



SNIPER

FEBRUARY 1960
Vol. IX No. 9



BULLETIN



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SNIPES BULLETIN

The SNIPE BULLETIN is edited and produced monthly by
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tion. Material received after that date will not appear un-
til 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.

Concerning the Cover

This new cover format is a radical departure from our old
designs. Dave Grant of the Grant-Jacoby Studios, Chicago, and
an enthusiastic Snipe owner, sent in several new designs and
suggestions, so you can be prepared for most anything in "a
new look." Just another example of class loyalty, and thanks is
given to Dave for his interest and contribution.

The top photo shows the start of the William Crosby Regatta
held on the Guaiba River at Porto Alegre, Brazil. Alex and
Eric Schmidt in 11744 lead 59 contenders across the line with
U. S. (10350) in second place. The Schmidt twins won easily
by a large margin.

The bottom shot is typical of the close action around the marks
in the World Championship Series, held in the same place. Cuba
(10111) barely leads the pack in the chase to catch Elvstrom.

— Both Photos by Folha da Esportiva of Porto Alegre.

THE SCORE

Numbered SNIPES — 12193

Chartered Fleets — 487

In October, the score was 12092, so 101 new Snipes in 3
months are not bad — not bad at all! 32 were issued to the
United States, while the rest went all over the world, including
Mozambique. A block went to Brazil for the twenty new boats
furnished for the World Championships. The boats were con-
tracted for by Brazilian Snipers before they were built and then
numbers assigned after the series according to the way they
finished -- 12000 went to the champion boat, while 12102 went
to the 2nd boat, 12103 to the 3rd, and so on up to 12120. Sort
of service stripes, you might say.

7 new fleets have been chartered. The most notable
accomplishment was the final admission of Finland to the SCIRA
family. After many years of unofficial affiliation, Olaf Wendell,
the new National Secretary, met all requirements for the group
in Helsinki and Charter 481 was issued to them October 1, 1959.
Congratulations!

SCIRA now has another fleet on the African continent when
Dr. Antonio de Meneses, National Secretary for Portugal, sent in
charter fees for the S. Paulo de Luando Snipe Fleet of Angola.
Charter 482 went there.

Mark Brazil up for 2 more fleets! Both are located in the
northeastern part of the country, with one south and the other
north of the big Sao Francisco River. Charters 483 went to
Barra dos Coqueiros and 484 to the Salgadoinho Fleet located in
the mouth of the little river Salgadoinho at Maceio.

Sweden continues to hold its own in number of fleets in good
standing. While 2 older fleets no longer exist, they have been
replaced by the Hjo Segelsallskaps Snipesection (Charter 485)
and the Karlskrona Segelsallskaps Snipesection (486) for a total
of 6 good active fleets.

Brazil now has 26 Snipe fleets, the latest one being the
Santos Fleet 487. Reinaldo Conrad, young Sniper of Pan-
American Games fame, is a member of this new group and his
crew, Marcos de Moraes Barros is the fleet measurer. It
should be a tough one to sail in.

For the Record

The latest tempest in our little SCIRA teapot is the current one raging over the specifications of the deck crown. Temporarily, the perennial weight limit debate has been pushed into the background. Many enquiries and questions, some expressing surprise, have been received and constant readers of the latest BULLETINS have a pretty good picture of the situation, but in view of some charges and criticisms made, it will do us all good to take a look at the record.

A year ago in the February 1959 BULLETIN on page 11 of WW, Ted Wells, Chairman of the Rules Committee, listed in detail the changes proposed to IYRU and the reasons thereof. The last part of the article read:

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 effective date of these rule changes for SCIRA was up to the Board of Governors. At the 1959 annual meeting in Kansas City, the recommendations of the Rules Committee were adopted by the Board and the effective date set for June 1, 1959. Such notice was printed on page 3 March 1959 BULLETIN and the new measurement data sheets contained these regulations. All was quiet, until suddenly, late in the summer, someone discovered what they considered a mistake and the hue and cry was on. For years, the limits were 0" to 5" deck crown and general sentiment now seems to favor retention of these measurements. The subject will be determined once-and-for-all at the Chicago meeting this month, but don't get the idea that something was put over unbeknownst to Snipers — plenty of publicity was given to the matter in all SCIRA publications. Not until the shoe pinches do you notice the hurt!

Portent Observed at N.Y. Boat Show

From all reports, the New York Boat Show this year broke all records again -- the biggest, the best, the mostest, etc., ad infinitum. Almost 300 various water craft were displayed on the floor (79 were sailing yachts) and one fact stood out above all others — an almost complete lack of wooden hulls!

In an article headed "Sailboat Builders Turn to Fiberglass", Al Mastics, Boating Editor of the Cleveland (Ohio) Plain Dealer, has this to say, "If the boats on display at the golden anniversary national motor boat show are any criterion, wood seems to have lost ground as a hull material for sailing craft. Of the sailing yachts on exhibition, the biggest windjammer fleet in show history, the majority are built of reinforced fiberglass construction. Size no longer seems to determine their construction material.

Towering over the rest of the fleet is the 41-foot Bounty priced at \$27,500. At the other end of the size and price line are a varied collection of sailing dinghies and prams at \$250.

One sailmaker is showing a zipper-footed mainsail for small one-design craft which can be "flattened or let out at will." Another sailmaker shows deck cushions which can be snapped together to form a life raft."

The above comments on fiberglass construction confirms the opinion expressed in the May 1958 BULLETIN which was made after 5 years close observance of the boat shows -- fiberglass hulls are really here to stay! And this year another material is beginning to make inroads into fiberglass, and that is aluminum! It was the second in popularity, now ahead of plywood. The large producers of aluminum are casting a serious eye on the big boat business and it staggers the imagination to think of future possibilities. Complete aluminum sailing craft with aluminum mast and spars are already on the market and may be eventual serious contenders to replace an all-fiberglass job. You can brush off the idea now, but maybe we are just starting a new cycle for aluminum hulls which we experienced when fiberglass first appeared. At least, it will be an interesting battle to watch as these industrial giants go after the market. And won't the weight limit debaters have a field day? — Birney Mills

PAN AMERICAN GAMES 6 STRAIGHT WINS

This outstanding performance in the 1959 Pan American Games speaks well for the sailing ability of Reinaldo Conrad of Brazil and his Murphy and Nye Snipe Shelf Foot mainsail. If you like to sail to win . . . use the sails the champions use!

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ANDY AKIN WINS BROWN JUG IN NO 'COUNT RACES

FARRAR AND HODGDON ALSO TOP DUFFER SAILORS



(Left) ANDY AKIN HOLDS THE COVETED BROWN JUG and a Willard Shepard Snipe Model miniature plaque as rewards for his fine performance.

(Above) FRANKLIN FARRAR CAREFULLY UNROLLS THE SECOND PLACE PRIZE, a computer tape which tells how to sail and win races in future regattas. — Mal Stevenson

Seavy, et al ?

THE 1959 NO ACCOUNT REGATTA

23 skippers responded to Fleet 440's invitation to bottom-half Snipe sailors to convene on Wood's Reservoir near Tullahoma, Tenn., for the Third No 'Count Regatta Aug. 22-23, 1959.

It was a select affair. Except for repeated notices in Pappy Welch's Snipe Four'ward, advance publicity was carefully controlled and potential attendees were rigidly screened so that invitations were released only to those who had never won a regatta. The race itself, was held in the "No Visitors-Employees Only" portion of the Arnold Engineering Development Center, access to which is controlled by AEDC Security Guards. Real exclusive!

The weather lived up to the lack of promise made for it. We refused to guarantee it; one of our visitors might have insisted on giving it back. The wind howled over the course at something less than 5 knots except for the final minutes of the 1st race when a small front moved across the lake.

The fleet, lulled into a near siesta stupor during the drifter, refused to believe the ample warning of the sky. Hiking straps were unfastened, jib sheets loose, and boards not tied in. In the first few frenzied moments of the breeze, more attention was paid to personnel and boat safety than to the most expedient course for finishing the race. As a result, several of the leading drifters were promptly overtaken and passed by the more prepared middle-of-the-fleet sailors. The first five across the finish line were Andy Akin, FC of 440, Frank Hodgdon of Chattanooga, Dan Williams of Chattanooga, Franklin Farrar of Nashville, and Gordon Randall of Tullahoma.

The 2nd race, held immediately after the rain had passed, was sailed a little more quickly. Jack Shea, sailing a Varalyaj with wet cotton sails - and wearing a World War I campaign hat-nosed out Akin, with Dick Craig, Farrar, and Jim Howell in the 3-4-5 positions. The allegation that Shea arranged for a private flow of air from the AEDC wind tunnels (where he works) for the exclusive benefit of those 5 winners, all from the home fleet, is without foundation in fact!

Here is a sailing event which is entirely different in concept and practice and its increasing success is indicative of what a little determination in the right place can do. Let Gordon Randall tell you about it in his own words:

Fleet 440 is a diffused organization - we have 1 boat in Huntsville, Alabama; 2 in Columbia, Tennessee; 2 in Nashville; and 3 here in Tullahoma. A little enthusiasm overcomes minor difficulties like distance and 2 years ago with 5 members, we felt big enough to sponsor a regatta.

Limited finances required we make it a modest affair - to offset our 50¢ prizes, we attempted the humorous approach and found it well received. The first year we had 9 boats, last year it was 13; this year, up to 23. Obviously, expensive prizes are not a necessity for a successful regatta.

If we found expenses a problem, we thought that perhaps our visitors might also appreciate a low tariff. Our entrance fee of \$2.00 is just enough to cover the cost of the Saturday dinner. We know that most Snipers are created with a built-in thirst. We are cooperative in getting it assuaged but not desirous of underwriting the cost. Fortunately, the local Officers' Club on the lake is not adverse to augmenting their income and arrangements were readily made with them to cater to our tastes on the basis of letting the bibbler pay the bartender.

So many of the regattas attended by our members were won by the country's top-flight skippers that we decided to limit the invitations to other skippers in our class. The appeal to the 2nd and 3rd class skippers brought together a compatible collection of relatively evenly-matched sailors, all of whom seemed to enjoy sailing together.

As a result of our experience with 3 regattas, we believe we have learned enough to justify asking for our affair to be sanctioned. But 1st, we have to find the acknowledged purchaser of our empty brown jug (think we stole it) to write the deed of gift and 2nd, can we continue to ostracize skippers like Gilreath,



THE CALM BEFORE THE STORM

In the words of Pappy Welch: "Dacrons are doomed!" So saith Sailor Jack Shea of the Sovereign Territory of Tennessee. "Save your cotton, boys! The South'll rise again!" These words of wisdom, prophecy, and hope for a rebuild of Suthun economy based on increased use of cotton were mouthed by the principal proponent of the spoken word from the wind tunnel terminal of Tennessee (sometimes known as the hot-air capitol of the universe). Sailor Jack had just crossed the finish line. He heard a terrific blast from the RC boat and nary a soul could be seen off his bow. He looked up at his rain-drenched cottons; then aft at 20 suits of synthetics. Jack just had to talk!

The local fleet members were a little more generous in

sharing top positions in the Sunday race. Farrar with a 1st and Akin with a 2nd protected their prestige, but the next 3 places went to Hodgson, Charles Harris of Atlanta, and Joe Miller of Memphis.

Prizes assembled justified the name of the No Account Regatta. They matched the quality of the wind and were numerous enough so that each contestant got one. The permanent first place trophy, an empty brown jug (we don't have enough money to fill it with even local corn) was carried off by FC Andy Akin. 2nd place prize, captured by Franklin Farrar, was a computer tape described as a programmed course for successful regatta sailing. Other breath-taking trophies included a brief but frilly pair of old feminine unmentionables useful as a protest flag for Snipers whose rights had been infringed; the Lulu (name inspired by the movies' Emmee) was given in recognition of sartorial splendor to the Atlanta skipper, who, attired in Bermuda shorts, attempted to gain admission to the AEDC Officers Open Mess formal dance; and Phil Roseman's recently retired leg cast to be used as legal, portable ballast by an underweight crew.

FINAL RESULTS - 1959 NO 'COUNT REGATTA

Fin.	BOAT	SKIPPER	CLUB	RACES	POINTS
1	7197	Andy Akin, Middle Tenn.		1-2-2	4642
2	10372	Franklin Farrar, Middle Tenn.		4-4-1	4338
3	11662	Frank Hodgson, Chattanooga, Tenn.		2-7-3	4121
4	9750	Jack Shea, Middle Tenn.		9-1-8	3713
5	9747	Dan Williams, Chattanooga, Tenn.		3-12-6	3510
6	11660	Lloyd Cox, Chattanooga, Tenn.		6-6-7	3470
7	4389	Gercon Randall, Middle Tenn.		5-10-9	3281
8	9753	Charles Harris, Atlanta, Ga.		16-8-4	2987
9	11006	Phil Coates, Chattanooga, Tenn.		10-9-15	2661
10	10687	Joe Miller, Memphis, Tenn.		16-15-5	2597
11	8019	Virgil Noland, Atlanta, Ga.		11-11-10	2590
12	9916	Dick Craig, Middle Tenn.		11-3-Dns	2344
13	7015	H. Horan, Chattanooga, Tenn.		7-16-19	2265
14	11122	Jim Howell, Middle Tenn.		Dns-5-11	2196
15	11391	Ham Clark, Columbus, Ga.		6-Dns-13	2009
16	6948	Lowry Lamb, Chattanooga, Tenn.		20-13-14	1954
17	4578	Brainerd Cooper, Chattanooga, Tenn.		12-21-17	1817
18	10220	Phil Rossman, Middle Tenn.		19-14-18	1742
19	10165	Sam Dunn, Memphis, Tenn.		13-Dns-12	1625
20	8593	Owen Helton, Birmingham (No fleet)		15-20-20	1558
21	11757	Gora Davis, Memphis, Tenn.		21-18-16	1554
22	10880	Malcolm Stevenson, Memphis, Tenn.		17-17-Dns	1152
23	9008	Tom Baker, Middle Tenn.		Dns-19-Dns	484



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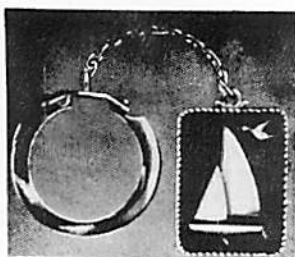
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WHAT MAKES SCIRA TICK

"Some facts have come to my attention that I think would be of benefit to all of us in SCIRA.

About three months ago, I tried to make contact with the Secretary-Treasurer and the Commodore of a small one-design racing pram. We were vitally interested in promoting this small pram for the kids in our area. It is a perfect sailboat for kids to start the fundamentals of sailing. Naturally, the next step would be to a Snipe and, therefore, develop the fleets in our area for the future.

We have little or no success in receiving good accurate information from the sources we contacted. After the third letter was sent out, we received a brochure on how to build the boats. We asked for all the information we could get plus the names of fleet captains within a 500 mile area from where we live. No information was ever given to us which could have been useful.

The reason for this letter is to make the members of SCIRA aware of the good tight organization that we have.

I think it breaks down into 5 basic categories:

1. Good Officers - people who assume these jobs assume a great responsibility to SCIRA and to everyone who owns a Snipe. It is of utmost importance that our officers are interested in SCIRA from the Commodore level down to the fleet level. Everyone must be willing to put forth effort in order to keep SCIRA a top class organization.

2. Publications and Publicity - this is the heart-line of SCIRA and we are all waiting to see what the next Snipe BULLETIN brings. We must all support it for it draws all of us closer together. National publicity makes us feel proud that we own a Snipe.

3. Financing - a very important feature to any organization is to make sure every member feels responsible for his or her dues. If the financing is handled well we assure ourselves of a better organization.

4. Strict Rules - the strict rules of a one-design are most important in that it makes all our boats, no matter what the age, eligible for all types of competition.

5. The Skippers and Crews - I think we all know that Snipers are the same on the East Coast as well as the West Coast; good people in good clubs who want to race create a sound basis for a top organization. Now expand this fact to include all the Snipe owners in 28 different countries all over the world and you touch the heart of Snipe's great popularity and success.

Perhaps we all already know this, but I think it would be a good idea for us all to sit down and think for a minute about the 1960 season ahead of us and thank our officers and the staffs for doing a good job in 1959. " — Dave Grant, Chicago, Ill.

PETE FROST WINS CHRISTMAS RACES

Amid light winds and fantastic competition, NHYC's annual Christmas Regatta was sailed in Newport Harbor, Cal., on December 26-27th.

Pete Frost won over the ten boat fleet which included Southern California's stiffest Snipe competitors. Lee Thompson staged a Cal comeback from his home in Akron, Ohio, by getting 2nd. Lanny Coon, 1955 Pacific Coast Champ, got third place.

Because of a dropping wind and a dropping sun, the third race was called off on its last leg.

FINAL RESULTS - 1959 CHRISTMAS REGATTA

BOAT	SKIPPER	CLUB	RACES 1	2	Fin.
9999	Pete Frost	Newport Harbor	1	1	1
9020	Lee Thompson	PLYC-Akron, O.	2	2	2
11771	Lanny Coon	Newport Harbor	3	4	3
9599	Jerry Thompson	Alamitos Bay	7	3	4
11411	Pete Geib	Newport Harbor	4	6	4
7085	Jack Steele	Los Angeles	5	8	5
9011	Bob Schaeffer	Los Angeles	6	7	5
11603	Bill Entriken	Newport Harbor	10	5	6
3940	George Coates	Alamitos Bay	8	9	7
11531	Bud Cochran	Alamitos Bay	9	10	8

TRASK TOP CALIFORNIA SNIPER

The past year was a big one for California Snipers. They started off the season in April with a 8-race Spring Series with 2 races each being held at Alameda, Palo Alto, Corinthian, and Richmond. Over 20 boats participated in these regattas and experienced every variety of weather. There were an unusual number of fouls - 15 in all - which affected the scores of the leaders, but there was only one DSQ -- all the others dropped out voluntarily in a fine demonstration of good sportsmanship. No one boat monopolized the first place column, indicating a good competitive climate and emphasizing the importance of consistency, the characteristic which Bob Huggins demonstrated so well in winning the series. John Jenks, Alan Clarke, Don Trask, and Stan Kintz - all harmed by DNFs - finished in order.

The big event in California sailing circles is the S. B. R. A. series of races held at various yacht clubs during the entire season, consisting of a 2 race regatta on 8 different sailing waters for a total of 16 races. All classes participate and the experience gained by Snipers is invaluable. None ever miss except on dire emergencies.

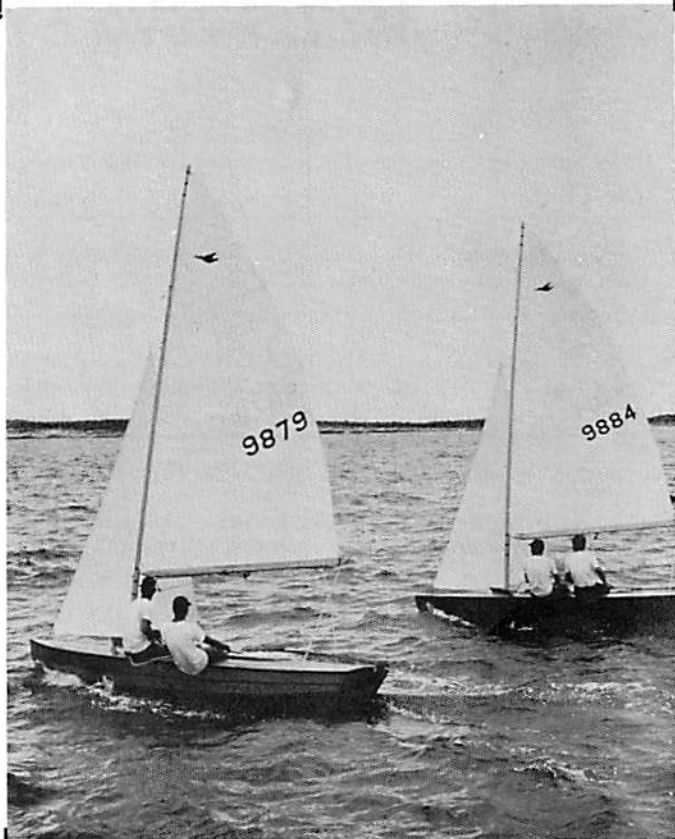
In the Lake Merced SBRA races, the 1st two of a series, Don Trask with a 1st and Bob Huggins with a 4th, continued their usual fine performance, but these races turned the spotlight on Gary Stangeland and Bruce Miller as top competitors when they got 2nd and 3rd places. Again, 20 boats competed. The 2nd SBRA series was held at Lake Merritt and Don Trask continued his winning ways, followed by Stan Kintz, Al Clarke, Jerry Olson, and Bob Huggins and when the next regatta was held at Richmond in strong winds, Don established his pattern by taking first again, with John Jenks, Stan Kintz, Bob Huggins, and Gary Stangeland close behind. With between 20 to 30 skippers in these races, Don's record was mighty impressive to the other Snipers.

And he wasn't kidding the boys, either, for at the 4th regatta on Clear Lake, he took a 1st and 2nd place to give him four straight wins in the first four events and a lead for the season hard to beat. Trask, Jenks, Kintz, Bob Carrick, and Huggins were tops here. The 5th event was held at Sausalito July 19th under better than usual wind conditions. Don won the morning race handily, but, as the wind increased in the afternoon windward-leeward race, he found himself taking a lesson in heavy weather sailing from one of the real "old-timers" in Snipe racing, Gordon Pritchett, who showed all the boys how they used to sail in heavy winds "in the old days." (Was there a difference? - Ed.) Alan Clarke, with wife Ann, sailed an excellent race considering the high winds and came in 2nd ahead of Don. But it turned out to be a Don Trask Day as he led Al Clarke, Jenks, Pritchett, and Wayne Smith in order.

The 6th regatta at Monterey was held under different conditions of light air but a very strong current which affected Don not one bit, for he took two firsts again. Six out of six to date. But at the next series in the Oakland Estuary on a very tricky course, John Jenks managed to break his winning streak when he got top standing and Don had to be content with 5th place. The final 8th series, raced at Palo Alto again on Oct. 8th, started off on a strong flood tide under light winds, and the wrong tack here was disastrous to those unfortunate enough to get on it. Of course, Huggins, Trask, and Jenks took the right way and did not cross the well-defined channel where the current was adverse and that was how they finished - 1, 2, and 3. The 2nd race in stiff breeze and ebbing tide saw Stan Kintz come to the front, followed by Jenks and Huggins. Bob's 1st and 3rd won for the day, followed by Jenks in 2nd and Trask in 3rd.

All-in-all, 16 races were sailed in the SBRA program during the season and when all was over, Don Trask led with 217 points under their scoring system; John Jenks 2nd with 192; Bob Huggins 3rd with 190; Stan Kintz 189; and Alan Clarke 167. And in a compilation of all races sailed on the Coast last year, Don Trask was the outstanding sailor with 1540; Bob Huggins 1501; John Jenks 1484; Alan Clarke 1287.9; and Stan Kintz 1286.2. A fine record by outstanding sailors - no wonder the rest of the country look upon California entries at the Nationals with more-or-less jaundiced eyes - but also, great respect!

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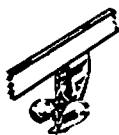
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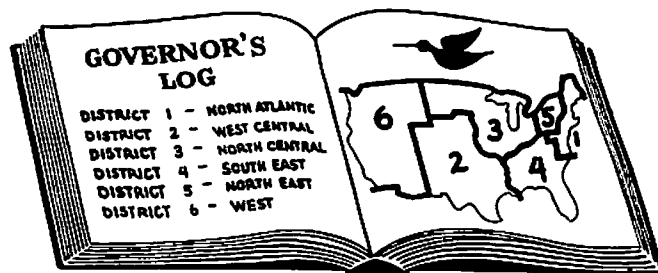
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DISTRICT 6 ANNUAL MEETING

Lanny Coon, Newport Harbor's Fleet Captain, was elected Governor of District 6 at a meeting held Dec. 26th at the NH Yacht Club. Fred Schenck, Past Commodore of SCIRA, was chosen for Vice-Governor and Steve Dubnoff, as Secretary -Treasurer.

The brand new Pacific Southwest High Point Trophy was presented to Dr. George Coates of the Alamitos Bay Fleet. This trophy was generously donated by Lou Varalyay. The Pt. Fermin Race trophy was presented to Fred Miller, Jr., by Jack Steele, MC of the meeting.

Special guests, Lou Varalyay and Arch Higman, stimulated a discussion of the new 11/16" deck crown rule. Not one person present was found to favor this rule and all desired to retain the old high crown deck for safety's sake.

DISTRICT NEWSLETTERS ARE NOTEWORTHY

" SNIPE SNIPS", the official District 6 bi-monthly paper so ably edited by Bob and Ellie Huggins, John and Laurie Jenks, and advertising editor Ann Clarke, is about the best — at least the largest — of the District bulletins. Districts 2 and 5 do not, as yet, have such editions. Without doubt, they advance interest in Snipe and SCIRA by spreading local news and activities combined with a little personal scuttlebutt and are wonderful supplements to the BULLETIN. " SNIPE FOUR'ARD" from District 4, " FIRST DISTRICT NEWSLETTER", " SNIPS about SNIPING - for SNIPERS" (District 3), and " SNIPE NEWS LETTER" (by John Rose from Seattle) are struggling publications which deserve your support, especially financially. It doesn't take much to get your name on the mailing list, so make sure your fleet supports the efforts of the dedicated Snipers who have taken on the task because they love Snipe and Snipers. Not many classes have such fine supporters and worthy papers.

DISTRICT 1 HAS A WILD IDEA ?

It has been suggested that perhaps each of the countries that has Snipe fleets within its boundaries might be induced to acquire a Snipe for its Embassy in Washington, D. C. and thus be equipped to take part in a series of international races on the Potomac River, culminating in an Embassy Regatta each year! There is already organized racing there under the Potomac River Sailing Association into which such a regatta could be fitted.

We think this idea might be just wild enough to work if someone like Terry (which means, of course, — Terry) would take hold of it. We can visualize crack sailors from " down under" and " over" being flown into Washington on urgent diplomatic missions for the summer season. Incidentally, would a Snipe fit into one of those pouches? And can the U. N. supply a Rules and Protest Committee? Or would the contestants enjoy diplomatic privileges of immunity from fouls, etc ?

If this scheme could be accomplished, it would be a fine way to publicly emphasize the international aspects of the Class right here in the country's front yard, so to speak, and in the 1st District, too! We think the Snipe builders in this country could well afford to cooperate with such a venture.

NEW OFFICERS ELECTED

1960 officers for District 4 are Governor Pappy Welch of Columbus, Georgia; Vice Governor Gordon Randall, Tullahoma, Tennessee; Rear Governor Bruce Colyer, West Palm Beach, Florida. and Secretary Treasurer Mimi Norwood, Atlanta, Ga. The new job sees Pappy relinquish the editorship of Four'ard after 21 months and 28 issues. Gordon Randall now takes over!

SNIPER NEWS IN BRIEF

Bill Culp, 1302 S. 17th St., McAlester, Oklahoma, is building two Snipes this winter. If he can find one more person there who will get one, he hopes to have a temporary fleet by May. A new lake is being built close by and he wants Snipe to be there first, too. . . . Champion Dick Tillman has a tough assignment in the Air Force. They are furnishing him with a brand new Finn for the Olympic trials in April and he will probably be assigned to temporary duty in New England in May and June so he can get in plenty of practice. All Snipers wish him the best of luck and victory! . . . Overboard Fleet 462 was organized about a year ago on Long Island with 5 boats. Now they have double the number of Snipes and hope to increase some more this summer On the opposite side of the country, the new Seattle Fleet 444 had a big rally winter meeting recently and a larger turnout than expected steamed the boys up. They picked up 2 boats last year to total 15 and, with 4 more boats being built now, they are on their way. John Rose is acting as Fleet Captain in the absence of Bernie Morris who is in Alaska covering the legislature there for the Associated Press. . . . Cincinnati loses one of their sparkplugs with the departure of Jim Woodbridge, but the Chautauqua boys stand to gain some new blood. It looks like Jim took a new job where he was sure he could continue Sniping. . . . The revived Chicago Fleet 86 has finally been officially organized with Bob Harris, 417 S. Lincoln St., Hinsdale, Ill., elected Fleet Captain. Burt Eaton is Secretary-Treasurer. Nate Whiteside, Measurer, says they have 9 sure boats now to start with, of which 4 have to be measured, one a new Varalyay and one a Japanese-built boat owned by Dave Grant. This is the best news that has come out of Chicago in a long time and we can see no reason why that fleet shouldn't become one of the biggest and best in SCIRA. Hardly a day passes that enquiries concerning a Snipe Fleet in Chicago fail to come in the mail. . . . Luke Czarny, FC of that famous Quassapaug Fleet 231 is not at all bashful. He has this to say. "Our Yacht Club has had one of the finest years in Snipe racing in 1959. We've had more wonderful exciting races and new people interested than ever

before. Now we have 27 Snipe owners of which any TEN can (AND WILL) become the 1960 National Champion." Well, he said it, so now let's see him eat'em! . . . A New Year card from World Champion Paul Elvstrom of Denmark displays a color shot of him sailing on a small open space in water completely surrounded by solid and floating hunks of ice. He wasn't kidding when he told his Bahamian friends he sailed every day of the year like they did. . . . The many friends of Carlos Bosch (located all over the world) will be interested to know that Senorita Hortensia Echeverria de Esteva became his bride on November 29th in Santiago de Cuba. Reports are that Carlos immediately took her on a regatta tour -- at least, the happy couple have been spending some time in Miami and Carlos' name pops up in Snipe news as of yore. All his U. S. friends wish them many years of happiness together. . . . The Gull Lake Fleet in Michigan sponsored a Snipe in the Kalamazoo Boat Show. They were encouraged by the fine reaction they got last year. They already have 2 new boats and several new sails for this season and since Bill Ticknor is marrying his crew, Carolyn Krum (all girl crews please note), they expect a big year. . . . The 2 fleets in Yugoslavia, Slovenia 439 and Rijeka 456, are making steady and satisfactory progress. Members of both fleets take part in many meetings and regattas, with successful results. The National Championship was won by Anton Grego with Snipe 11470 but the 2nd and 3rd places were taken by two Snipers from Dalmacija in Split, where already start has been made on the founding of the 3rd official fleet. 4th and 5th spots were won by Zlatan Cok and Mario Cerkenik of the Slovenija fleet. They participated in the International Regatta for Stars and Snipes in Koper for the Koper Trophy last September and plan to enter the European Junior Championship Races in Switzerland this year. (Reports like this coming in all the time from all over the world bear witness to continual growth of SCIRA). . . . The Winchester Fleet 77 in Massachusetts, not to be outdone by their arch rivals in Quassapaug, also claim 27 Snipes in their fleet. They sailed so many races it takes 40 score sheets to make a full report. . . . Ralph Heinzerling, 4 Drury Lane, Port Washington, N. Y., is trying to locate his old Snipe #11. Anyone in New Jersey able to help?



1959 NATIONAL SNIPER CHAMPIONSHIP

Recognize these winning grins? These happen to be worn by the new National Snipe Champion, Richard Tillman, and his crew, Beth Norwood. Had we the space we would like to display many more such winning smiles, including those of the Jr. National Snipe Champion, Leslie Larson.

Perhaps most pleasing to us is the realization that each entry in this national championship series is a fleet champion in his own right, and more than half of the entries used Watts sails, recognizing their championship caliber.

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MORE LEFTOVERS

The theme of this month's column will be the same as last month's -- repeating things people have probably forgotten!

I was recently accused of trying to confuse things by recommending in SCIENTIFIC SAILBOAT RACING that a maximum weight centerboard should be used, then admitting that I had a 29 lb. board in my own boat. Sort of a "Do as I say, not as I do" proposition. The answer is, of course: use a maximum weight board if your boat can still meet the weight minimum; if your crew can and will lift it; and if you can afford one. The boat is stiffer with a heavy board, but races can be won in high winds with light boards. Where the answer is "No" to any of the above ifs, use the light board. Bill Kilpatrick and I have used light boards for several years out here, and have done alright in regattas in high winds. Of course, I would still use a heavy board where I could.

Lots of new boats will be delivered in the next few months and many old ones will come out of the garage with a face-lifting job for 1960. Remember -- all new boats must be measured and weighed, no matter who built them. Also, the fact that a boat has a measurement certificate for 10, these many years, does not mean that it is immune from further measuring and weighing. It is the duty of the Fleet Captain to see that any modification on a previously approved boat is checked. Mistakes can be made by anyone. It is safer to have things checked and approved before someone protests. (See Paragraph 3, page 43 of the 1959 year book).

On the subject of weighing boats, there is some confusion on

the requirements concerning ballast. (Paragraph 54 of the Measurement Data Sheet). If a boat has a maximum weight centerboard, it cannot have over 10 pounds of ballast and that ballast must be permanently added under the deck. (Permanently means by bonding in with glass cloth and resin, bolting in with peened over bolts, or something equally sure to prevent absentmindedness).

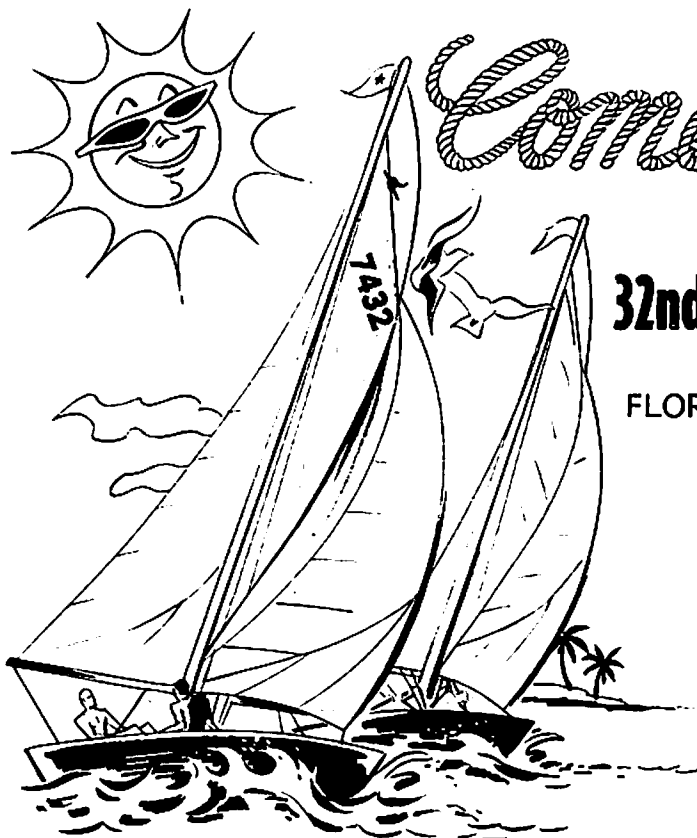
If the boat has a centerboard weighing less than 80 pounds, ballast equal to the difference between the actual weight of the board and 80 pounds may be added anywhere. A good way to add this ballast is by bonding it to the bottom of the boat with glass cloth and resin.

Incidentally, the specified minimum hull weight for fiberglass and plywood hulls will result in a 425 pound boat with an 80 pound centerboard and an average amount of hardware.

If any of you who own fiberglass boats failed to heed my advice contained in WW several years ago concerning proper support for a fiberglass hull when out of the water, you can see what happens when they are improperly supported by looking at the four large dents in the bottom of my boat. I had an old dolly that didn't fit the bottom very well, and on which the bolsters were not full width. The theory was that the boat wouldn't be there long, so I wouldn't do anything about it.

However, the boat was there a long time while I debated what to do about rebuilding the deck, and now I have a collection of sticks, posts, and jacks pushing the bottom back where it belongs. By leaving these things in long enough, it will stay there -- I hope! It would have been lots easier to have supported it properly in the first place.

Amateurs constantly ask permission to build fiberglass hulls according to their own ideas and desires. All fiberglass Snipes must be made from a mold taken from an official mock-up, of which SCIRA owns 2, or, in case of a country outside the U. S. and Canada, from loft lines furnished by SCIRA at reasonable cost. **THERE ARE NO DEVIATIONS FROM THIS RULE!**



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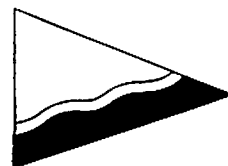
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Voice Of The People

SNIPER IN FINE PERFORMANCE - GETS GOOD PUBLICITY!

From an article in a recent issue of the Los Angeles Examiner by Boating Editor Fred H. Miller, Jr.

During the howling 30-45 mph northwesterly which forced cancellation of the All-Sailors Dinghy Championship at Newport Harbor YC (California), an interesting sequence of boats took to the water.

Chuck Cotton launched his big 28-foot Class E Scow, headed out towards the turning basin to try some speed runs, and promptly was blown over.

Don Edler also intended to go out in his 22-foot Star, but when the wind piped up so much that he couldn't even raise his sails, he changed his mind.

Carter Pyle's 19-foot Pacific catamaran then was launched. Deciding to drastically shorten sail by flying a tiny Lehman 10 mainsail, Pacific cat blasted off only to have its aluminum mast fold in half under compression.

LANNY COON THEN LAUNCHED HIS 15-1/2 FT. SNIPER! With yours truly as crew, he planed around the bay a bit and then came in, upright and all in one piece. It all proves that there is a lot to be said about a little seaworthy boat, and why Snipe is the world's numerical leader.

The Scow represents the fastest conventional design; the Star the oldest and fastest of the international Olympic types; and the catamaran the fastest. . . . period!

It is sort of funny to see people instigating new classes every time someone sneezes. The Snipe has always been around, and will continue to be, but most Southland builders think they can build a better boat for the money (which turns out, usually, to be for more money fott for foot).

This writer has owned and sailed a myriad of boats, currently racing a Star. A year doesn't go by that the belittled Snipe fails to receive new salutes.

In an after-note, Fred says, " I haven't seen the likes of this howler for some time. The inaccurate electric wind gauges at MHYC read 30-45, but the Coast Guard and Harbor Dept. later said it was a steady 45 with gusts of 55-60.

The proposed All-Sailors Dinghy Championship, incidentally, was being defended by me and was being run in the same manner as the Snipe Nationals. Only difference was the Penguin disqualification system based on percentage according to type of foul and Gold Cup courses with the 1st lap triangular and the 2nd lap windward-leeward entirely.

This is the Mallory Cup of Dinghy Racing, as can be judged by the entries. Last year, I and Pete Frost (only two Snipers entered) finished 1-2 only 1/4 point apart as reported in YACHTING. "

ALL IN THE DAY'S MAIL

" I must be getting to be quite a pest, but I have got to know what to do. Last year, I wrote asking what to do about stopping the leaks in my boat. Well, I finally succeeded by using vinolyn plastic paint.

But now I have a different problem. Last year I bought a suit of dacron sails. My boat would hold its own on the beat. For instance, once I was 3 minutes behind at the start of a triangular race. On the reach, I was about the same, on the beat I caught everybody and was 2nd around the final mark heading back to the finish line on a run. Then two boats passed me and if we had to go another 50 yards, two other boats would have caught me -- and that happens in almost every race!

The boat just won't move downwind. The trouble might be that my transom seems to drag under water while most of the other boats have that section above the water. Can you please tell me how to fix that -- or should I sell the boat? "

— Despairing Sniper

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— John R. Gates, New London, Conn.

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

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FOR SALE: MILLS SNIPER 10172. Plywood hull, mast, rudder-tiller, and Watts sails 2 years old. Gator trailer. 3rd District winner '57 and '58. Placed 3-6-8 at U.S. Nationals in '56, '57, and '58. Good condition and ready to sail, price complete at \$995.00. Write to Harry Levinson, 6116 Carvel Apt. B-3, Indianapolis 20, Indiana.


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FOR SALE: SNIPER 8393. New mahogany deck; hull in good shape; cotton sails. Just bought new fiberglass Snipe the only reason for selling. \$450.00. Write: Louis Lencioni, 120 N. Second St., Geneva, Ill. Phone CE 2-4466.

WANTED - A GOOD SNIPER reasonably priced. Preferably in New England or New York City. Send information on weight, age, make, measurement certificate, etc., to John Miles, 25 Shean Rd., Belmont, Mass. IV 4-0442.

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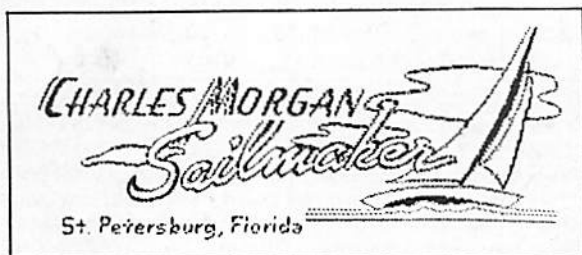
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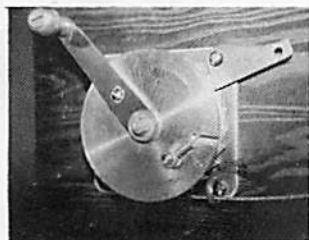
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