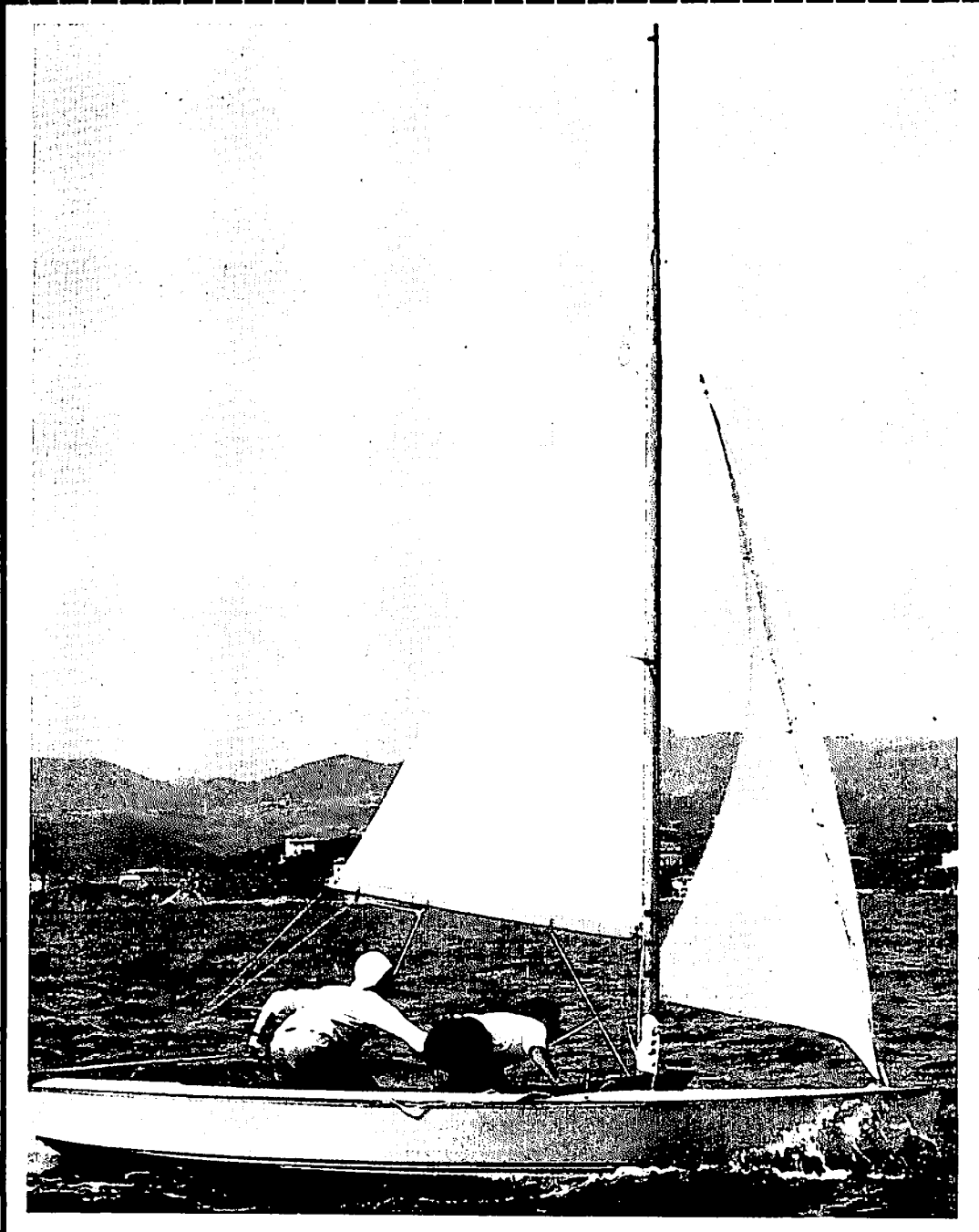


# SNIPE BULLETIN

JANUARY 1955

VOL. 4 NO. 8



**"ISTRIA"**  
1954 Italian National Champion.  
Sailed by Porta, skipper, and Tubarchi, crew.  
Franco Belloni-Genova.

# -FIBERGLAS SNIPES- IF YOU WANT

**DURABILITY**  
**LOW UP-KEEP**  
**PERMANENT FINISH**

**IN YOUR NEW SNIPE, A FIBERGLAS HULL  
BY LOFLAND IS YOUR ANSWER!**

Now available in smooth black or white finish

Place your order early for 1955 delivery

Unfinished hull, complete with molded-in centerboard trunk..... \$385. 00  
With mahogany deck, extra..... 175. 00  
With fir deck, extra..... 160. 00

All prices f. o. b. Wichita--Royalty not included.  
The LOFLAND Co. ---3417 Arkansas---Wichita, Kansas.

"Just Yacht Sails"

*Southern Sailmakers*

LIGHTHOUSE POINT  
FORT SCREVEN, GEORGIA

The finest hand-finished Snipe racing sails, complete as below:

Imported Egyptian..... \$ 90.00  
Verney DACRON..... \$100.00

## FOR SNAPPY SNIPE SAILING!

William F. Crosby, Noted Designer of SNIPE, tells all his secrets in these three books!

BOAT SAILING..... \$1. 00  
SMALL BOAT RACING..... \$2. 50  
AMATEUR BOAT BUILDING.... \$4. 00

The **Rudder**  The Magazine for Yachtsmen

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

## CUSTOM BUILT SNIPE

**MASTS-BOOMS-RUDDERS**

**CENTERBOARD LIFTS**

THE FAMOUS

**MAIN SHEET JAM**  
—our specialty

Patent no. 2-627, 834

**DUFFY and ROBERTS**

1810 S. Orchard Knobb Chattanooga 4, Tenn.

\$12.00

# 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.

## Annual Meeting Information

Final arrangements have been made for the 1955 Annual Meeting of SCIRA and here is all the dope:

All meetings will be held on February 5th, 1955 at the Chicago Yacht Club located on the lake front at the foot of Monroe St. There is plenty of space available for parking or you can easily come from downtown hotels by taxi.

11:00 A. M. Meeting open to the Board of Governors, Officers, Rules Committee, all Secretaries, and any Snipe skippers who would like to attend.

1:00 P. M. Luncheon at the C.Y.C. with regular menu prices prevailing.

2:15 P. M. Continuation of the General Meeting with adjournment not later than 5:00 P. M.

7:30 P. M. Annual dinner open to Snipers, wives, sweethearts, crews, etc. Approximate price will be \$4. 00 each for the dinner. Cocktails are available at the Club before dinner and all are welcome.

The Chicago Boat Show dates are from Feb. 4th to 13th, so you can go to the Show on Friday or Sunday and attend the SCIRA meeting on Saturday. Reservations are necessary by the 28th of January, so please write to Birney Mills, 655 Weber Ave., Akron 3, Ohio, and say how many will be in your party. BETTER DO IT NOW!

## District 3 Meeting Called

There will be a district meeting for all fleet officers and skippers in South Bend, Indiana, on Saturday, February 12th, 1955. All are welcome and suggestions are invited concerning a program and agenda of business. A late afternoon meeting is planned with a dinner and another session that night. Scheduling of regattas for our district will be discussed, plus other affairs regarding making our district bigger and better will be discussed. Contact Buzz Levinson at 5318 N. Delaware Ave., Indianapolis, Indiana or Cleve Slauson, P. O. Box 178, Peoria 1, Illinois.

## Returned for Better Address

Nothing aggravates the circulation department manager more than the payment of return postage for Bulletins returned to this office for better address. There are now 129 names in the dead file--all Snipers who have paid their dues and are entitled to the Bulletin but are failing to get them. Occasionally they write in, quite indignant. Whenever you move, either temporarily for the season or permanently, be sure and notify this office at once so your name won't be buried away. The Bulletin is for you and is by far the best way to know what's going on in SNIPE.

## SAVE SNIPE \$—with an EMMONS SNIPE

UNFINISHED SNIPE HULLS, TRUNK BOLTED IN \$245. 00  
WITH DECK FRAME IN PLACE, READY TO DECK — \$305. 00  
FINISHED WITH DECK READY TO PAINT OR VARNISH \$445. 00  
Complete, without sails----\$750. 00

EMMONS Box 54 Route 1 Central Square, N. Y.

(2) of copy of 1955 program  
 P. 15-16-1

# ITALIAN FLEETS HAVE BIG SEASON

— REVIVAL OF INTEREST AND ACTIVITY IN SNIPEES —



77 SNIPEES AT THE START OF A RACE FOR THE TROPHY "CITTA DI LUINO."

At the end of the long sailing season of 1954, the Italian SCIRA can report to her credit, the re-organization of the class in Italy and a range of very successful regattas, ending with the races in Luino.

No doubt the reorganization of the Class may be considered an important contribution to the diffusion and the increasing interest in snipes in this country. At least, after several years of an almost complete want of interest, the Italian Secretariat has received a new secretary, Conte Vieri Lasinio, and, through him, the Captains of the Italian SCIRA Fleets have found a happy solution to many organization problems (such as the Certificate of Measurement, the translation of the American Log and Rule book, the new construction designs, etc.)

This year, all the snipes participating in the most important Italian sailing championships and races organized by various Sailing Clubs have been in order as to their measurements, conforming to all class rules as well. In those few months of work, the Secretariat has distributed 142 measurement sheets and certificates and 66 numbers for new snipes built within the last two years, while 22 new constructions have been completed this season.

The efficiency of the Secretary is a guaranty to all friends of the Class—to the builders as well as to those who are earnestly and sincerely interested in snipes in the future. All credit for this accomplishment (which was not an easy task) is due to Secretary Conte Vieri Lasinio and his valued collaborators.

Also, the organization of the races and the participation of our crews internationally has had an interesting revival from the same impulse. Thus our crews have been present at the Ski-Yachting Meet at Nice, France, in January last with an honorable classification and at the Easter Race of Monaco, where the victory of "Lassapur" (Reggio-Podesta) was nullified by an interpretation of the race rules by the Race Committee. Neither have the Italian snipes failed to appear at the classic Geneva Regatta in July, where they succeeded in conquering a fine second place with "Porto-rose" (L. Brambilla-P. L. Brambilla) and with further well-placed snipes, which might have been even better if the dis-

qualifications of "Lassapur" (Lasinio-Podesta) and "Pigoli" (Rosso-Galimberti) had not occurred.

The races in Italy of national and international character have been numerous. They usually begin in May at Santa Margherita Ligure where the Eneo and Spalturno Fleets in conjunction with the local Sailing Club have organized the Alberti-Trophy, at which the snipes of 5 nations participated this year. Then followed the Italian Championship at Castiglione with the greatest participation in number as well as in quality, which was won by "Istria" with Porto-Tubarchi. There was, furthermore, the University Championship, won by "Titta VI" (with Scognamiglio-Riva), as well as the Junior Championship, which was revived this year and won by "Lassapur" (Gianni-Segala). Both these races took place at Rapallo and were a great success.

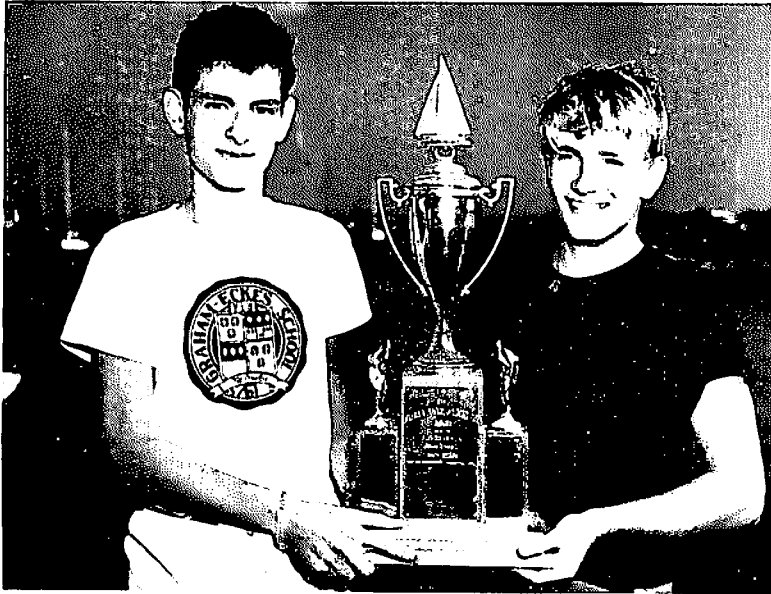
Further important races have been organized at Riva on Lake Garda, at Rosignano, Intra, Triest, and Menaggio by the Sailing Clubs at those places and a great success of all these races as well as participation and quality can be reported.

It is evident that, at the end of such an important sailing season, there must be a BIG RACE. And this has been organized by the very enthusiastic and active managers of the Associazione Velica Alto Verbano in Luino, thus closing brilliantly the Italian season with the international Trophy "Citta di Luino" with a participation of seventy-seven (yes, that's right-77-Ed.) French, Swiss, and Italian Snipes. It was an unforgettable show to see the start of all these snipes gliding along with their white sails, interrupted by the red, yellow, and blue Nylon sails of the foreign boats. This regatta at Luino constitutes, indubitably, an European, if not world-wide, primate as to the number of participants. We imagine that, so far, there has scarcely been seen a start of 77 boats of this quality, including the best Italian and a good many strangers of equal importance.

With the race in Luino, the Italian Sailing Season terminated. The year 1954 will remain a most important year for the Italian Snipe Class, as will be confirmed by its brilliant development during the course of the year.

Article and photo by Franco Belloni—Genova.

# CARLOS RODRIGUEZ WINS FLORIDA JUNIOR TITLE



Carlos Rodriguez, left, and his crewman, Martin Andreas.

Carlos Rodriguez, a 16-year-old curly-haired youth who was born in Madrid, Spain and lives in Panama, sailed off with most of the glory in the Coconut Grove Sailing Club's two day Seventh Annual Regatta held on Biscayne Bay November 20th and 21st. Sailing as a member of the Graham-Eckes School Fleet 51 from West Palm Beach, he scored a cleansweep of both the Junior and Senior events as he handily beat out his rivals in both rough and smooth waters. Although 147 boats representing 13 different classes participated, the Snipe Class was the main event with 9 boats starting in the Junior State Championship and 16 in the Senior Races on Sunday.

Three heats were scheduled for Saturday, but the wind got out of hand and blew away the weather mark along with several boats. Broken masts and busted rigging slowed down things considerably before the start of the first heat. Lucia Guest blew over before the race committee got things going 1 1/2 hours late. Chuck Chance and Raymond LieBeau went over during the first lap with Liebeau's craft submerging while underway and Marcia Hartstone coming home minus her main. The Stars were being run off at the same time and, after three of their six starters failed to finish, things were cancelled for the day. The remaining two Junior heats were run inside the first two senior heats on Sunday, with the juniors earning combined standings for the first two grounds. Rodriguez won the "stay afloat" heat by the commanding margin of 6 1/2 minutes to dominate the division.

With everybody expecting continued high winds on Sunday, ole man weather folded up and left and a bright sun, a smooth sea, and moderate breezes greeted the skippers. The air was so light that some of the boats never made the start of the first heat on time, although they were within 200 feet of the line when the 5 minute gun went off. The first heat was the second for the juniors and the first for the seniors. The air was so light and fluky that the race turned out to be a leeward-leeward race track (if such a thing is possible) with Rodriguez winning the junior half and Charlie Vann the senior section.

The second race was the third for the juniors and the second for the seniors. It featured breezes up to 7 mph in shifts of 60 degrees over a windward-leeward course which Marcia Hartstone took for a first in both divisions. Rodriguez took a 4th in the junior half and a 5th in the senior section, thus winning the Junior State Championship for the second straight year. Marcia Hartstone of Boston finished behind Rodriguez, while Nicky Welsh of West Palm Beach got a third and Loretta Robinson of London took fourth.

The final race was held in the afternoon and was the last one in the senior contest. It had a puffy 8-12 mph breeze



"MAKE WAY" about to cross the finish line.

Photos by City of Miami News Bureau.

over a downwind-upwind course, which was just right for another first for Rodriguez, which victory gave him the Senior championship as well. Lucia Guest of the Graham-Eckes School was the runner-up and Charles Vann of Miami finished third in final standings for the event. — Burt Eaton.

## JUNIOR SNIPE SERIES AT BISCAYNE BAY

### FLORIDA STATE JUNIOR CHAMPIONSHIP

BOAT	SKIPPER	RACES	1	2	3	FIN.
Make Way	Carlos Rodriguez	1	1	1	1	1
Apres Moi	Marcia Hartstone	6	2	1	1	2
Hotte Rodde	Nicky Welsh	2	6	3	3	3
Carina	Loretta Robinson	3	5	6	5	4
Frolic	Janis Caldwell	5	4	5	5	5
Calipso	Michele Levings	4	8	8	8	6
Babe	Raymond LieBeau	dnf	7	7	7	7
Slave Ship	Chuck Chance	dnf	9	9	9	8
Gray Mist	Lucia Guest	dns	3	2	2	9

## SENIOR SNIPE SERIES AT BISCAYNE BAY.

BOAT	SKIPPER	RACES	1	2	3	FIN.
Make Way	Carlos Rodriguez	2	5	1	1	1
Gray Mist	Lucia Guest	4	3	2	2	2
Gypsy	Charles H. Vann	1	2	7	3	3
Apres Moi	Marcia Hartstone	3	1	8	4	4
Frolic	Janis Caldwell	5	6	5	5	5
Firecracker Too	Bert Eaton	6	7	3	6	6
Hotte Rodde	Nicky Welsh	8	4	6	7	7
Sun Dance	Ray Boswell	9	11	4	8	8
Carina	Loretta Robinson	7	8	11	9	9
Babe	Raymond LieBeau	10	9	10	10	10
Rocky	A. La Rosa	12	10	13	11	11
Calypso	Michele Levings	11	14	9	12	12
Schatzi	Tom Murray	13	13	12	13	13
Ogre	Robert Scal	14	12	14	14	14
Slave Ship	Chuck Chance	15	16	15	15	15
CCC	W.E. Kip	16	15	16	16	16

# FRANCE WINS EUROPEAN SNIPE CHAMPIONSHIP SWITZERLAND SECOND, PORTUGAL THIRD. 10 NATIONS ENTER

—AS REPORTED BY HELDER SUARES DE OLIVEIRA, 1953 AND 1954 CHAMPION OF THE LISBON FLEET #188.—

The Snipe Championship of Europe took place last August in French waters and was conducted by the Cercle De La Voile D'Arcachon. We sent over Jaime Sacadura as skipper and Jose Alfaia as crew, these two being the National Champions of Portugal for 1954.

Two days before the first race, on the 7th of August, the Committee started measuring up the sails. We thought that this work would be done very thoroughly and efficiently, but we were disappointed with the slackness of the methods used. All boats were duly passed eventually, but the Spanish Snipe had to wait the approval of the European Secretary of the Class, because the hull was made of plywood and the measurers were in doubt about the thickness of the planking.

The Swiss boat and our boat were the most admired —ours because of the amount of stainless steel fittings, and the painting of the hull, and the Swiss on account of the plastic fittings. We could only find a few new ideas on the Swiss boat. It had a straight "breakwater", a self-bailing cockpit made of plywood with no floorboards, and a whisker pole of aluminum tubing which could be extended and contracted in order to speed up its use, especially when gybing. The faster boats all had a pronounced "V" transom.

Almost everybody had Snipes with minimum weight and centerboards with maximum weight. The slackness of the method of measuring up the boats was only surpassed by the irregular way of measuring up the sails. The French did not use a spring scale to straighten the sails, but simply laid the sails loose on the ground and measured them thus. The Spanish, Italian, and Portugeses delegates protested to the measuring committee, but we were told that no spring tube balance could be had at Arcachon, and that was that! We all laughed at this reply, for we considered it very irregular that no proper tools were being used at an "European" Championship. There was a mixture of cotton and nylon sails. France, Switzerland, Monaco, and Italy used Nylon. England, Spain, Belgium, Denmark, Norway, and Portugal used cotton and Norway's was admired because of excellent shape. The jibs were generally good, with Portugal having the largest sail.

But for the weakness in checking measurements, the rest of the organization was good. The Committee under the presidency of Mr. Beaumaine worked well on the protests and choice of courses. The courses, in my opinion, were clear enough, but Italy, Denmark, and England made a mistake in one of them and argued that the instructions were not very clear. The difference in languages did not appear to make any difference in the races.

Boats taken out of the water were kept in a separate place, but the way of handling all boats without a crane was not at all easy. Sometimes the bottom paint was scraped when placing the boats on the cradles during the operation of wheeling them up the incline.

Presentation of the prizes at the Casino was well organized. All of us had invitations, as well as the delegates of each country, and nobody was forgotten. The British delegate and I were given seats at the head table, where the Lord Mayor of Bordeaux and the President of the Cercle de la Voile, Mr. M. Delimal, were sitting. Mr. Delimal was very gracious to us, indeed. The opening ceremony was quite impressive and drew a large number of people. At this time, the various teams were introduced and flags of the ten competing nations were hoisted.

The first race, scheduled for the 9th at 3 P. M., had to be postponed to the next day due to the strong wind, which capsized the Danish boat. Therefore only this race was sailed on the 10th. The French team took the lead, followed by Spain, Switzerland, and Denmark. Portugal, after a bad start, recuperated and came up to third, but was passed by the Swiss near the finish line, because of a bad tack. France, Spain, Switzerland, and Portugal finished in that order.

The second race, with a medium wind, again gave the victory to France, followed by Portugal, Switzerland, and Monaco. Denmark, Italy, and England were disqualified for sailing the wrong course.

The third race was a harder fight, but France managed to win, followed by Italy, Portugal, and Switzerland. The French skipper, Poissant, had an advantage with his better knowledge of the local conditions of tide and wind.

The fourth race was cancelled because the wind failed and the time limit was exceeded. This race was repeated on Sunday morning with a light wind and victory went to the Swiss helmsman, who sailed a very intelligent course, defending himself well from the French, who finished second, followed by Sacadura, who took third place for Portugal.

Again, the fifth race was cancelled for lack of wind, the boats not finishing within the time limit. It was repeated on the day of the Congress, and almost had to be cancelled again due to lack of wind, but, fortunately, a breeze came up at the last minute and the boats just managed to get over the line in time. Italy had a protest against Portugal, but it was not handed to the Committee, presumably because it would not have affected the final results! The superiority of the French team is undisputable. They won four of the five races and showed real class, allied to a thorough knowledge of the various currents of the river at Arcachon, which, no doubt, helped them to win. Their choice of tacks proved invariably to be correct.

After the French, the Swiss were the most outstanding. It was the only team with a feminine crew. Renevier was a good helmsman and Mlle. Birkight a very good crew.

We need not praise Sacadura, for we all know he is also a very good skipper. However, he was handicapped by his cotton sails, as they were not suitable for the rainy weather, and Nylon sails had a very big advantage. All races were well contested and I would like to mention that, with such fluke winds prevailing when the repeat races took place, Sacadura and the French were the only two who managed to get around the last mark of the course. Alfaia was a very good crew for Sacadura.

Spain, represented by Salvador Pujadas and Enrique Mirteria, would have fought for third place with Sacadura, but they were rather irregular and, although good on windward legs, they lost way with free winds, especially running. Monaco came out fifth, because of Denmark and Italy being disqualified. The brothers, Manuelo, however, did some very fine racing.

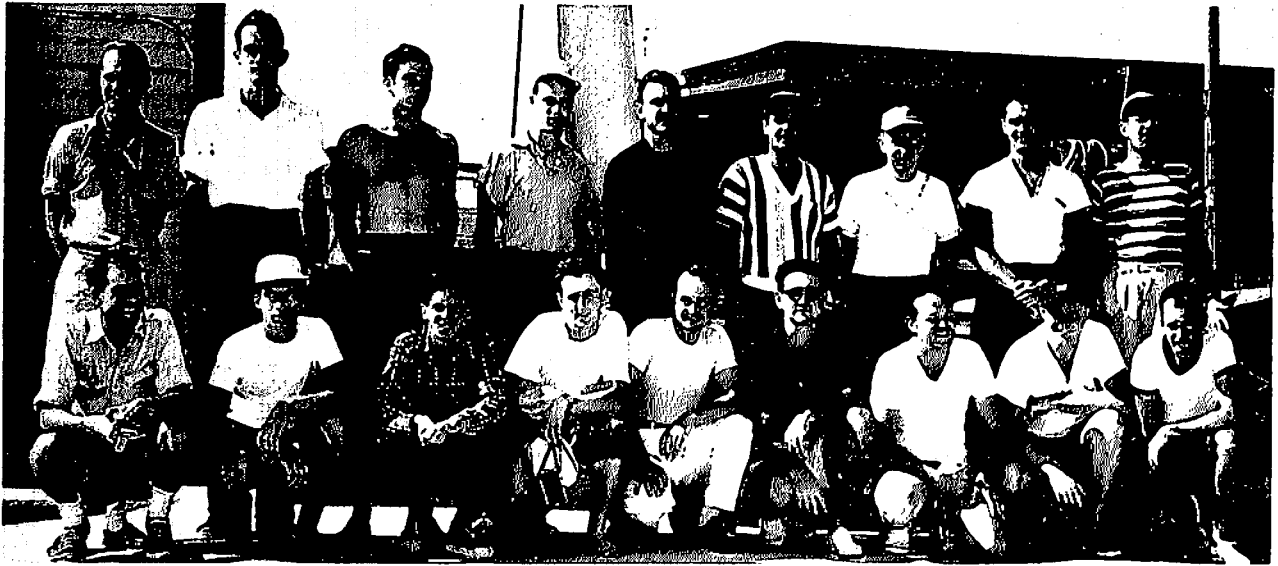
Vittorio Porta and Francisco Tubardi of Italy would have finished much better but for two disqualifications. They were rather good with gentle breezes. Ole Botved and Jorgen Stork of Denmark gave me the impression of being a good team. Their starts were always correct, but a disqualification and some bad tacks relegated them to seventh place.

Dany Graux (14 years old) and Freddy Michils represented Belgium. Per Skjonberg (with an Englishman for a crew) for Norway and Ronald Moody with A. S. Condee for England were the weakest teams.

The Congress took place in Bordeaux and all the delegates from the various nations took part under the Chairmanship of Mr. M. Rochat. Amongst various other matters, it was decided to suggest to the International Rules Committee that they should hurry the issuing of the measurement sheets for the building of Snipes in fiberglass and plywood. It was also decided that the racing instructions in the future should be issued in the language of the organizing country and in English and that championships should last seven days and not less than three races should count to be validated. This last resolution was induced by what almost occurred this time at Arcachon: the lack of wind almost forced upon the organizers the cancellation of the whole regatta! When the vote was taken to decide which country would

# U.S. WINS WESTERN HEMISPHERE RACES

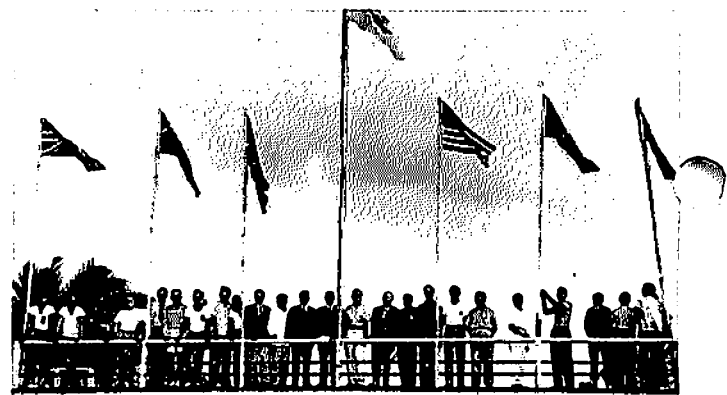
## CUBA SECOND. NINE ENTRIES FROM SIX NATIONS COMPETE



U.S. Bermuda Bermuda Canada Brazil Cuba U.S. Bahamas Cuba  
 Left to right: Top row: Terry Whittemore, Clifford Simmons, Kenny Simmons, Dick Shaw, Clío Braga, Jorge Mantilla, Ted Wells, Godfrey Kelly, Dr. Clemente Inclan. Crews, bottom row: Bob Whittemore, Eugene Simmons, C. Soares, Bob Dauphnee, Emilio Salvi, Carlos Sela, Fred Schenck, William Christie, and Dr. Carlos Inclan. Photos by Barcino, Havana.



GONZALO MELENDEZ SCIRA COMMODORE TED WELLS COMMODORE RAFAEL POSSO



CONTESTANTS FROM 6 COUNTRIES WITH REGATTA OFFICIALS AT OPENING FLAG CEREMONY

The Western Hemisphere Championship in the Snipe Class, was sailed in the Gulf of Mexico off Havana, Cuba, Nov. 15-20, in standard regatta weather, which, of course, means weather which is completely the opposite of normal conditions. Anyone who has ever sailed in the Gulf at Havana in November will hardly believe that the six race series was sailed with winds of 2-8 mph. from the north and northwest instead of the normal 20-25 mph. winds from the northeast.

Sailing in this regatta, which is limited to two boats from each country, were nine crews from six different countries. Borrowed boats were used with a different boat being sailed by each skipper in each race. Some of the boats were built by professional builders and the rest by individuals, but they were all equipped and rigged identically and their performance was quite equal, although two of them appeared to be consistently better and two a little poorer than average in the prevailing light going. The regatta is a six races affair with only five races counting in determining the final standing, each skipper being allowed to eliminate his worst race at the end of the series.

Terry Whittemore of Naugatuck, Conn., with his brother, Bob, as crew, won a decisive victory with three 1sts, a 2nd, 3rd, and 4th. At the end of the third race, it appeared that the championship would be a battle between Whittemore and the defending champion, Ted Wells, of Wichita, Kansas, and his crew, Fred Schenck, of Newport Beach, Cal. But, in the light and extremely variable winds of the 4th and 5th

races, Wells was only able to take a 5th and 7th, while Clemente and Carlos Inclan, of Havana, took a 1st and 3rd to move into second place.

In the 6th race, Jorge Mantilla and Carlos Sela, also of Havana, took a long tack along the shore after a perfect start and, contrary to the local theory that you should always tack off shore out of the unfavorable current near the windward mark, this tack paid off with a 1st place. Most of the fleet followed Mantilla eventually, while Inclan and Wells had a private battle and apparently continued to think that logic would prevail in the end. It did not, with the result that Wells finished in 6th and Inclan in 7th in this race, which put Mantilla in 3rd place and Wells in 4th for the series. Inclan was able to drop his 7th place in the final scoring and finished in 2nd place for the series.

### FINAL RESULTS OF WESTERN HEMISPHERES.

NATION	SKIPPER	RACES	1	2	3	4	5	6	PTS.	FIN
United States	T. Whittemore	2	1	1	1	1	3	7765	1	
Cuba	M. Inclan	3	2	4	3	1	7	7378	2	
Cuba	J. Mantilla	5	6	2	2	2	1	7163	3	
United States	T. Wells	1	3	2	5	7	6	7086	4	
Canada	D. Shaw	4	5	5	6	3	2	6782	5	
Bermuda	C. Simmons	4	7	8	9	6	9	6703	6	
Bahamas	G. Kelly	4	9	8	7	5	4	5934	7	
Bermuda	K. Simmons	4	7	8	9	6	9	5798	8	
Brazil	C. Braga	7	8	7	8	8	8	5579	9	



# VAMOS A LA REGATA!

by Terry Whitemore

I know of fourteen very spoiled Snipers from five countries right now—four from the U. S. A., four from Bermuda, two from Canada, two from Brazil, and two from the Bahamas. I know of four more from Cuba who may be broke now, but there's no denying that the waters and the facilities where they sail and race emulate Paradise itself.

Believe me, we were virtually showered with hospitality throughout our entire visit. We were met at the airport, whisked through customs, and driven to our rooms in a new hotel overlooking the beautiful blue waters of the Gulf. Within minutes of our arrival at the hotel, we were given keys to a car for our own use for our entire visit. All the visiting teams, as well as visiting dignitaries, were assigned to the same floor of the hotel. Since there were several U. S. Snipers there to spectate, plus the donor of the Western Hemisphere Trophy, Mr. John Hayward himself, the atmosphere was very much like a college reunion.

Our sailing headquarters was the fabulous Miramar Yacht Club, located a short distance from our hotel. In itself, this Yacht Club is worthy of pages of description, but in short, let me say that we have nothing resembling it in this country. Aside from swimming pool, lovely beach, bowling alleys, tennis, squash, and jai-alai courts, baseball diamond, and football field, it sported two electric hoists for small boats and a track ramp for larger ones. The boat set-up was all on a cement pavement to facilitate handling the boats on shore. I sometimes had the feeling that even their power boats were dry-sailed.

At the Yacht Club, we had a chance to meet and talk with all of our generous hosts. In the order of our meeting, we first met two members of the Cuban team, Drs. Mente and Medicini Inclan, followed by their team mates, Jorge Mantilla and his crew, Carlos Sela. A grander group I have never met, and extremely formidable opposition in racing. I might add that they are also expert in the large ocean racing classes as well as being tops in Snipes.

We also had the pleasure of meeting Commodore Rasco of the Miramar Yacht Club. He not only gives a new Snipe to the club fleet champion each year as told in the October Bulletin, but also made available his beautiful new Sparkman-Stephens Yawl, the "Criollo", Cuba's latest bid for ocean racing supremacy, as a spectator boat. What a honey she is, too----and we all wish her God Speed in what we hope will be a long and successful racing career!



The spectator boat: Commodore Manuel Rasco's "Criollo".

Also on hand to greet us was Commodore Posso. He is Comodoro Del Habana Yacht Club as well as being Presidente de la Federation Nautica de Cuba. He, along with his fellow countrymen, left no stone unturned to make our visit, —win, lose, or draw—a most memorable occasion.

I have heard of Gonzalo Melendez for years now, and at long last had the opportunity to meet him in person. It is to him that we owe a large debt of gratitude for organizing this complicated affair and, as witnessed by its success, he

did a terrific job. Actually, it would be impossible to pay tribute to all the people in Cuba who did so much for us during our stay. I do, however, wish to compliment Mario Bustamente, who did a superb job as Chairman of the Race Committee. He never flubbed a starting line, despite shifty winds. Also, to the chief measurer, Carlos Bosch, who, incidentally, was leading in the Cuban Nationals until the last race.

The next morning we visited the 9 Snipes we were to race. Two were built in Cuba, two Mills, two Danish, and three Gerbers. The Snipes belonging to Mente and Jorge were not in the line-up, since they felt they might have an advantage if they drew their own Snipe for a race. All 9 were in excellent condition, identically rigged. We were to draw for a different boat before each race, and never race the same boat twice.

At the skippers meeting (carried on in Spanish, Portuguese, and English) we were told that we could not change the rigging or track location, since all had been fixed exactly the same. We could, however, change the location of the fair-leads on the tracks and also, the length of the traveller. Both inside and outside tracks were provided; the travellers were adjustable from jam cleats under the deck. Identical whisker and reaching poles were provided, even to the length and fittings on the ends. Furthermore, new tools were in each Snipe; all had Duffy-Roberts jam cleats on the boom; boom vang, pumps, sponges, protest flags, life preserver cushions, and anchors. In short, every conceivable measure was taken to provide equal boats fully rigged and equipped for racing according to class rules under all conditions.

In a practice race, one Snipe seemed less lively than the others. Ted was asked to try it, and, although he won the trial with it, another Snipe was substituted in its place, since there was still a measure of doubt about it. In the regatta itself, Mente Inclan drew the same six boats as I did. Ted drew three that we didn't. With one of the three, he won the first race, yet the boat ended up last, boat-for-boat, in the regatta. To further show how close the boats were, I drew the boat for the last race which, after the fifth race, was in last place in the boat-for-boat standing. I came in third with it, which moved its standing up to sixth place. Under every kind of analysis, the boats were extremely equal, as witnessed by the fact that, on a point scoring basis, the difference between the first and last boat was less than half the difference between the point scores of the first and last skipper.

My brother, Bob, wired home, "Surviving regatta better than the parties." We were royally entertained every moment of our visit. We were taken to the famous Bacardi Bar, el Casino Espanol, the Havana Yacht Club, where Charles de Cardenas, the International Star Champion, keeps his boat, and the Club Nautico Internacional de la Habana, which is the terminating point for the St. Pete-Havana race. We also spent a most delightful evening as guests of Commodore Rasco in his enchanting home. Therein lies Bob's and my first introduction to La Bomba. Perhaps Ted will tell you of the history of La Bomba in one of his articles sometime. My only comment is that it definitely has an amazing effect.

We squeezed in, also (although I don't know how), La Tropicana night club, which is a spectacular sight, and a game of jai-alai, thanks to Pepe Aguirre, who was always on hand to help us in every way possible. On top of that, they provided us with grand weather throughout our entire visit. In fact, the only thing they didn't provide us with was enough sleep. In any event, the combination was unbeatable.

In closing, I want to say how very impressed I am with the Snipe spirit internationally. It cost the Brazilians about nine times more than our trip cost us from New York, and thirty-six hours flying time each way, yet they wouldn't have missed it for the world, and they were constantly enquiring about ways and means to increase the Snipe Class, already the most popular class in the world. The Bahamas now have a new fleet there and I'll bet you'll be hearing a great deal about them in the future. Canada and Bermuda each sent excellent teams, although this was the first time they have raced outside of their home grounds. **THERE'S NO QUESTION ABOUT IT, THE SNIPE HORIZON IS JUST BECOMING CLEAR—AND IT'S UNLIMITED!**

P. S. Thank you, Tom!

## ATTENTION - all fleet captains!

Point scores for the past season are beginning to come in to headquarters and the first returns will be published next month. Many Fleet Captains do not realize that it is their obligation to make these fleet reports under Section 13 of the Constitution, which says, in part, "Failure to file such reports may result in the withdrawal of the Fleet Charter and suspension of the Fleet". These reports are proof of activity of the fleet in meeting SCIRA requirements and thus help to maintain high standards for membership in the Association. If you require score sheets, write to headquarters for them. PLEASE do not send in scores for boats that didn't take part in at least 5 point score races. Also, do not send in scores for unmeasured boats or for boats whose owners have not paid SCIRA dues in 1954. Such scores are only discarded and make extra work for everyone. Everyone likes to see how they stand on a comparative basis, so let's do a good job this year!

### The Rules Committee Sounds Off!—

**INTERPRETATION OF RULE #50:** If a boat does not make the 425 pound weight limit, weight may be added as such immediately under the deck only, or part of the structure of the hull may be replaced. Under no circumstances can lead or other ballast be added to the bottom of the boat.

**DEFLECTORS** can not be allowed because they do not conform to the general configuration of a Snipe as described in the plans.

### Could this be Ye Olde Englishe?—

"Euphonius names have almost become household words in the yachting world, and so I was completely taken off my guard when, at Burnham, I came across a plywood yacht in the quay. Believe it or not, her name in chromium-plated letters screwed to her stern was "Maid of Pligh." This can not be allowed to pass without comment:



HUH?

"The Maid of Pligh,  
We hope, will fligh  
Across the summer seas;  
And as she flighs  
She'll dunk the guighs  
Who think up puns like these."



YOU WILL LOVE THIS!

—From "The Walrus" in British YACHTING WORLD.

Custom Built according to OFFICIAL SNIPE PLANS

# RACING SNIPEs

## Hollow Masts - Booms

Luff-slot entrance ash-reinforced on both

For replacement or for re-building your Snipe:

Deck beams • Trunks • Laminated Stems • Spray Rails  
Rudders • Tillers Whisker Poles

Completed Hulls  
Ready for painting



Pre-assembled  
Snipe Frame Kits

DE LUXE  
"T" SHIRTS  
WITH YOUR  
CLUB EMBLEM

ACCURATELY REPRODUCED  
IN YOUR CLUB COLORS

Our "T" Shirts are made of the finest quality Combed Yarn. Full cut for luxurious comfort and available in White or Maise, in all sizes. Emblems reproduced in Wash-Fast Colors. Write for Descriptive Folder and Prices.



MINERO-NEWCOME & CO., INC.

## Report New Officers Promptly—

Now that the season of annual meetings and bulging waist-lines is upon us, most fleets are electing officers for the new sailing season. Some have notified us promptly and we appreciate it, for we are already making up copy for the 1955 Rule Book and, of course, up-to-date information is essential to the value and usefulness of the book. So we request every Secretary to send us this pertinent information promptly for our records. As has been stated every year, officers can make or break the fleet and SCIRA is no better than the fleets which compose it. Be sure and pick good men for these important jobs.

## Snipe News in Brief—

The next European Snipe Championship will be held in 1956 at Burnham-on-Crouch, England. . . . The 6 English fleets now have a total of 73 boats, which is quite an advance over last year's total. Maldon Fleet #362, for example, started from scratch in 1948 and now has 20 racing snipes with 3 more being built this winter. . . . Dr. W. H. P. Poad is the National Secretary Pro-Tem for the Bahamas. . . . Jack Wirt, well-known former Snipe sailor, out-distanced two challengers in the Bantam Race at the Coconut Grove Regatta to win the title for the fourth year. Bantams, which once were predominant in South Florida, are disappearing from the Biscayne Bay waters, although no one can say just why interest has died out in the class. . . . The recently organized Shark River Yacht Club at Neptune, N. J., is considering SNIPE as the boat upon which to build a one-design class. Mrs. E. F. Rockafeller, 88 Lake Ave., Ocean Grove, is the acting Secretary and, if you can help her get organized, don't be at all bashful. . . . Henry Aldis at City Hospital, 4940 Eastern Ave. Baltimore, Md., says that some of the residents and internes at the hospital are interested in sailing and Snipes in particular. . . . Ora J. Pettit, Secretary of the Wilson Yacht Club, Wilson, N. Y., wants complete information of forming a fleet. They have ten snipes now and a good possibility of more next year. This should be a welcome addition to the strong New York State Association. . . . The Sequoyah Fleet 68 at Tulsa, Oklahoma, had the season's 50th point score race on Nov. 16th. Chet Livergood, Fleet Captain, deserves a lot of credit for this fine record. . . . SCIRA wants to extend official compliments to Dr. Malcolm Stevenson for the good job he is doing in organizing a new fleet at Memphis, Tenn. They will start off the season with 5 boats, three of which are new fiberglass hulls. . . . Likewise, to Bill Kilpatrick for doing the same thing at Oklahoma City. . . . And the last letter opened is from Doc Moyer at Olcott, N. Y. who writes, "I have been racing in various small class boats for years and have owned various snipes ever since they came out. I like them better than any boats I have ever raced and that is plenty for one of my years. 73 years old and racing is what keeps me young and active. Best of luck to SCIRA! We all miss Bill Crosby, whom I knew very well, meeting him in various International regattas."

An ad this Size Costs  
**FIVE BUCKS**  
one time only

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

## BOAT LUMBER

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

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

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

Ask for free folder

MAURICE L. CONDON CO. INC.

270 FERRIS AVENUE  
Tel.: WH 6-4111

Dept. S-7

WHITE PLAINS, N. Y.  
Open Saturdays



**Danish deluxe racing snipes with**

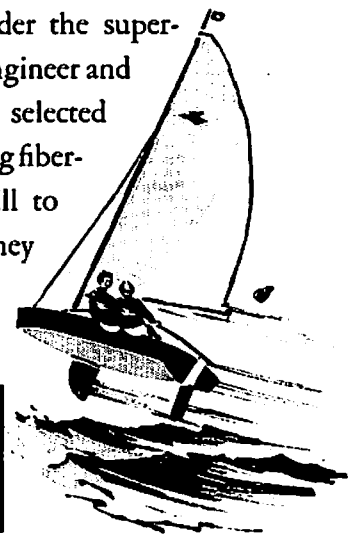
# fiberglass hulls



**all colours ... also white**

**F**rom the experience of making more than 100 racing Snipes we have learned a lot of things, last but not least that wood is the world's most unthankful material for use in a boat hull. Therefore, when the use of fiberglass for making the hulls became a fact we immediately started to work on this project. We are proud to introduce the result to all of you. It became necessary to move from our plant, and we have just inaugurated a new

one built up in all details to suit the needs and requirements of your Snipe — your fiberglass Snipe. Made from the best raw materials available in the U.S., under the supervision of an outstanding engineer and finished by our staff of selected craftsmen, these outstanding fiberglass Snipes will be a thrill to own and to race. And they are reasonably priced.



*for further details and quotations:*

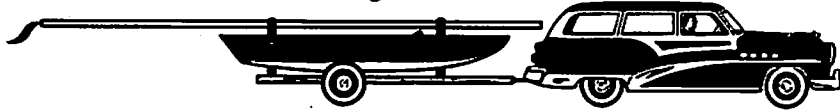
**OLE BOTVED**

**767 HIGH RIDGE ROAD, STAMFORD, CONN.**

A demonstration fiberglass Snipe will be in Stamford by the end of the month.

# Wells Wanderings

by  
Ted Wells



## ALIBIS AND COMMENTARIES.

Fortunately, I established my alibi when I wound up "Scientific Sailboat Racing" by stating that constant practice is the most important thing in becoming a successful racing skipper. The weather furnished alibis for the Cubans, Mente Inclan and Jorge Mantillo--they are accustomed to sailing in high winds and big waves, which Havana always has in November--but not this time!

Terry Whittemore doesn't need any alibi, as he sailed an absolutely faultless series. The contestants from Canada, Bermuda, the Bahamas, and Brazil don't need any, either. Most of them were sailing in their first international competition and all of them pushed the winners at times.

The winds were from north to northwest and from 5 to 8 mph except in the 4th race, where the first lap was pretty much of a drifting match. The sea varied from almost flat to fairly choppy, with none of the big waves which are normally produced on the Gulf off of Havana by the northeast trade winds which always blow in November. (Remember the Nationals at Barnegat Bay where the wind is always from the south and never over 15 mph--and at Ardmore, Oklahoma, where the wind always blows?)

"On shore" winds on large bodies of water are supposed to be steady, but north and northwest winds at Havana don't go along with that theory. In the first three races, the winds were only normally tricky. In the second race, Terry had passed me to leeward on the reach near the end of the first lap, and was covering me on the second beat. The wind had headed us enough on the port tack so we could almost lay the mark, and I could force Terry when I went to starboard. Mente was hopelessly behind. Then the wind shifted about 45 degrees, putting Mente ahead. Terry caught him, but I didn't. In fact, when I got onto the starboard tack, I was directly behind Terry.

In the third race, I was far enough ahead of Terry on the first beat that I didn't think it was necessary to cover him when he went off on the port tack, which was the one closest to the mark and not too far from laying it. A few minutes later, all the boats to windward came up from behind, pointing much higher and going faster. The ensuing scramble to get around the windward mark with all 9 boats arriving at once was really something to see, but I would have preferred to have viewed it looking back from Terry's position instead of from my spot in the backwind of about five boats.

All of this leads up to one of the unexplainable things about one-design boats. The 9 boats furnished were as near to being equal as one could ever get with 9 boats made by 4 or 5 different builders. In the second race, Terry had gone through my lee on a fairly broad reach with no difficulty at all (he tried going through to windward, but I managed to discourage that by keeping almost directly ahead of him.) I was about ready to throw away those 1941 sails and take lessons on reaching, when, in the third race, I managed to pass Clifford Simmons of Bermuda on the final reach of both second and third laps. Some boats just reach better than others, I guess, but I'm sure I don't know why.

In this race, another new phenomenon was brought to light. This is, I believe, the first clinical recognition of a mental disease known as "WEEDITIS". It is brought on by being passed once or twice by picking up weeds and thinking it was a windshift that did the job. (With a north wind, there are weeds in the Gulf.) The symptoms are insistence by the

skipper that the crew raise the board and run back and check the rudder every time the boat slows down or falls off for any reason. The results are that when you finally work your way up to a small lead as I did near the end of the second beat, you rapidly work your way back to third place again as the disease takes hold.

The 4th race was more or less of a routine drifting match in the first lap, as it took about an hour to get to the windward mark. The second lap wasn't much better, but it seemed to confirm the local belief that two of the boats (one of which I had in this race and the other in the next race) were definitely slow in light winds. The difference was not very great but it was definitely there. However, I know of several skippers in this country who can make their boats from this same builder go as well in light airs as any other snipe. Is there some mysterious difference between their boats and the others, or do they just know how to sail them better? I do not know, but I am convinced there is a difference.

In the 5th and 6th races, the wind situation really got screwy. The wind was light and seemingly steady and the obvious thing to do was to head away from shore on a starboard tack to avoid the unfavorable current on shore and get into the favorable current off shore. The only fallacy with this logic was--it didn't work! The farther you went on a port tack before going over on a starboard tack, the better you were. I kept insisting to myself that this condition couldn't last and that logic would triumph in the end. It didn't! In the 6th race, the private fight that Wente Inclan and I had all around the course didn't help, either.

Which leads to the last commentary--on the effect of luck, good or bad, in racing. It is very convenient to use bad luck as an alibi for not winning races and certainly, if you get caught in the wrong place with a 45 degree shift, it is bad luck. Also, sometimes people whose average performance wouldn't predict their being on top, end up there by a lucky break on wind shifts. But the skipper who is really good seems to be able to avoid the traps and be in the right place at the right time more often than not. And I don't think it is luck. I think that one of the secrets of being a really hot racing skipper is the developing of a sort of 6th sense to keep him out of the worst traps and anticipate the good ones. How does he develop this sixth sense? I think by constant practice and by doing lots of racing. At least I know you don't develop it by racing once or twice a month.

While there really weren't any new lessons learned from this regatta, people have a tendency to forget things they have already learned, and there are a few conclusions that can be drawn.

On large bodies of water, particularly when the wind is from an unusual direction, the wind can be extremely variable, both in direction and velocity. Generally, these variations are of the geographic type and without any rhyme or reason. This means that when they occur, they stay that way for a fair length of time and the condition remains fixed. If you are in a spot where the slant is not good, there is no point in sitting there waiting for it to move over to you as it will never get there. You must keep your eye open constantly and when you see something unusual happening, do something quickly even if it means going off of what looks like a very good tack and even if it means going contrary to all logic about currents, where the wind should shift, etc. It is fatal to just keep going as you were, hoping that the wind will eventually do what you think it ought to do. (Top of page 11)

If you find that you are suddenly being headed and the boats behind you are not, tack immediately rather than waiting in the hope that the shift will get to them and even things up again. You have probably sailed into a new slant which is not going to get any better as far as you are concerned and which boats behind (and especially to windward) may never get into.

Always cover your nearest competitor, but in the process don't lose sight of the fact that someone else may have suddenly gotten a terrific advantage and has all of a sudden become your nearest rival instead of the boat that you are covering.

If you want to get by a boat to windward on a reach, head up immediately on rounding the mark and don't do a half-way job of it. Conversely, if you don't want to be passed to windward by another boat close behind you on a reach, do the immediate heading up yourself and stay directly in front of him. Obviously, in either of these cases you must keep an eye on the boats behind you who are probably sailing a much shorter course to the mark.

**Varalyay BUILT SNIPES**  
*... Again ...*  
**"The Choice of Champions!"**

1954 NATIONALS	1st. TOM FROST
	2nd. TED WELLS
	3rd. TERRY WHITTEMORE

**VARALYAY BOAT WKS. GARDENA, CALIF.**

**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!

**BUILD YOUR OWN TRAILER:** Get a blueprint and detailed instruction sheet for a trailer especially designed for your SNIPE from SCIRA, 655 WEBER AVE., AKRON 3, OHIO. ONLY \$1.00 postpaid.

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

**WANTED TO BUY: A USED STAINLESS STEEL DAGGER BOARD.** Must be LIGHT and sharpened. Bruce Munro, 566 Northumberland Rd., West Englewood, New Jersey.

**FOR SALE: RUMSEY-OTT SNIPE #6382.** Good condition, completely done over last Spring, dry sailed, with a good racing record. Complete, with one suit of sails for \$550.00. Write: Louis H. Jordan, 69 Central Ave., Waterbury, Conn.

**FOR SALE: EMMONS SNIPE #5113,** measured and registered. Very light weight--complete with one suit of Larsen sails. Price \$250.00. Terms, if necessary. Len Burch, 222 Twin Oaks Road, Akron 3, Ohio.

NOW IS THE TIME TO BUY OR SELL A SNIPE. ALLOW PLENTY OF TIME TO GET READY FOR NEXT SEASON!



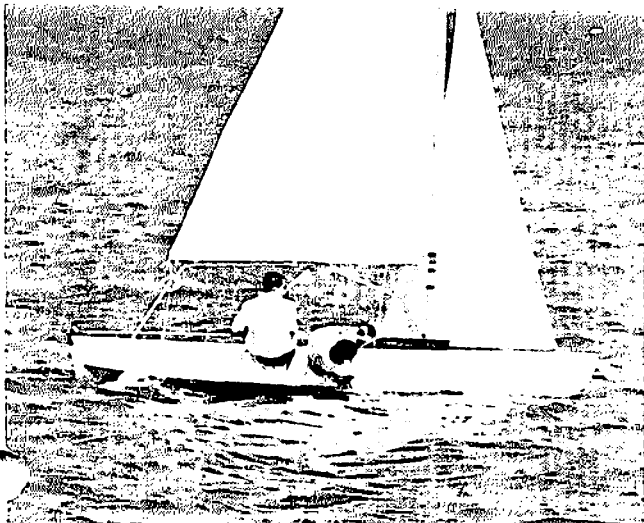
*Snipe Building Plans*

BOOKLET . . . \$2.00  
 BLUEPRINTS . . \$5.00

SCIRA 655 WEBER AVE. AKRON 3, OHIO

*Sails  
 by Watts*

Make your next suit of snipe sails Watts dacron! We have pioneered in the testing and developing of Dacron sails. For more than five years we have worked in close cooperation with the weavers of the cloth and the men who race with the sails to develop the best technique for designing and building winning Dacron Sails.



**KENNETH E. WATTS . TORRANCE, CALIFORNIA**

Tom Frost sailed "Snowball" to victory in the Junior and Senior National Championships, also the European Championship.





Airollers are heavy canvas cylinders 9½" dia. by 48" long, neoprene rubber lined and inflated by mouth only. They're used to roll boats up on shore, and are rated for sailboats and outboards up to 1200 lbs. Airollers roll without "sinking in" or "stalling" over sand, pebbles, rocks, mud, ramps and paved surfaces with amazing ease. Low pressure and frictionless they will not damage the finest racing finish. Snipe skippers have found Airollers wonderful for bottom cleaning, end-of-season storage, rolling up the beach to the trailer, temporary mooring float, fenders, and emergency life preservers. When deflated they stow in a small space. An illustrated folder will be sent free upon request.

Standard Airollers . . . \$15.00 each  
 \$30.00 a pair boats up to 1200 lbs.  
 Junior Airollers . . . . \$9.00 each  
 \$18.00 a pair boats up to 400 lbs.

**THE AIROLLER COMPANY**  
 Boston Post Road, Corner of Fair St.  
 Guilford, Conn.

(EUROPEAN CHAMPIONSHIPS continued from page 5.)  
 be host and organize the next European Championship, England was given the preference over Portugal by two votes. The welcome we all received from the organizers at Arca-chon and the splendid time we had made all the competitors and delegates wish to be chosen to go to Santander, Spain, next year for the World Championships.

**SUMMARY OF THE 1954 EUROPEAN CHAMPIONSHIPS.**

NATION	SKIPPER	FINISH
FRANCE	Poissant	1
SWITZERLAND	Renevier	2
PORTUGAL	Sacadura	3
SPAIN	Fujadas	4
MONACO	Mamelo	5
ITALY	Forta	6
DENMARK	Botved	7
BELGIUM	Graux	8
NORWAY	Skjonberg	9
ENGLAND	Moody	10

**"La Ligue Mediterranée"**

At the October 9th meeting of the Eastern Mediterranean Association, the following schedule of events was adopted:

- Villefranche: December 25, Coupe de Noel-All types.
- CN Nice: December 28 through Jan. 4-All types.
- Cannes SRC: January 7-8-9, Ski Yachting-Snipes and Flying D's.
- Cannes SRC: February 3 through 11, "Regates Royales"
- Villefranche: March 26-27 —All Types.
- Menton: April 1-2—All types.
- Monaco: April 3-10, including a cruising race-All types.
- St. Jean Beaulieu: April 7-All types.
- Cannes SRC: April 12-17, "Regates Internationales"-All types.

**"FIRST TO THE MARK"**

This beautiful etching, an authentic reproduction of a close-hauled Snipe, comes in a limited numbered edition signed by the celebrated marine artist, Yngve Edward Soderberg, of Mystic, Conn. The plate size is 9" x 12", mounted on a heavy matt 14"x19" ready for framing, and priced at \$10.00 per copy plus \$.50 postage. It may be personalized with your own numbers on the sail, if desired, for an additional \$5.00.

See it on the cover of the November Bulletin.  
 A PERFECT GIFT OR PRIZE FOR ALL SNIPE SAILORS!  
 Send orders to Scira, 655 Weber Ave., Akron 3, Ohio.

**SNIPE SKIPPERS--CREWS--BUILDERS!**

Send in a photo, sketch, or explanation of the latest improvement on your boat. Tell other snipers about some gadget on your boat or how you manage to make it go faster.

**IMPROVE THE FLEET—IMPROVE YOURSELF.**  
 Help the Greenhorns get acquainted!

**EVERYBODY WELCOME!**

**Come to the 1955  
 INTERNATIONAL MID-WINTER  
 SNIPE CHAMPIONSHIP REGATTA  
 CLEARWATER YACHT CLUB**

**MARCH 8, 9, 10, 11-1955.**

Clearwater, Florida.

Write: John T. Hayward, 122 Bayside Dr., Clearwater, Fla.



**WORLD'S CHAMPIONS USE  
 SAILS BY  
 LARSEN**

Jorge and Carlos Vilar Castex of Argentina won Snipe Class World's Championship in 1948. They were Second in 1949 and WON AGAIN in 1951. It was no accident, because they used EXCLUSIVELY

**LARSEN CHAMPIONSHIP SAILS**  
**LOUIS J. LARSEN, Yacht Sailmaker**  
 WARREN STREET NEW YORK, 7, N.Y.



"Say, did you ever hear about the two mosquitos sitting on Robinson Crusoe? One said, 'Gotta buzz off now. I'll see you on Friday.'"

