

Snipe

BULLETIN



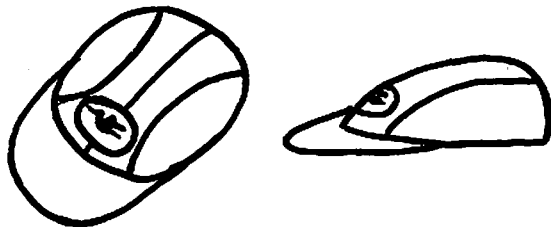
DR. AND MRS. JORGE DE MONTANER, Champions of Fleet #143 of the Real Club Maritimo, Barcelona, Spain, in their Snipe "SAN POL". —Photo by I. Morales.



SNIPERS!

ORDER YOUR SNIPE CAP NOW
PROMPT DELIVERY!

HELP THE U. S. NATIONALS



These billed caps are made of a fine quality linen weave fabric with reinforced webbing in the crown and a leather sweat band. They come complete with embroidered Snipe class insignia on the front.

Colors: Navy or white
Size: 6 3/4 to 7 1/2
Price: Only \$2.95 each plus 25¢ postage

Send check, money order, or C. O. D. to the
INDIANAPOLIS SNIPE FLEET
5639 N. Meridian St. . . . Indianapolis 15, Indiana.

Varalyay

BUILT SNIPES

"The Choice of National Champions"



AT THE 1956 NATIONALS

13 FIRST PLACES

9 SECOND PLACES

5 THIRD PLACES



SAIL A "VARALYAY BUILT" SNIPE AND BE A WINNER

SPARS, RIGGING, HARDWARE & SEMI-FINISHED HULLS

VARALYAY BOAT WORKS

1810 W. 166th Street
GARDENA :: CALIFORNIA

SNIPER 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.

— THE SCORE —

Numbered SNIPES-10888 Chartered Fleets — 434

Snipe continues to grow throughout the world! Since the last report was made in June, 188 new numbers have been issued and charters granted to 6 new fleets while 2 old fleets have been re-activated. That is a steady and satisfactory growth and it is safe to say that SCIRA is stronger than ever with more boats of quality being added every day all over the world.

But most encouraging is to see a revival of interest in old sailing grounds and recently, Decatur, Illinois, and Baltimore, Maryland, have renewed their old charters and are racing officially again. Encouraged by the Peoria Fleet and stimulated by the success of the new Indianapolis Fleet, the Snipers at Decatur decided that they should get busy too and be prepared, incidentally, for class activities in their area next summer. So, under the leadership of Frank Castelli and Henry E. Pauls, the required boats were enrolled and, after a lapse of several years, Charter #144 became active again. Castelli is the new Fleet Captain and Pauls is the Secretary-Treasurer.

Snipers around Baltimore have had a tough time since 1949 trying to keep an official fleet together. A few active die-hards like the Browns and Bruce Munro welcomed the arrival of Sam Card last fall and it didn't take long to drum up a meeting of Snipers of the area at the Middle River Yacht Club and decide to renew the old charter 219. They have 12 Snipes now; know of several more in the area; have taken a booth in the Baltimore Boat Show; took 5 of the first 11 places in the President's Cup Regatta at Washington; and are sailing along at a great clip. Card is the Fleet Captain and Christine Brown the Secretary-Treasurer.

Snipe is the only two-man boat class active in Belgium and the Royal Belgian Sailing Club organized the fifth fleet in the country. And so charter 429 was issued to the R. B. S. C. Gent Snipe Fleet at the request of C. Galeyn, National Secretary for Belgium.

Charter 430 went to the Mocidade Portuguesa de Setubal Fleet composed of 5 boats. 4 new numbers have been issued for boats recently constructed by Brites, famous Portugese boat-bullder, for a new fleet now being organized in southern Portugal.

Snipe owners at the Wilson Yacht Club, Wilson, New York (near Buffalo) enjoyed intra-club racing so much in 1955 that they decided to join up with SCIRA even though they wet-sailed older boats. With the advent of 4 new fiberglass hulls and the prospect of more, they applied for charter 431 and thus a new competitor enters the tough New York State competition. Ora J. Pettit is the first Fleet Captain and Frank E. Lauer the Measurer. They expect ten boats this coming summer.

A new fleet has been established in France. Charter 432 was issued for Lacanau-Medoc (Gironde) Snipe Fleet with 5 boats registered and more in prospect. John Durand is the Fleet Captain and J. Decoudras, the Measurer.

Once again, the success of the new fleet at Indianapolis inspired the boys on Cowan Lake (35 miles northeast of Cincinnati, Ohio), to investigate possibility of a Snipe fleet there, although only four in number. By the end of the summer, 12 Snipes had qualified for SCIRA membership, so charter 433 went to the Cowan Lake Snipe Fleet. Cyril H. Cook was elected as Fleet Captain and Robert F. Gham, Secretary, is already looking for some fleet competition this coming season. His address is 3535 Principio Ave., Cincinnati, Ohio.

Down in Brazil, Fernando de Avellar, the National Secretary, is most energetic for Snipe and he is justly proud of the organization of a new fleet at the Yacht Club Santo Amaro, located on the shores of the Guarapiranga dam, which is the oldest and smallest one belonging to the city of Sao Paulo (pop. 3,000,000). This city is famed for its clubs and sailors, who are rated the best in the state (not including the Snipers, who are all novices, or the Stars and 5-Meters who are located only in the big Billings dam, some miles distant on the road to Santos, the world's biggest coffee exporting harbour. The Santo Amaro Snipe Fleet got charter 434; Fernando Costa Melchert, Fleet Captain; Nicolau Moraes Barros Neto, Measurer; and Dionysio Bulzbeck, Rua Dona Antonia de Queiroz, 562, Sao Paulo, SP., Secretary.

ATTENTION—all National Secretaries

It will be greatly appreciated if you send in at once a complete, up-to-date list of all the active fleets now in good standing under your jurisdiction. This list will be published in the 1957 Rule Book and all dead-wood should be eliminated now. Likewise, please include a list of the 1956 winners of all your important national and international regattas as well as any other facts or corrections which you think should be in the book.

BOSCH WINS BACARDI TROPHY

SANTIAGO DE CUBA HOLDS ANNUAL NATIONAL REGATTA

Skippers representing the Miramar Yacht Club, Cubaneleo Y. C., Matanzas Tennis Club, all of Fleet #22 of Habana, and the Santiago Fleet #360 met again during the month of July for their annual national regatta.

Getting off to a fine start in the 1st race, Carlos Bosch and Jorge Mantilla led the group throughout the entire race and fought a hard, personal duel, with Bosch finally in the lead when it counted. Gonzalo Diaz picked up from a poor start to nab the 3rd spot from R. Poey and R. Barquin came in 5th.

The second race was held in more or less the 15 mph wind of the morning race and here S. Botet from Matanzas took the lead and managed to hold off the threats of Mantilla and Diaz. Starting the last windward tack, though, Bosch, who had fallen back to repair a split boom, broke through the shifting winds and worked past Botet in the last minute of the race to get the gun. Botet was 2nd and Diaz beat Mantilla in.

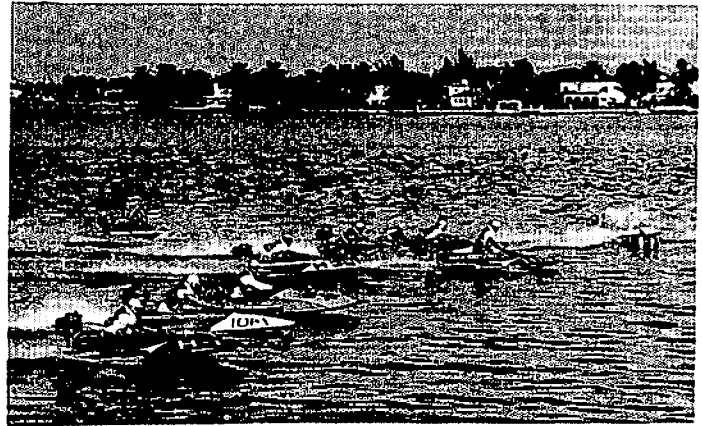
Saturday night, in the midst of carnival time in the city, was strictly red-hot with a wonderful party at the Club Amateur de Pesca, the host club, which lasted until dawn.

For the benefit of the poor skippers and crews, the Sunday morning regatta was not started until about 11:30. Again Botet and Mantilla jumped into the lead with the main group of the fleet following right on their transoms. In the second lap, Mantilla took over the spot in a stiff 20 - 25 mph wind and was never headed, although followed closely by Gonzalo Diaz with Botet and then Bosch, finishing in that order.

When the totals were added up, there was much rejoicing at the home club with the second consecutive win of the very beautiful Bacardi Trophy.

The summary of the first 10 of the 18 boats is given below:

BOAT	NAME	SKIPPER	CREW	CLUB	FIN.
8999	Caribe	Carlos Bosch-A.Gil		CAP	1
9733	Roxan	Jorge Mantilla-J.Barazal		MYC	2
10111	Jupiter II	Gonzalito Diaz-A.Alamo		MYC	3
302	Virulilla IV	S.Botet - A.Pardinas		MTC	4
8097	Rafaga II	R.A.Barquin-W.Armesto		MYC	5
9607	Tigre	R.Eguillor-J.Espinosa		CAP	6
3686	Semillita	R.Poey-V.Laguardia		MYC	7
5268	Sinbad	A.Peirats-E.Castillo		CAP	8
6641	Gondola	A.Sordo-C.Fernandez		CYC	9
9422	Berrinche	E.Sedeno-J.Gordon		CAP	10



A SNIPERS NIGHTMARE!

—Miami News

BIGGER and BETTER in '57

Come to the 20th annual
INTERNATIONAL MID-WINTER
SNIPE CHAMPIONSHIP REGATTA

"Meet all your old friends and enjoy the gentle winds of the Gulf of Mexico."

March 12, 13, 14, 15 - 1957 — FIVE RACES.

Write:

Snipe Fleet Captain, Clearwater Yacht Club, Clearwater, Fla.

Sails by Watts

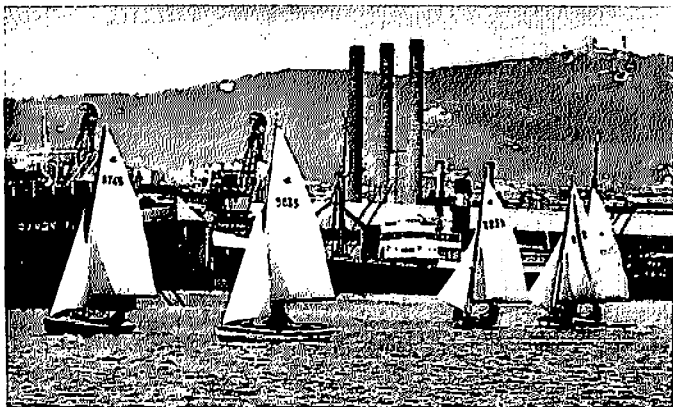
9701
107E

World's Snipe Champion

Watts' dacron sails took first and second place in the 1955 Snipe World's Championship Series at Santander, Spain. Dr. Luciano Brambilla's "PORTOROSE", #9701, from Milan, Italy placed first. George Mantilla, of Havana, Cuba, placed second sailing "ROXAN" #9733.

KENNETH E. WATTS - TORRANCE, CALIFORNIA

SPANISH FLEET QUITE ACTIVE



RACING IN THE HARBOUR AT BARCELONA. In the distance is the Tibidsbo mountain. — Photo by Morales.

Fleet #143, founded in 1941, is Spain's oldest Snipe fleet, and the largest as well. Just now it numbers 28 boats, among which some twenty usually participate in the season's activities.

Barcelona has other fleets, too: #177 and #215 with some 12 and 15 active boats respectively.

When interfleet regattas used to take place, the Snipes were many in number and in order to have better and more interesting races, it was decided, years ago, to group them into three classes as A, B, and C. The groupings are revised yearly before racing starts in order to promote the better elements to the class immediately superior, until the "honor" bracket (Class A) is reached. When this is achieved, it means many hours of navigation and a perfect knowledge of regatta regulations and rules.

Fleet 143 has 5 skippers in Class A, 8 in B, and about 12 in C. This is not an obstacle, for B and C often disrespectfully show their sterns to A sailors when crossing the finish line.

This last year, especially, those who have been most modest have made great advances in their regatta ability. And at the same time, improvement in equipment has occurred with lighter boats being built and dacron and orlon sails being purchased from the leading sailmakers. Thanks to this, a great evenness has been attained and the interest in each race has increased for it is difficult today to guess who will win until the final gun sounds. A glance at the season's scores shows how close the competition is today.

Our official season starts in October and ends in early July when activities drop as vacation time comes. The majority of our members organize regattas in the coastal villages where they spend the summer while the ranking skippers attend the National Championships in August. So our Snipes are active the whole year round, which is a great advantage not only from the entertainment standpoint, but also from a perfect training point of view.

Regattas take place outside the port in the inlet or in the harbour itself, depending upon the weather and condition of the sea. The weather is very unstable as well as the direction and speed of the wind (2kms. to 50-60), with usually gentle breezes in the winter and strong ones in the spring.

There are 7 trailers in the fleet and periodically, trips are made to Switzerland, France, Monaco, and Italy to take part in international regattas. In 1952, S. Amat and Dr. Jorge de Montaner, National Champions, went to Copenhagen (2,800 km) to represent Spain in the European Championships and attained 4th place in the standings.

In 1951, three boats of the fleet won the Nations Cup in Monaco, defeating Italy, France, Switzerland, Portugal, and Monaco.

This year, Mr. Sanchez-Egea was 3rd at the Santa Magarita annual regatta in Italy, finishing ahead of famous champions like Dellacasa and Dr. Brambilla with his fine "Porto Roso", and not too far behind the World Champions Capio and Podesta, whom they managed to beat in some races! To our satisfaction, we like to point out that Mr. Sanchez-Egea still belongs to Group B among us. . . . !

Age does not count among our members, for ages 16, 25-30-

40-50 and even 69 sail side by side. 69 is the age of our veteran champ, Mr. Amat, who has won the National Championship three times, was Spain's Olympic representative in 1924-1928-1936 and who continues to win more than he loses.

As happens everywhere, there are those who specialize in light breezes like Mr. Amat, Dr. Fornells, Dr. de Montaner, Mr. Sanchez-Egea, etc., and then those for whom a strong breeze seems to be their better ally, like Messrs. Marin, Carol-Terre, Pi-Buxeda, Carol, Pedro Pi, Suris, Palmer, etc.

Three young and beautiful ladies, Mrs. de Montaner, Mrs. de Sanchez-Egea, and Mrs. Palmer, act as crews. Their dresses of late fashion in perfect harmonious shades sometimes divert our attention away from our gear during races.

But elegance does not hamper ability and Mrs. de Montaner won the cup for the Best Crew in Cannes in 1955, holding up during the whole race in a strong wind with gusts up to 6-70 kms. when 54 Snipes took the departure, but only 19 made the arrival.

At present, we are making plans for the first International Snipe Regatta in Spain. Representatives from Portugal, Belgium, Switzerland, Italy, and Monaco will take part.

ALWAYS FORWARD FLEET 143!

FLEET STANDINGS — MAY 1956

9855	A	Jorge de Montaner	Sra. de Montaner	1480.2	1
9796	B	Jose M. Carol	Eugenio Terre	1477	2
7246	B	Eduardo Fornells	Alberto Pigrau	1463	3
7251	B	Antonio Grau	Leon Grau	1402	4
10457	C	Higinio Marin	Felipe Marin	1331	5
9827	A	Santiago Pi	Jose M. Abad	1300	6
8918	B	Pedro Pi Pou	W. Padros	1242	7
9860	C	Jose M. Sanchez	Sra. de Sanchez	1238	8
7275	C	Jaime Gray	Sal. Cavalier	1221	9
8916	A	Santiago Amat	Juan Cuyas	1168	10
10461	A	Pedro Pi Castello	Manuel Carol	1131	11
8919	B	Manuel Moragon	Joseph Pi Buxeda	940	12
5336	C	Francisco Rosell	Ildefonso Maso	884	13
5334	C	Camilo Cuyas	Camilo J. Cuyas	883	14
6051	C	Jose M. Balaguer	Juan Amade	856	15
7252	C	Eugenio Palmer	Cristobal Vidal	816	16
5810	C	Antonio Suris	Maria Ramon	790	17
8912	C	Juan Mirangela	Fernando Arruga	698	18
5745	C	Alfonso Guitart	Javier Suner	662	19
7242	C	A. Suris	x x x	642	20

BOAT LUMBER

Cedar - Mahogany - Sitka Spruce
Teak - Oak - Cypress - Redwood

WATERPROOF EXTERIOR PLYWOOD 3/32" to 1" — 8' to 16' long
Send for Free Lumber Booklet

Ask about **BoatLIFE** finishes, available in Plasticlear and colors. The fastest, toughest most durable finish your boat can

Ask for free folder

MAURICE L. CONDON CO. INC.

270 FERRIS AVENUE
Tel.: WH 6-4111

Dept. S-7

WHITE PLAINS, N. Y.
Open Saturdays

Let us furnish all the material to complete your next

FIBERGLAS HULL

For Fine Boat Construction

DECK BEAMS
SPRAY RAILS



RUDDERS
SPARS, ETC.

CUSTOM BUILT SNIPES

from Completed Hull to Completed Craft
State your needs — write for prices

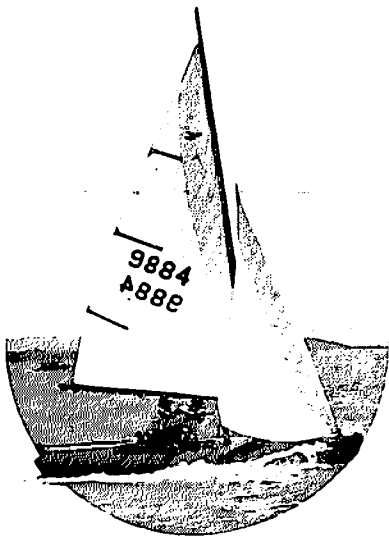
Hollow Masts - Booms

Luff-slot entrance ash-reinforced on both

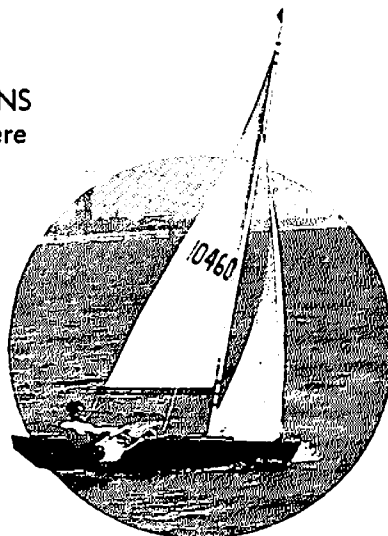


Occasionally, the Snipe Fleet at the Miramar Yacht Club, Havana, Cuba, holds a moonlight night race. As an innovation, all skippers are required to have female crews, thus insuring the popularity of the event. — Photo by Barcino

IN ALL PARTS OF THE WORLD ULMER sails gave an outstanding performance in '56



EUGENE SIMMONS
Western Hemisphere
Championship and
Hayward Western
Hemisphere Trophy.



CANUTO VII
Marques De Pavar
European
International
Championship.

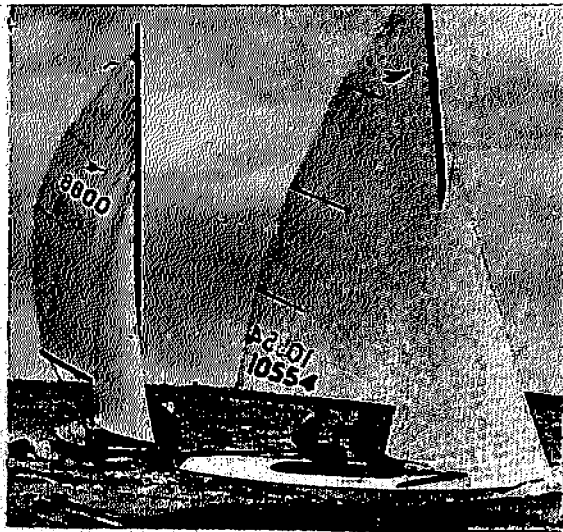


CHARLES ULMER, INC. *Sailmakers*

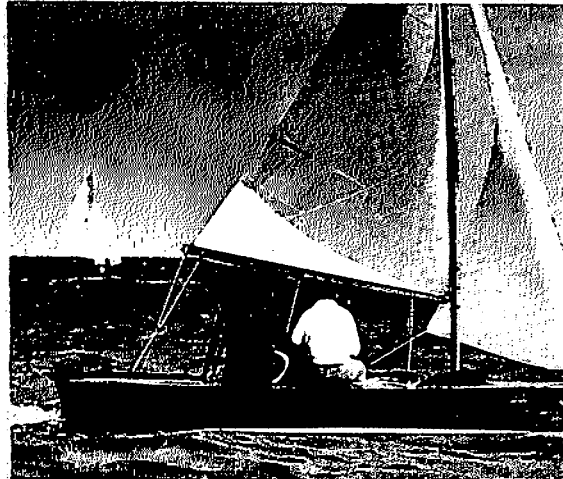
CITY ISLAND 64, N. Y.
ANNAPOLIS, MARYLAND



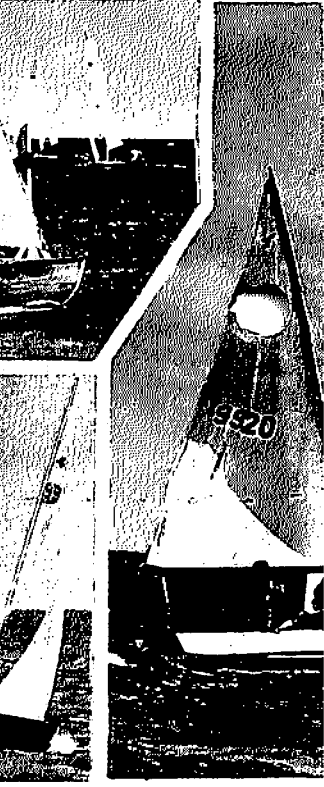
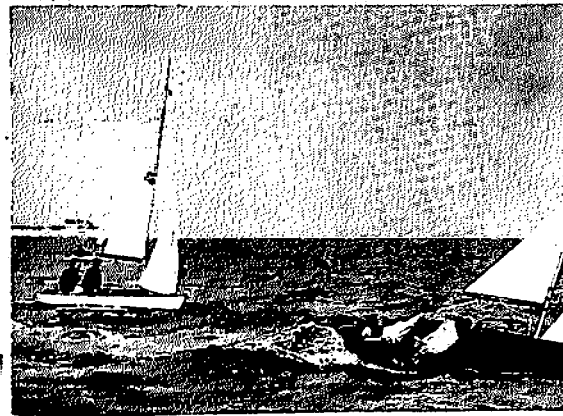
WINNERS--crew John Shirley and Eugene Simmons



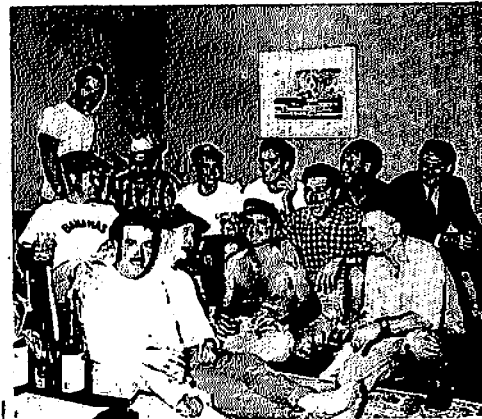
Ronnie Strange and George Brown, 2nd.



Godfrey Lightbourne and Geoffrey Johnstone, 3rd



Lee and Jerry Thompson, 4th

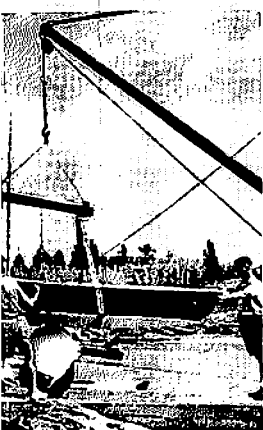
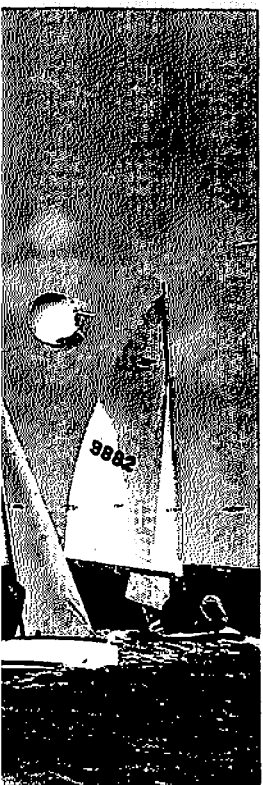
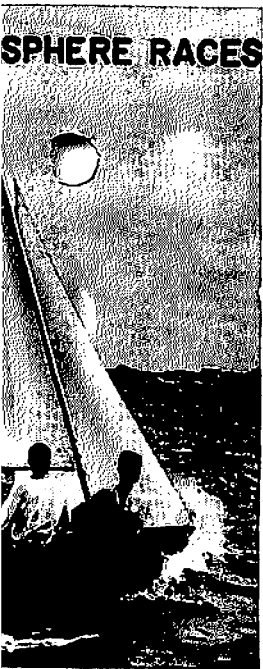


TOP SCENES
taken during
the five races.

Left: The Can-
adians enter-
tain the Cubans
and Bahamians.

Right: Launch-
ing one of the
boats.





TOP: The champions receive the John Hayward Trophy from the Mayor of Hamilton, the Wor.E. Roderic Williams. **CENTER:** The Mayor shares a joke with Luis and Angel Orella of Argentina, after presenting them with gifts for having travelled the furthest distance to compete. Ted White, national secretary, and Reggie Tucker, chairman, (in rear) look on. **RIGHT:** Scene during the prize giving banquet at the Elbow Beach Surf Club.



ABOVE: Jorge Mantilla of Cuba receives a special prize for the most sporting gesture of the regatta.

ACKNOWLEDGMENT: These pictures were taken by the Bermuda News Service and furnished through the courtesy of the Bermuda SPORTS magazine.



Ten of the 13 boats in the series shown in the first race.

"Just Yacht Sails"
Southern Sailmakers
 Lighthouse Point
 Fort Screven, Georgia

SNIFE RACING SAILS

The finest hand finished Snipe racing sails that money can buy, made of the finest materials in the market and in a quality of workmanship never surpassed.

Available in ORLON and DACRON, Conventional cut or MITRE CUT, in your choice of FOUR special cuts designed for various conditions by our own Aerodynamist with the assistance of some of the greatest Snipe Skippers of all times.

Prices are as follows:

Mainsail and Jib, DACRON	\$130.00
Mainsail and Jib, ORLON	\$150.00
*For mitre cut mains add	\$ 10.00

Above prices are for sails complete with all hardware, class emblem, numbers, bag and battens.

Complete information, specifications, fabric samples and order forms will be forwarded at no obligation.

REMEMBER
 "JUST YACHT SAILS"

SAILOR! GET YOURSELF A

Sniphon . . .
TRADEMARK

ROPE OPERATED BILGE PUMP
Keep your boat dry on a beat!!

\$25. 95 prepaid U. S. A.

E. D. GRIER - 2020 OVERBROOK DR., PEORIA, ILLINOIS

FIBERGLAS

SNIFE HULLS and DECK

TEL-O-TAILS

SNIFE JEWELRY

WIND FEATHERS

FIBERGLAS BATTENS

Write for information

Ray Greene & Co.

Byrne Rd. at South St.

Toledo 9, Ohio

BILL RUSHLOW WINS A BIG ONE

LARGE NUMBER OF SNIPES PARTICIPATE IN THE PRESIDENT'S CUP REGATTA ON THE POTOMAC

One of the biggest nautical events in the country takes place every year on the Potomac River at Washington, D. C. Aptly named the President's Cup Regatta, it attracts many famous sailors from all over the country and practically every one-design racing class competes. This year, there were 198 sailboats representing 11 different classes.

This year, there were 22 entrants in the Snipe Class for the Labor Day week-end series. Boats came from as far as Greensboro, N. C., and Westport, Conn., which is the best turn-out the Snipe class has had for this particular event in recent years. It was most encouraging to those valiant Snipers now engaged in re-activating Snipe in that area and the enthusiasm engendered augurs well for the future.

The Regatta itself was an answer to a Race Committee's prayer. The weather was glorious: temperature at 70 degrees; wind from 5 - 15 mph; cloudy but no rain the first day; brilliant sunshine the second.

The first race was a battle between Joe Remlin, Thomas St. John (with Harry Allen crewing), and Gary Evans. It would have been more hotly contested if George "Stovey" Brown, the area Junior who gives the Seniors fits, had remembered to bring his rudder from Baltimore instead of having it taxied over after an emergency phone call. This caused him to be 4 minutes late at the start. The leaders finished in the above order.

The second race saw Bill Rushlow get out ahead at the start and defy all the leaders of the first race to catch him on the beat, reach, run, and beat that the 2 1/2 mile triangular course offered. Joe Remlin made a gallant and spectacular effort in coming up from the middle of the pack by "impossibly" sailing between Bruce Wetmore and Don Wilson, who were about 50 feet apart on the same tack as Remlin. Not only did Joe sail through Wilson's shadow and Wetmore's reflection, but he added insult to injury by heeling over, too. This is positively NOT the way to do IT --or so the books say --but it sure worked! (I'm still trying to figure what IT was, so I can use it myself someday.)

Saturday evening, the Potomac River Snipe Fleet held open house for the visiting Snipers and then all adjourned, en masse, to the buffet and dinner dance presented by the President's Cup Regatta Association. This was, in some respects, the highlight for many of us because of the opportunity it gave to discuss Sniping with those from other areas --until the free beer gave out, but by then it was time to go home anyhow.

By the time for the third race Sunday, everyone had their starting straightened out and it was a nip-and-tuck race all the way around for the leaders of the first two races. Almost all had their starts right, but Steve Andrews didn't see the recall for several boats over early and, despite his good showing, was disqualified. Also, unfortunately, Thomas St. John gambled his excellent chances for winning by trying to cross the bow of a starboard tacker. He didn't make it, and thus ended his grip on the "wash tub". Guess the moral of this is: when you're in the money, don't get chummy with right-of-way racing types! But Bill Rushlow sailed around without any trouble, minding his own business, and was well rewarded with a 2nd first place to prove his win of the day before was no fluke and he received the Snipe Class Trophy from Bruce Munro, the 1955 winner.

Scores for the first nine boats are: —Bruce Munro.

PRESIDENT'S CUP REGATTA						
BOAT	SKIPPER	CLUB	RACES	1	2	3 POS.
10602	Bill Rushlow	Falls Church, Va.	5	1	1	1
7588	Joe Remlin	Westport, Conn.	1	6	3	2
10508	Gary Evans	Baltimore, MD.	3	9	4	3
4002	George Brown	Baltimore	13	2	2	4
8641	Bengt Johnson	Glen Head, N.Y.	7	5	5	5
10182	Sam Card	Baltimore	6	11	6	6
9364	Don Wilson	Chevy Chase, Md.	8	7	8	7
8634	Thomas St. John, III	Waterbury, Conn.	2	3	DNF	8
7019	Steve Andrews	Washington, D.C.	4	4	DSQ	9

Did you hear about the two cement mixers who ran off and got married? Now they have little sidewalks running around the house. —Philnews.

SNIFE NEWS IN BRIEF

Plans for the Cotton Carnival Regatta are being made by the Memphis Fleet for May 11-12. This will be the 2nd experience for the new fleet and they have great expectations of success. Dr. Stevenson reports: "We have 3 new boats coming into our fleet within the next 2 months. Herman Crumpler, Joe Miller, and I have ordered them from Heckel, so we will have a total of 15 boats next year. Not bad for a start from scratch two years ago. I feel there will be at least 2 or 3 more before the season gets well under way. So you see Snipe is catching on in the Tri-State area. My old boat is being bought by a former top Penguin skipper who will add a great deal of competition and enthusiasm to our fleet. . . . The Leon F. Irish Co. of Orchard Lake, Michigan, will display a Snipe in the Detroit Boat Show Feb. 2-10. Michigan Snipers know Leon as an enthusiastic supporter and member of SCIRA and the class is fortunate to have such representation in another boat show. Snipe is being shown in more boat shows this winter than ever before with increasing interest and popularity. . . . The 7 year drought in Southwestern U.S. is a national calamity and it is news indeed when Fred Deere of the Dallas Fleet #1 requests sanction of the Southwestern Regatta for early September. He says, "Our fleet and the White Rock Sailing Club have lots of spirit this year and are going ahead with plans to revive after a two year lapse. We have worked out details of switching to Lake Worth with Fleet #53 if we are low on water by September. This use of an alternate lake was granted by Hub Isaacks, donor of the trophy, so we are all set. Hub has always been an inspiration to the members of Fleet #1 and we are fortunate to have him guide us. . . . Val Lyons of Shreveport Fleet #38 reports: "We had a fine year, indeed. Five brand new boats joined the fleet, altho two came in too late to qualify for the 1956 season. Two more new ones are on the way for next year. Now, of course, mere numbers do not signify quality, but you should get Ray Hardey to tell about our fine Novice Series, which is a high-light of the year at the Shreveport Yacht Club." Ray has an inimitable style of reporting and we are always pleased to print her articles, so come ahead, Ray! The space in the Bulletin is reserved. . . . Fleet Captain Lee Stuve writes from Schenectady, N. Y.: "The Galway Fleet #412 has had a successful and active racing season, which is the second full season of its existence. The most promising aspect was the interest in Snipe class racing generated among the some 30 sailors of other types of sailboats located on Galway Lake. This was due mostly to the active competition found in class racing where all boats are essentially equal and to the superior performance of Snipes entered in the handicap races which our fleet supports on the lake. (Not to mention, of course, the enterprising efforts of our Martin Hellar in this direction--both ashore and afloat)." . . . New York Snipers will be glad to learn that the Hanna brothers are getting active in Snipe sailing again. A few years ago, Tom and Jack Hanna were fierce competitors in all local regattas and held many titles at different times. Tom has just applied for two numbers for new boats, so you can expect to see them sailing again. It will be a welcome sight! . . . John Rose, holder of many District 3 titles, expects to attend summer school at the University of Michigan surveying camp in Wyoming for a month next summer. He expects to make the Nationals, but, if unable to qualify as a skipper due to timing, would like to have a crewing job for the next 1957 National Champion. Any offers? . . . Dick Duggan has been trying to get a fleet started in Toronto, Canada. With the cooperation of Fleet 321 in Oakville, they have measured 4 Snipes and have 2 more to complete. With several more to bring up to SCIRA standards this spring, and, if all goes well in measuring them and building some fiberglass hulls, they expect to make application for a charter then. . . . Dr. Antonio de Meneses, National Secretary for Portugal, reports that they agree to all the terms specified for holding World Championships and that boats shall be placed at disposals and on the same conditions as those of Portuguese skippers for the coming event in Lisbon. Dates are not definite yet, but will probably be the first week in September. Announcement will be made in the Bulletin as soon as determined. . . . Diamond Lake plans a Homecoming Day with Old Timers' races next summer, talking it up this winter. Sounds like a good idea!

Your contributions for this column are cheerfully accepted.

ATTENTION: Amateur Snipe Builders

Pre-assembled Snipe Frame Kits

Hollow Masts and Booms

We specialize in unfinished hulls with the trunk bolted in. Can furnish the same with deck frames in place — also with deck laid. Either rough finished or ready to paint.

We believe that, if a man, somewhat familiar with tools, completes his own boat, it tends to engender confidence in his boat and confidence has much to do with winning sail boat races.

IT IS A LOT OF FUN — AND SAVES COSTS

Emmons

Rt. 1 Box 54
Central Square, N. Y.

FOR SNAPPY SNIPE SAILING!

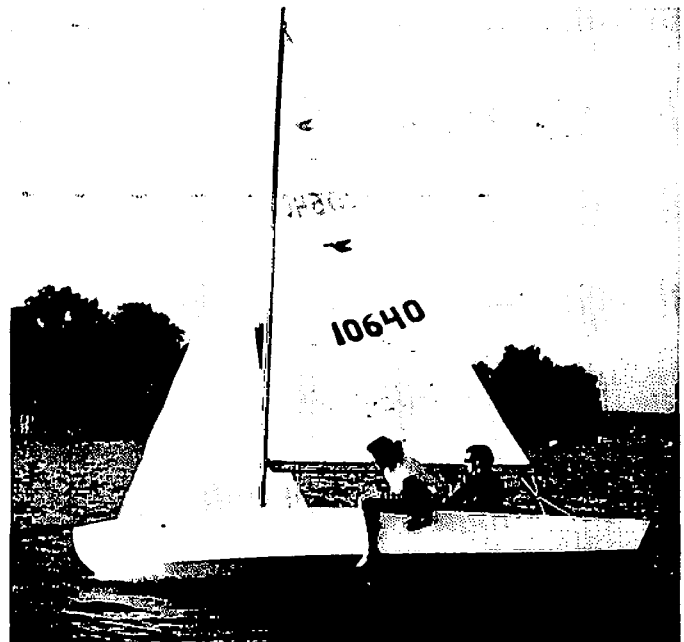
BOAT SAILING. \$1. 00

AMATEUR BOAT BUILDING. . . . \$4. 00

by William F. Crosby

Designer of SNIPE & OTHER SMALL BOATS.

The Rudder Publishing Co., 9 Murray St., New York 7, N. Y.



The New and Improved

LOFLAND SNIPE

A Beauty with Style and Speed

Stamm BOAT CO.

Designers and builders of sailing craft for over 20 years

DELAFIELD, WIS.

Wells Wanderings by Ted Wells



WINTER PROJECTS

My first winter project was an aluminum centerboard to take care of the fact that a ten-year accumulation of paint plus a self-bailing cockpit had rendered my boat forty pounds overweight, as weighed at the last Nationals. I probably could have taken off a fair amount of this by sanding off a lot of the old paint, but the aluminum centerboard looked a lot easier, particularly when I found that Bill Kilpatrick had one almost finished. This board was made from 3/8-inch 24ST Alclad aluminum. The Alclad part of this means that there is relatively a thin coating of very soft aluminum on both surfaces of the plate. The purpose of this coating of soft aluminum is to protect the harder alloy from corrosion by electrolytic means. This part may be a good idea, but the soft coating is so soft that it scratches very badly, so, unless you were planning on using an aluminum board without any anodizing or painting, I would not recommend the use of Alclad material.

I believe that 61ST material is probably the most satisfactory as its corrosion resistance should be all right just with paint; 24ST plate would also be satisfactory if it were anodized before painting.

Some of the aluminum boards which I have seen have not had any cutout in the top on the theory that any cutout would make them too flexible. Providing 3/8-inch material is used, I believe that it is satisfactory to cut out the top, but the legs should be tapered from about two inches where the handle attaches to about four or five inches at the bottom of the leg.

My aluminum board with the top cut out with tapered legs as mentioned above weighs 30 pounds, and it will be interesting to see what happens in a good high wind. Theoretically, if the angle of the heel of the boat is held to not more than 15 degrees by the skipper and crew hiking out, this reduction of 50 pounds in centerboard weight means that they must hike out about 1-1/4 inch farther. If the skipper and crew are husky enough to hold the boat practically flat, the difference in centerboard weight, of course, makes no difference in balancing the boat as centerboard weight is not effective until after the boat has heeled an appreciable amount.

My other winter project was to stop the leaking around the centerboard trunk. I have tried to take the trunk out years ago, but couldn't budge it, so I have tried various means since then to stop its leaking. After putting in the self-bailing cockpit, I found that, while the trunk would not leak with the boat at rest or in a very light wind, I seemed to have a lot more water in the bottom of the boat in heavy going than I should have with a self-bailing cockpit, if the cockpit itself was not leaking. Since the cockpit did not seem to leak, I have assumed that the water was coming from the centerboard trunk and that, while it would not leak in a very light wind, it would leak when put under a strain in a high wind.

My latest method of attempting to stop this leak consisted of putting a heavy coat of marine neoprene paint around the outside of the bottom ten inches of the trunk, setting cotton fabric in the wet paint, and then adding three more coats of marine neoprene paint. This is a pretty messy job, but it looks like it ought to really tie things together so that no leaks occur.

HOMEMADE FIBERGLAS HULLS

We have had a number of enquiries on the subject of making fiberglass hulls at home. These are generally from people who have little or no knowledge of fiberglass fabricating techniques, and, of course, the less knowledge they have, the easier they think

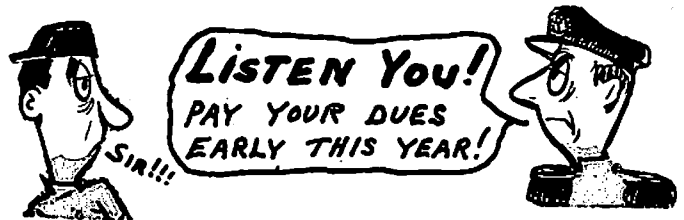
the job would be.

Since all fiberglass hulls must be made from molds taken from the master mockup which is owned by SCIRA, there isn't any very practical way for a home builder to make a hull at the present time. (One of the basic ideas behind the approval of the fiberglass hull was that all hulls would be absolutely identical which, of course, precludes the possibility of making a mold out of another Snipe hull).

I have done my best to discourage all would-be home builders, as experience so far has shown that even people with a large amount of experience in the technique of fiberglass fabrication have plenty of difficulty when they start trying to build boats; in fact, even boat builders don't achieve perfection on a new model until they have built quite a few hulls.

The building of a mold is also not the simple thing that most people think that it is. The general idea seems to be that one should be able to toss together a mold for about \$200.00. The actual cost of making a mold, including repairing the damage to the mockup which is done each time a mold is taken off of it, is probably at least 2-1/2 to 3-1/2 times this, even for what could be classed as the minimum mold that would suffice for a small number of boats.

Since one of the features of the Snipe has always been that qualified amateurs could build a complete boat, we are now trying to find a reasonably priced source for molds which might be purchased by a group of amateurs who want to build their own fiberglass hulls. The details of this have not yet been worked out and I am not even sure that it is a very good idea to work them out, for I am certain that, if a group of amateurs start out to build some fiberglass hulls, they are going to be a disillusioned and disappointed group when they get through, but I suppose that the Association should have some way by which people can learn the hard way if they are determined to do so. The whole subject will be thoroughly aired and discussed at the Chicago meeting this month.



**ATTENTION
AMATEUR
BOAT
BUILDERS!**

A. R. Dussinger

We supply all types of boat fastenings: Screws, bolts, nails. Specify size and quantity when ordering. Prices upon request.

Rockville, Conn.

CUSTOM BUILT SNIPES

MASTS-BOOMS-RUDDERS

CENTERBOARD LIFTS

THE FAMOUS

MAIN SHEET JAM
—our specialty—

Patent no. 2-627,834

DUFFY and ROBERTS

1810 S. Orchard Kriebb Chattanooga 4, Tenn.

\$12.00

Voice Of The People

SNIFE CLASS MAKES A GOOD IMPRESSION

This is how Bernard Brown, sports editor of the Royal Gazette and top yachting reporter in Bermuda, commented on the Western Hemispheres:

"The victory in this regatta does not only belong to Eugene Simmons and Ronnie Strange, who placed 1st and 2nd, but also to the Bermuda Snipe Associates, who did an excellent job.

The Great Sound has been used for a number of international sailing events, as various one-design classes have held racing series there with representatives from the United Kingdom, the United States, Canada, Norway, and Finland participating. Considerable thought went into the organizational work of the committees which staged these regattas.

The Snipe Associates are to be complimented for carrying on with the efficiency usually associated with such series in Bermuda. Their efficiency was a little better than the norm. Their committees --race, protest, measurement, launching, attendance, maintenance, and repairs--are to be congratulated on a fine piece of work.

One innovation which might be adopted for future regattas was their method of marking courses.

The Union Jack was divided into the 3 crosses which compose it--the cross of St. Andrew, of St. George, and of St. Patrick--and these crosses used as marks. As a method of identifying a particular mark, they are unexcelled, while the idea of such marking for a British series was most appropriate."

AUSTRALIANS MAKE PROGRESS

"I want to thank you very much for the interest that you have shown in us--interest which has been expressed so well by the regular arrival of the Bulletin. I have had the honor of being elected Commodore of our club for the coming season and the Bulletins which I make available to our members have been keenly read. Of course, particular interest is shown in the Wanderings of Mr. Wells.

We opened our season at Austin's Ferry on the 14th of October in really auspicious weather and look forward to a really good season. Most skippers have re-organized their boats according to Wellsian doctrines and the results are only too apparent to those not quite so keen."

—O. J. Fergusson
Tasmania, Australia.

A WORTHY AND CONSIDERATE SUGGESTION

"At all the regattas I attended this year, I frequently heard the question, "How fast is the wind?". Perhaps your readers would appreciate a printing of the Beaufort scale of estimating wind velocities on land. I have jotted down the information for you."

—Andrew K. Akin, Columbia, Tennessee

0	under 1	CALM	Smoke vertical
1	1-3	LIGHT AIR	Smoke drifts
2	4-7	SLIGHT BREEZE	Face feels wind Leaves rustle
3	8-12	GENTLE BREEZE	Small twigs move
4	13-18	MODERATE BREEZE	Stirs dust, papers, small branches
5	19-24	FRESH BREEZE	Small trees sway wavelets on water
6	25-31	STRONG BREEZE	Large branches move
7	32-38	HIGH WIND	Whole trees move walking difficult
8	39-46	GALE	Twigs break off
9	47-54	STRONG GALE	Loose shingles give way
10	55-63	WHOLE GALE	Some trees uprooted
11		STORM	Too strong, even for SNIFE.
12	64-over	HURRICANE	

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!**

AT LAST--Build your own "CHAMPION" mast! The complete plans of the famous WELLS round mast for Snipes. 4 sheets of blueprints with all the details, including hardware and rigging, for only \$1.00 per set. SCIRA, 655 Weber Ave., Akron 3, Ohio.

FOR SALE: SNIFE DECALS. Two bright red Snipe insignia 6 1/2" long with number decals, only \$1.00 postpaid. Use them on your car, trailer, boat, etc. **STICKS ANYWHERE.** Get them from SCIRA, 655 Weber Ave., Akron 3, Ohio.

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 SNIFE. Why spend a lot of money? Only \$1.25 postpaid, complete.

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

NEED A GOOD TRAVELING COVER FOR YOUR SNIFE ?

Snipe sailors have designed and will make for you a one-piece traveling cover to fit the entire boat from 13 oz. pre-shrunk, mildew-proofed duck with a full length zipper. Also, mast and boom cover. All for \$80.00 -- boat cover alone, \$60.00. Shipped parcel post, prepaid; allow three weeks; include check with order. Write Charles A. Harris, Jr., 1939 Dellwood Dr. N. W., Atlanta 9, Georgia.

WANTED: SEVERAL GOOD SECOND-HAND RACING SNIPES.

We are anxious to form a new fleet at Spring Lake, Michigan, next season and will need some good additional boats for new sailors. The boats must be in sound condition and fairly good shape and priced between \$250.00 and \$500.00. Also, they must be within a reasonable distance of our area and available for inspection before purchase. Describe your offers in detail, please, to C. N. Jacobson, Hybanks, Spring Lake, Michigan.

An ad this Size Costs
FIVE BUCKS
one time only

SNIFE BULLETIN 655 Weber Ave., Akron 3, Ohio.



Snipe Building Plans

BLUEPRINTS . . \$5.00

REVISED JULY 1956

SCIRA 655 WEBER AVE. AKRON 3, OHIO

— Every Sailor Needs It —
SCIENTIFIC SAILBOAT RACING

— by Ted Wells —

Five dollars from any book store or direct from
DODD, MEAD & CO., 432 Fourth Ave., New York 16, N. Y.

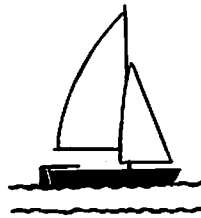
FOR TOPSIDE PROTECTION TRY COUSIN FRED'S

RUBBER RUB-RAIL

WHITE, only-----\$8.00
White cockpit coaming----- 3.50

POSTAGE PAID

West of the Mississippi, add 25¢ for postage
Fred Pember... 877 Beaverbrook Dr. N. W. Atlanta, Ga.

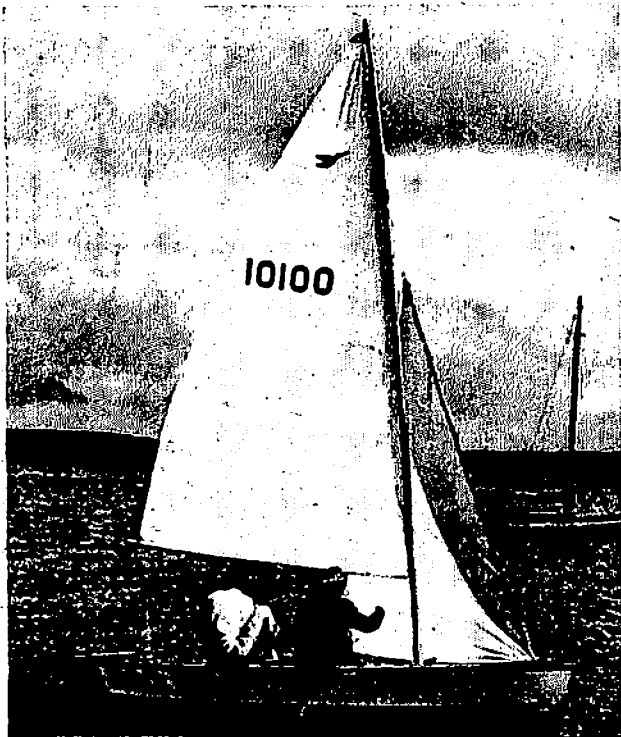


FIBERLAS SNIPES

SECOND PLACE
HALLOWEEN REGATTA
ATLANTA, GEORGIA

HECKEL PLASTIC PRODUCTS
4520 EAST SEVENTY-FIFTH STREET
INDIANAPOLIS 20, INDIANA

ARTHUR JAMES ROONEY'S SNIPE 10100



OUTSTANDING CANADIAN SNIPE
WINNER OF MANY CHAMPIONSHIPS

Dominion Championship — Mining Society of Nova Scotia —
Walter McKinley — Bras d'Or Club — Ontley — Kenora —
2nd Merchant Memorial — Uses Synthetic and Cotton Sails By

Louis J. Larsen Yacht Sailmakers
50 Warren St., New York 7, N. Y.

NEWS FROM CALIFORNIA

LEE THOMPSON, Jr. WINS CHRISTMAS REGATTA

The Newport Harbor Yacht Club's annual Christmas Regatta was held on Saturday and Sunday, December 22 - 23rd with 13 Snipes participating. It was the biggest success of the fall season.

The weather was just out of this world with temperatures in the high seventies and winds from 8 - 12 mph. Fred Schenck loaned his "CHEQUENDEQUE" to the Brazilian team of visitors with the result that all learned that Alfredo Bercht is a very fine skipper indeed. He was slated to represent Brazil in the Western Hemispheres, but chose the Olympics instead. Another famed Sniper was Commodore Gilreath with his very charming bride, Cookie. However, she spent most of her time on the beach, for it appears the Commodore isn't ready for her to take the tiller of the boat yet. She certainly is a fine girl and a great addition to the Snipers.

Lee Thompson, Jr., skippered his boat with brother Jerry, 1956 Junior Champion, crewing for him. He had a new suit of full-cut Watts sails which really looked great.

The first race was a walk-away for Bill Sweningsen, who took the lead at the first mark and was never threatened. Tom Frost was 2nd and Jack Steel 3rd. In the second race, positions changed quite a bit with Lanny Coon coming in 1st, Lee Thompson 2nd, and Bill Sweningsen 3rd. The third race was another thriller with the Thompson brothers wrapping it up and Lanny Coon and Bill Sweningsen fighting it out for 2nd and 3rd respectively.

BOAT	SKIPPER	CLUB	Races	1	2	3	Pos.
9020	Lee Thompson, Jr.	ABYC		4	2	1	1
8637	Bill Sweningsen	ABYC		1	3	3	2
9999	Tom Frost	NHYC		2	5	4	3
9753	Harold Gilreath	Atlanta Y.C.		7	4	5	4
7085	Jack Steele	CBYC		3	7	6	5
10686	Lanny Coon	NHYC		DSQ	1	2	6
10101	Alfredo Bercht	Gualba Y.C.		5	6	7	7
3488	Bill Millington	BYC		6	9	8	8
6171	Judy Graye	ABYC		8	8	9	9
10064	John Jordan	CBYC		DNF	10	10	10
8418	Bill Rothwell	CBYC		9	12	12	11
10046	David Feinstein	LIYC		DNF	11	11	12
7422	Ron Zelsdorf	ABYC		10	DNS	DNS	13

SOUTHERN CALIFORNIA SNIPE ASSOCIATION DINNER.

This group held their annual meeting at the Newport Harbor Yacht Club on December 21st with Fred Schenck, Ex-District Governor, presiding. They were honored with such guests as SCIRA Commodore & Mrs. Harold Gilreath, Jerry and Lee, Jr. Thompson (U. S. entry to the Western Hemispheres), Fleet Captains and their wives; Clark King of Fleet #2, Dr. George Coates of Fleet #218, and Fred Schenck of Fleet #94. Our most honored guests were three Brazilians just returning from the Olympic Games where they competed in the Sharpie Class and were returning home via New York. They were headed by Alfredo Jorge E. Bercht, a Snipe himself.

There were 51 Snipe enthusiasts present and, after dinner, Fred Schenck presented the Pacific Coast Snipe Championship Trophies to the winners. Lanny Coon - Champion; Pete Frost - 2nd; Fred Miller - 3rd; Lee Thompson, Jr. - 4th; and Fred Schenck - 5th.

The Howard Dickson Season High-Point Perpetual Trophy winner was Fred Schenck.

Lee Thompson, Jr., was elected to the office of Assistant 6th District Governor. He will be working with the newly elected District Governor, Jules Voerge from the Lake Merritt Fleet in Oakland. The coming regattas were discussed and we were all amazed by the number of young Snipers going into military service this coming summer.

Mr. & Mrs. Lee Thompson, Mrs. John Graye, Lee, Jr., and Jerry gave the group a vivid picture of the Western Hemisphere Races in Bermuda. They were quite appreciative of the fine reception and treatment afforded them by their hosts.

After a business meeting, we were treated to the initial showing of the 1956 U.S. National colored movies by John Graye. They were pronounced excellent. Thanks were given to Mr. and Mrs. Graye and Dr. and Mrs. George Coates for their management of the meeting. We all then adjourned to the dance hall to listen to piano and guitar music by Mr. Graye and Dr. Coates.