

SNIPE

BULLETIN



February 1962

Vol. XI No. 9

Stone International Regatta

District 3 Championship Races

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1961 Long Island Sound Championship
 District 1 Championship



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SNIPES BULLETIN

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

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Forms close on the 10th of each month preceding publica-
 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 SNIPES BULLETIN of any
 change in address, giving both old and new addresses.

The Cover

This photo shows the start of one of the races at the European
 Championship Regatta held at Turku, Finland, August 3-8, 1961.
 This event was arranged by Airisto Sedelsalkap and IYRU rules
 applied. Eight boats from eight different nations appear in this
 excellent picture taken by V. A. Wahlström, the father of Antti
 Wahlström, Fleet Captain of Turku Fleet 509.

— THE SCORE —

Numbered SNIPES — 13455

Chartered Fleets — 534

With 66 new numbers issued for November and December,
 the demand for Snipes continues at an even keel. While less
 activity can be expected at this time of year, the three month
 total of the new fiscal year shows 122 new boats, or slightly
 higher in percentage for like periods over the last 30 years
 42 boats went outside the United States with Italy taking 30
 England 5, Canada 4, and Portugal 3. Of the 24 U. S. boats, 11
 were fiberglass and 6 wood construction. With Snipes being
 exhibited in many current boat shows this Winter and Spring
 the anticipated results appear very encouraging.

Again, two new fleets were chartered, both in the United
 States. District 7 will be happy to get some more sailors in
 that vast expanse, and SCIRA is happy to add the first Oregon
 Snipe fleet to its roster. When Gene S. Patrick, former Fleet
 Captain at Lake Merritt 92 left California for Portland, the first
 thing he did was to look around for Snipes, and sure enough, he
 found a few old boats. Under his energetic leadership and a
 few ads in the papers, the boys got together and under the
 auspices of the Willamette Sailing Club, organized the Willamette
Snipe Fleet 533. A local marina assisted by stocking a few new
 fiberglass hulls, and with prospective buyers, the new fleet
 expects to jump into the water as soon as the ice goes out.
 They will show off for the first time at the 1962 Nationals in
 Seattle. Write to Fleet Captain Gene Patrick, 638 SE Linn St.,
 Portland 2, Oregon, if you are interested in joining this pro-
 mising group.

And just about the same thing happened in District 3 when
 Mort Disney left the Lake Cowan Fleet 433 in Ohio for Spring
 Lake, Michigan. Of course, he took his Snipe and enthusiasm
 along with him! He had a little trouble to get everyone together,
 but on December 30th, he sent in the charter fee and 1962 dues
 for 4 boats, and thus Spring Lake Fleet 534 was born. They now
 expect 8-10 boats by the time Spring sailing starts. Mort is
 the first FC and can be reached at 325 N. Jackson St., Spring
 Lake, Michigan.

The 1962 Rule Book

This is the final appeal for all fleet officers to send in any
 material for the new Rule Book. Names of new officers and
 winners of local sanctioned regattas are necessary if you want
 them printed. The book should go to the printer early in Feb-
 ruary, so this is absolutely your last chance!

— SNIPE CLASS DUES —

As announced on page 2 of the December 1961 BULLETIN, Snipe Class dues for 1962 have been raised. This increase followed recommendation by a Finance Committee composed of Bud Hook, Floyd Hughes, and Alan Levinson.

Many enquiries have been made concerning the action, and, anticipating more in the future, the following facts leading to the decision are hereby enumerated:

POSTAGE, MAILING COSTS, ETC.

All are aware of the general postage increases in all classes of mail in the last few months. Not much per unit, but considerable percentagewise. In some cheaper classes, the increase amounts to 33 1/3%, the same as first-class going from 3¢ to 4¢. Now another similar increase appears certain this summer and if first-class goes up to 5¢ and other rates accordingly, our postage expense will be up 66 2/3% to what it was a couple of years ago. Of course, this includes rates on foreign mail, already up 60% in some individual pieces. Since almost 100% of SCIRA business is done by mail, you can see the need for more money as the postage budget goes from \$1200.00 up to \$2000.00.

(Along the same line, please make sure we have your absolute complete and correct address. The Post Office is very particular about every item now, e. g. zone numbers, and every piece of third class mail returned to us for forwarding or with your correct address on it now costs 8¢ each, up from 5¢ in 1961, or another 60% increase. It hardly pays SCIRA to guarantee return postage at this rate unless you cooperate with perfect addresses for our files.)

BUILDING A PLYWOOD SNIPE

SCIRA has let a contract to publish BUILDING A PLYWOOD SNIPE, the very fine work edited and compiled complete with pictures, diagrams, and details by Harold Gilreath. For years, there has been a crying need for an up-to-date book to answer amateur builders' demands, and now that we finally have it, it will have to be financed to the tune of several hundred dollars. That money will eventually return to the treasury as the books are sold, but this is one project that must not be held up.

PUBLISHING THE SNIPE BULLETIN

Readers have probably noticed the expansion of the BULLETIN and the improvement now made in getting it out as near the first of the month as possible. In an effort to speed up publication, more help has to be hired and perhaps some changes made in publication methods. For 8 years, one man has done all the detailed typing and art work involved in the offset printing method in a small home office without any professional printing help in an effort to keep the expenses down and all bills paid. But this arrangement is now outdated with SCIRA expansion over that period. Possible physical changes and extra stenographic or printing help as needed will cost more money in order to handle the increased volume of SCIRA business.

ADDRESSING ENVELOPES, ETC.

All our envelopes have been hand-addressed for the BULLETIN. That has been because a part time girl was available on a reasonable basis and when the load was light, it was satisfactory. But now, with a 500% expansion, the job is too big and inefficient to continue as in the past. We need automatic equipment and also a change in the method of mailing, thus cutting out the use of envelopes and some expense. But such automatic addressing machines cost some moeny, and that means some financing somewhere along the line.

ADVERTISING SNIPE

Many Snipers, especially those in the advertising field, complain that Snipe has not been advertised sufficiently in the past. Although there have been many fine and favorable articles concerning Snipe and SCIRA in many magazines, especially in the last five years, they deplore the lack of Snipe ads in the

(Continued top of Page 4)

LIPPINCOTT



Experience the pleasure of skippering a Snipe built by sailors, for sailors, to win!

Lippincott Snipes are built to the same exacting requirements demanded by racing skippers of all Lippincott boats the world over. Your inquiry is invited.

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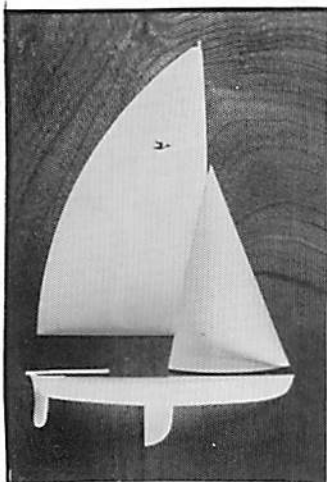
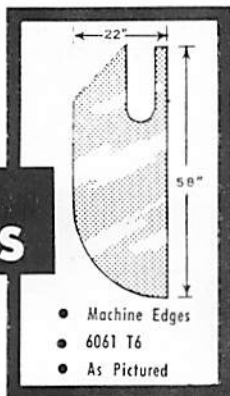
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(SNIPE CLASS DUES from Page 3)

sailing or trade magazines. This was investigated years ago and the cost was prohibitive then as far as the SCIRA treasury was concerned; also, it was felt that Snipe builders and suppliers should do their own advertising and not expect the class to take assume that function, as they stood to get the direct benefits. Supporters of that argument also advocated a liberal "free" list for the BULLETIN, arguing that the class publication could best tell the story of Snipe and SCIRA with the least financial cost and that money spent on an extra 500 copies to be given away to interested persons over the country each month would be the finest advertising that SCIRA could do. This has been partly done, but if a little extra money was available, a small advertising budget could be set up after the question was settled: To what extent should a one-design class take over the job of advertising (or selling) its boat? Is paid publicity the answer?

The Board of Governors, recognizing the immediate necessity of the first two items, and the desirability of attaining the other three in the near future, approved of the following schedule of class dues:

- \$7.50 for each individual boat owner
- \$5.00 for each co-owner
- \$3.00 - associate member
- \$5.00 - subscribing member
- \$25.00 - sustaining member
- \$10.00 - annual fleet charter fee

These dues apply to Bahamas, Bermuda, Canada, Cuba, and the United States. A study of the international dues structure in other areas and countries is now in progress and conclusions will be announced shortly.

This is the 4th increase in SCIRA dues in 30 years. The nominal sum of \$1.00 per boat, starting in 1931, was raised to \$2.00 in 1945, and in 1951 to \$3.00 with the acquisition of the BULLETIN by SCIRA. In 1954, an extra \$2.00 (price of the BULLETIN for one year) was added, thus insuring a steady and reliable income for the magazine. At the same time, an extra subscription was thrown in for the crew. Actual cost of these two subscriptions plus one copy of the annual Rule Book for each member, left about \$1.25 for the general fund, and that has been the set-up ever since. Thus, considering all angles, the increase is not deemed unreasonable.

In the words of Rear Commodore Bud Hook, "We have the greatest, largest, best organized, best financed, international one-design sailing organization in the world. As you know, this did not just happen. Over a long period of years, many non-paid enthusiasts were dedicated to keeping measurements and restrictions so as not to obsolete our boats regardless of age. This keeps a lesser degree of depreciation in our boats year after year. This has meant many hundreds of dollars to our members over a period of years. . . . We now need additional monies to keep up this expansion program and the necessary continued strength."

New National Secretary for Denmark

After serving for ten years as the National Secretary for Denmark, Cai Marckman-Hansen has relinquished the helm to Uffe Josephsen of Espergaerde. Mr. Marckman-Hansen has been an enthusiastic Snipe all these years and has worked hard to popularize Snipe in face of stiff competition from Flying Dutchmen and Finns. He accompanied the Danish team to the Internationals at Rye last September and all were pleased to meet this fine gentleman and hear about the optimistic future of Snipe in his home country. SCIRA officers extend a vote of thanks and appreciation to Cai and, at the same time, welcome Mr. Josephsen to his new position of responsibility in the International Snipe Class. We wish him good luck and success in his future endeavors for Snipe and SCIRA.

Old Gent: "My little man, you must not say, 'I ain't going.' You must say, 'I am not going. You are not going. He is not going, We are not going. They are not going.'"
Little Boy: "Gee, ain't nobody going?"



JJ Rumlings

When I was in Connecticut last August for the Nationals, I had the chance to read over the proof copy of Harold Gilreath's opus on BUILDING A PLYWOOD SNIPE. This manual will be off the press in a short time and I would really recommend it for all Snipers, not just for those interested in building a boat. Harold has summarized some important aspects of Snipe construction which I think are valuable to our understanding of what makes the Snipe the best all-around one-design boat today.

Of particular interest to me is Harold's discussion concerning hull shapes. He demonstrates how different shapes built to different tolerance extremes in order to take what might seem to be advantage of particular weather or sea conditions (e.g. wide flat bow for choppy sea, deep "rocker" for light air, etc.) just don't pay off in the long run (ask Francis Seavy about this!). The conclusion is that a Snipe built right down the middle of the tolerances, as with the fiberglass hull, will be potentially as fast as any.

Along this same line, at last year's Nationals, Charles Webster took a lot of time to measure shroud, fairlead tracks, mast, dagger board locations, etc., on several top place boats. In going over his summary, I was again struck with the wide variation in what some people consider important measurements used in "tuning" up their boats. On the other hand, when sailing with, and against these same boats, I was equally struck with the fact that boat speed was so nearly the same, again demonstrating the concept that "tinkering" with a Snipe just doesn't make much difference.

Now, just why this is true with a Snipe and isn't with many other class boats, I don't know. But I think this fact, as I've mentioned before, is one of the basic reasons why Snipes offer the best opportunity to center on sailing and racing ability rather than providing a test as to who has the fastest boat. I have found this true in many regattas over the years and I have never regretted staying with Snipe instead of going to other classes.

NEW REGATTA HONORS ARCH HIGMAN

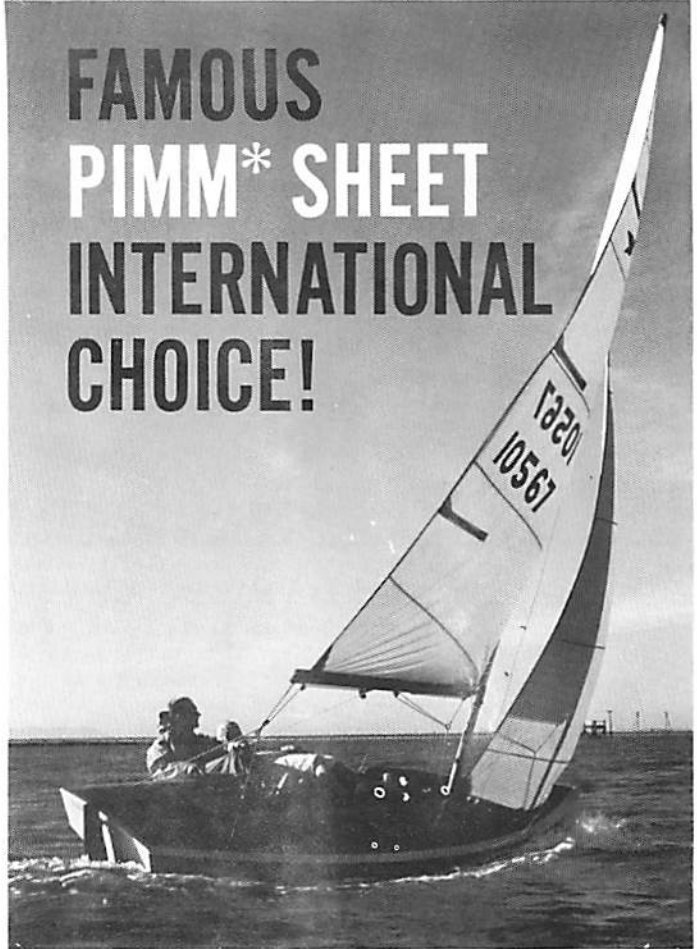
Due to the fact there is very little sailing activity for Snipes in California between September and December, the Southern sailors in District 6 inaugurated a new invitational regatta to be held annually in honor of Arch Higman, local Snipe enthusiast who has done a great deal for yachtsmen and Sniping on a local and national scale. The first regatta was held at Los Angeles with Arch's home Fleet 2 as host on November 10-11th.

25 Snipes raced in outer Los Angeles Harbor and veteran sailor Carl Eichenlaub sailed a consistent series to win by 8 points over Tom Frost. A new Snipe jib was awarded for 1st place and a boat cover for 2nd. Don Adams was 3rd, Shorty Campbell 4th, and Scott Allan 5th. Scott unfortunately dropped out of the 4th race after coming close to a leeward boat prior to the starting gun, and lost what seemed like a sure victory in this regatta.

Don Elliott, Mike Jager, and many other older timers are rejoining the Fleet and Snipes are having a real renaissance in Southern California. The first 15 top scores are given below:

BOAT	SKIPPER	CLUB	RACE	1	2	3	4	5	PTS.
13332	Carl Eichenlaub	Mission Bay		6	2	9	2	5	24
9999	Tom Frost	Newport	3/4	6	3	2	13	30	3/4
13232	Don Adams	Alamitos Bay		10	4	8	9	3/4	31 3/4
12054	Shorty Campbell	Alamitos Bay		2	5	13	4	11	35
12762	Scott Allan	Newport		4	3/4	3/4	DNF	8	35 1/2
12324	L. Bedford	Mission Bay		3	14	14	3/4	4	35 3/4
12377	G. Harris	Mission Bay		5	8	11	7	6	37
6752	Mike Jager	Newport		12	7	2	12	12	45
8537	O. Brook	South Shore		17	12	4	3	9	45
9011	E. Schaffer	Cabrillo		7	18	6	5	14	50
12162	George Coates	Alamitos		9	3	10	13	16	51
11771	Lanny Coon	Newport		11	13	5	DNF	2	53
12765	G. Conrad	Mission Bay		14	10	17	6	15	62
12647	J. Stevenson	Mission Bay		16	21	15	11	7	70
12878	C. Hultgren	Mission Bay		21	11	7	17	17	73
12644	R.M. Schenck	Mission Bay		13	16	DNF	14	10	75

FAMOUS PIMM* SHEET INTERNATIONAL CHOICE!



Puritan Pimm Sheet, specially braided and designed for sailing, is known throughout the world. Pimm Sheet was used in the 1961 World Snipe Championship Regatta, one of the biggest international regattas held outside of Olympic competition. Each snipe was equipped with 3/8" Puritan Dacron Pimm Sheet for the mainsheet, jib sheets, and boom vang, along with Puritan 1/4" Yacht Nylon for the anchor line. For leisure sailing, or rugged competition, experienced sailors know that Puritan is the best line to have aboard.

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MARINE DIVISION, LOUISVILLE, KENTUCKY

—STONE SC HOLDS INTERNATIONAL REGATTA—

BROTHER AND SISTER TEAM FROM BELGIUM EXCELLED IN ENGLISH SERIES



THE VICTORS - Willie Mannaerts and his sister Yoke won 5 of the 7 trophies presented. — Photo by P. G. Harris

This event was held for the 2nd time at Stone Sailing Club on the River Blackwater, Essex, May 27-28th and attracted 30 entries from England and the Continent. Although the weather was very cold for that time of year, there were many good stiff breezes with some vicious gusts up to force 6 with overcast skies, but no rain.

It was a personal triumph for Willie Mannaerts, young surgeon from Antwerp, sailing Poseidon 11289, Hofstade YC, Belgium. He won the main Stone Snipe Trophy, a coloured life-size model of a Snipe bird, awarded to the boat with the most points from 3 out of 4 races. He had two 1sts and a 2nd. His crew was his sister Yoke, a slightly built girl of 20. They sailed their Snipe beautifully, keeping it perfectly flat, and in their two winning races, had very substantial leads over the rest of the fleet. Their beautifully finished all-varnished Snipe was built of double planking by Hallenfer of Antwerp. They used a Watts dacron mainsail and an Elystrom jib. He also won the "Man at the Wheel" trophy presented by the "Yachtsman" for the first foreign helmsman. The previous weekend in the Belgian National Championship at Ostend, Mannaerts finished second to Danny Graux.

Second on the overall result was Phaea 11706 G. B. Lilley of Stone SC, the 1960 British National Champion. His Morgan boat had a pivot board. Most of the English boats do have pivot plates, as do the French, whereas the Belgians, Swiss, Portugese, and Spanish prefer dagger plates. Gerry Lilley used sails by Fragneire, the 1960 European Snipe Champion. These sails are becoming increasingly popular and are taking the place of American sails. Ratsey sails are still used quite a lot in this country and were on the third boat, Black Witch 9759, another Morgan boat, sailed by R. A. Moody, Commodore of Stone SC. Jeckells sails, very reasonably priced, are becoming more popular on British boats and seem to give good results.

Of interest was the attractive Spanish-built boat Mamoani 12170 sailed by Raymond Lippert, the Belgian National Secretary. This had a self-draining cockpit which appeared to be much more comfortable than the English type.

The first race Saturday A. M. was for the Stone Buoy Challenge Cup presented by the British National Secretary, Horace Crispin. The wind force was 5 and the start was against the tide for an 8 mile course. Little Injun 10763 M. Dirickx, Royal YC de Belgique, got a good start at the windward end of the line and led at the first mark closely followed by Waltzing Matilda 9153 C. A. Christiansen SSC. Beating across the tide to 2 mark, positions changed constantly. White Seal 12402 K. S. Dobson Manchester CA was in the lead, but his forestay fitting pulled out. The Carter sisters in their French fiberglass boat 12698 were up with the leaders but then dropped back. Positions were now Poseidon, Black Witch, and Hope 10873 J. E. Gwilliam Maldon YC. On the planing reach to 4



PREPARING FOR RACING under cloudy skies which prevailed during the regatta on the River Blackwater. — Godbold Photo.

buoy, Poseidon drew further ahead with a commanding lead increasing every minute. On the second round, Stormalong 11702 Dave Crispin was travelling very fast on the plane and Black Witch had to luff to prevent him passing, but in so doing, allowed Phaea to bang through to leeward to take 2nd position.

That afternoon's race was for the International Trophy presented by International Paints, Ltd. Little Injun, again had a perfect start, but again dropped back. It is interesting to note that, in 4 races, he was first at the mark 3 times, and in the other race, was second.

A course was set further down the river to 5 and 6 buoys. Glass Slipper 10362 B. Crispin SSC worked out a very substantial lead to the windward mark and Stormalong, now sailing his hardest to try and retain the Stone Snipe Trophy which he won last year: tried to catch him but had to be content with a 2nd. Phaea was 3rd in what proved to be a thrilling sight as a squall came up and the boats tore across the river in clouds of spray, with violent jibing and rolling on the dead run. Poseidon had trouble with his kicking strap and was one of the last boats at the start, but worked up to 12th at the end.

On the Sunday morning race for the Old Spice Trophy presented by Shelton, Ltd., it was very bleak. A course was set to the East and at the first mark it was Little Injun again followed by Seal 12699 P. H. Harris SS and Black Witch, with Blue Shadow 7964 F. R. Crossley Medford YC and Poseidon in 5th and 7th. On the beat across the tide, positions changed with Blue Shadow and Seal leading the fleet. On the reach, Seal was passed by Little Injun and Pegasus, but managed to get ahead of them again when they misjudged the tide.

After crossing the tide, they had to go against it to the home mark. Blue Shadow and Seal, leading, went straight across the tide, but Black Witch, Pegasus, Phaea, and Poseidon gained by going straight for the mark. At the home mark, Poseidon had taken over, and maintained her big lead around the next mark. But on the windward mark, Poseidon held to the tack too long and Blue Shadow and Seal again went into the lead. At #1 buoy, Poseidon got an overlap on Seal and went into 2nd position. These three boats headed straight across to the home buoy, but Black Witch and Bibouldingue 11363 G. H. Duval CVM, Mort-sang, France, who had worked up well into the fleet, went across the tide to get into slacker water on the south shore. Poseidon caught them by going faster, but Blue Shadow prevented him getting through by a luffing match and Poseidon had to be content with a 2nd place. Bibouldingue was 3rd with Black Witch 4th and these two boats would have definitely taken the lead if the line had been a little further on as they were going much faster very close to shore. Only seconds separated the first 5 boats to afford a most exciting finish.

Everything now depended on the final race, although it was evident Black Witch, Poseidon, and Phaea had the best chances, with Black Witch leading Poseidon by 147 points.

The wind had almost died away and the sun was shining, but just before the start, the wind came up with a rough sea. The wind had changed from NW, so the course was set to 4 buoy, across the tide to 1, and then back home. Poseidon started well inshore out of the tide at the leeward end of the line, went into the lead, and kept it throughout the race. Black Witch in 2nd, on the reach across the river, misjudged the mark in the high waves and strong tide and had to tack back, losing several boats. But on the beat back with the tide, Black Witch judged his tack well and gained several places at the buoy when on starboard tack, he caught boats who might have made the mark but were cautious in the heavy seas and strong wind which made accurate judgment very difficult. Poseidon's win in this race made him the well-deserved series victor.

There were an excellent range of replicas and consolation prizes and all visitors were given souvenir brooches incorporating the SSC and Snipe Fleet flags. Prizes were awarded by Mrs. R. A. Moody, wife of the Commodore. On the Saturday evening a Snipe Supper (?-Ed.) was held at the Queens Head, Bradwell, with 100 people in attendance.

As previously noted, individual trophies were at stake in each race and were awarded to the winner. In addition to the grand prize trophy to the series winner, the Ramsey Island Trophy went to the winning crew (yoke, in this case) and her brother got the Yachtsman Trophy for being first among foreign skippers. The first three winners are itemized below:

1st Race - Stone Buoy Challenge Cup

11289	Poseidon	W.Mannaerts	Belgium	1
11706	Phaea	G.B.Lilley	England	2
9759	Black Witch	R.A.Moody	England	3

2nd Race - International Trophy

10362	Glass Slipper	B.Crispin	England	1
11702	Stormalong	Dave Crispin	England	2
11706	Phaea	G.B.Lilley	England	3

3rd Race - Old Spice Trophy

7964	Blue Shadow	F.R.Crossley	England	1
11289	Poseidon	W.Mannaerts	Belgium	2
11363	Ribouldingue	J.H.Duval	France	3

4th Race - St.Lawrence Trophy

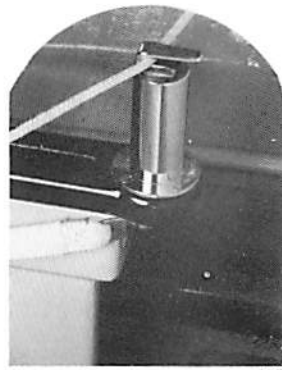
11289	Poseidon	W.Mannaerts	England	1
9759	Black Witch	R.A.Moody	England	2
11706	Phaea	G.B.Lilley	England	3

2ND INTERNATIONAL OPEN MEETING FOR SNIPES - STONE TROPHY									
BOAT	SKIPPER	CLUB	RACE	1	2	3	4	Pts.	Fin.
11289	W.Mannaerts	Belgium		1	12x	2	1	4721	1
11706	G.B.Lilley	Stone		2	3	10x	3	4409	2
9759	R.A.Moody	Stone		3	5x	4	2	4334	3
11702	Dave Crispin	Stone		4	2	8x	5	4186	4
10362	B.J.A.Crispin	Stone		7	1	15x	4	4125	5
11363	J.H.Duval	France		8x	4	3	7	3969	6
8309	P.Washington	Stone		10x	6	6	6	3675	7
12699	P.G.Harris	Stone		Rx	8	5	9	3409	8
10763	M.Dirickx	Belgium		Rx	9	7	8	3269	9
10873	J.E.Gwilliam	Medway		6	10	18x	11	3086	10
7964	F.R.Crossley	Medway		Rx	11	1	20	2941	11
8304	L.E.Lancaster	Maldon		11	7	12	14x	2897	12
9154	P.H.Davies	Stone		12	Rx	11	10	2702	13
8856	D.G.Croxon	Medway		9	15	17	12	2541	14
9153	C.A.Christiansen	Stone		5	17	16	Rx	2497	15
12940	C.R.Cockerton	Stone		14	13	14x	13	2297	16
12698	Miss P.Carter	Stone		17	20x	9	19	2084	17
12179	R.Lippert	Belgium		Rx	16	13	18	1938	18
10874	M.N.Williams	Medway		13	Rx	21	17	1760	19
11684	C.J.Marshall	Stone		15	Rx	22	15	1713	20
12402	K.S.Dobson	Manchester		Rx	14	23	16	1678	21
8306	E.A.Gilbert	Stone		16	18	19	Rx	1638	22
9152	J.H.Adshead	Stone		20	21	Rx	21	1241	23
3191	E.Anderson	Manchester		19	19	DNS	DNS	1137	24
7410	P.W.M.Parker	Medway		18	Rx	DNS	22	1115	25
8308	Miss B.Briggs	Maldon		21	Rx	24	Rx	914	26

(26 out of 30 entries)

Official sanction has been obtained from General Secretary Captain Lasinio for the third International Meeting to be held at Stone May 26-27th, 1962. Entry, accommodations, and food are free to all foreign entries and, in addition, boats will be loaned to those without them. Going to England in May?

- P. G. Harris.



PAT.



PEND.

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THE ULTIMATE IN JIB SHEET CONTROL

NEW FOR '62

Modified cam and spring action.
Simple - Fast - Efficient.
Satisfaction Guaranteed

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- Your crew can hike-out with the jib sheet as support without it coming unjammed.
- No more fumbling and aiming for narrow openings as found on ordinary cleats. Simply pass the sheet over the tube anywhere on its entire length of 3 1/2". Sheet automatically slides up the tube engaging the cam and is held positively and firmly in the desired position.
- Double acting cam works both ways, port or starboard tack. Only the one fitting necessary.
- Releases instantly with a simple flip of the wrist. Saves precious seconds every time you tack. The crew can be hiking-out immediately after tacking rather than still leaning inboard trying to get that turn around the winch.
- Chrome plated bronze alloy, comes complete with screws for mounting on aft end of centreboard box.
- Suitable for all racing classes in which the jib is trimmed manually and where a 1 4" or 5 16" dia. sheet is used.
- Standard overall length is 3 1/2". However, can be supplied in lengths from 2 1/2" to 5" on request. On some boats the longer length eliminates the necessity of having to build up the centreboard box to the correct operating height in line with the fairleads.

SOME 1961 WINNERS USING THIS FITTING—

Charles Morgan, St. Petersburg, Fla.—Clearwater, Fla.
Midwinter Champion. Also third place U.S. Nationals.
Red Garfield, Chautauqua, N. Y.—Lake Ontario Champion.
Ina Sullivan, Halifax, N.S., Can.—Maritime Champion.
Charles Webster, Rochester, N.Y.—New York State
Champion.
Howard Richards, Oakville, Ont. Can.—Ohio State Champion.
Ontario Provincial Champion.
Nova Scotia Provincial Champion.
Also runner-up Canadian Nationals.

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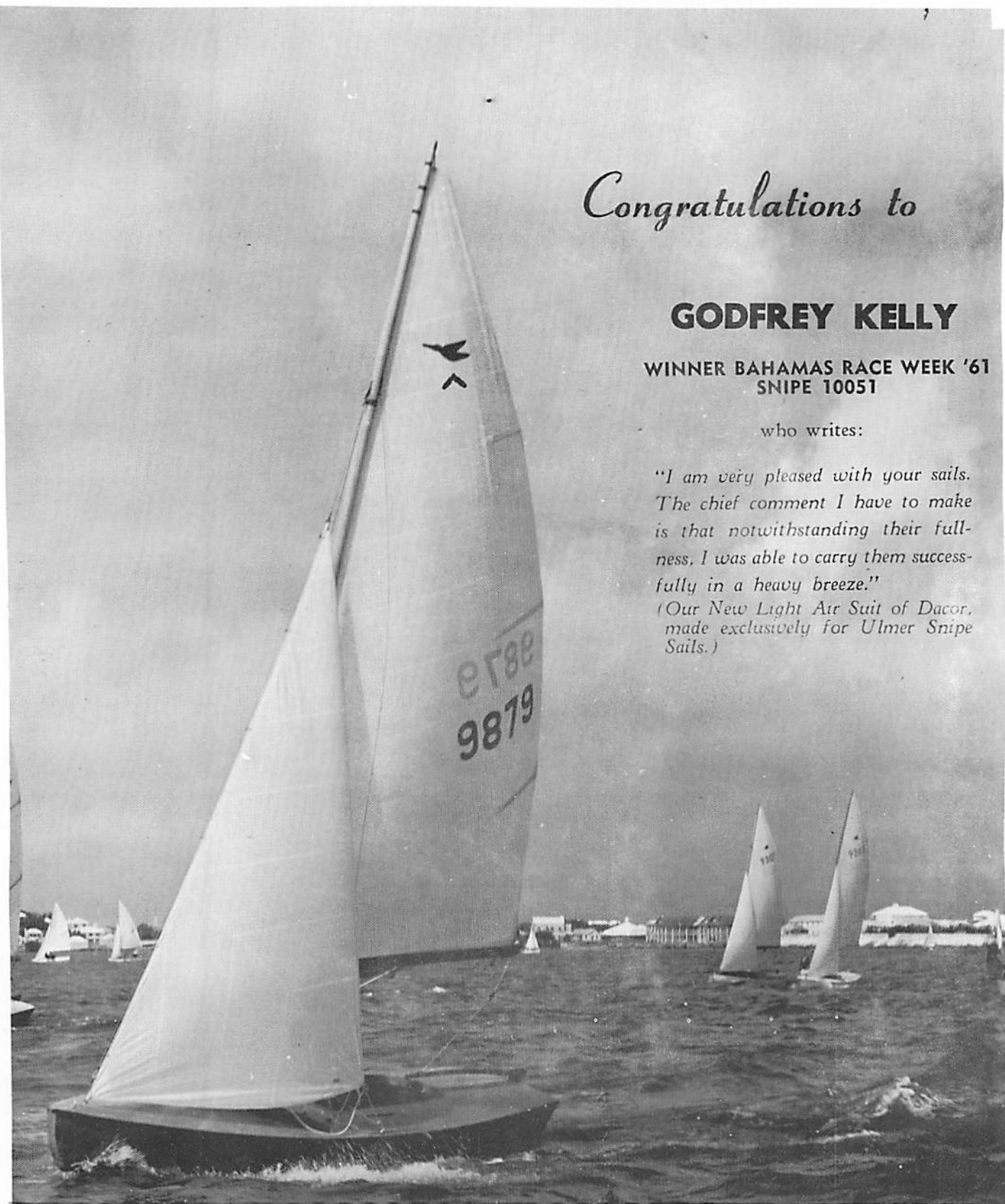
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*"I am very pleased with your sails.
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HARRY STILL DISTRICT 3 CHAMP WAWASEE TEAM TAKES DUNPHY TROPHY

National Champion Harry Levinson perfected his winning procedure at the District Three Championship at Glen Lake, Michigan, the week before the Nationals were held in Connecticut. Harry won the Chalmers Burns Trophy by beating those who had to be beaten while finishing second in each race.

Because of the unprecedented large turnout of 73 boats, the participants were divided into four fleets, each fleet sailing each other fleet once. By luck of the draw, this schedule produced an exciting result as it pitted Harry Levinson against Scott Allan (who were virtually tied at that point) against each other in the last race. Harry was equal to the situation and just nosed out 15-year old Scott by half a boat's length to take the title.

The first race course was a long triangle with a finishing windward leg sailed in a steady 8-12 mph SW wind. The first section had a three way battle between Bill Waring, Jim Richter, and Scott Allan. Jim got past Bill on the last leg to take 1st. The second section was Ted Wells all the way with Harry Levinson taking it easy in second place.

The second race was an Olympic Course that turned out to be very long, as the wind, which started out at 8-10, died as the afternoon wore on. Californians showed the way in these races with Lanny Coon leading his section all the way while Allan finally won out over Dex Thede in his race. Harry again was taking it easy right behind Lanny in second place.

A thunderstorm Saturday night following a Lake Michigan beach picnic gave promise of different conditions for the next day's race. The different conditions turned out to be the flattest day seen on Glen Lake in the past ten years (true regatta weather). After many course changes and postponements, both sections were finally started out and subsequent shifts and slants made each leg a continuous beat, reach, or run, depending on which part of the lake you happened to be. This scrambled things so completely that Warren Castle, who won the second section, actually was about the 8th boat to cross the finish line. All eyes were on the Levinson-Allan duel and Harry was able to nip Scott at the wire to take the title. In the first section of this race, Lanny Coon won out in the last few feet over Dan Wesselhoff of Peoria.

In the Dunphy team races, always held on the Friday preceding the Championship series, 57 boats started and Coon and Allan paired up to be the top finishers. However, the Dunphy Trophy by Deed of Gift must go to a District 3 fleet, and so it went to the Lake Wawasee, Indiana, team of John Call, Jr., and Paul Zent.

1961 DUNPHY TEAM RACE RESULTS - (first 5 leaders)

Champions - Paul Zent - John Call, Jr. - Lake Wawasee
 Second - Bill Waring - Dexter Thede - Grand Rapids
 Third - Leo Thompson - Larry Wheeler - Akron
 Fourth - Bud Hock - Buzz Levinson - Indianapolis
 Fifth - Ned Lockwood - Bill Collins - Indianapolis S.C.

Six boats from out of the district, passing on their way to the Nationals further east, were allowed to enter by special permission of the District officers. They all did extremely well in this top competition and made things interesting for all involved. Coon took home the Glen Lake Yacht Club Trophy for top score in all five races. His record of three 1st places deserves special attention.
 — Bob Harris

DISTRICT 3 CHAMPIONSHIP- July 28-29-30, 1961 (16 of 73 entries)								
BOAT	SKIPPER	FLEET	RACES	1	2	3	PTS.	Fin.
12192	Harry Levinson	Indianapolis, Ind.	2	2	2	4	4563	1-1
12762	Scott Allan	Newport Harbor, Cal.	3	1	3	4	4488	2x
11771	Lanny Coon	Newport Harbor, Cal.	6	1	1	4	4425	3x
11888	Warren Castle	Dallas, Texas	5	3	1	4	4340	4x
6025	Ted Wells	Wichita, Kansas	1	4	6	6	4194	5x
13105	Dan Wesselhoff	Peoria, Ill.	3	10	2	3	3926	6-2
11622	Louis Helms	Fort Worth, Texas	4	11	4	4	3638	7x
7902	Darcy Harwood	Grand Rapids, Mich.	8	3	8	3	3622	8-3
12660	Jim Richter	Indianapolis, Ind.	1	15	6	3	3501	9-4
12164	Dave Green	Watkins Lake, Mich.	10	5	7	3	3413	10-5
11371	Tim Scanlon	Indianapolis, Ind.	7	12	5	3	3293	11-6
13200	Dexter Thede	Grand Rapids, Mich.	11	2	12	3	3262	12-7
9020	Lee Thompson	Akron, Ohio	14	4	8	3	3187	13-8
6774	William Waring	Grand Rapids, Mich.	2	7	19	3	3161	14-9
7999	John Pehsenfeld	Grand Rapids, Mich.	6	19	5	3	3005	15-10
12222	Ray Miller	Akron, Ohio	12	5	14	2	2866	16-11



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1. COCKPIT COVER— Rectangular—Boom Supported \$14.00
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3. COCKPIT COVER— Over the boom - snap closed front - mast collar to keep rain out with boom tip cover \$25.00
4. COVER FOR ENTIRE DECK— Similar to No. 3 \$40.00
Snaps or ties under rub rail including snaps for boat
5. TRAILING COVER— Covers deck & sides with mast up or down. Has mast collar which closes opening when trailing \$50.00
6. TRAILING COVER— Similar to No. 5 but covers entire hull. \$75.00

Satisfaction Guaranteed!

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REVISED JULY 1958

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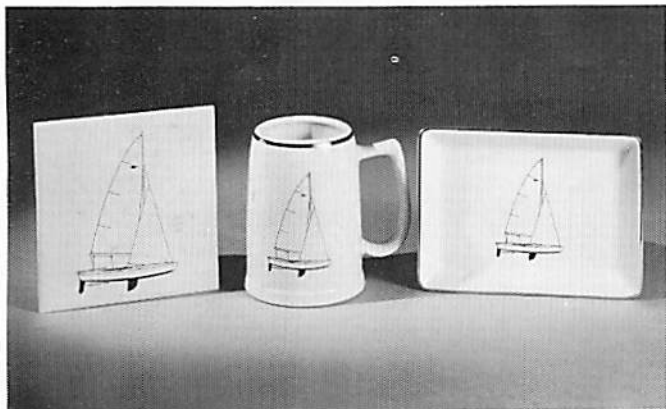
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WHAT'S NEW?



Continuing to pioneer in research and development for ever more efficient racing and cruising sails, Ratsey and Laphorn, Inc., 172-year old sail making firm of City Island, N. Y., has devised an interesting rig which will attract all sailors. In brief, it is a special auto trailer so equipped that wind effects on mainsails, headsails, and spinnakers or jibs can be studied under actual moving conditions.

Called the "Aerodynamic Sail-Test Trailer", this new wind-flow laboratory was perfected by members of the firm. Spars are mounted on an ordinary boat trailer, and test sails set on these. Multiple fore-and-aft rows of short pieces of yarn are fastened on both sides of each sail. Then the trailer, with a "helmsman" aboard to windward, is towed behind an automobile on a large, level parking lot at average sailing speeds and all angles to the wind.

The "helmsman" notes the effect on the weather yarns and their reaction to trim while another observer riding in the towing vehicle studies the leeward yarns. Following each test run, the observers record their findings. When sufficient data has been compiled, these are then analyzed to determine what, if any, changes or conclusions can be made to improve the aerodynamics of the sail.

"Testing on our new device has been under way since last September, and already we have found it to be superior to the conventional testing apparatus and procedures," Ratsey said. He points out that the moving trailer more closely approaches the actual aerodynamic effect of a boat under sail with both the wind and the forward motion exerting pressure on the sails. Information thus gained supplements data supplied in the past on four permanent masts that range in size from 18 to 80 feet.

This new outfit enables Ratsey to determine optimum draft positioning for each set of sails, to study just how much and in what direction the breeze is deflected by the leech, and the effect

of a jib on the wind-flow past the mainsail. This latter, known as "slot effect", is analyzed by setting the main first without the jib, observing the leeward yarns, and then hoisting the jib and noting any difference in the yarn action.

From tests conducted to date, it appears this new Ratsey laboratory will contribute significant developmental information to the science of sailmaking.

BOAT DOES'T TOUCH WATER

A 62-foot air cushion vehicle to be built for the Navy Bureau of Ships by Bell Aerosystems Co. of Buffalo, skims over the water like a scow. Plans call for a craft cushioned two feet above the water by horizontal fans and designed to carry five tons at speeds up to 70 miles per hour provided by two vertical air fans as propellers. Tests are scheduled for 1963.

SPINNAKER HAS HOLES IN IT

The 28-foot Triton Class sloop was the largest sailboat in the New York Boat Show this year. It has become the most popular cruising class in sailing history and this year attracted much attention as the dramatic new Ratsey "Venturi" spinnaker flew from her mast for the first time. This spinnaker has rows of directed vents for greater lift and driving power and is an innovation, to say the least.

POSSIBLE FUTURE SUBSTITUTE FOR CREWS?

It seems like IBM has developed an experimental machine it calls "Shoobox" (doubtless because it looks like a shoebox) which enables an adding machine to add and subtract when spoken to. IBM says that the shoobox will not be manufactured, but that it may lead to "information systems" for such people as airplane pilots and clerks in supermarkets. As indicated.... it won't be long before machines that understand the spoken word are commonplace. These undoubtedly will be followed by machines that talk. As admirable as all this is, we, personally, can't help but feel some misgivings about a future that will also bring, as a matter of course, machines that talk back.

— Kiwanis Magazine



10 FT. CANVAS BOAT

IDEAL FOR

- CAR TOP
- DUCK HUNTING
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\$150.00 VALUE ONLY \$65.00 PREPAID

TOM HANNA
BAY MARINE

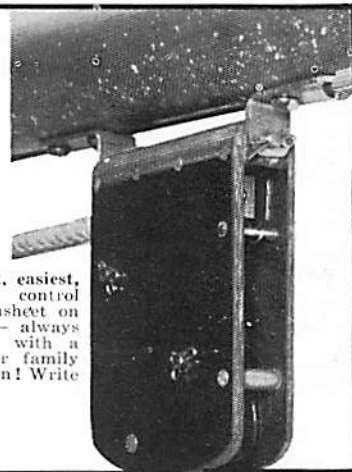
219 BAYWAY DR. WEBSTER, N.Y.

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Here's the answer!

The SWEET CLEET is the fastest, easiest, most positive acting, mainsheet control available today! Cleats the mainsheet on the boom (not in the cockpit) — always in easy reach. Extra SAFETY with a clear cockpit! SAFETY for your family — a child can safely handle the main! Write for brochure now.

*Any mainsheet control problem.



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Fairhope Alabama

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IT'S WHO'S UP FRONT THAT COUNTS → !



And we congratulate these skippers who are consistently up front in Snipe competition . . . using sails by Lowell North!

AXEL SCHMIDT, winner of the 1961 Snipe Class World Championship.

BOB HUGGINS, winner 1961 of the Griffith High Point Championship.

GREGG HARRIS, winner 1961 of the Junior National Snipe Championship.

SCOTT ALLAN, winner 1961 of the Crosby Trophy.

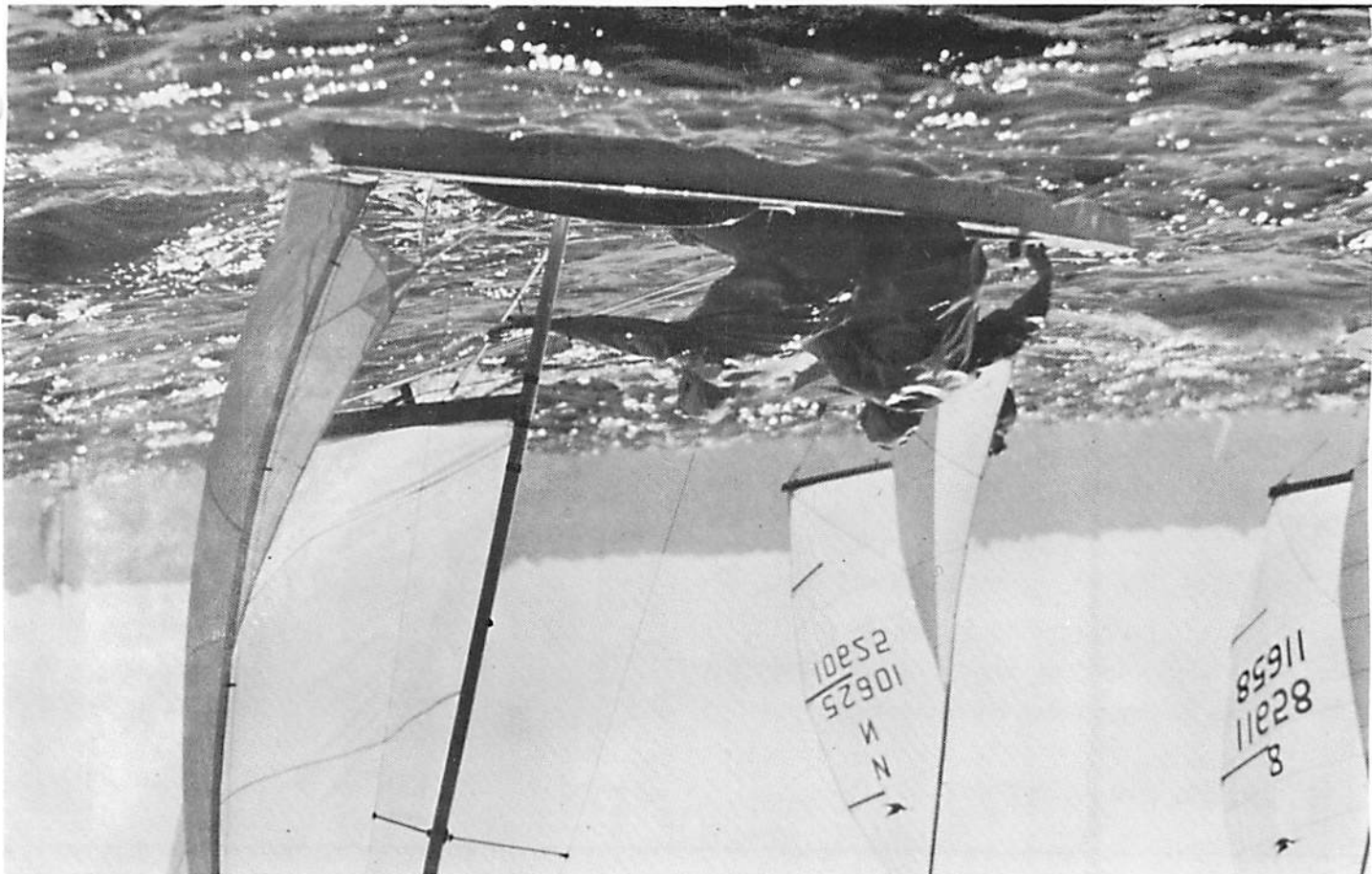
JOHN JENKS, pictured at left. Winner 1961 S.C.Y.A. Midwinters.



NORTH SAILS

1111 ANCHORAGE LANE, SAN DIEGO 6, CALIFORNIA

— Photos taken at Rye by F. Nakajima. — AND THEN A SLIDE DOWNHILL on the run to the next turning point.



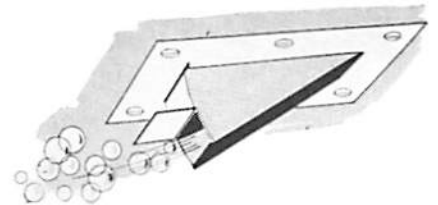
UPHILL AROUND THE MARK as the crew sets the jib



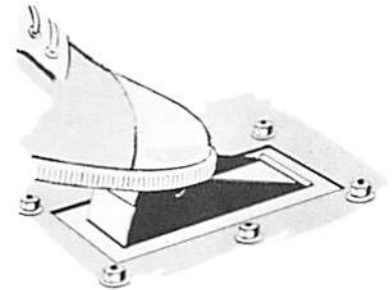


SNIPES SAIL IN THE XEME TOURNOI INTERNATIONAL DES DERIVEURS - Pâques 1961 - Organisé par la Section Voile du Yacht Club de Monaco dans la baie Monte-Carlo. — Photo by J. M. Ploton

The original Elvström bailer



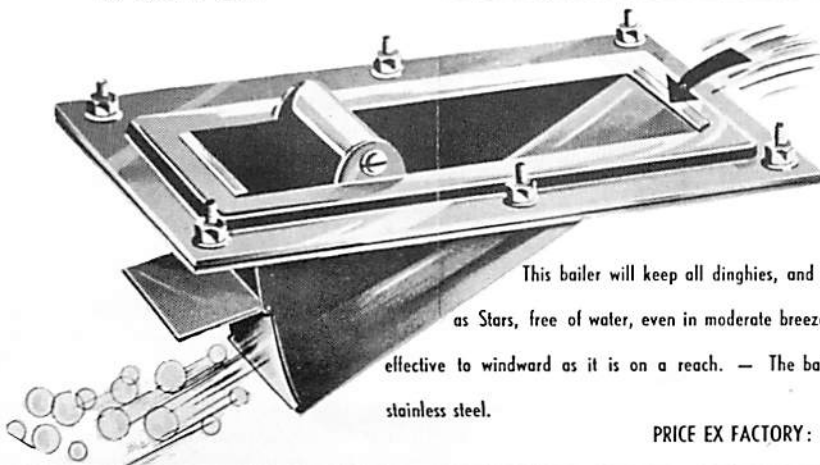
It draws a lot of air under the boat's bottom



It can be opened with the foot.



It can be closed with one finger.



This bailer will keep all dinghies, and keelboats such as Stars, free of water, even in moderate breezes. It is just as effective to windward as it is on a reach. — The bailer is made of stainless steel.

PRICE EX FACTORY: \$ 10.-

Wells Wanderings

by
Ted Wells



TIMEO DANAGS, etc.

I was amazed at the effrontery of our long-time nemesis Old Joe, as evidenced by his letter to the Editor in the December BULLETIN. Incidentally, he can't sluff off the "Old" that easily! That would be like omitting the "damn" in front of "Yankee" in Old Joe's home town of Atlanta.

For the sake of those who came in late, Old Joe was first unmasked and shown in his true light as the master louser-upper of sailing regattas in the Snipe BULLETIN for September 1955. Further details concerning his nefarious activities were outlined in an article in YACHTING a few years ago, and this article now appears as a chapter in the book, "The Science of Sailing". (Don't confuse with "Scientific Sailboat Racing" — this is a collection of articles written by Bill Robinson of YACHTING.)

Our pal is merely trying to follow the trends of the times. Khrushchev waves an olive branch, maintaining that he really is a peace loving guy, while still planning to bury us. Nehru says he's the most peaceful individual in the world, while gobbling up Goa. Now comes Old Joe claiming all sorts of good deeds in the past, indicating that no one need fear him in the

	STERLING SILVER SNIPE	
	Tie Clip — \$3.50	Postpaid and
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Actual size	Send check and SNIPE number to:	JIM PARKS, 73 W. Crystal Lake Ave., Crystal Lake, Illinois

A STATEMENT

OF INTEREST TO ALL SNIPE SAILORS

by RUTH ROBERTS

I EXPECT TO RESUME SAILMAKING FEBRUARY 1st after being closed down for 5 months due to Guy's illness and passing.

At present, I will specialize in nothing but Snipe jibs and all repair work on our own sails. I regret very much that I was forced to cancel so many, many orders for Spring deliveries.

The sails will be the same, made of our high grade material, custom built, and hand finished of the finest quality. To my knowledge, Guy had made sails since he was able to peddle a sewing machine - I would say about 60 years. My 35 years as a sail maker with him qualifies me to carry on alone.

It was reported our sail business had been taken over by someone else. THIS IS UN-TRUE!

GUY ROBERTS

SNIPE RACING SAILS, Inc.

1701 SUNSET DRIVE

CLEARWATER, FLA.

future. I'm telling you - it's the old Trojan Horse trick!

Old Joe knows as well as any skipper does that those miraculous recoveries from jams that he talks about are really examples of superior intelligence on the part of the skipper. Who ever heard of a racing skipper having good luck? Races are always won by superior tactics and technique on the part of the skipper. And they are lost generally as a result of the activities of Old Joe, and occasionally by goofs on the part of the crew.

It just occurred to me as I wrote that last sentence: do you suppose the Crews Union is behind this New Joe movement? It looks downright subversive! (Birch Society - please take note.)

SNIPES, STARS, and THISTLES

A Thistle owner has taken violent exception to John Jenks' remarks in the October BULLETIN. Part of the resulting correspondence is probably covered elsewhere in this issue. Here is my two-bits worth:

The Thistle is, I believe, a strict one-design boat. The Star, the Lightning, and the Comet are all one-design boats, also, but apparently with large enough tolerances that it is possible to use these tolerances to make a significant difference in performance.

The aim of the Board of Governors of SCIRA has been to modify restrictions and permit options in order to keep the Snipe as modern as possible, yet at the same time, not obsolete any older boat from a racing standpoint. In short, to maintain a set of restrictions and tolerances where all boats have equal racing potential. Note: I do not say identical racing capability. The racing capability of different boats may be different for many reasons, but these reasons cannot be traced to the SCIRA restrictions and tolerances.

As an example: In the Pan-American Games in 1959, all boats had identical fiberglass hulls. Reinaldo Conrad of Brazil drew my boat, and took 6 firsts. Reinaldo and his crew were, in my opinion, the best there, but they weren't hampered by the fact that my boat had the best spray rails, the best bailing equipment, an excellent mast, and was generally equipped for racing, while some of the other boats weren't. (Their real secret weapon however, was the knot they tied in the forestay to shorten it. I had not used the wood mast recently and the forestay was too loose. I had another method of shortening in mind, but they were too impatient).

Perhaps the most extreme variations permitted in Snipe is in centerboard weights. In Europe, some people look askance at this option. They are sure that where this much variation is permitted, there must be some way of using it to beat the rules. One of my two Snipes has a 78-pound stainless steel board and the other a 28-pound aluminum one. I have raced the two boats about the same amount and under all conditions for over six years, so I think I can speak with authority on the subject. The boat with the heavier board is a little stiffer and doesn't heel as quickly in a gusty wind, but there is no real racing disadvantage to the lighter board. A few years ago, at Lake Quivira, we had a real howler one Sunday morning. I won't say what the wind was reported to be at the airport a few miles away because most people wouldn't believe it, but it was enough to snap masts that had stood up for years out here, and to capsized a lot of people who don't normally capsized. At the finish, there were two boats half a leg ahead - both of them had aluminum boards!

I would recommend using as heavy a board as the crew can handle, as long as this does not make the boat appreciably over the minimum weight, but if you do have to use a light board, don't worry about it. As to any possible racing advantage to the light board, I don't see any. However, at the end of a regatta, it is a real pleasure to lift one out of the boat instead of struggling with a 78-pound board which at times feels like 780 pounds.

Voice Of The People

THISTLE OWNER OBJECTS

"With your permission, I would like to take exception to the comments made by John Jenks in the Snipe BULLETIN November 1961 issue regarding a "tinkering" sailboat such as Thistle, etc. The point Mr. Jenks tries to convince the reader of is that he is proud of the Snipe because it is strictly a one-design boat where only the skipper's skills come into play, unlike the Thistle, and other boats.

Now, with all due respect to the Snipe as a boat and the skippers who sail her, this "strictly one-design" comment is untrue. It is true that since Snipe has been granted international status by the IYRU, hull tolerances have been tightened up considerably, and that is after 28 years. However, right in the very same issue where Mr. Jenks speaks of one design, on page 4, the meeting of the National Secretaries article refers to complaints of the great difference in weight allowed in centerboards ranging from 24 to 80 pounds. One-design?

There is no need to enumerate other variances which keep Snipe from being a truly one-design boat. Without trying to prove which boat is better than the other, Snipers should be aware that since the inception of the Thistle, 16 years ago, the first constructed boats are still fighting it out with the high number boats (1575) for top honors. This is not just the exceptional boat, but many boats. The record bears this fact out. This year's Nationals had 60 boats competing. . . boat 21 took third place. Boat 1, after eleven years of sailing, won her fifth National Championship in 1956, and so it goes. I can furnish more facts to anyone seriously interested in real one-design."

— Robert D. Kronenberg, New York

MR. JENKS REBUTS

"In thinking it over, I'm of the opinion that Mr. Kronenberg may be right that "John Jenks picked on the wrong boat." Actually, I am quite familiar with the Thistle for our local yacht club has more Thistles than any other one-design and I believe it is a fine boat. If asked the question, though, I would still pick the Snipe over the Thistle strictly on the basis of the level of competition. We have had fellows coming out of Snipes who never placed in a Snipe regatta who have become "heroes" overnight in Thistle competition. And still, this is nothing against the Thistle as a boat. I'll frankly admit I think there are a few boats which handle better than a Snipe (the Thistle is one of them in winds up to 15 knots), but I still prefer the Snipe because Snipe competition provides what I believe to be the evenest and top competition of any boat around.

Actually, I think Mr. Kronenberg missed the point of my comments in the BULLETIN. My contention simply was that in spite of the tolerances allowed (variation in daggerboard weight, etc.) that no matter how hard a person may try, you just can't make a Snipe significantly faster by "juggling" shapes, dimensions, or materials within the allowed tolerances. Just why this is true with a Snipe and is not true with a Star, for onstance, I don't know; maybe Ted Wells does, but I accept it as true because of my 22 years of small sailboat racing all over the country.

I'm properly impressed that Thistle 21 (15 years old?) took third place in the 1961 Nationals, but I can point out that the Snipe with by far the best racing record in the country at the present time is Snipe 3518 which was built in 1937, 25 years ago. (3 seconds, 2 thirds in the past 6 years of Nationals competition).

In summary, though, an apology may be due to Mr. Kronenberg. I did indeed pick the wrong boat in mentioning the Thistle, for my thoughts were mainly on the one-design boat owned by the skipper that invited the comments. My basic contention, though, still stands that, "Winning a major Snipe Championship Regatta isn't an indication of having the fastest boat as is so often true in other classes, but is evidence of superior skill, and this, to my mind, is what sailboat racing basically should be about, and this is why I prefer a Snipe!"

WANTED AND FOR SALE DEPARTMENT CLASSIFIED ADS. Used Boats and Equipment

Why not try an ad here for only five cents a word, at a minimum charge of \$2.00? RESULTS WILL BE GOOD!

BRITISH BUILT GLASS FIBRE SNIPES - Wooden decks and trim
Three built-in buoyancy compartments. Price complete ex works ex sails - 195 pounds or 550 dollars. Approximate freight 55 pounds or 155 dollars. All Snipe fittings supplied.
CATALOGUES ON REQUEST

T & M (SEAGEAR), Ltd., Military Rd., Ramsgate, Kent, ENGLAND

WANTED: FIBERGLAS SNIPE with all rigging. With or without trailer. Snipe must now be located in Canada, preferably Maritimes. H. B. Blynn, 2000 Girard Trust Bldg., Philadelphia 2, Pennsylvania.

WANTED: USED SNIPE in good condition, with or without trailer. Write complete description, with recent snapshot if possible. Norman Harris, 402 Awixa Rd., Ann Arbor, Michigan.

FOR SALE: The Beautiful New LIPPINCOTT SNIPE sailed by the Canadian Team in the World Championships last September. Ready to sail equipment plus many extra features. Price \$1195.00. Address: Quassapaug Yacht Club, Middlebury, Conn.

WANTED: DACRON MAIN AND JIB for Snipe. Prefer full cut. Karl Maier, 8 Winthrop Rd., Port Washington, L. I., N. Y. Phone (516) PO 7-3953.

FOR SALE: ATLANTA'S LIPPINCOTT "World Boat" 13002 in excellent condition. Complete and ready to go, less sails and trailer. Make us an offer for this championship Snipe. Fred Pember, 877 Beaverbrook Dr., NW, Atlanta 18, Georgia.

FOR SALE: GERBER SNIPE 9489. Dry-sailed; fully equipped; excellent racing condition. 1 suit ULMER dacron sails; 1 suit Ulmer cottons; 1 Ratsey Orlon jib. Varnished deck; Race-Lite fittings. Minimum weight. Trailer and tie-downs. \$800.00. John Muhlhause, Turkey Hill Rd., Westport, Connecticut.

FOR SALE: OBE SUIT WATTS medium full-cut dacron sails. In good condition and only sailed a few hours - \$100.00. Also one used bronze dagger board, 70 lbs., in good condition for \$50.00. Contact: Bruce Colyer, 100 Churchill Rd., West Palm Beach, Florida, or call TEmple 2-3995.

FOR SALE: RAY GREENE SNIPE 11553. Molded fiberglass black hull with white deck. Dacron sails; aluminum dagger-board; complete with trailer and heavy canvas cover; sailed only one season. Boat now at Lake Chautauqua. Lloyd Dixon, Jr., 540 Squaw Run Rd., Pittsburgh 38, Pa.

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.

SNIPE POSTCARD IN COLOR showing beautiful scene of Snipes racing in the Western Hemisphere Bermuda Regatta. Appropriate Snipe and SCIRA information on the back — a fine 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.

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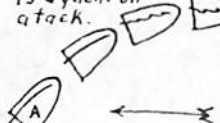
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33.3 Tacking and Jibing.

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Until Head to Wind, A is a yacht on a tack.



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— SANCTIONED RACE DATES —

Feb. 24-25 PACIFIC COAST MIDWINTER Regatta under auspices of Fleet 2 at Los Angeles Harbor. It looks like this will be the best yet with Ted Wells, John Rose, and Lee Thompson in attendance. Lanny Coon, 432 Rivera Tr., Corona del Mar, California.

MAY 5-6 7th ANNUAL COTTON CARNIVAL Regatta, Delta SC, McKellar Lake. Frank Jones, 1416 Glen Oaks, Memphis, Tennessee.

Fleet Officers and Regatta Chairmen are advised to send in for official sanction blanks for their regattas. The system adopted two years ago (see March 1960 BULLETIN) is working very well.



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