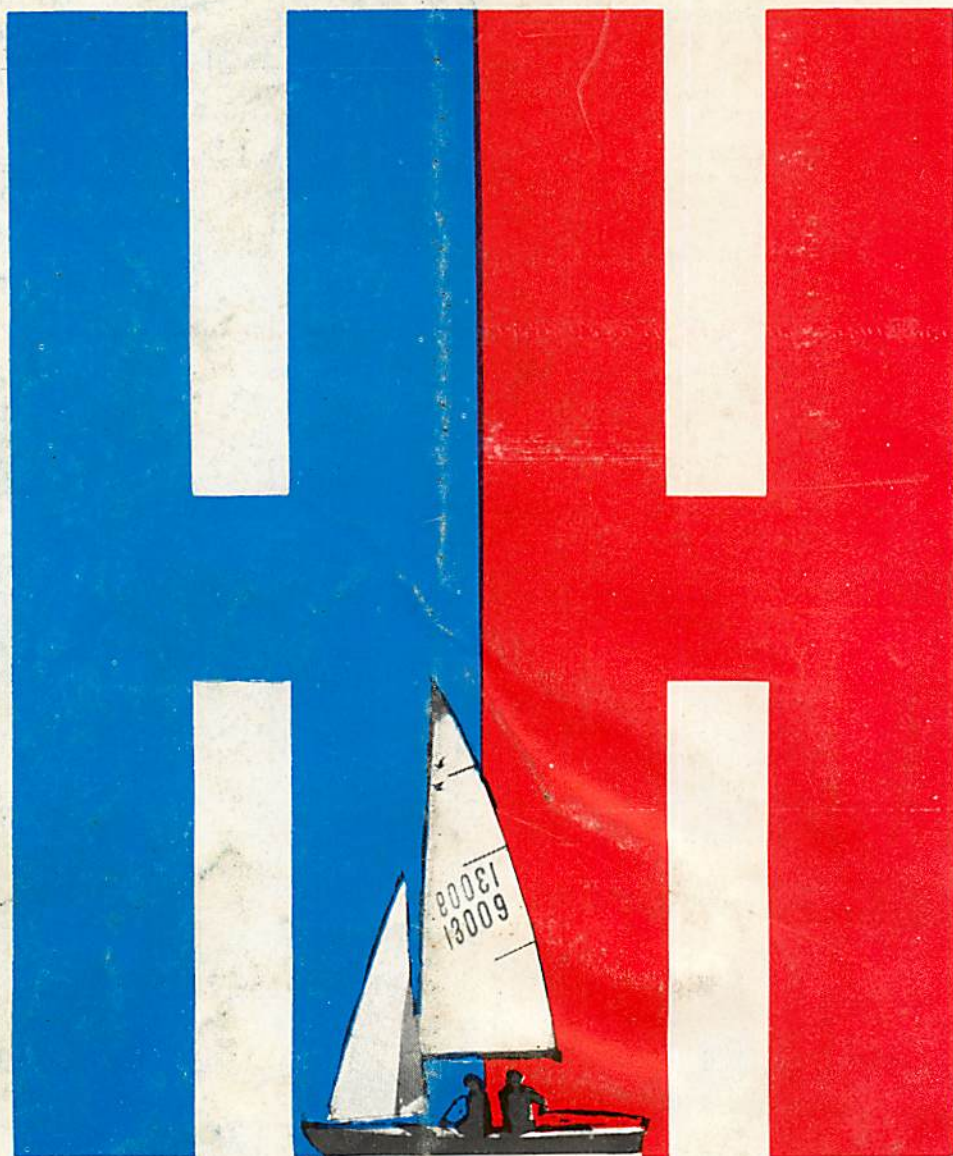
ASK YOUR SEABOARD DEALER  
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**hello!**

**hello!**



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