



Snipe
BULLETIN

February 1959

Vol. 8 No. 9



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

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Concerning the Cover

The new Western Hemisphere Champions, Easter Hayward and Charlie Brown of Bermuda display championship form in their Snipe HALF CROWN.

This issue of the BULLETIN is devoted almost entirely to the Western Hemisphere Races, and rightly so! One must attend an important international event like this in order to understand and appreciate just what a wonderful accomplishment it is for a class of sailboats to organize such a regatta and then meet with great success. When sailors from points as far apart as Buenos Aires in Argentina and Halifax in Nova Scotia come thousands of miles to race with other Snipers at a central point, it is something to crow about - loud and clear! It is certainly a great compliment of the boat and the organization to have such enthusiasm persist year after year, resulting in racing events which rival the best and most famous in the world and are the envy of other sailing classes. Snipe and SCIRA both must have envy of other sailing classes. And the same thing happens in Europe in their Hemisphere Championship races, too! Snipe and SCIRA both must have that "indefinable something" which spells success, for many of our rivals ask "How do you do it?" And with greater international recognition coming, we can justifiably expect even better regattas in the future. Why not join us?

Olof Wendell replaces Dr. Palmberg in Finland -

Dr. Med. Olle Palmberg of Abo, Finland, has always been listed as a National Secretary for Finland, but Finland has never been officially affiliated with the International Association. Although there are approximately 85 Snipes there, official charters have never been granted to fleets there as SCIRA requirements have never been met. Dr. Palmberg informs us that he is retiring from office and that Olof Wendell, Mikael Lybecksgatan 10 A, Helsingfors, Finland, has been elected by Snipers there to represent them for a two year term. Mr. Wendell states that they are quite interested in building fibreglas hulls and are making plans to perfect their organization with SCIRA so they can become a member of the SCIRA family in good standing. We certainly would like to see them in international competition.

Some Miscellaneous Items

Efforts are continually made to keep the mailing list up-to-date, but every mail delivery brings back BULLETINS returned for better address, etc. Over 300 Snipers who have paid their current dues fail to get the class magazine on that account. It is rather discouraging at this end, for the BULLETIN is the best way to keep up with Snipe and, in turn, it is the best way for SCIRA to keep in touch with Snipe owners. If you move or fail to get the paper regularly, make sure you send in your change of address.

When electing new fleet officers, remember that a top sailor does not always make the best executive. Your fleet activities and racing schedule depend on your officers, so pick good men! Then GET YOUR FRIENDS IN SNIPE and you'll have a good fleet!

THE COMMODORE SAYS

SAILING TECHNIQUE BEATING TO WINDWARD

It is our belief that sailing to windward in races is one of the most difficult points of sailing. On most race courses, the first leg is to a buoy directly to windward, hence the necessity to learn the technique to its greatest possible advantage.

When I was young and just learning the art of sailing, we were most fortunate to have an instructor who was a Champion in his class. I can remember when we would go out to practice that he would place the sail bag over my head when I had the tiller and in this manner I learned the art of "feeling your way to windward". It has become the greatest pleasure in our racing. Since then I have had the pleasure to instruct several of our local sailors and the first step is to inform the student the different ways to locate the direction of the wind. Accomplishing this problem, we then acquaint him of the four (4) positions of sailing to windward. We shall name them and give a brief statement about each:

Position #1.

The term we use is **LUFFING**: the boat is pointed in the direction which the wind is coming from. Sails are amidship and a little if any forward progress is produced.

Position #2.

The term used is **PINCHING**: this point of sailing is arrived at by falling away, ever so slightly, from the direction of the wind. Sails are usually pulled in too tight in this position of sailing.

Position #3.

The term **WINDWARD SAILING** is what we consider the highest point of sailing with the greatest possible speed resulting. One might consider this point of sailing as being used by a skipper who is in the lead.

Position #4.

This position is called **FOOTING**: this position is acquired by sailing position #3 and then allowing your sheets to slacken by a very small amount. This position is used mainly in light airs, passing a competitor to leeward. In my mind, it is one of the skipper's finest weapons.

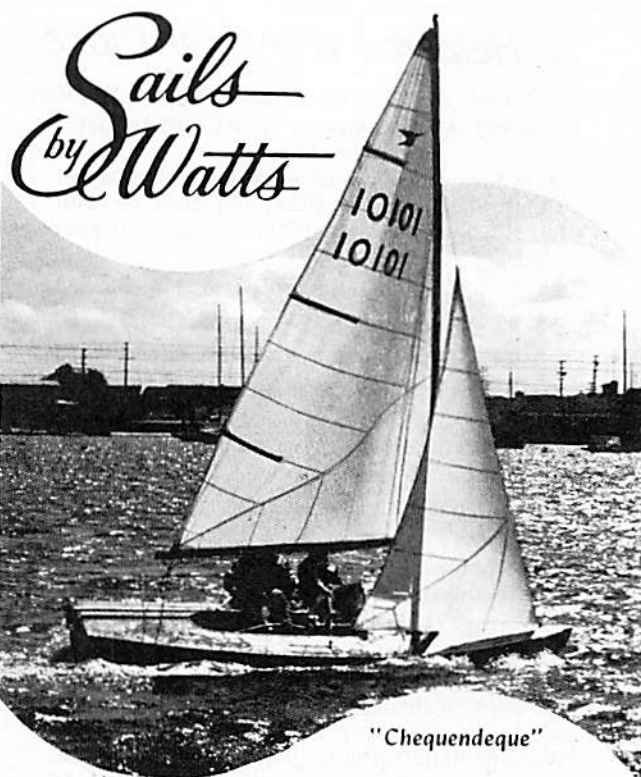
To give an actual case of the above positions, we might consider the following: Take the situation at the start of a race; just before this time, all four positions might be used by several skippers. Just after the start, the leading skipper could be sailing position #3, or, if the wind is light, he may choose position #4 to increase his lead.

Let's consider that the first leg of the course is to windward and a distance of 1 1/2 miles. There are five (5) Snipes racing - A, B, C, D, and E. The race starts with A in the lead and sailing position #3; after several minutes have passed, B is four boat lengths directly behind A. B is also sailing position #3 and, not wishing to tack, can start to sail position #4 until he clears the backwind cone of A; then sails back into position #3 and, with a break, can pass A to leeward.

Another situation is where C is in third place sailing position #3 and approaching the windward buoy. C isn't quite laying the mark (he must leave it to port) and his crew informs him that D is laying the mark. C skipper has a four boat-length lead and he doesn't wish to tack, so he will begin to sail position #2; just as he arrives at the buoy, he feels it necessary to sail position #1 and this tactic is called **SHOOTING THE MARK**. These are just a few cases where these different positions of sailing have helped the writer in windward sailing.

As for actual sailing, the velocity of the wind plays a most important role. In light airs, the boat should be heeled to leeward a little for one reason — to keep the draft in your main and jib. As the wind increases, the skipper and crew should attempt to keep the boat as flat (on its bottom) as possible. The skipper should sit just behind the genoa track and the crew

(Continued on page 10)



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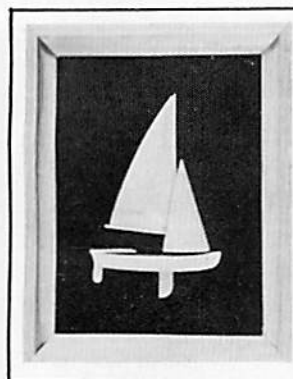
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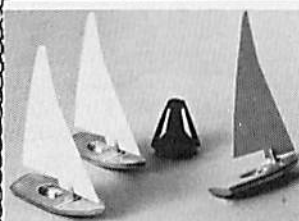
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BERMUDA KEEPS WESTERN HEMISPHERE TITLE

Bernard Hayward Wins Hayward Trophy

BAHAMAS GETS SECOND PLACE—UNITED STATES THIRD



— Photo House

Enthusiastic clubmates greet the victors on their return home to Bermuda as Reggie Tucker, Commodore of St. George's Sport and Dinghy Club who accompanied the team to Nassau (with pipe), beams with pride. Sober crew Charlie Brown doffs his Bahamian hat and waves the victorious flag.

Bermuda sent two crack sailing teams to Nassau (accompanied by many loyal supporters) and it was evident to all that they were determined to hang on to the Hayward Trophy and take it home again. And they did just that! Bernard (Easter) Hayward and his crew, Charles Brown, turned in a steady and brilliant performance to win the title. SCIRA hats are off to them!

Hayward (no relation to the donor of the trophy, 1951 SCIRA Commodore John T. Hayward of Oklahoma), is the St. George's Dinghy and Sailing Club Snipe Fleet champion and was runner-up to Eugene (Penny) Simmons for the Bermuda National Championship. As National Champ and the defending Western Hemisphere Champion, Simmons was a leading favorite to win, but a DSQ and a 7th place finish killed his prospects of repeating as titlist.

2 teams each from Argentina, Bahamas, Bermuda, Brazil, Cuba, and the United States with 1 team from Canada were in this biennial event, the 5th since its inauguration in 1950. Consisting of the best 5 out of 6 races, the series was sailed on Montagu Bay, Nassau, Bahamas, October 27-November 1 in perfect weather during a rainless week.

Notice was given of Bermuda's intentions in the very first race on Monday when Eugene Simmons caught some good wind on a long tack on the 2nd lap around the triangular course to move from 9th place into 1st across the finish line, 23 seconds ahead of Terry Whittemore, USA, who had led for two-thirds of the way around. And when Easter Hayward finished 3rd, Bermuda led in team competition, also. It was ominous!

Two races were sailed Tuesday in puffy and fitful breezes and the local Kelly boys made hay with everything pretty much their own way. Godfrey Kelly, with brother Dave crew, employed crafty tacking in a breezy morning race. Taking a long tack for the beat, he got the best of the erratic breeze to lead Gabriel Gonzalez of Brazil by a minute and 3 seconds at the 1st mark of

FINAL RESULTS -- WESTERN HEMISPHERE RACES.

FIN.	COUNTRY	BOAT	SKIPPER	CREW	RACES	1	2	3	4	5	6	PTS.
1	BERMUDA	9879	Bernard Hayward	C. Brown	3	3	4	4	1	1	4	7457
2	BAHAMAS	10052	Basil Kelly	Buck Johnson	6	4	1	5	9	1	1	7090
3	USA	7432	Terry Whittemore	S. Brown	2	5	3	3	4	8	8	7074
4	BAHAMAS	10051	Godfrey Kelly	Dave Kelly	8	1	7	2	3	7	7	6877
5	BRAZIL	10651	G. Gonzalez	N. Piccolo	5	2	4	7	7	5	5	6786
6	CUBA	10111	Gonzalo Diaz	S. Diaz	7	4	5	4	5	2	9	6638
7	BERMUDA	9884	Eugene Simmons	R. Soares	1	7	6	DSQ	2	9	6	6526
8	USA	9497	John Wolcott	K. Cook	11	8	2	9	6	4	4	5759
9	CUBA	9735	Jorge Mantilla	J. Barazal	4	6	8	DSQ	12	11	11	5424
10	ARGENTINA	7165	C.V. Castex	J.V. Castex	4	10	9	6	11	6	5	5335
11	BRAZIL	11130	Waldemar Bier	P. Hennig	10	9	4	8	8	10	10	5024
12	CANADA	10100	Harry Henderson	J. McLeod	9	12	12	11	4	5	4	4902
13	ARGENTINA	10197	Hector Romero	A. Milano	12	7	13	10	10	13	13	4531

the 5 mile windward-leeward course. But that margin shrunk to 6 seconds at the end of the 1st lap and the Kelly boys really went to work to hold their position as Hayward closed in in 3rd position. There were only 3 minutes difference in the boats as they crossed the line in the above order.

In the afternoon test, the wind shifted from west to north and got even more spotty, ranging from a flat calm to puffs up to 8 mph. Basil Kelly, brother to Godfrey and Dave, with Harold (Buck) Johnson crew, had luck in locating the best wind and led John Wolcott, USA Champion, around the course by 6 seconds. At the 1st lap, Wolcott slipped inside rounding the marker buoy and forged ahead by a couple of lengths. But Kelly whistled up the wind more successfully on the beat and regained command to finally win by 58 seconds. Whittemore, sailing steadily and consistently, had a 3rd place, while Gonzalez of Brazil was 4th. Hayward turned in what proved to be his worst performance with an 11th spot. Whittemore with 2, 5, and 3 led in total points at this half-way mark.

But Hayward made a brilliant recovery the next day in the 4th race over a 6 mile windward-leeward course. The wily 24-year old skipper jumped out in front at the start and simply outsailed his rivals in a 10 mph NE wind which had the Snipes moving rapidly. Both Godfrey and Basil Kelly challenged the lead position, but lost ground on the run back on the 1st lap and as Basil fell back to 6th place, Whittemore moved up and gave Godfrey a close race for the next position. But Godfrey, with a full sail, managed to stay ahead of Terry and Gonzalo Diaz of Cuba, who finished 4th. Two protests (one resulting in the DSQ for Simmons) shuffled the point standing with Whittemore holding a slim margin with 5707, Basil Kelly 5490, Hayward 5388, and Godfrey Kelly 5366.

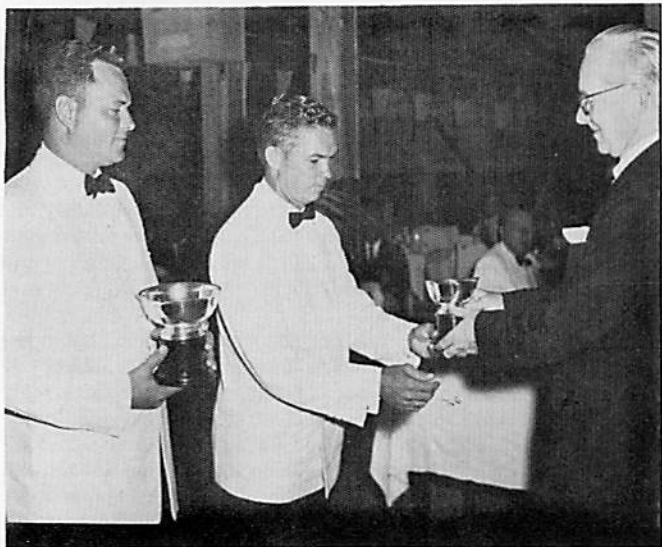
The 5th race on Friday was probably the most decisive of the series. Following some pre-race strategy determined by tuning up the boat and practicing the previous night, the two Bermuda teams, gambling on a long port tack against the tide on the 1st leg of the triangular course, sailed away off by themselves, while the rest of the fleet clawed into the wind on short starboard tacks; but they guessed right in spite of "the dope", picked up a good breeze and boomed into the windward mark 7 minutes and 22 seconds ahead of their pursuers. Very light and puffy wind from the SE marked the start, but it later shifted to the south and at times dropped to almost nothing. The Bermuda sailors had no trouble protecting their huge early lead. Hayward crossed the line in a faltering breeze as dusk settled in 2:26:25, just under the 2 1/2 hour race time limit. Simmons was 2nd, Godfrey Kelly 3rd, and Whittemore 4th. As the final race approached, Whittemore led in total points with 7074; Hayward 2nd with 6988; G. Kelly 3rd with 6810.

Ideal weather prevailed for the final windward-leeward race, an 8-12 mph wind from the SW sweeping the boats over the line in a perfect start. Basil Kelly led the way and improved his position with every wave, sweeping off on a long starboard tack which few of his rivals followed. At the windward mark, Basil enjoyed a lead of 1 min. 35 secs. over the leading Cuban contend-

(Continued on page 10)



Commodore Kenneth Eardley of the Royal Nassau Sailing Club watches while the Hon. K. M. Walmsley, Acting Governor of the Bahamas, presents the Western Hemisphere Hayward Trophy to the new champions, Bernard Hayward (left) and his crew, Charles Brown, of Bermuda.



Second place winners Basil Kelly (left) and his crew, Harold "Buck" Johnson, Bahamas, receive their trophies.



The United States team of Terry Whittemore, 1958 U. S. National Champion runner-up, and George "Stovy" Brown (center) receives cups with happy smiles as third place winners.



Typical Race Scene — As you can see, competition was always close.

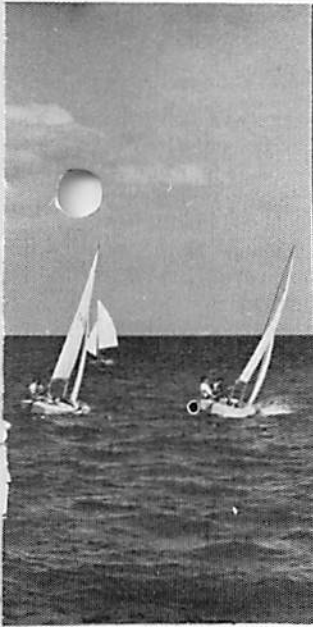


John Wolcott leads the fleet across the leeward end of the starting line.

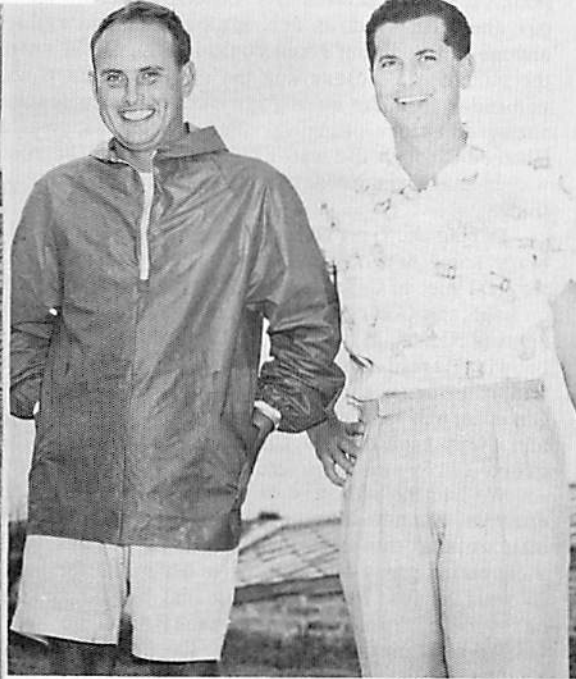


Gonzalo Melendez took these pictures of the entrants listening to Godfrey Lig...

ULMER SAILS WIN AGAIN!



Right: Emilio Salvi of Brazil finally gets his hands on the Reichner Trophy, emblematic of the International High Point Championship and one of the oldest in SCIRA.



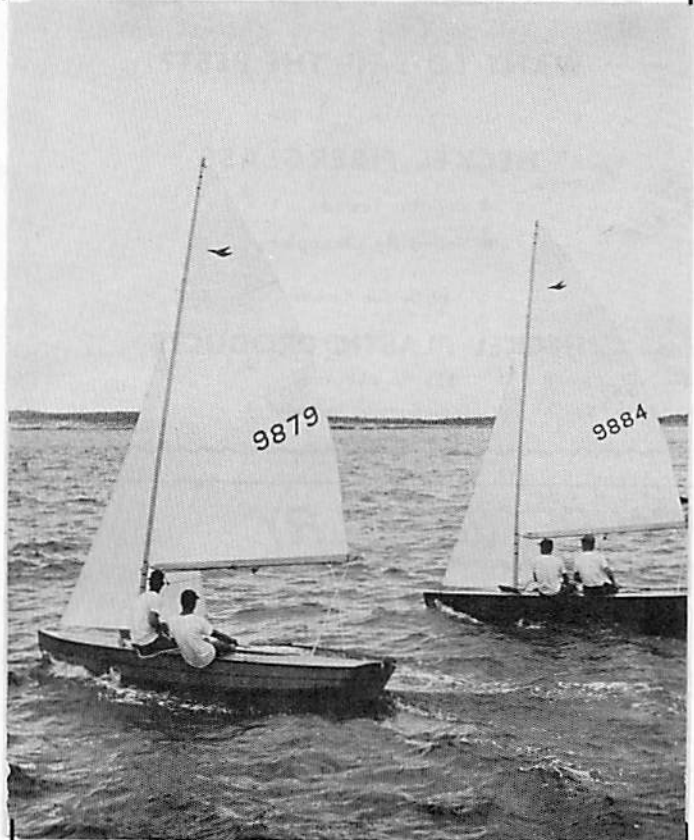
Godfrey Lightbourne (left), Chairman of the Committee, and his legal advisor, Geoffrey Johnstone.



The Trophies.



Hon. R. T. (Bobbie) Symonette



Bernard Hayward, 1958 Western Hemisphere Champion, leading Eugene Simmons, 1956 Champion, both using Ulmer sails.

Other 1958 Titleholders

MARQUIS DE POVAR
Championship of Spain

TERRY WHITTEMORE
Crosby Trophy
Comm. Harold Griffith Trophy
Heinzerling Trophy—2nd Place

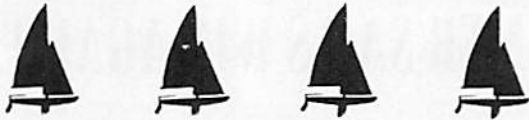
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COME WITH ME TO THE RACES AT NASSAU

By Terry Whittemore

Twenty-six sailors were accorded the treat of a lifetime when they earned the honor of representing their countries in the 1958 Western Hemisphere Snipe Championship regatta. The headquarters for this significant event on the bi-annual SCIRA calendar was the Royal Nassau Sailing Club on New Providence Island in the Bahamas, and indeed, this haven is the fulfillment of everyone's dream of an enchanted island paradise. Moreover, as befitting the occasion, this location offered unparalleled sailboat facilities to boot. An unbeatable combination!

All the ingredients for a perfect regatta were present, as well as frosting on the cake in the form of grand entertainment, provided nightly in abundance by our charming and delightful hosts.

To begin with, all contestants were met at the airport by a bevy of beautiful girls, not to mention a few of the best Snipe and Star sailors in the world (who hail from Nassau), and driven to rooms at the lovely Fort Montagu Beach Hotel, which overlooks the crystal-clear, blue waters of Montagu Bay where the race courses were laid out. Across the street was a white sandy beach and the Royal Nassau Sailing Club, the latter refreshingly decorated and certainly conveniently located, for within 2 minutes walk were all the necessities for a regatta (plus a few niceties which add up to finer things in life — yacht clubs, magnificent water, Snipes, accommodations, excellent food, and, of course, besides an experienced and efficient Race Committee which knew how to set up starting lines and lay out courses properly, some crackerjack sailors hailing from Canada to Argentina and points in between.

I must comment on the unique aspect of the hotel swimming pool. It was set down into a modern, airconditioned dining room-bar and, with windows acting as an end and a side of the pool, anyone in the dining room could look in at the swimmers below the surface. So clear was the visibility that it was a constant reminder to make sure your own swim trunks were securely anchored before plunging. Fascinating, too, was the light that filtered through the water in the pool into the room below. It was in this engaging setting that all had breakfast, among other things.

During the first day of our arrival, we met old friends and made some new ones as well. Godfrey and Sonia Kelly, whom we first met in Cuba in 1954 and again in Portugal in 1957, were on hand, and Godfrey, with his crew David Kelly, would be representing Nassau in the races. His brother Basil, a top Star sailor, with Harold Johnson as crew, was the other Bahamian entry, and, of course, they were among our hosts as well. Peter Christie, who is doing a bang-up job as their National Secretary, and Tippy Lightbourne, Chairman of the Race Committee, both greeted everyone upon arrival.

We had the pleasure of meeting for the first time Commodore Dr. Kenneth Eardley of the Royal Nassau S. C. Between officiating at this regatta, carrying on his practice, and holding a charming party one evening in his home for some 150 people -- well, he lost his voice! but that did not prevent him from carrying out his program to perfection. A real gentleman!

We also met Bobbie Symonette, Commodore of the Nassau Yacht Club, which was co-sponsor with the R. N. S. C. of this event. Bobbie is well-known for his ocean racing, and his Yacht Club is famous both for its Star sailors and ocean racers. It is the terminating point of the Miami-Nassau race on the southern circuit schedule. We had our presentation dinner and dance there Saturday evening under the distinguished patronage of His Excellency the Governor Sir Raynor Arthur, K. C. M. G., C. V. O., and it certainly was an outstanding and enjoyable evening.

With the first look at the boats, it was evident that everything had been done to provide equal boats fully equipped and rigged for racing according to Class rules. Each boat was thoroughly tested under severe conditions prior to the regatta, and any weaknesses uncovered, capably repaired. As far as equality of the boats was concerned, the "Nangi Davi", thought by some who sailed her to be the one clunker in the group, was brought over the finish line in a pretty 4th place by the high caliber sailing of the winners of this Championship. In short, 13 more equal boats

(Continued on page 12)



The victors quaff the flowing bowl (which doth run over) while clubmates grin with anticipation

— Photo House



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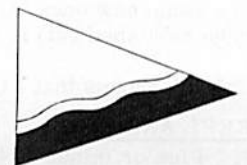
Enjoy a full week of Snipe Racing! Be here for MYC's party for all contestants Saturday night, March 7 and be greeted by our beautiful Regatta Queen . . . Race on famous Biscayne Bay next day. Then take in Clearwater's Mid-Winter Regatta Mar. 10-13, followed by Mount Dora's Invitational on Mar. 15.

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PROGRESS REPORT — IYRU APPROVAL OF SNIPE.

Several years ago, it became apparent that, if the Snipe was ever to be used in the Olympic Games, approval by the International Yacht Racing Union of the Snipe as one of its International Classes would be highly desirable, or, perhaps, mandatory. Commodore Whittemore, Captain Lasinio di Castelvero, and the National Secretaries of the various countries started working on this problem, with the immediate answer being that Snipe tolerances would have to be narrowed considerably before this approval would be granted.

Which is where yours truly and the Rules Committee came into the act - by being directed by the Board of Governors to start working with Mr. Jan Loeff of Holland, Chairman of the IYRU Small Boat Committee, to get a set of tolerances that would be approved, and also let as many existing boats as possible be approved under these new tolerances. (There are other aspects of IYRU approval which are up to the Board of Governors; this article will only cover the tolerance situation as it stands now).

A first draft of the new tolerances was discussed at the Annual SCIRA meeting in 1958, and after considerable investigation of the effect on existing boats, a proposal was submitted on April 23, 1958. Nothing was heard from this proposal until in October, when Mr. Loeff acknowledged receipt of the proposal, stating that it had not been discussed with his committee because of difficulty consulting with members of his committee by correspondence. He stated that there were three items on which he felt tolerances should be further reduced, including eliminating either the daggerboard or the pivotboard, and further stated that our proposals would be discussed by his committee before the IYRU meeting in November.

The request to eliminate one centerboard or the other was of such importance that Mr. Loeff was informed that this step would be taken only after consulting our own International organization through the National Secretaries, and he was asked to accept both boards; a somewhat complicated but (I hope) workable compromise was suggested to answer his request for extremely tight tolerances on sheer width; and his request for a new limit on height of jib stay intersection with the mast was accepted. This was sent to him in early November.

The next thing we heard was a report from Captain Lasinio di Castelvero quoting the Italian delegate to the IYRU meeting as stating that the Small Boat Committee had never received any proposals from SCIRA! Fortunately, copies of both proposals had been sent to all National Secretaries, and Bruno Bianchi from Italy had an Italian translation in his pocket, which he promptly pulled out. We still have no answer from Mr. Loeff, nor do we have any communication from anyone in the IYRU officially informing us of any action taken at the meeting, but by reading articles in a couple of European magazines, I find that the Snipe has been granted International Status, Category I, subject to submission of new tolerances.

What this all means you can guess as well as I can — but at the moment I would guess the new tolerances will be listed as below. The decision on date of effectiveness on these tolerances, and on whether other rules of the IYRU can be complied with (there are some new ones for International Classes, but they haven't been published yet) is up to the Board of Governors.

The tolerances that I think will be acceptable are:

KEEL AND STEM:

Plus or minus 1/4" on vertical measurements.

CHINE:

Width plus or minus 1/4" except any one station may be minus 1/2" or any two stations minus 3/8".

HEIGHT:

Plus or minus 1/4" except any one station may be plus 3/8"

SHEER:

Width: plus 1/4" minus 1/8" except any two stations may be plus 3/4" if all others are nominal or minus; and any two stations may be minus 1/2".
Height: Same maximum as present with tolerance of minus 1".

OVERALL LENGTH:

15'6" plus or minus 1/2".

BOOM:

Length 8'6" to 8'8" from aft side of mast.

MAST:

Height above sheer 20'1" to 20'3". Distance from sheer to jib stay intersection, 15'0" plus 0 minus 1".

DECK CROWN:

From 1/2" to 11/16" per foot of sheer breadth.

Some of these tolerances appear to be rather cumbersome and they are; they are compromises between the desires of Mr. Loeff and the desire to allow as many existing boats as possible to come within the new tolerances.

THE COMMODORE SAYS from page 3.

next to the shrouds. A tiller extension is considered a "must" and hiking straps for the skipper is most important. The crew should also have a hiking strap and a means to cleat the genoa; this gives the crew an opportunity to handle the main sheet for the skipper, if needed. In most winds, we use our boom vang in the down position.

As for your rigging (if your mast isn't stepped on deck) we feel it should be fairly loose and with a slight rake aft. The hole in the deck should be about 2" larger than the mast. Stainless steel main and genoa halyards are recommended and we are personally installing halyard locks. Our sailmakers feel that a straight mast is better for dacron mains. A wide tiller, about 3/4" thick and 2" wide, tapering to a 3/4" handle will give the skipper better handling, as there is less opportunity to bend. Most of the skippers today have both inside and outside genoa tracks. The inside track, in most cases, is used in light airs. We have purchased a full draft genoa and use the inside tracks practically all the time.

In closing, I would like to stress this point to all skippers: that it is mandatory to have well-designed, strong, light equipment to procure the most out of your boat.

Fred Schenck

WESTERN HEMISPHERE TITLE (Continued from page 5)

er, Gonzalo Diaz, and increased his margin to 1:53 by the end of the 1st lap to wrap up the race in handy fashion. An equipment failure may have cost Whittemore his crack at the top spot when he fell victim of a broken jib stay after completing the 1st lap. In a tight 5th place and striking for 2nd, Terry and Stovy made repairs in less than 3 minutes but fell back to 11th place in so doing. They finished 8th, their worst race, and then had to settle for 3rd in the overall standing after leading through most of the series.

Thus the Bahamian brother combination (Kellywise) turned in the most impressive team effort by finishing 2nd and 4th, but they had to yield top honors to a capable sailor from Bermuda, a slim young skipper with an island man's understanding of wind and tides, who scored two 1sts, two 3rds, and one 4th. And sandwiched in between them was Whittemore of the USA. It was a close contest under ideal conditions and marked another milestone in the Snipe Class history.

Great credit must be given to Snipers of Miami Fleet #7 who sent over some of their best boats and equipment when called upon. They did their best to insure the success of the regatta.
— With credit to Shell Nulty and the Nassau Guardian.

MORE NASSAU PICTURES



The Royal Nassau Sailing Club, headquarters for the Regatta.



Dock in front of the clubhouse with regatta flags.



Carlos Bosch sits on the floor and watches Hector Romero and Terry Whittemore prepare sails for him to measure.



Commodore and Mrs. Reggie Tucker of Bermuda talk to Commodore and Mrs. Kenneth Eardley of Bahamas.

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SNIPE POSTCARD IN COLOR, showing beautiful scene of Snipes racing in the Western Hemisphere Bermuda Races. Appropriate Snipe and SCIRA information on the back. A great way to advertise your hobby and the Snipe Class at the same time. You will be proud of the card — use it for any purpose! Obtainable only from SCIRA, 655 Weber Ave., Akron 3, Ohio, for ten cents each or 20 for \$1.00 postpaid.

AT LAST! MADE ESPECIALLY FOR SNIPERS! A high quality screw button for yachting caps with crossed anchor emblems. A red Snipe on a dark blue pennant with white enamel background — all outlined in gold. Obtainable only from SCIRA at \$1.50 each. Fill that empty space on your cap with class insignia!

FOR SKIPPER, CREW, OR SPECTATOR — SMALL SAILBAG — attractive and useful. Carry it on your boat or ashore. Made of synthetic sailcloth (Nylon and Dacron). 14 inches high with Snipe insignia and your number stencilled on. Red and white, solid, or combination with combination stitching. \$3.00 postpaid. CODs accepted. Write Jean Caldwell, Lighthouse Point, Ft. Screven, Ga.

FOR SALE: ONE SNIPE. Fiberglass construction with mahogany deck. 2 medium cut mains, 1 jib. Stainless steel centerboard. Built by Heckel in 1956. Price — \$850.00. Will transport 250 mile radius. Contact: Ned Lockwood, 5833 N. Oxford St., Indianapolis, Ind. Phone CL-14783.

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Snipe Building Plans

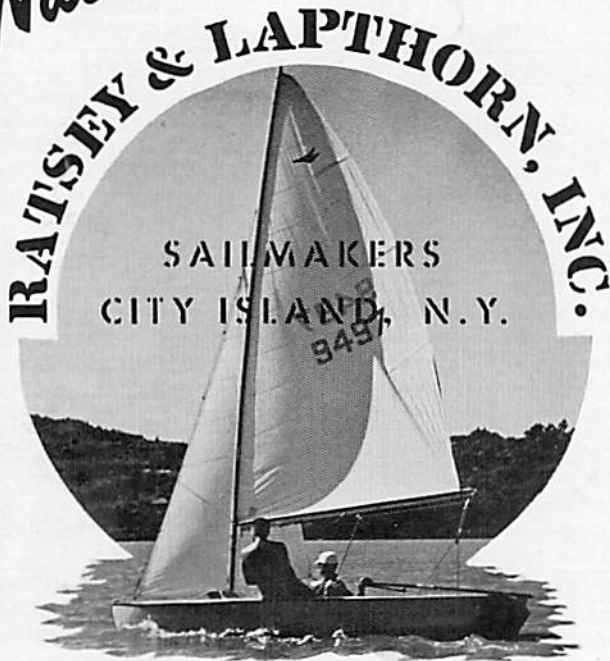
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REVISED JULY 1956

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COME WITH ME TO THE RACES (Continued from page 8)
would be hard to find anywhere, and the fellows who brought them to such a state of equality are to be congratulated.

By Saturday, all the teams had arrived. It was a great honor to finally meet the Vilar Castex brothers. Twice the World Snipe Champions, they arrived from Argentina with their charming wives (they were both married shortly before leaving for Nassau). It was unfortunate that the sails they brought with them placed them under such a severe handicap, and they are to be congratulated for the showing they made with them. Hector Romero with his crew, Augustin Milano, rounded out the Argentina contingent. Hector raced in the World Championship in Spain in 1955.

Gabrial Gonzales of Brazil was making his 2nd attempt on the Hayward Trophy, the last time being in Bermuda in 1956. His team mate, Valdemar Bier, was having his 1st crack at International competition. Both are very pretty sailors. All the rest of the contestants, I believe, had raced previously in international events with the exception of John Wolcott of the USA. However you look at it, the opposition was formidable, to say the least.

I was most fortunate, when, on 24 hour notice, Stovy Brown, the 1957 U. S. Junior Champion and runner-up in 1958, was able to arrange his schedule so he could crew for me in place of my brother, Bob. I couldn't have enjoyed racing with a finer, calmer, or more capable crew, and we had lots of fun together. As his record shows, he ranks at the top when he has the tiller, too.

Outside of the regatta, all I can say is that we were royally entertained during every moment of our visit, even on our "day off" mid-way through the series. The flag raising ceremony, most impressive, was held at the R. N. S. C., followed by cocktails and supper. We were invited to Government House one evening by His Excellency the Acting Governor the Hon. K. M. Walmsley and a delightful reception it was, too.

Commodore Symonette gave a colorful cocktail party at the pool of the hotel. Replete with orchestras, dancing, and a full moon thrown in for good measure, I can conservatively say it was rather enjoyed by all. Basil and Paula Kelly had us all to their home for a sumptuous native fish (conch) chowder dinner and entertainment with authentic calypso music. Then Neville Roberts, a great Star sailor, along with his brother Dawson and his wife, had a party at their delightful home, and I just wish that each of you could have seen the decorations on the lawn: fully rigged sailboats strung with colored lights and each bearing a humorous sign aimed at the contestants and Race Committee. On top of this, Neville also provided each country with a car for use during regatta week. What a wonderful and generous gift! To say the least, both the party and the cars were greatly appreciated.

One event I would be most remiss if I failed to mention! It seems that in 1956, a band of Cubans captured a small Bahamian island. A gun boat was dispatched and, in short order, the island was restored to its original owners. At that time, the Western Hemisphere Races were going on in Bermuda and it was decided to leave the matter up to Mr. Gonzalo Melendez, representing Cuba (he acted as official SCIRA representative in this regatta in the absence of Commodore Posso of Cuba, appointed such by Commodore Schenck), and Mr. Godfrey Johnstone, acting for the Bahamas. It was thought that a

to report the matter has been peacefully settled now. The Bahamas now own Senor Gonzalo Melendez, and Cuba now owns the island. The document, several pages in length, as prepared by Barrister Johnstone, was signed, of course, by the Governor of the Bahamas, President Batista, and officially witnessed by all of us. I have not heard, however, whether Senor Castro will honor this agreement.

It is impossible to mention all who contributed so much to make this occasion so successful and memorable to all the participants. Men like John and Peter Bethel, Eric Fisher, and others (especially the wives) who gave so freely of their time, thought, and energies. If appreciation is their only reward, I know I speak for all when I say simply. "It was."

In closing, I want to say that this has been a wonderful year for Snipes throughout the world, and certainly the top honors in the Western Hemisphere for 1958 were brought to a fitting climax and finale by our Bahamian friends.