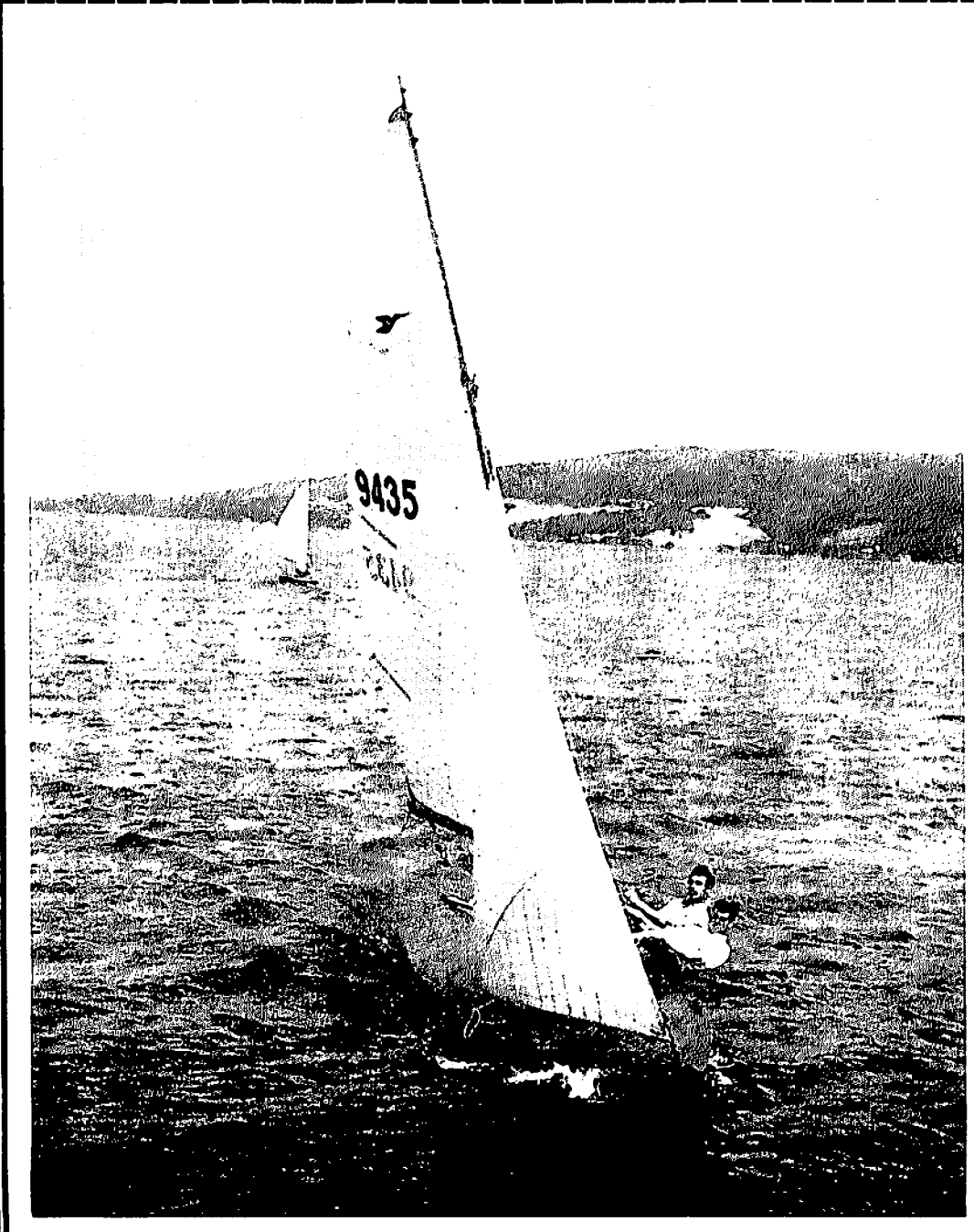


SNIPE BULLETIN

FEBRUARY 1955

VOL. 4 NO. 9



SPECIAL CANADIAN ISSUE.

GRAND-SLAM CHAMPION OF THE DOMINION OF CANADA.
Dick Shaw and Mike Harper in the winning boat "SKIDOO".

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SNIPE BULLETIN

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

Address all correspondence to:

Snipe Class International Racing Association,
655 Weber Ave., Akron 3, Ohio, U. S. A.

Subscription Rates.

\$2. 00 Per Year.

Owners of measured and paid-up Snipes receive **SNIPE BULLETIN** as part of their membership free.

Forms close on the 15th of each month preceding publication. Material received after that date will not appear until a later issue. Contract advertising rates may be had on application. Be sure and notify SNIPE BULLETIN of any change in address, giving both old and new addresses.

DUZARDU or DEWSEERDEW ?

No matter how you spell it, it sounds just the same!

DUES ARE DUE!

The new Snipe sailing season starts April 1st and, after that date, you must have a 1955 membership card in order to participate in all official races. Dues are \$5. 00 per year for owners and \$3. 00 each for co-owners of Snipes, and that includes two subscriptions for the Bulletin for a year. The continual success of SCIRA depends largely on the way dues are collected and the value of the organization to the individual far exceeds the small amount of money asked in support. So, why wait? The price won't come down this year!

FLEET CAPTAINS: 3 THINGS TO DO DURING MARCH!

Send in: (1) Dues (2) Names of 1955 officers (3) 1954 point scores.

Thanks from Canada

May I first express my thanks to the executives of SCIRA who made this special Canadian issue possible. It is published in the hope that other snipe skippers throughout the world would like to know something about snipe racing in other countries.

Although Canada is a very large country, somewhat the size of the United States, our population is nowhere near that of our neighbor to the south. The whole population of Canada is only 14 million, equal to that of New York state alone. One can see, then, the reason why Canada is comparatively a baby in the sport of Snipe racing. We have one fleet in Vancouver on the west coast, one in Oakville, Ontario, and the remainder are centered in the Maritime provinces--New Brunswick with one fleet and Nova Scotia with seven.

In our Dominion Championship races, which are always held the last week in July, our meet is made up of the boats from the 7 Nova Scotia fleets plus one or two from New Brunswick.

We are quite proud of young Dick Shaw, (probably some of our readers met him at the Western Hemisphere Championships). As you will read later, Dick scored the grand slam of Canadian Snipe racing and went on to finish fifth in Havana. I think Dick and Bob exemplify Canadian Snipe Racing spirit by being true sports in every sense of the word.

As you look through this Bulletin, you will see various articles from some of the Canadian Yacht Clubs. And they all stated the following in reporting to me, "Tell the snipers, if at any time they are in the vicinity of our club, to be sure and drop in--we will be more than glad to see them."

I know that this is certainly true, because of that wonderful feeling that SCIRA promotes with the word INTERNATIONAL.

Canada will forever be indebted to such men as Bill Crosby, Hub Isaacks, John Hayward, Ted Wells, and the many thousands of helpers of the Association. May God grant that SCIRA will always have men and women such as these in its membership!

Roy MacKeen

DICK SHAW HITS CANADIAN JACK-POT YOUNG SKIPPER WINS FIVE TROPHIES IN ONE WEEK!



A START IN THE DOMINION SERIES



DICK SHAW, 1954 CANADIAN CHAMPION FROM THE ARMDALE YACHT CLUB, HALIFAX, N. S., RECEIVES HIS TROPHIES. Left to right; Dick Shaw, Commodore G. H. Harvey of the Bras D'or Yacht Club, Bob Dauphnee, Dick's crew, and Mike Hooten, temporary crew for the warm-up, Provincial, and Maritime Championships. Dick won the cups pictured above; Ross Cup (warm-up race); MacCurdy Trophy (Provincial Races); Maritime Trophy (Maritime Races); MacDonald Trophy (Provincial Races); Leckie Trophy (Dominion). THIS IS THE FIRST TIME THAT ANY SKIPPER HAS WON ALL THREE MAIN TROPHIES.

I am indeed sorry that the article from the Bras D'or Yacht Club, giving the complete story of the Dominion Championships was not received; however, I will try to fill in some of the highlights of Canada's top event.

Baddeck, a quiet summer resort town nestled in the foothills around the Bras D'or Lakes, slowly came to life early Sunday morning, July 25, 1954. But already, trailers from far-away towns were rolling down to the Yacht Club and arranged in neat rows. The owners, skippers, crews, Yacht Club officials, and interested bystanders talked merrily of the week's racing ahead, while others renewed old acquaintances made at previous regattas. Slowly, the boats began to take form, as trailers were rolled into the waters, spars were stepped, and boats moored to the buoy line.

Working quietly on his upturned hull and away from the rest of the crowd, was Dick Shaw, the young skipper who last year almost copped the Dominion Title, except for a broken halyard on the last leg home.

Finally, almost everybody arrives, including the 1953 Dominion Champ, Dan MacKenzie and crew, Bud Moraff, of the Royal Cape Breton Yacht Club in Sydney; former Dominion Champ Don Scarfe of the Armdale Club in Halifax; Sid Forsy from the Northern Yacht Club in North Sydney, and Walter MacKinley, a 67-year-old snipe sailor who never misses a snipe event.

Although I can not remember the positions of the 23 boats entered in the event, I can remember the outstanding competitors and hope that the other Canadian entries will



TOUGH COMPETITION--Don Scarfe, Dominion Champion in 1952 from Armdale, and his crew finished in second place.

forgive me if their names are omitted. In the weeks running, Dick Shaw took all the honors by winning the tune-up race on Monday, the Provincial Cup on Wednesday, the Maritime trophy on Thursday, and the Dominion final on Friday. His closest competitors were Don Scarfe of Armdale YC, Bill MacIntyre of Dobson YC, and Dan MacKenzie of Royal Cape Breton YC. For the past two years, two teams have been coming from New Brunswick and were furnished with two local craft to sail because of the long distances they would have to trail their own craft. It is hoped that more boats from the Shediac Bay Yacht Club will be able to partake in the next Dominion meet in Halifax.

The Saturday evening presentations were the highlight of the week's social affairs, with the spot-light, of course, on Dick. He received five trophies in all. Bill MacIntyre received a special trophy for a Saturday afternoon race.

—Roy MacKeen.

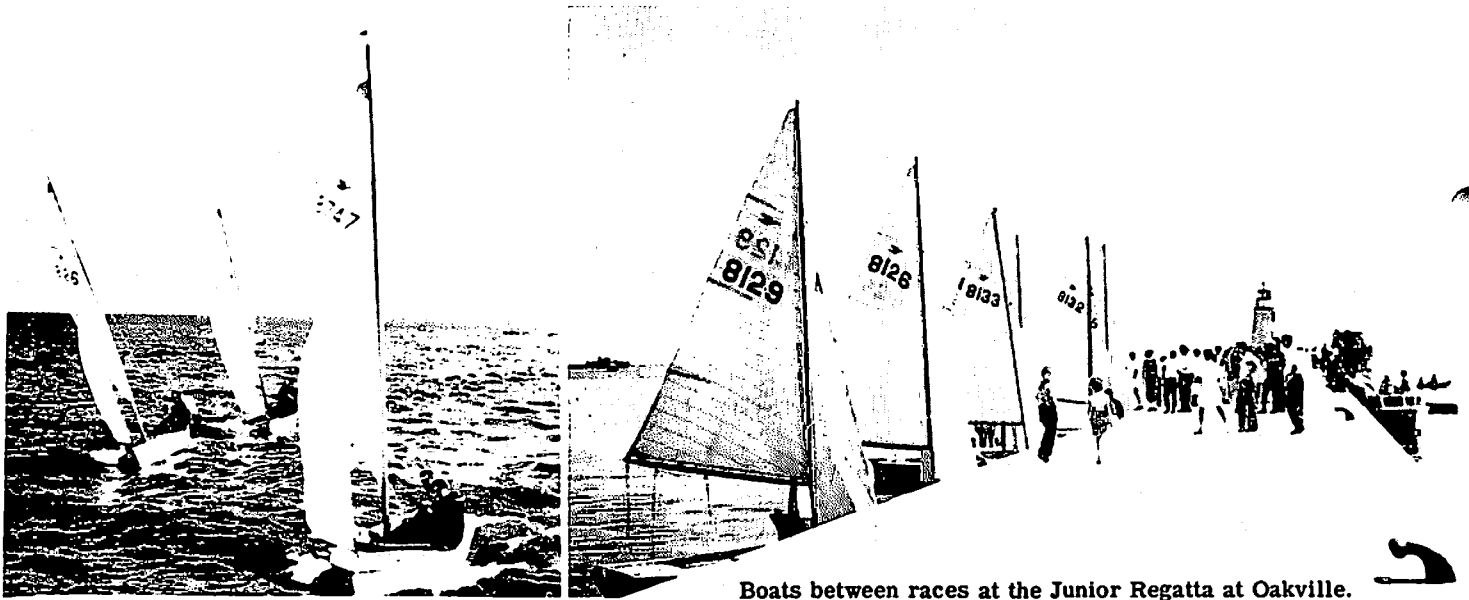
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Boats between races at the Junior Regatta at Oakville.

WIVES CREW AT OAKVILLE

Snipe Fleet 321 of Oakville, Ontario, began operations in May, 1950 with the delivery of 10 snipes built-to-order in Nova Scotia. The next year, 6 more were ordered and now, in 1954, there are 21 in the squadron, with more expected in 1955. A unique feature of the fleet is that the crews are the wives of the owners, with few exceptions.

We race twice a week over the season for several trophies--the Lady Baillie Cup, the McCurdy Cup for ladies, the two Founders Cups---which are awarded for the season's highest point scores. The McCurdy Cup races take place Saturday afternoon, when the long-suffering women crews have a chance to get even, as they skipper the snipes with their husbands for crews. The racing schedule starts the middle of May and lasts until October and, as we race in the open waters of Lake Ontario, we have very strong breezes most of the time. This fact is to our advantage when we have meets with other yacht clubs who race in more sheltered waters.

In addition to our own races, we have several regattas with neighboring clubs. The B-A Oil Co. donated the Peerless Trophy, to be contested annually with the Port Credit Yacht Club. Unfortunately, after staying with us a couple of years, P. C. Y. C. won it again this year. Along with the Burlington Y. C. and the Q. C. Y. C. of Toronto, the Oakville fleet has an annual meet for the North Shore Snipe Championship

of Lake Ontario. Again, this year, it is in Oakville's custody. Until this year, we had won the first five places at the Canadian National Exhibition snipe races held in late August, but this year first place went to a snipe from Olcott Yacht Club.

Every Saturday morning during July and August, the youngsters of the town and children of members are given instruction in sailing and handling of boats. On Labor Day, these junior members have their own regatta all day. This year, two of our juniors, John Eastwood with Nancy Cavanaugh, crew, won the Aphrodite Cup at the International Junior Regatta, a two day event.

The last Saturday of September is the day for the Grudge Mug affair. These races are for members who have not won any other trophy all season. The first three races are in your own snipe, but after that the skippers draw lots for the boat they must use. This eliminates the feeling that so-and-so always wins because his boat is lighter, faster, etc. This year the races were held in winds of 25 mph with gusts up to 35 mph and were quite exciting and strenuous.

We have no beach, so our snipes are moored all summer long in the harbor, making us a wet fleet. If any SCIRA sailors are ever driving through this part of the country and would like to join us in a race or even arrange a regatta here, we would be interested in hearing from them at any time. We are a small club, but wildly enthusiastic snipers.

— Bettina Masson

SOME OF DOBSON'S SAILORS. Front, l-r,

Murray Elman, Harold Schwartz, Walter Mac Kinlay (fleet captain), Irving Schwartz, Mona Pushie, Roy Mac Keen (Canadian National Secretary).

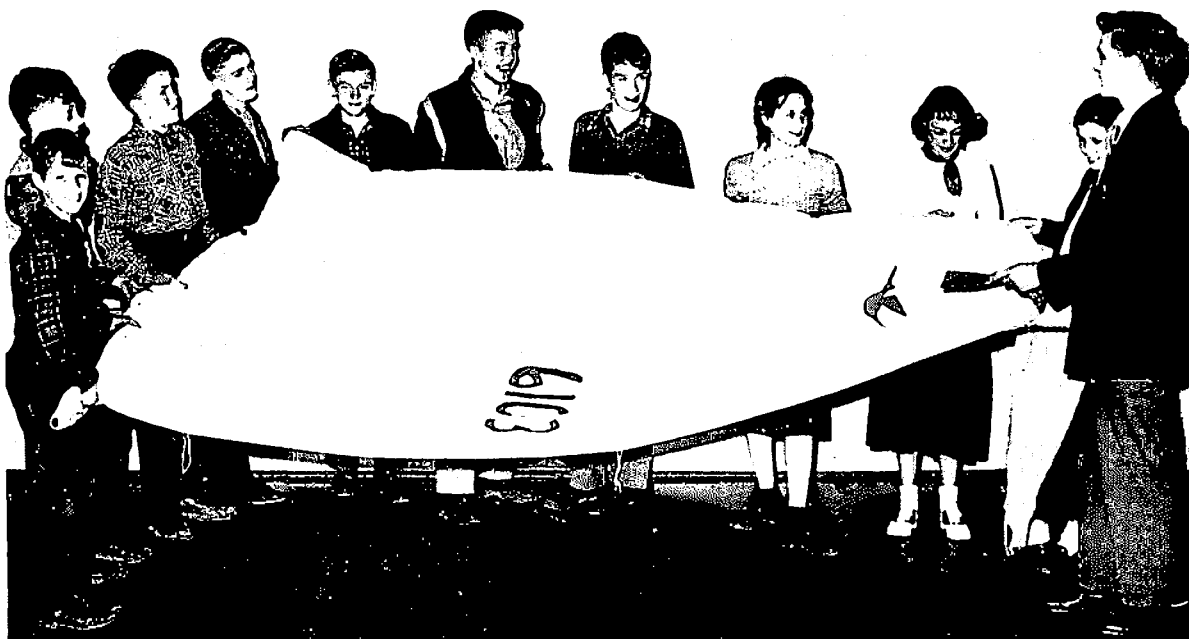
Rear, l-r.: Ray Hubley, Thelma Hubley, John Betuik, Harry Henderson, "Mac" Morrison, Frank Elman, Earle Johnson (rear-Commodore) and Lawton Isherwood (Commodore)



HOW WOULD YOU LIKE TO HAVE THIS BUNCH OF SAILORS ON YOUR TRANSOM IN A CLOSE RACE? NO WONDER ARMDALE IS PROUD WHEN THEY BEAT THEM!



SNIPES TIED UP AT THE GOVERNMENT WHARF AT BADDECK, NOVA SCOTIA. THE BRAS D'OR YACHT CLUB, HOME OF FLEET #113, IS IN THE BACKGROUND.



This likely-looking group of youngsters are all future snipe sailors at Dobson Yacht Club. Here they are shown getting instruction at a LEARN TO SAIL class. They will be ready when the new Prams are launched come Spring.

DOBSON 392 SPONSORS PRAMS

By the time that snipe sailors read this, it is hoped that Canada's newest Yacht Club will be fully set-up in their new building.

The Dobson Yacht Club, named after a famous Cape Breton sailing family, is located 2 miles from Sydney on the opposite side of the harbor. Although only a year and a half old, D. Y. C. can be proud of one of the finest sites on Cape Breton for yachting purposes and, if all goes well, a modern and spacious clubhouse. We have had extensive cribbing to

protect the "point", and a wharf 60 ft. long is under construction. Dobson has 10 snipes in our fleet and, although there was much work to do around the club this summer, we still managed to have at least five races a week. Our entry in the Dominion was indeed encouraging for such a young club. Six snipes were trailed 60 miles to Baddeck for the event.

At present, Optimist Prams are under construction in the basement at the home of Walter MacKinlay, the 67 year old fleet captain of the club. We hope to start sailing young and thus insure a steady supply of sailors for the snipe fleet through these prams. We invite you to watch us grow!

ARMDALE FLEET HAS A FINE RECORD



TEACH 'EM EARLY is the motto at Armdale Yacht Club Fleet # 95, as substantiated by the above photo. Some of the small fry who are continually under foot around the club float today, are tolerated for their possibilities for the future. Here, from left to right, are Robie Guilford, Peter Martin, and Chris Pelham absorbing some much needed advice from Angus Walters, the veteran skipper of the famous fishing schooner **BLUENOSE**.

THIS MOST INTERESTING ACCOUNT COULD WELL BE ENTITLED — *HOW TO BUILD A SNIPE FLEET*

One of the greatest Snipe racing centres in Canada is in Halifax, where a strong and energetic fleet operates under the sponsorship of the Armdale Yacht Club.

Since its inception in 1937, the fleet has been a constant contender for honors, not only locally, but in removed centres as well, and skippers from Armdale have taken the lion's share of awards for eleven of the seventeen years. And today, after another successful season, they still possess the Maritime, Provincial, and Dominion Crowns, thanks to Dick Shaw. Excellent sailing conditions and an unsurpassed club spirit have contributed much to the existence and growth of the Halifax group. Their home waters, the North West Arm, reaches in from the sea for 3 1/2 miles, bordered on one side by the city's most residential section and the other by parks, summer homes, and virgin forest. At all times, the sheltered waterway is available and suitable for racing, but most of the 60 odd races completed each season are held in Halifax Harbour, which constitutes part of all recognized courses. Races are held on Wednesdays, Saturdays, and Sundays, leaving little to be desired in way of keen action.

There have been seasons during the 17 years at Armdale when competition dropped below the standard of other years. This is attributed to a natural cycle when, through advanced years or the year for a larger craft, boat owners make way for newcomers. This last season has seen more newcomers than in any individual year of the fleet's history.

In spite of the inexperienced addition, competition was surprisingly close and enough reserve ability possessed by a second year skipper, Dick Shaw, enabled him to restore Armdale prestige as the leading snipe fleet in Canada.

In 1937, there was a single odd Snipe in the six odd boats in the flotilla. It came from Cape Breton, where Doug Fraser, through a community effort, built the craft under the direction of that famous snipe builder, Walter Pineaud of Baddeck. A small delegation took the craft to Cape Breton for Race Week and thus the seed was firmly planted which was destined to develop surprisingly as the years wore on.

In the Fall of that inaugural year, Mack Blackadar (who pioneered Armdale Snipers), manipulated a strong move towards establishing a fleet. Within the modest group of about 30 members, there was the Webber family, the father and two sons being carpenters; thus, with sufficient enthusiasm and the workmanship of the Webbers, 8 Snipes were ready for delivery early in the Spring of 1938. The boats were completely outfitted ready to sail at a total cost of \$139.50 each.

The year 1938 saw a contingent of 8 boats make the trip to Baddeck for Race Week. The group, proud of their accomplishment of presenting a bona-fide fleet, nevertheless fell short of the where-with-all to annex any of the silverware. A good time was had by all, however, and again they returned to Armdale more determined than ever to improve their possessions enough to match the unparalleled finished product built by Pineaud and sailed by Cape Breton yachtsmen. It was that year that Mack Blackadar approached the late Premier Angus L. MacDonald of the Province of Nova Scotia for a suitable trophy to be emblematic of the Provincial Championship.

Through the efforts of Blackadar once more along

with the financial assistance of Pearson McCurdy, an order was placed with the Pineaud Brothers for a single Snipe to be delivered in the spring of 1939. Cliff Nickerson, inspired by the Blackadar move, followed suit by promptly placing his order for another.

The next time Armdale Snipers appeared in Baddeck, they changed the aspect of the provincial snipe picture. That memorable summer of 1939 saw Nickerson capture the Provincial and Maritime titles, bringing the coveted awards to Armdale for the first time.

The war hindered snipe racing, although Jim Harding of Shelbourne ruled the roost for several years. During this period, the proud Armdale fleet dwindled to four boats. By 1945, the old spirit began to creep back. Freddy Pineaud and Pat Baldwin of Baddeck, still smarting from the defeat handed them by Armdale, decided to give the Halifax Club a bit of their own medicine and they intended to do it in Armdale's own waters. 6 boats took part in the races and again, victory went to Armdale with Dick Currie in his very trim home-built craft being the standard bearer.

By 1946, with personnel freed from the services, yachting was marked by a stimulating revival. AYC, now thoroughly sold on SNIPE, placed an order with Pineaud for 10 boats. Before they arrived, another Race Week was upon them and again Halifax yachtsmen loaded their trailers for Baddeck to defend their titles, with Mack Blackadar, back from the war as a lieutenant, leading the vanguard. But it was Tom and Larry Murphy who walked off with the Maritime crown on that occasion, adding for good measure the Corson Cup as champions of the Bras d'Or Lakes and the Invitation award of the Bethune Cup. One month later, the father and son team of Len and Don Cooley won the Provincial series at Halifax.

Interest began to hit a new high as time went on and in 1947, Cape Breton sailors along with those from Liverpool and Shelbourne arrived in Halifax where the Maritime, Provincial, and Dominion races were scheduled. This was the first time for the Dominion Trophy, which was contributed by the ships chandlery firm of John Leckie, Ltd. Over the open waters of Halifax Harbour, about 30 boats took the starting gun in the Provincial races and Len and Don Cooley were the winners again. And another Armdale skipper, John Snow, took the MacKenzie award for the Maritime title, while the Dominion Cup was won by Jim Harding of Shelbourne when Tom Murphy of Armdale lost the lead at the last moment when his gudgeons broke loose.

Later that year, Jim Harding took his "Rascal to Switzerland, where, under the sponsorship of the Provincial Government, he represented Canada in the World Championships.

In 1949, Don Scarfe, Bill Martin, and Don Cooley made it an Armdale show all the way by copping the Dominion, Maritime, and Provincial Trophies respectively. The next year, Don Cooley and Don Hopkins kept the ball rolling for Armdale, winning the three trophies with little trouble in a field of 39. Later that year, the Cooley-Hopkins team travelled to Larchmont, N. Y., for the World's Championships.

These were by far the best years Snipedom has ever enjoyed in the Maritime Provinces and it was hoped the example would be picked up by the rest of Canada, resulting in stiffer and keener opposition.

But in 1950, when Race Week was held in Bedford Basin near Halifax, the rivalry was all between clubs from Cape Breton and Halifax, with no entries at all from the rest of Canada, although the meet was well publicised. That year the largest delegation on record came from Cape Breton, but again their best efforts were not enough. Cooley racked up his second Dominion win and captured the Maritime as well. When Walter Piers came through for the Provincial, it was a clean sweep for Armdale, who, by this time, had come a long way since that memorable day in 1937 when they sought their first Snipe recognition with a single boat.

In 1951 and 1952, Don Scarfe, in a boat which he and his father built, walked off with the Dominion and Provincial Trophies, while Cooley took the Maritime in '51 and Harvey Doane in '52. That year, the Western Hemispheres were

held in Clearwater, Florida, and Scarfe, due to studies, was unable to make the trip. Harvey Doane and Ted Lane of Armdale along with Walter MacKinlay and Roy MacKeen of RCBYC went instead.

A drastic change came up in 1953. The influx of many green skippers in the Armdale fleet and the graduations of too many familiar faces saw the standard of the fleet slackened somewhat. A representation was on hand for the races in Sydney, but the usual prestige was absent. Both the Dominion and Provincial crowns, after a lapse of many years, went back to Cape Breton. Dick Shaw, in "Skidoo", brought a single award, the Provincial, back to a somewhat crestfallen Armdale Yacht Club.

Finally, this past season, Snipe Week in Baddeck was a reminder of two years ago. Dick made a lasting impression with all three titles tucked away in his belt when the smoke of battle cleared away at the end of the week.


Thus great inroads in the realm of Snipe racing have been made by yachtsmen of AYC. It was through the efforts of a handful of men that the fleet was started, but from then on, the natural performance of the boat was enough to inspire the spirit of those interested in keen racing enough to see the numbers increase and the caliber of sailing improve almost to the point of perfection.

The regattas held each year provide a maximum of entertainment along with a fine spirit of competition. The acquaintances made during these meets leave a great feeling of fellowship and a bondage has been welded between the two sections of the province which augurs well for the future of snipe racing this far east. There is, however, a great deal of regret for the lack of enthusiasm shown by the rest of Canada for this inexpensive type of yachting. Snipes are recognized as the largest class of one-designed boats in the world and to those who have watched them perform or who have actually sailed them, that status is easily understandable.

Armdale Yacht Club, recognized as the largest yacht club east of Montreal, is proud indeed of their fleet and the honors they have garnered down through the years. Next year, when they pay host to visiting yachtsmen for Snipe Week, an entry from some of the inland clubs as well as the west coast would be greatly welcomed. Cape Breton yachtsmen, with their commendable hospitality and enthusiasm, need no additional urging—they are always in the field of competition, eager and willing to swell any meet that represents organized Snipe racing.



Ted Lane, left, and Ron Cameron build their own SNIPE for the Armdale Yacht Club Fleet.

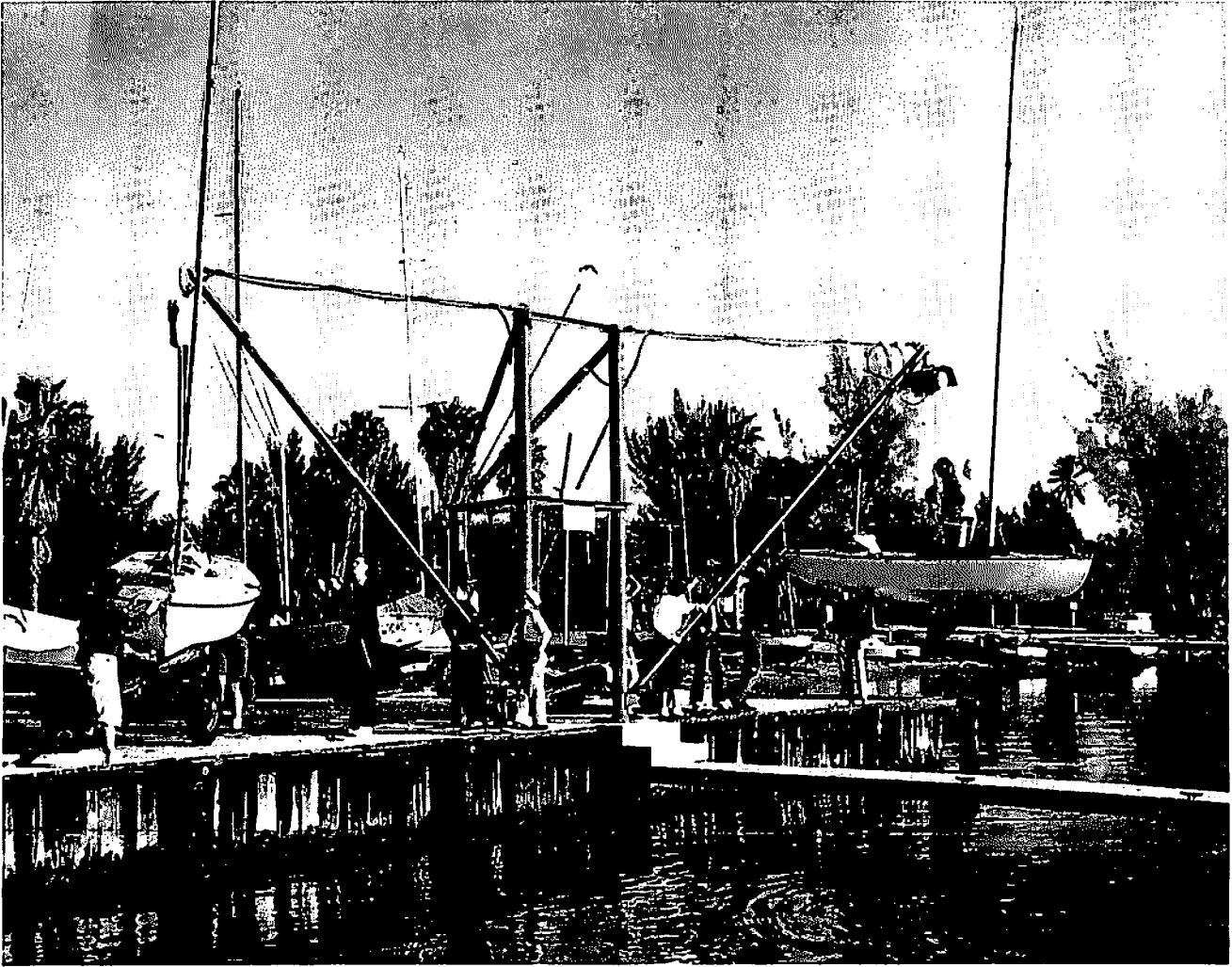


Snipe Building Plans

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MIAMI DREAM COMES TRUE



— Richard Veit.

Getting small boats in and out of the water has long been a major problem to many fleets and Miami Fleet #7 was no exception, but NOW—their troubles are over forever! The above photo shows a couple of snipes being lowered into the water by new twin electric hoists and they certainly are a "dream which came true." As anyone can see from the picture, it is the ideal way to get the boat from trailer to water and vice versa and furthermore, everything is wrapped up in one package, for a large storage area for boats and trailers surround the dock.

Such facilities encourage invitations to visitors and thus to sponsoring sailing meets and now all Florida fleets are planning more activities than ever before. For years, a Caribbean Championship has been discussed and now Jim Orr of Miami has proposed to the Nassau and Havana fleets that they co-sponsor the event and rotate the "host fleet" role. The Nassau Development Board is interested in subsidizing transportation of boats and crews and an auto ferry from Key West to Cuba has been operating since November. Double-deck rigs would cut transportation problems and costs to Nassau and Havana for U. S. boats. Also, keeping this race between or close to the two regular Miami regattas—Biscayne Bay Y. C. and the Florida State Championship at Miami—would enable entries to the Mid-Winter Races at Clearwater to take them all in at the same time.

Florida sailors are making a distinct effort to acquaint snipers of the sailing possibilities there, realizing that the combination of climate and year-round sailing is an attractive lure. Burt Eaton, 1955 Fleet Captain at Miami, 11441 S. W. 77th Ave., Miami 43, Fla., sends in the following winter schedule--a little late, but he will be glad to hear from you anytime.

1955 FLORIDA WINTER SCHEDULE.

- Feb. 6 — Tampa Yacht Club.
- 12-13 — Orlando Yacht Club.
- 19-20 — West Palm Beach Propellor & Sail Club
- 26-27 — Biscayne Bay Y. C. at Miami
- Mar. 5-6 — Florida State Championship at Miami.
- 8-11 — Mid-Winter Regatta at Clearwater.
- 13 — Manistee River, Bradenton Snipers.

The Mid-Winter Championships at Clearwater ranks next to the Nationals in importance with U. S. snipers; likewise, the regatta at Miami is one of the oldest in Snipe History. Since the Florida State Championship is open to everyone, many top-ranking sailors stop off at Miami on their way to Clearwater and the resulting competition is terrific. Both events are anticipated with great pleasure.

EVERYBODY WELCOME!

Come to the 1955
**INTERNATIONAL MID-WINTER
SNIPE CHAMPIONSHIP REGATTA**
CLEARWATER YACHT CLUB

MARCH 8, 9, 10, 11-1955.

Clearwater, Florida.

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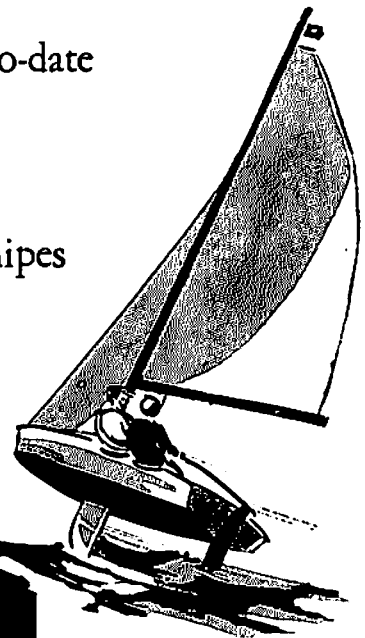
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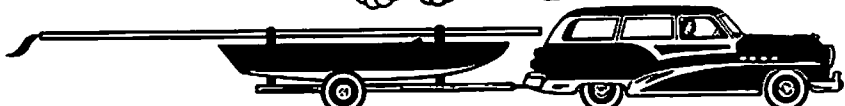


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767 HIGH RIDGE ROAD • STAMFORD • CONN.

Cells Battering

by
Ted Wells



NEW SECRET WEAPON.

Frank Penman, SCIRA Secretary for Great Britain and Ireland, has informed me of the development of a new secret weapon in England. The standard gadget, he says, is a little too big for a Snipe, but he is having one made for a Snipe and has promised to send it to me. Since it is a secret, he didn't give me much information on it, but says it is a variation of the old joke about the best way to get water out of a boat being merely to drill a hole in the bottom of the boat and let the water run out. Frank says it works fine at any speed over about two and one half knots. I imagine that it consists of some kind of a deflector in front of a hole in the bottom of the boat with the deflector creating enough suction (as a result of motion through the water) to let the water run out of the boat instead of in to it above the critical speed. If such a gadget could be rigged up so it would not create any drag when it wasn't functioning, it would certainly be a good idea, because the slight amount of drag which it would create while working would be of no importance when the wind was high enough to make water in the boat a problem.

A number of years ago in a regatta at Fort Worth, the wind blew about 35 mph in one race and only about a third of the boats finished the race. Of the two-thirds that did not finish the race, most of them just simply filled up and sank or capsized as the result of the boat becoming unmanageable from too much water. I had a small cockpit and good spray boards and finished the race, but decided then and there that I would cook up some means of bailing while on a beat. The first attempt was by mounting a rubber "step-on-it" pump below a hinged piece of floorboard, with a rope and a couple of pulleys to permit the crew to bail while leaning out. This was better than nothing, but the capacity of the pump is quite limited.

Unfortunately, the outfit that made the "Drain Buddy" which I converted into a bilge pump went out of business just about the time Scientific Sailboat Racing was published. I guess that their gadget was a better bilge pump than a drain cleaner outer. There really isn't a good bilge pump on the market, although quite a few Snipers have done a good job of making their own.

There was an electric pump at the Nationals last year, and its use was allowed in the Nationals in order to see how it worked. Unfortunately, in the only race in which there was enough wind to make water a problem, the battery ran down after one lap, which is probably what would be happening all the time.

In Switzerland last year, a Snipe was built with a watertight cockpit. The floor was placed high enough so that the water would drain out and the sides of the cockpit were lined with plywood. This probably resulted in some inconvenience in handling the whisker pole and certainly added some weight to the boat, but in heavy going the ability to keep the boat dry is not only a big racing advantage but also a safety feature. No one has been drowned yet as a result of a Snipe capsizing in a race, but there have been some rather close calls.

The newest variation of the Swiss idea involves the use of a very large radius between the deck and the cockpit in order

to lessen the battering that the back of the legs receives in hiking out in a high wind. This is an innocent enough idea, but it does involve quite a change in the appearance of the boat and will be up for consideration by the Rules Committee in the Annual Meeting in Chicago. The basic idea of the watertight cockpit was approved, because it is something that anyone can do to any Snipe of any age regardless of appreciable expense.

Another new suggestion has come from France and is now being considered by the Rules Committee. This amounts, in effect, to extending the deck five or six inches beyond the normal sheer line. This extension, which is proposed to be made out of plywood, is intended to serve as a deflector and would keep water out of the boat. The idea undoubtedly came from the 5-0-5, which has a moulded hull and quite a flare at the sheer line. The main trouble with this idea is that it does change the characteristics of the boat quite extensively and might have one serious disadvantage, which is, that on those occasions when the Snipe wants to become a submarine when going downwind, I imagine that the additional area of the deflector might make it impossible to get the bow up out of the water if it ever started to go down.

When my new secret weapon arrives from England, I will report on it, but in the meantime those not so secret weapons, such as a good bilge pump, spray boards that amount to something, and not too big a cockpit, will be found to be very effective.

More on Mahogany Planking

Under the rules, permission can be granted by the Rules Committee to build Snipe hulls out of mahogany in countries where lightweight woods are unavailable. England asked permission to use 1/2" mahogany planking and her request was granted, specifying that 1/2" mahogany (weight .0185 lbs. per cubic inch) be used in planking and that frames, centerboard trunk, and keel batten likewise be made of mahogany. On the other hand, Spain requested only a 4mm. reduction in planking thickness and it was granted, providing mahogany is used with a specific weight of .0185 lbs/cubic inch.

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NORTHERN 220 HAS 15 MILE RACE

Northern Yacht Club is situated approximately four-teen miles from Sydney on the Northwest Arm of Sydney Har-bor.

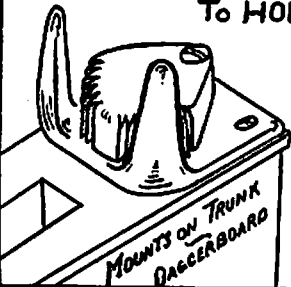
Although relative small in size when started several years ago, the enthusiastic snipe sailors have built them-selves a club of which they may well be proud. Northern has 7 snipes and is close enough to enjoy week-end races with Dobson and the Royal Cape Breton Yacht Clubs. In fact, one of the big features of the year is a long distance race from Northern to the Royal Cape Breton, to Dobson, and then back to Northern again for a total mileage of 15 miles. This race is for the MacKinlay Trophy and, although sometimes sailed in extreme weather, it is one of the most popular races of the season.

Labor Day is the big day for the Northern Club, as they are hosts to all snipe fleets in the Cape Breton area. This year, 24 snipes from Baddeck, Westmount, Sydney, and North Sydney took part in the annual event. We anticipate more en-tries next year and the best season yet.

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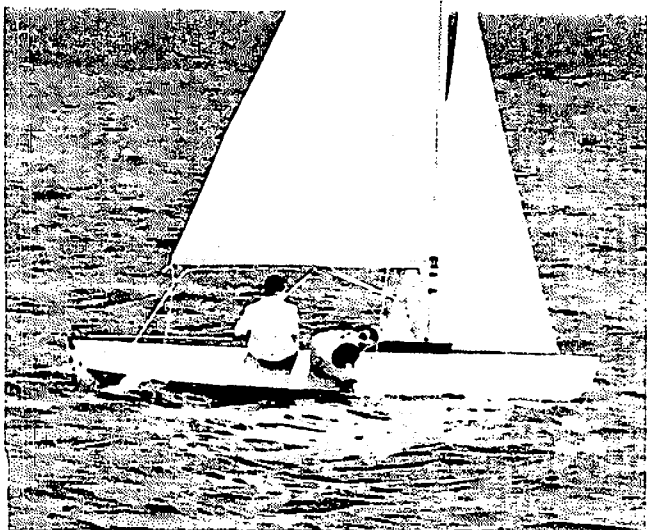
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	2nd. _ TED WELLS
	3rd. _ TERRY WHITTEMORE

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Sails

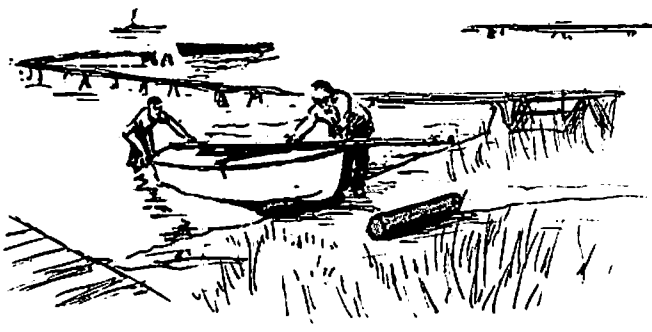
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Sail College Established

Carl Zimmerman, Past Commodore of SCIRA, issued the following invitation to all members of P. L. Y. C. 110:

1. Are your sails flat or full?
2. Supposing you know the above, do you know the degree of flatness or fullness?
3. What sails should you have
 - (a) for Turkeyfoot Lake?
 - (b) for Regional or National competition?
4. If you want to order new sails, what should you ask for?
5. If you want to send your sails back to the maker, what should you tell him to do?
6. If you want to find out, "Come on-a my house (the ballroom of the University Club) and you'll get everything!"

Sunday, January 30th--3 to 6 P. M.
 Measure sails 3-4 P. M. 3 stations going simultaneously. You should have sails measured and marked for next year, and besides, no discussion of a sail can be given unless its size and shape is measured.

4-6 P. M. Talk and discussion on sails (with drinks).

Here is a fine way to spend one of the long winter Sunday afternoons and we suggest that you try to establish a branch department of the Zimmerman Sail College in your own fleet.

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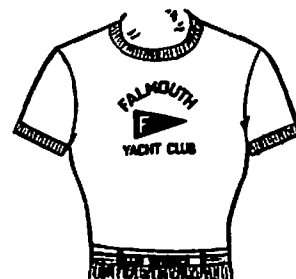
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