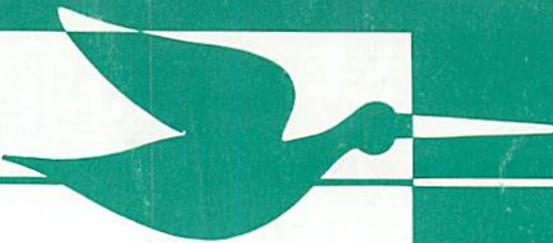


Snipe

BULLETIN



FEBRUARY 1961
Vol. X No. 9



SOME BIG TIME RACING - Class B Boats in the 23rd annual Miami-Nassau Sailing Race held Jan. 30.
— Photo by Miami-Metro News Bureau.



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SNIPE BULLETIN

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

Address all correspondence to:

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

Subscription Rates.

\$2.00 Per Year.

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

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

— THE SCORE —

Numbered SNIPEs — 12874

Chartered Fleets — 515

116 new numbers have been issued and 5 new fleets chartered during the last three months as SCIRA continues to grow. And these figures are ahead of those for the same period last year.

36 were issued to the United States and Canada and 17 of these were fiberglass hulls; Spain took 30, while France and Italy got 20 each. Portugal, including Mocambique and Angola, Uruguay, and Argentina account for the other 10. Advance reports of boats either being built or contemplated throughout the world indicate that 1961 might be a record year.

Of the 5 new fleets, 2 were started in the United States; 2 went to Uruguay; and 1 to Sweden.

A group of Snipers at the Crystal Lake Fleet 267 in Illinois decided they would like to race closer home and picked out an established yacht club on Piskatee Lake in the northwestern part of the state for their future home. Under the leadership of Dave Grant, they elected Dick Withrow as FC and the 5 Snipers were granted Charter 511 for the Piskatee Snipe Fleet. They have high hopes of another strong fleet, drawing from the Chicago area. In spite of the fact that Fleet 267 has lost some Snipers to the re-activated Chicago Fleet 86, also in the last few months, they are not downhearted and feel that they will gradually work up membership on a local basis. The Chicago area is large enough to support more than one fleet, of course, and now the locations of these three fleets cover the territory in good shape. Eventually, Chicago should thus become a Snipe stronghold with unlimited potentiality.

Sven Rantil, National Secretary for Sweden, proudly announced the formation of a new fleet and Charter 512 went to the Stavnas Snipe Fleet on January 24th. This reflects increasing interest in Snipe in the Northern Countries of Sweden, Norway, Denmark, and Finland.

For years, Uruguay has had only two official Snipe fleets. Last September, the Uryguayo Fleet 506 was chartered and in January, they followed up with requests for two more groups, so Charter 513 went to the Carrasco y Punta Gorda Fleet with 6 starting boats. Charter 514 was issued to the Nautilus Yachting Club Fleet with 3 boats and Sr. Carlos Garcia Basso as FC. This unusual interest in Snipe racing was no doubt greatly stimulated by the holding of the Western Hemisphere Championship Races in nearby Buenos Aires last November and also reflects the tireless energy of Alonso Pittaluga, the enthusiastic National Secretary for Uruguay. It is very gratifying to see Snipe racing expand in Latin America.

Acton Lake is a small one near Cincinnati, Ohio, but far enough away from Cowan Lake to justify a separate fleet there. It has been contemplated for some time, but finally Robert Foster, 8785 Monsanto Dr., Cincinnati 31, Ohio, got enough boats to form a temporary fleet and Charter 515 was issued to

the Acton Fleet January 24th. They have 3 or 4 more possible members and are looking forward to eventual competition in racing with Cowan Lake and Indianapolis.

ATTENTION — all Fleet Captains

There are four important duties for Fleet Captains which should be completed as soon as possible:

(1) Point scores for all official races must be sent in on official forms supplied by the Secretary upon request. It is important to use these forms, as each individual score must be filed numerically. If not sent in as prescribed, they will be mailed back, so do them properly the first time.

(2) Dues must be collected promptly so your fleet members will be in good standing with SCIRA and eligible to participate in official races. SCIRA needs all the money we can get, so please get the old boats and stragglers in this year. There are still over 200 Snipers in the U. S. who haven't paid their 1960 dues yet and in many cases, it is simply because no one at the local level ever asked them for the money. Try and keep the old members on the active list, for it is a waste of energy to get one new member and lose two old ones. Special forms to report dues are furnished upon request.

(3) Send in the new 1961 list of officers for inclusion in the 1961 Rule Book before it is too late! This is the last chance - otherwise, the old names will be re-printed.

(4) Get official race sanction applications and detailed instruction sheet from this office so you can get your regatta sanctioned without delay or confusion. It is easy to do!

We ask your kind co-operation in complying with official rules and practices. Uniform methods of reporting are absolutely necessary as the organization grows larger, and it makes the work easier for all of us.

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COON WINS CHRISTMAS RACES

16 BOATS ENTER TRADITIONAL CALIFORNIA REGATTA

The Regatta was held in Newport Harbor under mild and shifty 4-7 mph wind conditions. Saturday's race got off to a good start with all boats hitting the line at just about the same time and it was anybody's race for the first few minutes. Then Scott Allen took the lead halfway to the windward mark and made steady improvement for the rest of the race. Jack Steele, Dr. Schaeffer, and Bud Corthern had a close contest for 2nd place and finished in that order, 400 yards behind Allen.

A wind shift was the cause for a reaching start the first race Sunday. Lanny Coon started to leeward of the main group of boats, who were stalling at the weather end of the line, and as the gun went off, drove through their lee to take an early and very comfortable lead. Greg Harris almost caught him at the leeward mark, but was forced to tack out into the outgoing tide while Lanny short-tacked up the leeward shore. At the finish, it was Coon 1st, Harris 2nd, and Dr. Schaeffer 3rd.

The final race started off with a good breeze and a fine weather leg. Allen and Coon had a close battle all the way to the windward mark, changing positions on almost every tack. Coon got a safe leeward position at the mark and rounded first, but Allen soon blanketed him and sailed past. After this, it was a long see-saw battle to the finish line where Coon barely nosed out Allen. Corthern finished right behind and Dr. Schaeffer, who had been in the lead for the series, finished 9th. This gave Coon the victory for the series.

This was Allen's first race in his own boat and he proved that he is going to be a worthy contender, although only 13-years old. His crew was 14-year old Steve Hubbs. Both boys came up to the Snipe Class through the Snowbirds, where he won many important regattas, including the class championship. His father, Bob Allne, was one of the original Snipers in Southern California who formed the fleet at Newport Balboa where Darby Metcalf and Fred Schenck first started as youngsters in the early Thirties. Tom and Pete Frost, Clark King, and Lanny Coon, as well as many other area Snipers, also got their start in the Snowbird Class. Scott, and his new Eichenlaub Snipe, may well be a top contender in the coming District and National Championship Regattas this season.

FINAL RESULTS - CHRISTMAS REGATTA - Dec. 17-18, 1960

BOAT	SKIPPER	RACES	1	2	3	PTS.	FIN.
COON'S KIN	Lanny Coon	7	1	1		4356	1
HOLIDAY IV	Scott Allen	1	6	2		4346	2
GRIFFON	Dr. R. Schaeffer	3	3	9		3912	3
MAY DAY	Greg Harris	8	2	5		1296	4
DO GO	Jack Steele	2	7	8		3766	5
PAJARO	Shorty Campbell	5	5	7		3651	6
EARLY TIMES	Bud Corthern	4	13	3		3597	7
WIND SONG	Walt Gleckler	6	DNS	4		3170	8
DRY DOG	Dr. G. Coates	DNS	4	6		3170	8
STORMALONG	Jim Schaeffer	10	8	11		2950	9
NO NAME	Bob Ritchie	9	11	10		2885	10
WEE TO	Hank Font	14	9	12		2594	11
TIP SEA	Jack Guinn	11	12	13		2525	12
LIL ANGEL	John O'Brien	12	10	16		2427	13
NO NAME II	Ray Blogof	16	14	14		2083	14
JAINO	Arch Higman	13	15	17		2036	15
MERIKO	Dr. R. Wong	15	16	15		1977	16

OTHER CALIFORNIA ITEMS - The Mid-Winter Regatta for Californians is scheduled for 18-19th of February at the Cabrillo Beach Yacht Club. It will be sailed inside of Los Angeles Harbor as in the past and they expect a combined turnout of 30 boats from Districts 6 and 7 to set a new record. . . . Lanny Coon has been elected District President and Acting National President of the National Intercollegiate Yacht Racing Ass'n. The Intercollegiate national championships will be sailed at Newport this year and they hope to use Snipes as one of the classes if enough can be rounded up. . . . Bob Huggins won the SBRA 13-race series in 1960 with seven 1sts and six 2nds. John Jenks was second, and Don Trask third. Congratulations!

Congratulations to

BERNARD "EASTER" HAYWARD!

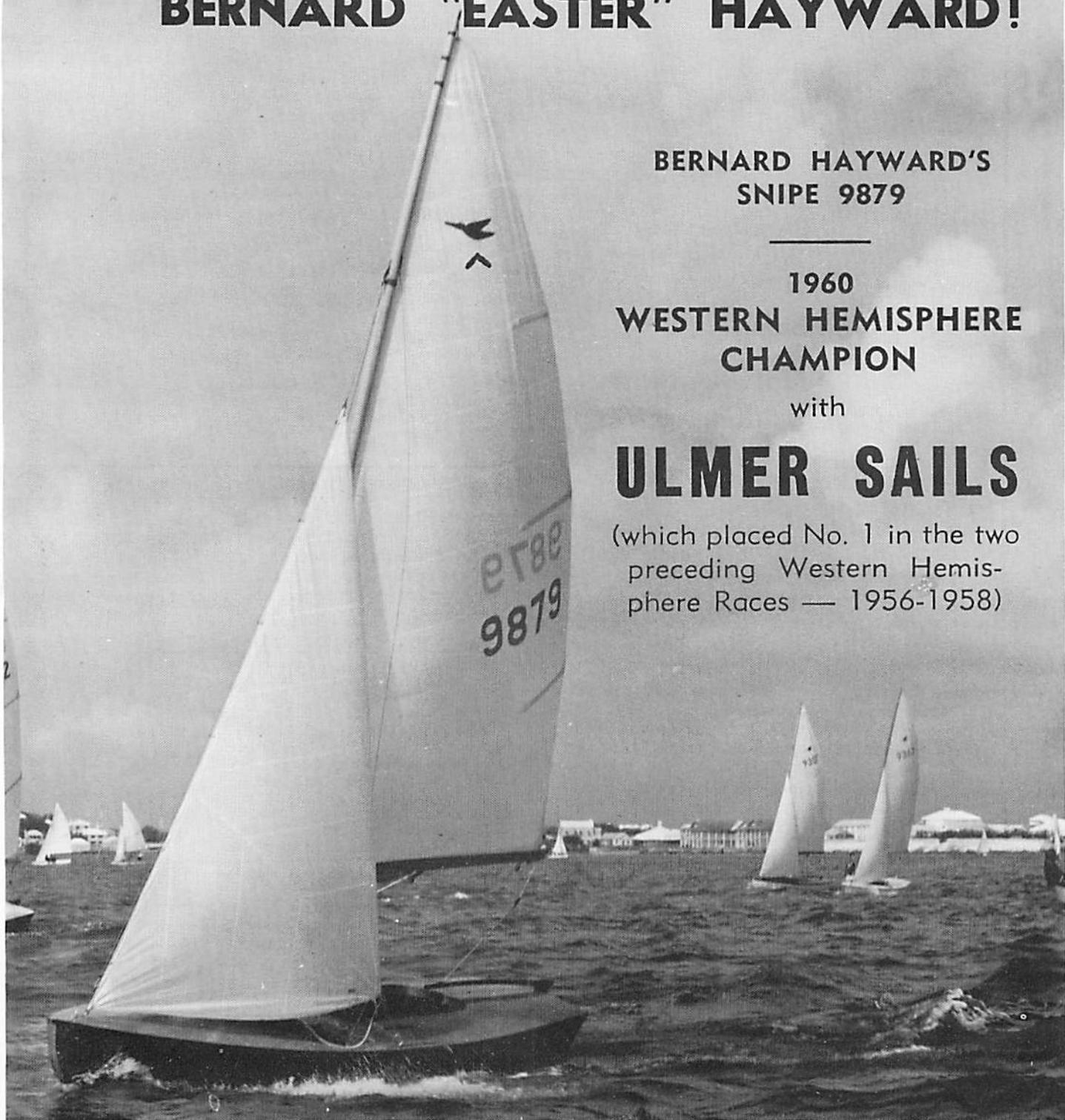
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— INA SULLIVAN NEW CANADIAN CHAMPION —

TEAMS UP WITH DAVE SCARFE, CHAMPION CREW, TO TAKE TITLE - HARRY HENDERSON RUNNER-UP AGAIN!

Reported by Steve Astephen, National Secretary for Canada.



THE NEW CANADIAN CHAMPIONS - Ina Sullivan (left) and Dave Scarfe, his crew. Dave's brother, Don, has held the title 5 times in the last 9 years and as champion crew for him, Dave has represented Canada in many international regattas.

Canada's newest Province, Newfoundland, was host province to the Dominion, Maritime, and Newfoundland Snipe Championships and it was the first time in the history of the Province that a Canadian Championship of any kind was held, according to Premier Joseph Smallwood. We had the pleasure of meeting Mr. Smallwood at a dinner held in his honour, and in the afternoon, he and his wife were spectators on the water. Friday night, he was at the Presentation and took part in handing out the different trophies.

As you Snipe sailors across Canada read this, I am sure 60% of you will be surrounded by snow (understatement of the year-Ed.). The week's racing on the waters of Conception Bay, better known as " The Squid Jigging Ground", gave us all types of weather - everything but snow! Friday, the last day to complete the week, fog enclosed the boats all the way and at the finish line, each boat had to identify itself by calling out it's number. We had no wind, drifting match, races called off; too much wind, boats tipping over and in trouble, etc. ; then came the rain and oh, yes, the fog! We did have some sun and a few sailing breezes, but usually after the races were over.

This being the first Championship Regatta for the Newfoundland Clubs, sailing didn't always run as smoothly as some of the skippers were accustomed. We had good starts and poor starts, recalls, protests, etc. All in all, it was a week the Snipers will never forget! As for the entertainment, it was tops in every way, with never a dull evening. The Bowring Club should be complimented for their fine schedule of entertainment, ending the last of the week with a tour of the city of St. John's and winding up at Bowring's Department Store where tea was served.

Ina Sullivan and his crew, Dave Scarfe, of the Armdale Yacht Club at Halifax, N. S. , swept all three Championships, and by winning the National, qualified to represent Canada in the Western Hemisphere Championships in Argentina (which he did!)

NEWFOUNDLAND CHAMPIONSHIP - Joseph Smallwood Trophy.

Province of Newfoundland Championship is our latest addition to Canadian Championships, and the Trophy was donated by the Premier and is named after him. It is an open championship for all Snipe owners, registered and in good standing with SCIRA, but must be sailed in Newfoundland waters.

Ina Sullivan and Dave Scarfe with 2 firsts and a second won the trophy with 4721 points. Runner-up was Dr. Raymond Kennedy and his ten-year old son, David, of the Dobson YC, with a 1-2-3 for 4413 points. 18-year old Dave Bowring and his crew, John Kenny, of the Bowring Club were the defending champions and they placed 10th.

FINAL RESULTS - PROVINCIAL RACES - (top 12 out of 25)

BOAT SKIPPER	CLUB RACE	1	2	3	Pts.	Fin.
9435 Ina Sullivan	Armdale	1	2	1	4721	1
11670 Dr. R. Kennedy	Dobson	4	1	3	4413	2
10100 Harry Henderson	Dobson	5	8	2	3906	3
11898 B. Higgins	Buchans	3	8	8	3622	4
8384 Don MacKenzie	R. C. B. Y. C.	7	8	6	3470	5
5654 Claude Fleming, Jr.	Armdale	10	8	4	3419	6
10965 P. D. Bowring	Bowring	8	7	7	3401	7
11957 Art Rooney	Dobson	9	6	10	3210	8
8385 Tom Storey	Shediac	2	8	17	3186	9
11120 David Bowring	Bowring	6	8	12	3155	10
7891 Steve Astephen	Northern	DSQ	3	5	2965	11
3191 Roy Lewis	Armdale	13	4	14	2882	12

MARTIME PROVINCE CHAMPIONSHIP - MacKenzie Trophy

Here the Halifax team won their second championship. Ina Sullivan and Dave Scarfe got a 1-2-2 in this second event of the week to edge out defending Champion Harry Henderson of the Dobson YC. Harry had 1-2-3 for 4565 points and was followed by another Dobson skipper, Dr. Raymond Kennedy, with 4109.

FINAL RESULTS - MARITIME RACES (top 12 out of 25)

BOAT SKIPPER	CLUB RACE	1	2	3	Pts.	Fin.
9435 Ina Sullivan	Armdale	2	1	2	4642	1
10100 Harry Henderson	Dobson	5	2	1	4565	2
11670 Dr. R. Kennedy	Dobson	5	2	3	4109	3
5654 Claude Fleming, Jr.	Armdale	1	6	6	4050	4
11898 B. Higgins	Buchans	9	8	5	3409	5
8386 Sid Forsey	Northern	6	5	DNF	3005	6
8384 Don MacKenzie	R. C. B. Y. C.	10	12	8	2911	7
11120 David Bowring	Bowring	7	7	DNF	2796	8
8385 Tom Storey	Shediac	11	DSQ	3	2785	9
9236 Gene Boudreau	Shediac	4	11	DNF	2753	10
11957 Art Rooney	Dobson	8	9	DNF	2597	11
3191 Roy Lewis	Armdale	12	14	9	2594	12

DOMINION OF CANADA CHAMPIONSHIP - John Leckie Trophy.

Ina Sullivan made a clean sweep by winning his third trophy of the week. In the first two races, he led all the way, but in the third race he finished the lowest for the week when he took a third place. He had a total of 4644, enough to win the title of Canadian Champ. Runner-up was Harry Henderson, who has held this particular honor more times than any other Sniper in Canada. In third spot with 4411 was Tom Storey, and crew John Storey, of the Shediac Bay Yc.

FINAL RESULTS - DOMINION CHAMPIONSHIP (best 3 out of 4)

BOAT SKIPPER	CLUB RACE	1	2	3	4	Pts.	Fin.
9435 Ina Sullivan	Armdale	1	1	3	DNF*	4644	1
10100 Harry Henderson	Dobson	6*	4	1	2	4490	2
8385 Tom Storey	Shediac	2	9*	2	4	4411	3
5654 Claude Fleming, Jr.	Armdale	DSQ*	7	4	1	4125	4
11120 David Bowring	Bowring	5	3	13*	5	4036	5
10965 P. D. Bowring	Bowring	3	3	6	7*	3894	6
11898 B. Higgins	Buchans	8	2	7	9*	3701	7
3191 Roy Lewis	Armdale	4	11*	9	6	3618	8
11670 Dr. Ray Kennedy	Dobson	7	8	5	DNF*	3541	9
8386 Sid Forsey	Northern	10	5	8	DNF*	3346	10
11511 Dr. Giovanetti	R. C. B. Y. C.	DNF*17	13	3		2749	11
9236 Gene Boudreau	Shediac	DNF*13	11	8		2718	12

FINAL RESULTS - CANADIAN CHAMPIONSHIP - (continued)

BOAT	SKIPPER	CLUB	RACE	1	2	3	4	PTS.	Fin.
8388	R. Ward	Bowring		9	16	17*	12	2490	13
11957	Art Rooney	Dobson		DNF	10	10	DNS	2406	14
12185	Loe Gill	Buchans		11	15	16	DNF*	2360	15
5672	Ed Knee	Bowring		12	19*	19	10	2286	16
12187	R. Brown	Buchans		13	18*	18	11	2213	17
7891	Steve Astephen	Northern		DNF	12	12	DNS	2166	18
8384	Dan MacKenzie	R.C.B.Y.C.		DNF	13	DNF	DNS	1709	19
12186	W. Dave	Buchans		DNS	DNS	15	DNS	676	20

SOME LITTLE SNIPS FOR CANADIAN SNIPERS - At the National Secretary Meeting Saturday afternoon, the 1961 Dominion Snipe Championship races were awarded to the Northern Yacht Club of North Sydney by one vote. . . . Harry Henderson of the Dobson YC and Ina Sullivan of Armdale YC were rated as betting favorites for the Dominions and ended up as such - Ina first, followed by Harry. . . . Jack Hillyard's Snipe "Term 29" got its name after it was refloated by the Bowring Boat Club. Incidentally, Jack invited Premier Smallwood out for a sail, but the Premier took a rain cheque. . . . The Newfoundland Yacht Club (Power Boats) had been on deck all week providing free a committee boat, a rescue boat, and as many other boats as needed. . . . 23 Snipes in all took part in the regatta, representing 8 Snipe fleets. Not bad, considering the distance some had to travel. . . . Two former Dominion champions, Dan MacKenzie of the Royal Cape Breton YC and Art Rooney of the Dobson YC, took part in the races. . . . Ontario Snipe enthusiasts were not present and were greatly missed, but really could not have been expected due to the great distance. They would have had to travel over 1000 miles by land and 100 miles by water, then 500 more by land. . . . As usual, the oldest skipper attending was 74-year old Walter MacKinley of the Dobson YC. Walter never misses any, and we hope he will be with us in 1961.

NOVA SCOTIA LONG DISTANCE RACE - MacKinley Trophy

Each year, the Walter MacKinley Trophy is raced in Sydney Harbour and it is, as far as we know, the longest Snipe race held in Eastern Canada. (You could probably include the U. S., too -Ed.). It was donated by Walter MacKinley, one of the oldest skippers still sailing Snipes and quite active at 74. Given to the Northern Yacht Club, it must be sailed in their waters.

The course is over 12 miles long and is usually raced in late August when the seas and wind are heavy. With more than 15 entries from three participating clubs, the course covers the waters of the three clubs. The starting line is in front of the Northern Club, then across North Sydney Harbour, and up Sydney Harbour to a marker off the Royal Cape Breton Yacht Club, then across to the Dobson YC to a marker with return to the Northern. With a windward leg in or out of the Harbour, the course could extend to 15 to 20 miles. It is a race Snipers love and the positions change many times during the racing.

This year, it was held on August 21st and started at 2 P. M. with the go-go gun at 2:10. First boat to finish was Art Rooney of the Dobson Yacht Club and 1955 Canadian Champion. His time was 4:13 P. M. This 2 hrs. 3 mins. was the fastest time ever for this race and the last boat crossed in 2 hrs. 25 mins.

The first three winning boats were all from the Dobson Club. Trevor Eisherwood crewed for Art while Laughton Eisherwood crewed for Dr. Ray Kennedy and took second. Harry Henderson and his crew, Frankie Elman, placed third, while Clayton White with Paul Andrea as crew was fourth for the RCBYC. First boat to cross the line for Northern YC was Sid Forsey and his crew, Walter Tattrie.

This is always a great race and gives everyone something to talk about all winter, which is rather long around these parts. It is eagerly awaited every year by all clubs and the rivalry is always keen.



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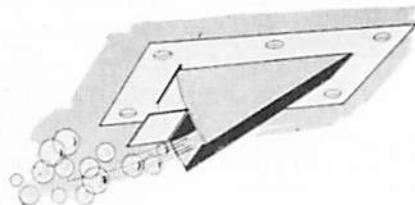
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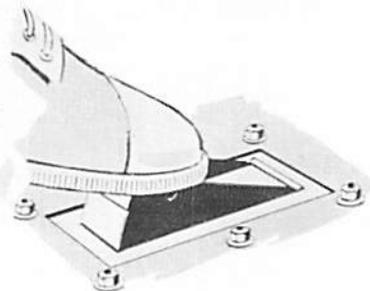
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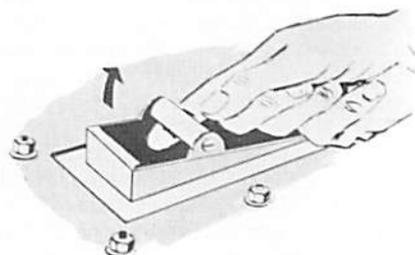
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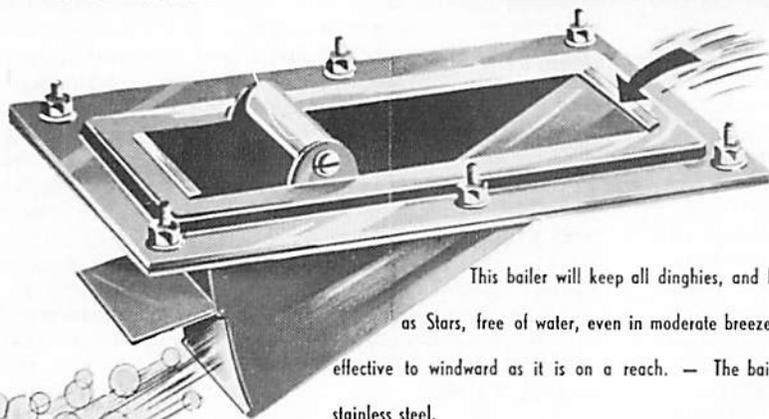
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 For reservations write: Lindsey-Hopkins Hotel, Miami, Florida.



SNIFE NEWS IN BRIEF

Ed McHenry of the Loon Lake Fleet 315 in New York State reports that they had a good season with interest in Snipe at an all-time high with a good turnout each week. Many Sundays the whole fleet participated with keen competition and close finishes. They took part in all the District 5 regattas and he anticipates a peaceful winter by winning the 5 race Labor Day series. Nothing like a full race schedule to keep up interest. But the best part of his report was an accounting of the dues and charter fee for his fleet for 1961. Dated Dec. 27, 1960, it was the first submitted for the new year with all members accounted for. . . . And the boys at Sheepshead Bay Fleet 115 in Brooklyn, N. Y. , were also on their toes, for they have paid 100% of all dues when Jerry Sachnoff sent in his report for 12 members. This live wire bunch have hopes of even a better season this summer and are looking forward to the two big SCIRA events planned in the East this Fall. . . . Jesse Aronstein of Galway Fleet 412 in New York State says they had the best season yet with more races scheduled than ever before. They held 15 dead heat races late in the Fall with guests and beginners acting as skippers and they feel that experiment will lead to new members in the future. Get your friends in Snipe and show them how much fun sailing and racing is and you are sure to reap some benefits. . . . Cleve Slauson of Peoria is acting secretary for Fleet 131 now as Dick Schusler has moved to Seattle, Washington. He says that Peoria's loss is Seattle's gain, for Dick is one of the very best Snipe members and will make any fleet a good sailor and active member organizer, which Seattle will probably appreciate in 1962 when the U. S. Nationals take place there. . . . Tom House is building plywood Snipes for his local Glen Lake, Michigan, Fleet 300 and says such construction as now specified is a cinch compared to planked hulls. He says, "Glen Lake will have 4 new boats this summer. Interest is picking up after a lapse of several years. Last year, I promoted a Wood Pussy fleet for youngsters and old folk and stirred up a lot of competition for Snipers, which prodded them into activity. Shortly, my young

ones will graduate to Snipes as they previously went into WP from the 8' sailing prams of the Sabot class which race every day at my resort. We have joined the Western Michigan Yacht Racing Association and will take Snipes and WPs to the regattas this summer. Glen Lake Snipers are really on the move!" Michael Neal, 699 Palm, Tarpon Springs, Fla. , is considering organizing a temporary fleet there and would greatly appreciate any help or advice from neighboring Snipers. If you live in that vicinity, this may be the chance to get in on the ground floor of some official Snipe activity there. . . . Mary K. Peabody, 300 W. 7th St. , North Manchester, Indiana, writes. "My club is the Walloon YC at Walloon Lake, Michigan, and I have raced my boat there for several seasons now. Snipes have been on the lake for about 20 years now, but we have never had a SCIRA affiliated fleet, principally because the younger sailors seem more socially minded than serious about racing and have little desire to race elsewhere. However, should the competition improve, as it is likely to do, there might be a chance of getting an official fleet formed." Such a report makes one feel that one of Hoffa's boys should be called in to get Snipe owners into line. Surely someone can take this organization project on this summer, for Michigan needs another good competing unit to sharpen them up for victory at the 1961 Nationals in August. But Mary is on the right track when she thinks that actual racing competition will arouse interest. Have a regular schedule and stick to it regardless, post the scores, and soon onlookers will want to join in on the fun. Other groups have found that method successful and you can, too. . . . The "HA-POEL" - the largest sports association in Israel - will be holding its 7th International Sports Festival from April 30 - May 6 to commemorate its 35th anniversary. 500 sportsmen will be present from Europe, Asia, Africa, and USA and among the 19 events will be sailing races of the Snipe and Flying Dutchman classes. All National SCIRA organizations will receive official invitations and it promises to be a successful new field for Snipe activity and subsequent growth. At the present time, there is no official Snipe organization in Israel. We wish them luck!



1959 NATIONAL SNIFE 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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RULE BOOK CHANGES

Being unable to think of anything to write about that would be of interest to anyone, I will use up space by listing all changes that will appear in the next Measurement Data Sheet and in the annual Rule Book. Not exactly red-hot news, but news of a sort, anyway.

The hassle concerning stripes on masts and booms was settled by the SCIRA Board of Governors withdrawing their proposal for changing stripes, leaving everything along that line as is.

The changes approved are as follows (some of them were voted a year ago and are already incorporated):

Para. 8. Item 10. Add to existing para - "The tack of the sail shall be so located that the bolt ropes do not deviate appreciably from a straight line."

Para. 10. Delete: "Thickness of Stern Knee" and "Dimensions of Deck Beams". (Stern knee is optional on plans; new para. 21 covers deck beams).

Para. 12. Add to present paragraph: "Boats must be weighed at the start of each season, and the fleet measurer shall note the weight on the owners membership card."

Para. 19. Delete present paragraph. Replace with new one as follows: "Forward deck. This must extend the full width of the boat to a point at least 6'8" abaft of the bow. Maximum crown of deck not to exceed 5". The top of the sprayboards must be at least 2" vertically above the deck for not less than 2' of their respective lengths. Maximum projection of deck

or sheer molding beyond sheer is 1 1/4" in a horizontal plane, perpendicular to the sheer."

(This returns to old restriction of 5" maximum crown and clarifies method of measuring projection of sheer molding).

Para. 21. Delete old paragraph. Replace with following new one. "If the deck is covered with 1/2" planking, 16 deck beams, 3/4" x 2", shall be used. If the deck is covered with 1/4" plywood, a simplified structure may be used.

Ahead of and in back of the cockpit, there shall be two 3/4" x 1 1/2" for and aft stiffeners, one on each side of the centerline, with the 1 1/2" dimension vertical, and one 3/4" x 1 1/2" fore and aft stiffener on the center line. This may lay flat. There shall be 3/4" x 3" deck beams at station 1, station 2, and at the fore and aft ends of the cockpit. If the aft end of the cockpit is forward of station 5, there shall be an additional deck beam between it and the transom.

Approximately equally spaced between the deck beams at the fore and aft ends of the cockpit, there shall be two stiffeners from the clamp to the cockpit side rail on each side, and also from the side rail to the chine piece. These shall be at least 3/8" thick.

Fore and aft members shall be spruce or equivalent: deck beams and stiffeners may be either plywood, spruce, or equivalent wood."

Para. 45. Delete present paragraph. Replace with the following:

"Aluminum extrusions may be used for masts and beams. Currently approved sections are as follows:

(1) An extrusion measuring 2.65" fore and aft, and 1.75" athwartship, with a wall thickness of .085". When used as a mast, this section must use diamond stays below the shroud anchorages with a spreader having an overall length of at least 15".

(2) An extrusion having a fore and aft dimension of 2.70"; an athwartship dimension of 2.19"; a varying wall thickness; and a weight of .796 lbs. per foot. Swinging spreaders at least 17" long must be used between the mast and the side-stays when used as a mast.

(3) An extrusion having a fore and aft dimension of 3.0825"; an athwartship dimension of 2.375"; a varying wall thickness and a weight of .938 lbs. per foot. This section is approved without spreaders.

(Note all references to sources of extrusions are omitted. The larger mast, formerly given tentative approval, is now approved).

Para. 48. Add to present paragraph. "The use of light elastic line between the shrouds and mast is permitted."

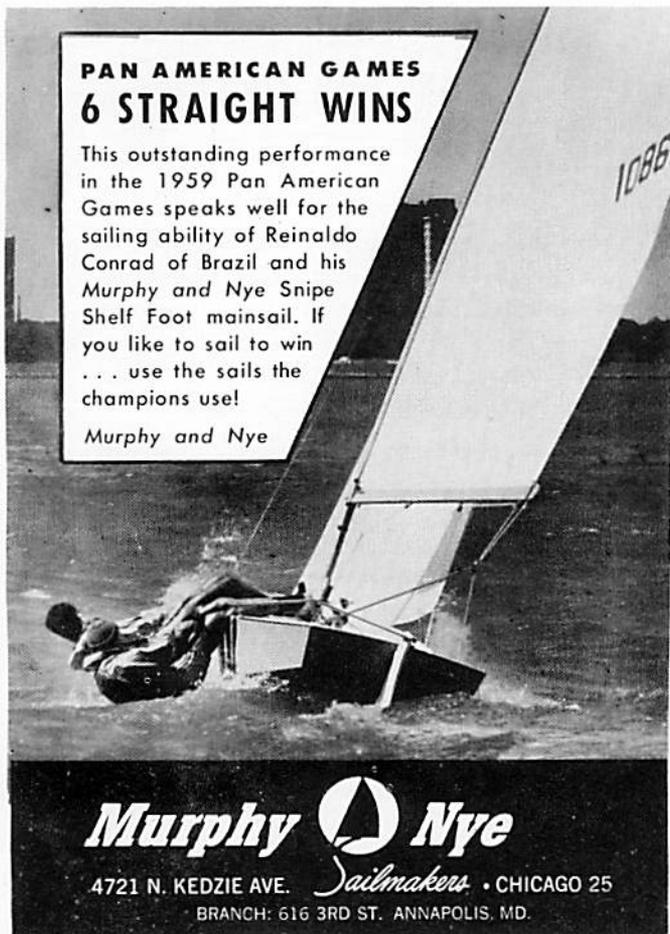
Paras. 52 & 58. Change weight of anchor 4 lbs. (This has always been the specified weight, but somehow some sheets were printed specifying 3 1/2 lbs.)

The sail drawing remains the same, but with some clarifications. It shows roach on the foot of the jib as 6" measured from the grommet centers, which is not exactly a change.

In the Year Book, there will be changes in the Isaacks, Hayward, and Heinzerling Trophy Deeds of Gift to bring them up to date. Incidentally, no one has come up with any suggestions for changing the Nationals from the way it was held last year. Whether that means everyone is happy or just lazy, I don't know.

Correction

In the pictures of the Western Hemisphere Races in the December BULLETIN, the plate for the Sanjurjo brothers was reversed, showing Fernando on the right instead of the left as captioned. Also, Eugene (not Kenneth) Simmons won the 1956 title.



**PAN AMERICAN GAMES
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Voice Of The People

HOW TO GET PUBLICITY FOR SNIPE AND SCIRA

" Snipe sailing really went well at Birch Lake (Michigan) last summer and, as usual, the South Bend Tribune co-operated by running the results of our races in their Monday paper. Since their circulation practically blankets the area, this is a real service to the folks on the lake who want to know just how the boats finished.

I have been trying to get the sports editor to get the results of other state regattas in the paper, too, but unfortunately, they can get nothing on these events over the AP or UP wire service.

He suggests that the results of big regattas be phoned in to the AP and UP news bureaus as soon as the results are totaled. He states they would not carry these on a delayed basis but would definitely put them on the wire if they were to receive them promptly on Sunday of the final race or, at least, by Monday morning. In most cases, the wire service bureaus are in the state capitols.

It seems to me we are missing a good publicity bet here since there is no telling how many sport pages would carry these items; at the same time, all of them would be getting the idea that Snipe was an active class all over the country with many district, championship, and other fun regattas.

Promotion of this idea in the BULLETIN for the 1961 season would be a good project for the coming summer. All fleet publicity chairmen acting together would create quite an impression over a period of a few months. All it would take would be a couple of calls from the race committee to the AP and UP news bureaus. " — Clement B. Haines, V-Pres.

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HISTORICAL NOTE

" About 2 or 3 years after the Snipe came out, I built 3 for our Boy Scout Council. After that, I got the idea I would like a larger Snipe and I built one with all dimensions enlarged 1/3rd.

This boat turned out fine and was much faster than the regular Snipe. When the National Races were held on Lake Wausaukee some years later in 1938, I met Bill Crosby there and we put in many hours in the boat. He was very enthusiastic about it. I don't feel it had any bad qualities. We hauled thousands of passengers in it, many of whom were women and children, and it never upset. When the war came on, I sold all my passenger boats, including the large Snipe, because of the gas shortage. Now I have a cottage at another lake and long to sail again. I want a set of plans so I can build one to specs this time. " — Paul H. Hobruck

8646 Leo Rd. Ft. Wayne, Ind.

ONCE A SNIPER - ALWAYS A SNIPER!

"I am enclosing \$2.00 for renewal of my subscription to the BULLETIN, for I want to keep up with Snipe.

Finding myself Snipe-less for the first time in about 15 years is not too comfortable a feeling; however, as soon as my two boys get a year or two older (and their father a year or two younger), I'll be back in Snipes again. I can think of no finer way to teach my boys some of the lessons of life while enjoying one of the best sports possible. " — Dick Tomlinson

Onekama, Mich.

LIKES SNIPE AND BULLETIN

" I still think Snipe is the most practical and sensible of all the small racing machines, although mine is used for day sailing and not racing. Of course, we are not ones to refuse a challenge on the river, however.

The Snipe BULLETIN is a good production job and continues to hold our interest more than any magazine on the newstand. "

John R. Gates, #2090
New London, Conn.

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

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SNIPE POST CARD 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.

ATTENTION, MICHIGAN SNIPEKERS! One day delivery service by United Parcel from SAILAND, 4300 Haggerty Rd., Walled Lake, Michigan. Bring your troubles to Leon Irish!

FOR SALE: All varnish MILLS plywood Snipe 11809 with Seavy mast. 1 suit Roberts orlons; monel board; top cover; Murray tilt trailer. Third in 1960 Midwinters. Recently completely refinished. Ready to race — why not come down, sail it in the March Midwinter, and take it home with you? Courtney Ross, 1614 N. Osceola Ave., Clearwater, Fla.

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ALAN - CLARKE Co., 75 Chambers St., New York 7, N. Y.

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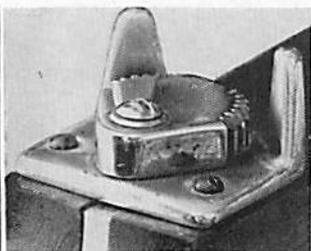
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Apr. 10-15 BERMUDA RACE WEEK, Great Sound, Bermuda. Free boat transportation. For details write to John Chiappa, Spanish Pt., Pembroke West, Ber.
Apr. 29-30 SOUTHWESTERN REGATTA, White Rock Lake, Dallas, Texas. Snipe Fleet 1 at White Rock Sailing Club. Warren Castle, 7230 Twin Tree Lane Dallas, Texas.



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