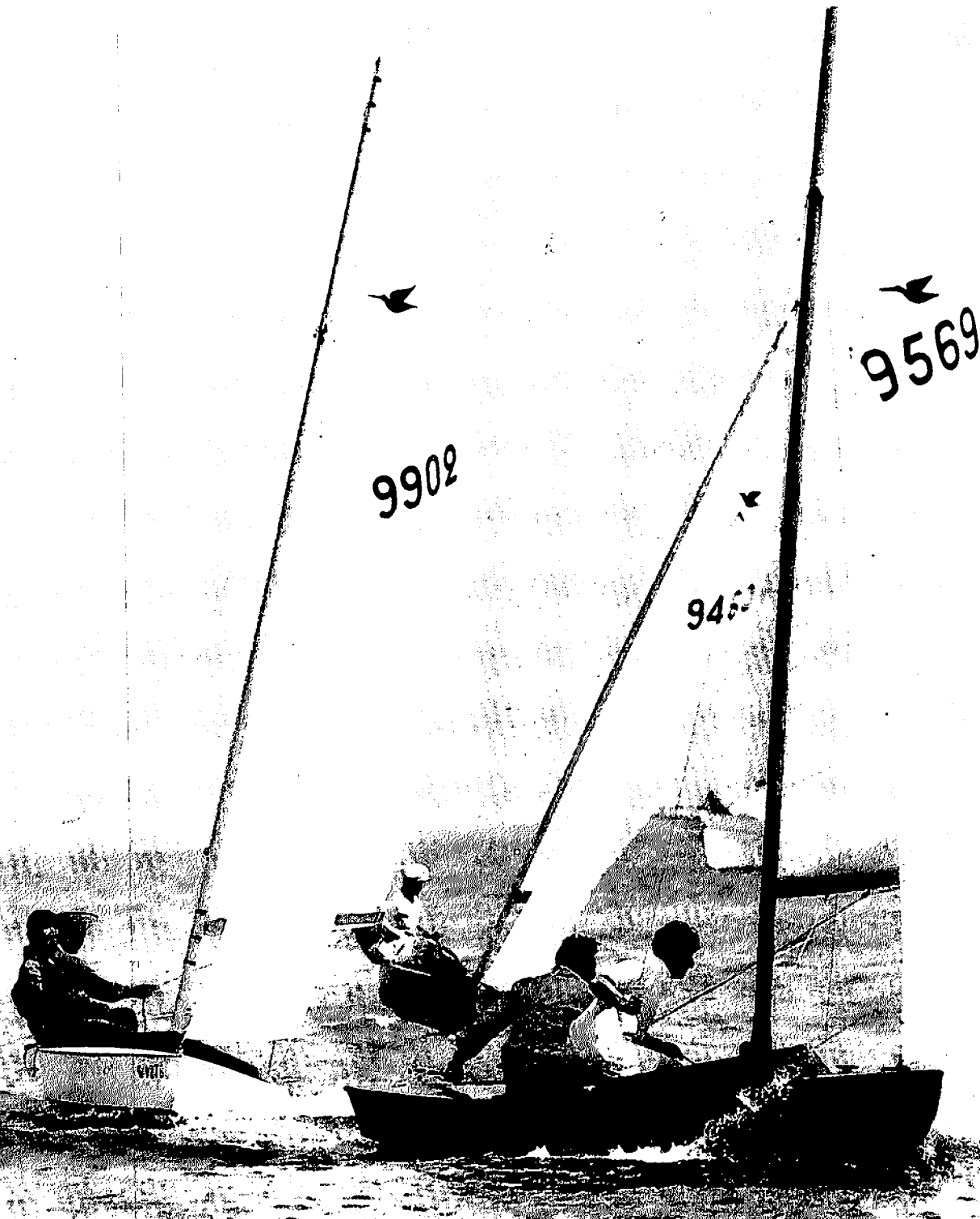


Snipe

BULLETIN



ACTION IN THE WORLD CHAMPIONSHIP RACES AT SANTANDER, SPAIN. England, 9569, leads the way around a mark, closely followed by Switzerland, 9902, and Argentina in 9460. — Photo by S. Haag.



FIBERGLAS SNIPES by LOFLAND

The fact that we were "FIRST IN THE FIELD" in producing fiberglass snipe hulls is now beginning to pay off, for orders are coming in from snipers who saw our boats last year and appreciate the high quality of our product.

If you want DURABILITY

LOW UP-KEEP

PERMANENT FINISH

in your new boat, be sure and look at a LOFLAND snipe. Our years of experience in fiberglass work backs up our guarantee of your satisfaction.

"ASK THE MAN WHO SAILS ONE"

Our white hulls are beautiful--other colors available.

FINISHED HULL, complete with molded-in center-board trunk but with no deck..... \$385. 00

All prices f. o. b. Wichita—Royalty not included.

The LOFLAND Co. --3417 Arkansas--Wichita, Kansas.

CHARLES ULMER, INC. Sailmakers
CITY ISLAND 44. N. Y. ANNAPOLIS, MARYLAND



SAILMAKER to

HARRY ALLEN

—the 1955 U. S.
National Champion

and proud of it!

MAY WE BE YOURS, TOO?

SAVE SNIFE \$—with an EMMONS SNIFE

UNFINISHED SNIFE 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

Earliest possible delivery June 1st, 1956

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

Use the Gilreath designed

RUBBER RUB-RAIL

Black \$6. 50 --Plus Postage--White \$7. 50

Additional for cockpit coaming

Black \$2. 75 _____ White \$3.25

Fred Pember. . . 877 Beaverbrook Dr. N.W. . Atlanta, Ga.

CUSTOM BUILT SNIPES

MASTS—BOOMS—RUDDERS

CENTERBOARD LIFTS

THE FAMOUS

MAIN SHEET JAM

—our specialty

Patent no. 2-627, 834

DUFFY and ROBERTS

1810 S. Orchard Knob Chattanooga 4, Tenn.

\$12.00

SNIFE BULLETIN

The SNIFE 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
SNIFE BULLETIN as part of their membership free.

Forms close on the 10th 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 SNIFE BULLETIN of any change in address, giving both old and new addresses.

Annual Meeting Information

Final arrangements have been made for the 1956 Annual meeting of SCIRA and here is all the dope:

All meetings will be held on Feb. 11th, 1956 at the Chicago Yacht Club located on the lake front at the foot of Monroe St. There is plenty of parking space available or you can come from downtown hotels by taxi.

8:00 A. M. Closed meeting for the Board of Governors.

11:00 A. M. First session of general meeting open to all.

1:00 P. M. Luncheon at the CYC with regular menu prices.

2:15 P. M. Second session of the general meeting with adjournment not later than 5:00 P. M.

7:30 P. M. Annual dinner open to all Snipers, wives, sweet-hearts, crews, etc. Approximate price \$4. 50 each for the dinner, which includes all charges. Cocktails are available at the Club before dinner and all are welcome.

The Chicago Boat Show dates are from February 3rd to 12th, so you can go to the show on Friday or Sunday and attend the meetings on Saturday. This should be especially attractive this year as SNIFE will be on exhibit in Booths 1012-13 located in the new addition just two isles in front of the theater. This is in the south end of the building with the main entrance off of Halstead St. You are welcome to spend as much time there as possible and assist in telling the public about our wonderful boat. Volunteers should contact Hattie Carver, Green Lake, Wis. Reservations for the dinner must be made with Birney Mills.

Midwinter Races at Clearwater

The Annual Snipe Midwinter Championship Regatta will be held at Clearwater, Florida March 6th-9th this year in a series of five races starting on Tuesday and ending on Friday. The arrangements will be approximately the same as last year with a banquet Friday night, but different entertainment. There will be more power boats for towing. If you plan to attend, write to Snipe Fleet Captain, Clearwater Yacht Club, Clearwater Beach, Fla.

New National Secretary for Bermuda

The Board of Governors has approved of the appointment of Theodore S. White, "Clarendon", Pitt's Bay Road, Pembroke, Bermuda to replace Rupert F. Lusher, resigned as the National Secretary for Bermuda. Mr. White's first job will be to stage the 1956 Western Hemisphere Races, so we will hear a lot from him in the immediate future. We wish him luck in his new job!

Botved has Liquidation Sale

Botved of Denmark announces that they have decided to discontinue the manufacture of Snipes on a bulk basis and will liquidate their stock of 40 boats at prices extremely attractive to prospective buyers. Unfinished and finished fiberglass hulls are offered in a price range from \$230. 00 to \$680. 00, FOB Copenhagen. Stainless steel boards are also available at \$65. 00. More complete details can be obtained from Sven Botved, 767 High Ridge Road, Stamford, Connecticut.

ATTENTION—All FLEET CAPTAINS—

Special forms are furnished by headquarters for reporting season point scores and the collection of dues. Request is made that only these forms be used. It will be a great help!

— BOB FRAHM WINS MICHIGAN STATE TITLE —

SERIES MARRED BY 16 UPSETS IN FIRST RACE.

By finishing 2nd in the last race of a three race series, Bob and Anne Frahm of the Grand Rapids Yacht Club Fleet 137 managed to cop the Eagle Lake Yacht Club Trophy, emblematic of the Michigan State Snipe Championship. This seventh annual regatta, held on Reeds Lake at Grand Rapids on July 9-10, was the most successful one in the history of the series, with a grand total of 48 boats competing. In order to handle such a large group, the entries were divided into four fleets of 12 boats each; each fleet sailed each other one once, exactly as in the Crosby Series in the Nationals.

The regatta was noted for its inconsistent and widely varying winds. The races were held on Saturday, one in the morning, the other in the afternoon. Saturday morning started off with a flat calm and 90 degree weather, but, shortly before the start of the first race, the wind jumped to 20 mph on the crest of a cool front moving in from the north. Shortly after the start of the first triangular race, a wind squall with 45 mph winds hit the fleet unexpectedly while the boats were on the down-wind leg of the course. Casualties ran high, as 16 boats rolled over and lost equipment. One of these was Brooks Applegate, last year's runner-up, who cut his hand severely while trying to retrieve his daggerboard as it slipped out of the trunk. However, in the red-green fleet, Lance Caston and Bill Bissell from Grand Rapids ran off with first place in the heavy winds, followed by Diamond Lake's John Sundberg and last year's champion, John Rose, also of Grand Rapids. Gull Lake's entry, Arden Zinn, with Don Zinn as crew, won the yellow-brown fleet race in good style, with John Heskett of Portage Lake finishing second and Lyle Hasty of Eagle Lake in third.

After lunch and a few drops of rain left over from the wind squall, the afternoon race got underway in a flat calm which lasted throughout the race with the exception of the last lap, when a light breeze helped the boats home in a race that took about 2 1/4 hours to sail. Grand Rapids' Dexter Thede, with his sister aerie crewing, managed to win by a large margin in the green-brown fleet, after tipping over in the morning race. Second place went to the regatta's eventual winner, Bob Frahm, while another Grand Rapids boat skippered by Stan Davis finished third. In the red-yellow fleet, Bud Leonard, Diamond Lake's light weather ace, figured out Reed Lake's tricky puffs to win, followed by Bob Pfaff of Eagle Lake and Gull Lake's John Keyser.

At the end of two races, Bob Frahm and John Sundberg were tied for the lead, with Lance Gaston and John Heskett following closely in that order. Saturday night, a big party was held on the RAMONA, a 90 foot excursion steamer which makes trips around the lake.

Sunday the lake greeted the sailors with a perfect 12 mph breeze which once again died out in a flat calm just after the start. Dexter Thede again showed the green-yellow fleet his transom, as he sailed a nearly perfect race to win his second one in a row for the regatta's outstanding performance. Bob Frahm was again second, with Bud Leonard close behind. The red-brown race was won by Bob Pfaff, followed closely by John Keyser and Butch Rosenbaum of Gull Lake.

Thus, with three consistently good races, a 5th and two 2nds, Grand Rapids' own Bob Frahm won the seventh annual Michigan State Snipe Championship. Bob's feat might be thought of as having set a milestone in history as a result of this regatta, for he won with an old 1939 Dumphy Snipe, the FIRECHIEF, which has been considerably revamped in order to make it competitive. This fact should be mentioned in the BULLETIN, I feel, for there are probably skippers who become discouraged after being soundly and roundly beaten by the newer Varalyay and Mills. This regatta proves that, with a little effort, any Snipe can be made to be competitive under today's standards.

A great deal of credit should be given to the Grand Rapids Yacht Club and its members for the helping hand they gave to make this regatta the most successful ever held in the history of the series, as well as the largest to date in the United States. (?) To all the regatta chairmen and their committees, a great big THANKS! See you in Grand Rapids next year!!!

— John Rose (Grand Rapids).

RESULTS OF THE MICHIGAN STATE CHAMPIONSHIP

NO.	SKIPPER	FLEET	1	2	3	POS.
3994	Bob Frahm	Grand Rapids	5	2	2	1
9441	Lance Caston	Grand Rapids	1	7	4	2
7999	Bud Leonard	Diamond Lake	9	1	3	3
6447	Arden Zinn	Gull Lake	1	8	5	4
9601	John Heskett	Portage Lake	2	6	7	5
7181	John Rose	Grand Rapids	3	10	4	6
8588	John Sundberg	Diamond Lake	2	5	12	7
8049	Lyle Hasty	Eagle Lake	3	9	8	8
9732	Dexter Thede	Grand Rapids	DNF	1	1	9
9299	Bob Pfaff	Eagle Lake	DNF	2	1	10
7927	Stan Davis	Grand Rapids	6	3	14	11
10062	Tom Wurster	Diamond Lake	9	5	9	12
9604	John Keyser	Gull Lake	DNF	3	2	13
4845	Tim Shank	Gull Lake	11	4	12	14
10161	Tom Van Dyke	Muskegon	8	6	13	15
9314	Butch Rosenbaum	Gull Lake	DSQ	4	3	16
4381	Marylyn Harrett	Grand Rapids	6	14	11	17
9371	Fred Weissert	Indian Lake	17	11	5	18
9308	Chuck Groaves	Portage Lake	5	16	14	19
9590	Bud Ely	Green Lake	12	7	17	20
4226	Jack Abbott	Muskegon	4	17	16	21
9433	Woody Boudeman	Gull Lake	16	10	10	22
9428	Gordon Parker	Indian Lake	7	11	16	23
9186	Tom Stone	Gull Lake	9	1	17	24
6715	John Nagle	Grand Rapids	DSQ	8		25
9688	Leon Irish	Indian Lake	13	16		26
4360	Jim Bissell	Grand Rapids	DNF	13		27
7383	Dobby Smith	Grand Rapids	DNF	12	7	28
9729	Bob Baxter	Grand Rapids	12	11	18	29
9297	Bill Tiekner	Gull Lake	DNF	15	6	30
9525	Stan Hess	Eagle Lake	13	9	DSQ	31
7381	Bob Harris	Glen Lake	8	18	20	32
4768	John Wooliam	Indian Lake	13	19	13	33
9726	Ginny Andrews	Portage Lake	7	21	19	34
8043	John Gordon	Grand Rapids	DNF	13	11	35
8364	Lloyd Green	Indian Lake	DNF	17	10	36
4406	Chuck Rood	Grand Rapids	14	DSQ	15	37
9426	Nancy Fehsenfeld	Grand Rapids	DNF	19	15	38
3320	Ray Johnston	Grand Rapids	10	-	21	39
4227	Walter Ash	Indian Lake	15	15	-	40
4556	Barry Meiers	Muskegon	DSQ	20	19	41
3940	Keats Vining	Grand Rapids	DNF	22	20	42
9585	Eugene O'Dell	Muskegon	DNF	-	18	43
9514	Larry Angott	Green Lake	DNF	18	-	44
10180	Roger Brussee	Gull Lake	DNF	-	-	45
10010	Brooks Applegate	Grand Rapids	DNF	-	-	46
1560	Al Parmelee	Grand Rapids	DNF	-	-	47
3555	Fred Deng	Glen Lake	DNF	-	-	48

"Be brief!" the city editor kept telling the young reporter. "Always be brief!" The next day the cub sat down and wrote: "James C. Gilligan looked up the shaft at the Union Hotel today to see if the elevator was coming down. It was. Age 35."

ZEPHYR ALUMINUM SPARS

FOR

— SNIPES —

RECENTLY APPROVED BY SCIRA

ZEPHYR PRODUCTS INC., PIONEERS IN THE MANUFACTURE OF ALUMINUM SPARS FOR SMALL BOATS, OFFER THEIR PRODUCTS TO BUILDERS AND OWNERS.

SPARS AND BOOMS ARE PROPERLY ENGINEERED FOR SALT AND FRESH WATER AND COME COMPLETE WITH NECESSARY FITTINGS.

OUR SPARS ARE USED EXCLUSIVELY ON THE "RAVEN" AND OTHER STOCK BOATS.

ZEPHYR PRODUCTS, INC.

EXCLUSIVE BUILDERS OF ZEPHYR ALUMINUM SPARS

WAREHAM, MASSACHUSETTS

TWO BOYS IN A 17 YEAR-OLD SNIPE

WIN THE MARYLAND STATE SNIPE CHAMPIONSHIP!

The 1955 Maryland Snipe Championship was held on August 6-7 on Deep Creek Lake, Garrett County, Maryland as part of the Deep Creek Yacht Club Regatta. 12 Snipes competed in the series of three races. The new Maryland Champion is George Stewart Brown, age 14, who sailed his 17 year-old Snipe #4002, ALIBI, with his 12 year-old brother, Walter Taylor Brown, as crew. Brown got 2 firsts and 1 second. Second place was won by Mr. and Mrs. Sam Card of P.L.Y.C. 110 (Ohio), sailing POGO #10182. Steve Andrews of the Potomac River Fleet was 3rd. The Second Division Trophy for the skipper with the best score who had not won a Regatta Trophy during 1954-55 was awarded to Pete Nickles of the Potomac River Fleet.

As a result of Brown's victory, the perpetual Maryland Snipe Championship Trophy, a plaque with the name of the annual winners inscribed, will remain in the possession of the Deep Creek Yacht Club until won by a representative of some other club or fleet. The 1954 winner was Harry Levinson. In 1953, the event was won by William Rushlow of the Potomac River Fleet. A summary of the results for the first seven boats follows:

BOAT	SKIPPER	FLEET	RACE	1	2	3	FIN.
4002	G.S. Brown	Deep Creek		2	1	1	1
10182	Sam Card	Portage Lakes, O.		1	2	2	2
7019	S. Andrews	Potomac River		3	4	3	3
9923	B. Wetmore	"	"	4	3	6	4
9564	C. Dills	"	"	6	5	4	5
9364	D. Wilson	"	"	5	6	5	6
9918	P. Nickles	"	"	7	7	7	7

SNIPE WILL BE IN CHESAPEAKE BAY BOAT SHOW.

Don Wilson, Secretary of the Potomac River Fleet #60, announces that they have arranged for a Snipe to be displayed in the Chesapeake Bay Boat Show in Baltimore February 21-26. They are enthused over the idea, as they feel that Snipe has a potentially great future in the area and only needs more publicity and organized promotion. They invite ideas and welcome assistance.

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 Plasticlear 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

VARALYAY BUILT SNIPE

"The Choice of Champions!"

1955 NATIONALS

- 2 First Places
- 2 Second Places
- 2 Third Places

1810 W. 166 St., Gardena, California



Watts Sails finished 1-2-3 in the Western Hemisphere Snipe Championship Series sailed at Havana, Cuba. First place went to Terry Whittemore, second to Dr. Clemente Inclan, third to Jorge Mantilla.

Make your next suit of Snipe sails Watts sails!

KENNETH E. WATTS · TORRANCE, CALIFORNIA

"Just Yacht Sails"

Southern Sailmakers

LIGHTHOUSE POINT FT. SCREVEN, GA.

The finest **HAND-FINISHED SNIPE RACING SAILS**, mainsail and jib, complete with all hardware, insignia, numbers, and bags.

Individually made to unsurpassed specifications and materials and in special cuts designed for your choice of light, medium, or heavy weather air. Priced as below:

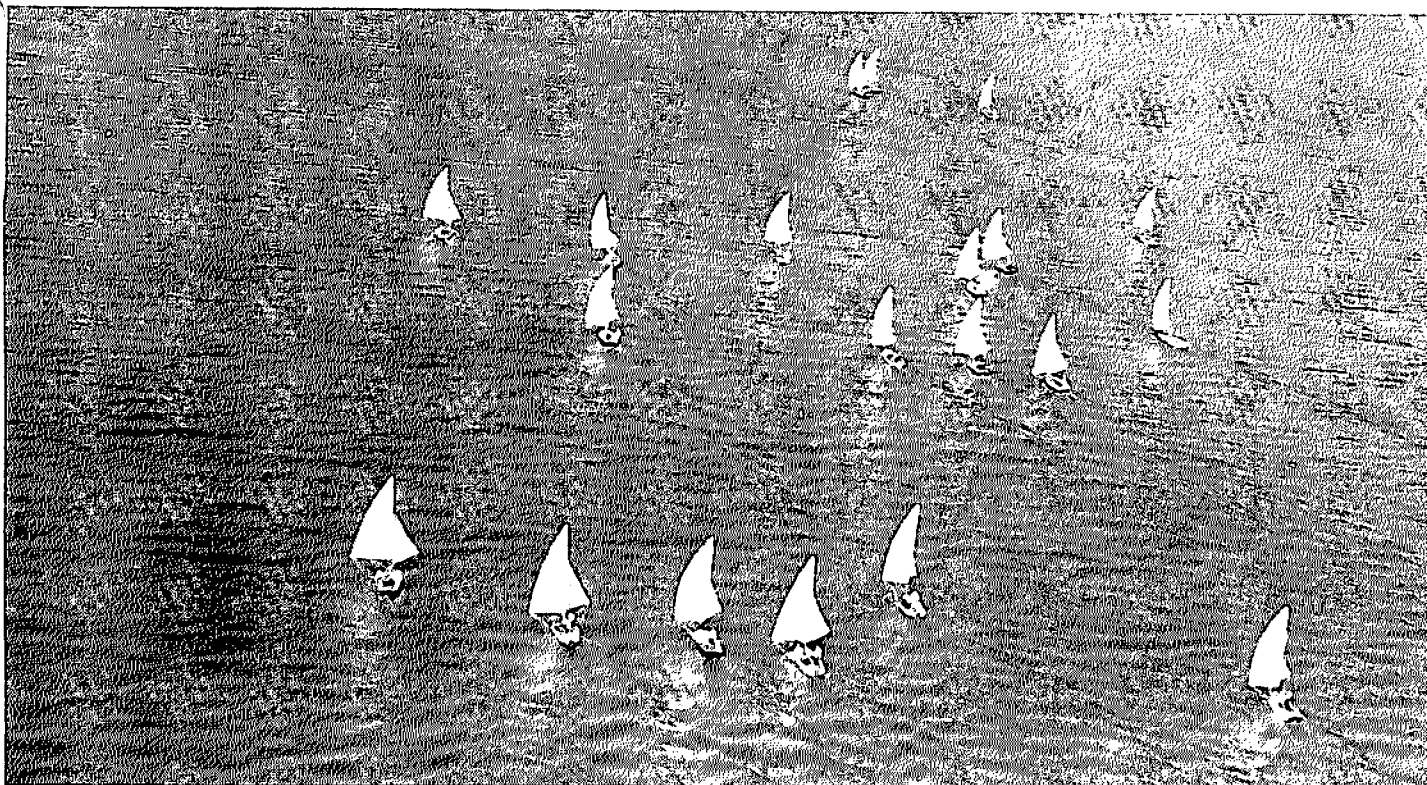
- Imported Egyptian..... \$ 90.00
 - Dacron..... 100.00
 - Orlon..... 130.00
- (Note: For mitre cuts mains add \$10.00 extra.)

Complete specifications, fabric samples, etc., are available on request and with no obligation!

ALAN LEVINSON IS DISTRICT 3 CHAMPION

GOVERNOR PROVES RIGHT TO TITLE

WAWASEE TEAM WINS DUNPHY TROPHY



UNUSUAL VIEW OF SNIPES APPROACHING A MARK ON A DOWNHILL RUN—Photo by Peoria Journal.

Starting with the arrival of the first boat on Thursday, August 25th, and continuing on until the last visitor drove off on Sunday, August 25th, --Fleet 131 and the Ivy Club, Peoria, Illinois, had a wonderful time playing host to the Central States (District 3) Championship Regatta. With the visitors trailing in 19 beautiful Snipes from four states, there were 25 boats on the starting line at the first gun. Clear blue skies overhead and a moderate wind on all three days made racing a pleasure for all concerned.

Friday afternoon the wind held long enough for both races of the Dunphy Team Trophy series to be sailed. Harry Levinson and Jack Tillman took the silver cup to their Wawasee, Indiana, Club after Levinson's 1st and 10th and Tillman's 3rd and 6th.

Hattie Carver, from Green Lake, Wisconsin, started things off for the Chalmers Burns Trophy on Saturday morning by getting home first and then Carl Zimmerman of Portage Lakes, Ohio, crossed the finish line ahead of 24 boats to take the afternoon race. Sunday morning, after a last minute change in the starting line -(Old Man Wind couldn't decide in which direction he wanted to blow)-our local pride, Cleve Slauson, sailed AMIGO past the judges' ketch ahead of the others by half-a-leg of the three leg course.

Although Buzz and Winnie Levinson failed to take a first in the three races, their 2nd, 7th, and 2nd, compiled enough points for him to retain his Central States Champion title and the silver that goes with it.

For the social part of the week-end, there was a spaghetti dinner Friday evening after which everyone just sort of relaxed with foamy refreshments and Grier's guitar leading the community singing. Saturday evening brought a good fried chicken dinner on the club lawn with some more of the proper refreshments and the resailing of the two days' races.

Ivy Club Commodore Burt Powell and Fleet 131's Capt. Stan Salzenstein presented the awards after lunch Sunday. In the Dunphy Series, there were awards for skippers and crews of the first three teams, while the first thirteen skippers and crews got prizes in the Commodore Burns Series.

We, of Fleet 131 in Peoria, hope our visitors enjoyed their stay with us well enough to come back and sail with us again.

— Paul Anton.

DISTRICT THREE CHAMPIONSHIP.

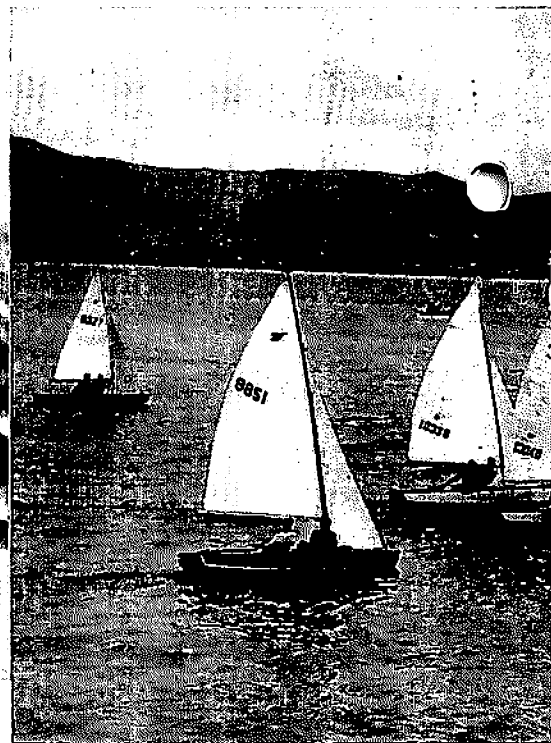
SKIPPER & CREW	CLUB	RACE	1	2	3FIN.
Buzz & Winnie Levinson	Indianapolis, Ind.		2	7	2 1
Hattie Carver-M. Negley	Green Lake, Wis.		1	4	7 2
Larry & Dorothy Wheeler	P.L.Y.C. 110, O.		4	5	5 3
Carl Zimmerman-G. Kenny	P.L.Y.C. 110, O.		3	1	12 4
Cleve & Dottie Slauson	Peoria, Ill.		8	10	1 5
H. Levinson - G. Hay	Wawasee, Ind.		15	2	6 6
B. Pfaff - B. Berkey	Eagle Lake, Mich.		5	16	4 7
Tom & Judy Head	Peoria		DSQ	3	3 8
Butch & Carol Rosenbaum	Gull Lake, Mich.		12	11	9 9
J. Keyser-M. Anderson	Gull Lake		7	12	16 10
Tom & Carol Wurster	Diamond Lake		13	14	8 11
Pete & Fritz Krieg	Indianapolis		6	15	18 12
Arden & Don Zinn	Gull Lake		11	13	14 13
John & Dick Tillman	Wawasee		18	9	13 14
Ed & Marge Grier	Peoria		9	21	10 15
Bud Leonard-B. Heisert	Diamond Lake		17	8	17 16
John Sundberg-B. Heisert	Diamond Lake		10	17	DSQ 17
Tom Shank-M. Grote	Gull Lake		19	20	19 18

RESULTS — DUNPHY TEAM RACE

POS.	SKIPPER- 2 boat teams	CLUB	TOTAL PTS.
1	H. Levinson-J. Tillman	Wawasee, Ind.	2615
2	A. Zinn-T. Shank	Gull Lake, Mich.	2191
3	C. Zimmerman-L. Wheeler	P.L.Y.C. 110, Ohio	2058
4	E. Grier-C. Slauson	Peoria, Ill.	2014
5	J. Sundberg-B. Pfaff	Diamond Lake, Mich.	1938
6	P. Anton-T. Head	Peoria, Ill.	1811
7	R. Hayes-P. Krieg	Indianapolis, Ind.	1735
8	B. Leonard-T. Wurster	Diamond Lake	1563
9	J. Keyser-B. Rosenbaum	Gull Lake	1517
10	B. Levinson-J. Call	Indianapolis	1405



MARIO CAPIO, SKIPPER (left) and LORENZO PODESTA, CREW
WINNERS of the 1955 WORLD CHAMPIONSHIP TITLE
SNIFE CLASS INTERNATIONAL RACING ASSOCIATION



A start from in front of the Real Club Maritimo
 8800, U. S.; 9701, Italy; 8353, France; 9733, Cuba;
 10036, Sweden; 9851, Spain; and 9327, Uruguay.

ITALIAN TEAM A NATURAL—SOME RECOMMENDATIONS MADE

by Capt. Vieri Lasinio di Castelvero, National Secretary for Italy.

The Italian victory at the World Championship Races of the Snipe class was a reward for the long and serious preparation of a team formed at the beginning of the year, but which found immediately a perfect understanding. Mario Capio had already, on his own account, many victories in the Italian national series and he passed over to the Snipe class on a fancy directed by destiny. On drifts, he is an eclectic skipper; he passes indifferently from Snipe to F. D., from 5-0-5 to 5.5 Italian National series. Enzo Podesta is a crew whom we have seen tested in very stormy weathers, particularly at the Italian National Championship, when he succeeded in repairing an average which everyone else would have renounced.

The crews we had to fear most of all were those of the United States, Cuba, Portugal, and Denmark, whose skipper was the twice Olympic champion Elvstrom. The U. S. crew was unlucky! This is the truth, for, if the breakage of a mast and the jamming of a centerboard can not be justified on one's own boat, then they must find full justification when a borrowed boat is in question. However, we can not share the opinion of Mr. Beumaine, who stated that the U. S. crew was the best and that it would have won if it hadn't had these accidents. We must think that a point-score race is run on boats that are closer to their own point-scoring, and so did the Italian crew, neglecting the American crew, which had one race less. Thus, if Allen hadn't had any mishaps, we think the contest would have remained open between U. S. and Italy, and we don't feel entitled to judge which one of the boats would have won. Very good were the Portuguese and Cuban crews which always tried to attack and which placed with honor in all the races.

Of the boats, we can say, in our modest opinion, that when the minimum weight is fairly distributed, every boat had a possibility to win. In the matter of sails, the superiority of the U. S. sails was doubtless. It appeared to us that Allen was equipped for light winds while Capio was ready for middle-strong winds.

We have seen that all boats do not conform scrupulously with the measurements; e. g. the Portuguese had a movable system for the shrouds, which is specifically forbidden in the restrictions. It is suggested that the International Rules Committee should state which attachments are allowed for shrouds and whether or not turnbuckles are allowed. We think that the utility of

shifting a mast during a race is really indiscussable, but, as this is forbidden, shroud attachments should be clarified.

The development of the class in Europe is very large. Particularly in Italy we have seen various champions of other classes engage in Snipe races and they state unanimously that even if the Snipe is an absolutely safe boat (in opposition to opinion expressed by the Spanish Organization Committee), it is an extremely difficult boat if one wants to obtain the yield it should give. We think it would be useful if every country would propose eventual modifications of the measurements in order to refine more and more this wonderful boat, without disjoining from the original plans. We say this with perfect knowledge of the question, for, with the over-all of the original plan, keeping in the maximums and with the stem as it could be made before the present restrictions, the boats obtained were without doubt superior for the bowline.

We propose to fix the rules for a certain period, to have no continual modifications, and we think a meeting between the technicians of several countries could establish which are the best measures to adopt for the construction of a Snipe and thus obtain an effective mono-type; at least in Europe, Snipes are built by experts and thus the tolerances are absolutely excessive and allow too much variations in the finished product, which is a damage to the class.

Regarding the maximum and minimum course in a race, in Italy we have established that, in sanctioned races, the course shall be a minimum of 2 1/2 miles and a maximum of 5 miles with a minimum speed of 2 knots, excluding the shortening of the course. We did this because, if a race begins with very light wind or none at all, as sometimes occurs, there are such large distances between the boats that an eventual entering of regular or strong winds during the race does not permit the most unfortunate crews to regain the positions they lost through a fluke.

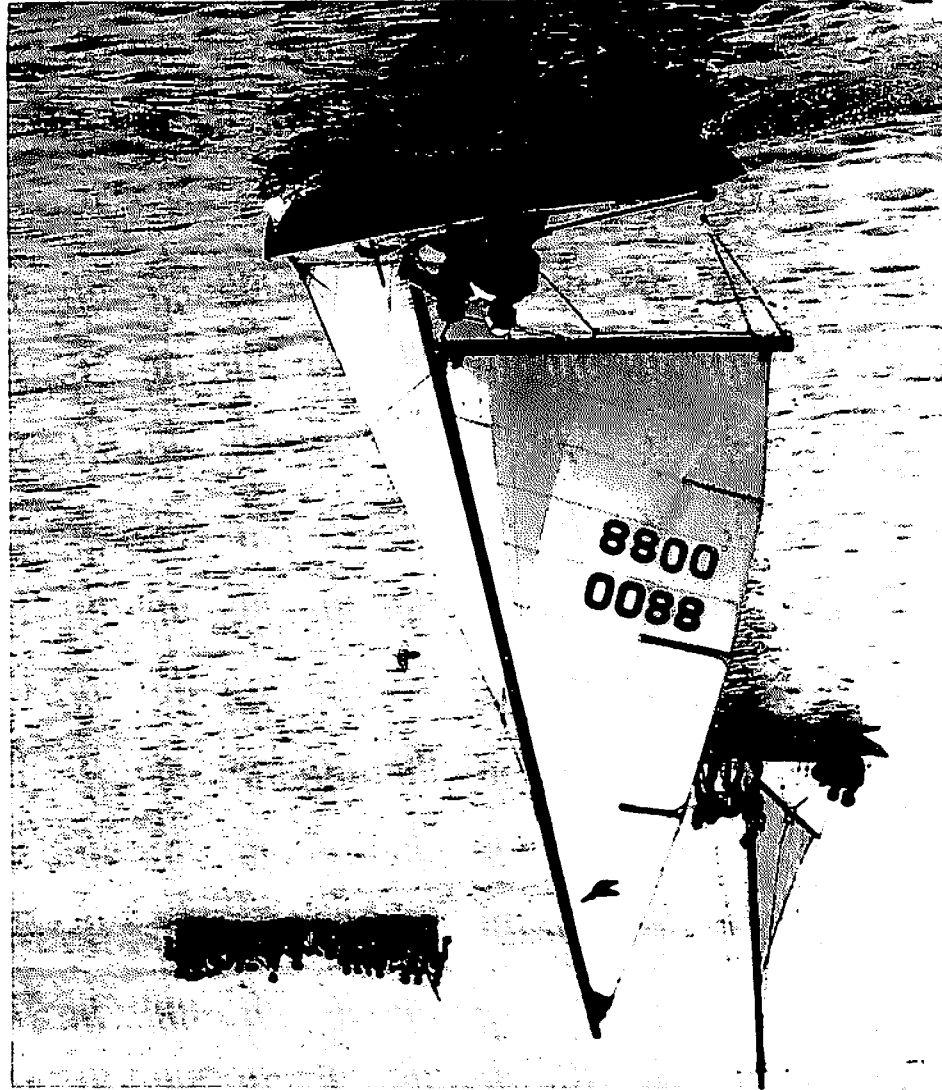
Another useful recommendation we want to make to the organizers of important championships is to choose more regular waters for the races. The importance and the spectacle of the races are used for publicity purposes, but a World Championship or a Hemisphere Championship are something more than simply an impressive show and thus it is required that the waters be as regular for sailboat racing as possible.



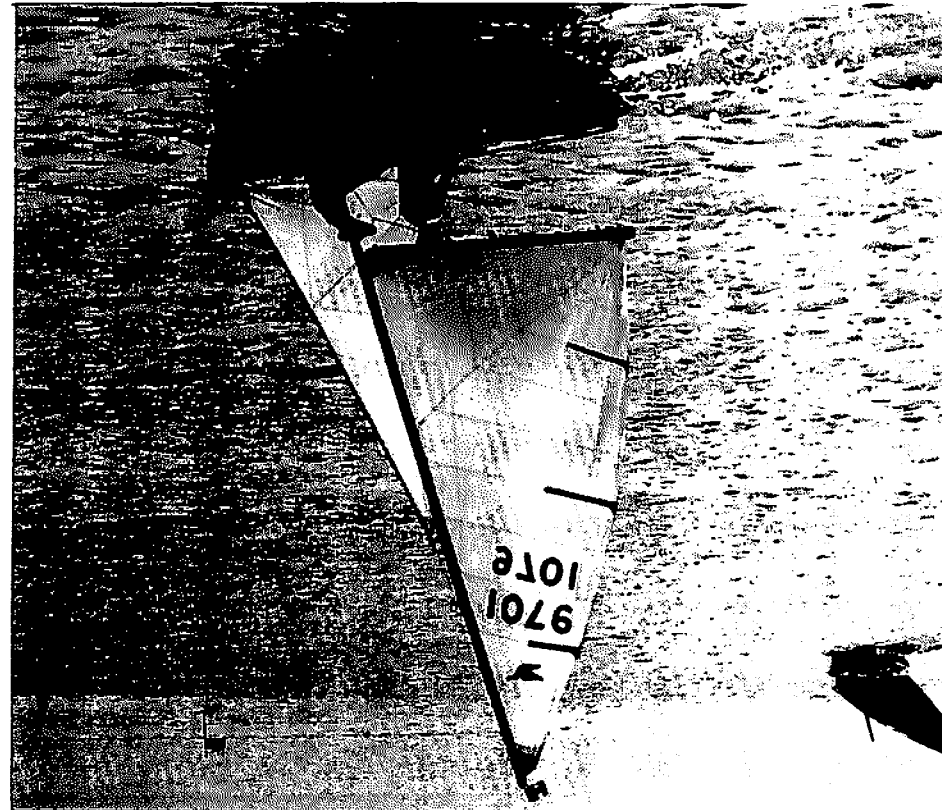
Race C

Unusual
breaking

The United States Champion Harry Allen and Terry Whitemore, crew.



The winning Italian boat "PORTOROSE", built by Danilio D'Isiot of Muggia, Italy.



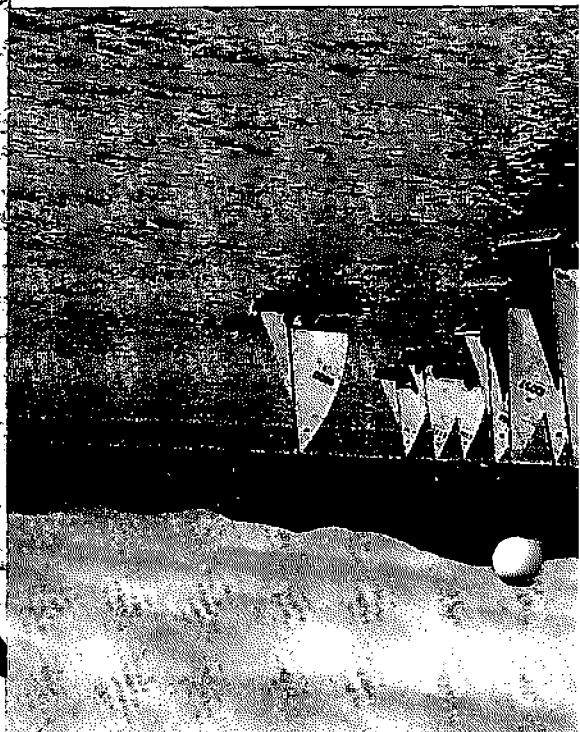
shot showing the American boat (3rd from the left) her mast right on the starting line of the 2nd race.



Committee Boat and some of the National Secretaries.



e Santander. Boats from right to left are in order: 902, Switzerland; 10057, Belgium; 10040, Denmark;



SOME OBSERVATIONS ON THE WORLD CHAMPIONSHIP RACES

by Helder Soares de Oliveira

Champion 1953 crew and the 1955 skipper from Portugal.

The deficient conditions for sailboat racing which the port of Santander can offer make me think it would be well for SCIRA to give better attention to future requests from European Nations wishing to run international championships, in order to avoid the repetition of races held at places such as Monaco, with no facilities to organize such races, or Arachon, where the last championship of Europe took place, and now Santander! At Santander not only did we have to cope with strong currents, irregular winds due to the proximity of the Casino and other buildings ashore, but also with several boats, anchored or moving inside the course, and a great conglomeration of seaweed which forced the crews to spend their time freeing the rudder and centerboard blades from this objectionable sea growth. Thus Santander was not the best place for serious racing, although such conditions applied to all competing boats.

The National Secretary of SCIRA in Portugal proposed that the championship races should be held outside the port in the open sea, in as much as the weather was fine, with little wind, and also bearing in mind that in the time of the late King Alfonso XIII all races were held outside the port. But the request was of no avail, and it looked as though the organizers were more concerned with the public watching the races than they were with the actual competing crews!

Apart from the above remarks, all praise is due to our Spanish friends for the very good reception they gave everybody. They were perfect hosts, so much so that the good time we had at Santander almost made us forget the races at Palma de Mayorca in 1948 (if that were possible). They repeated once again the natural charm which characterizes all International Regattas held in Spain.

Reporting on the actual racing, it is not easy to judge the merits of 16 crews, therefore I would rather concentrate my remarks on the first 6 crews, specially classified because they were, no doubt, the teams which impressed me most.

However, the other crews appeared fairly good, but the 7th place of England and the 8th of Belgium were the best of the second batch in relation to their classification in the European Championship. The 10th place of Bermuda compared with their position in the last world championship also gave everybody a very good impression. The 9th place of Spain and the last place of France rather intrigued me. It was also strange for Argentina to place herself 12th, because the team appeared rather good and the fellows themselves were splendid sportsmen and very good company. The Brazilians were also good sportsmen and proved the best of friends. They were, no doubt, the best Brazilian crew which ever came over to Europe in snipes! They excelled with mild winds and were able to get over the inconvenience of racing in a borrowed boat, which suffered some damage. Sweden, Monaco, and Uruguay obtained quite just classifications.

Amongst the first 6, Harry Allen of the United States appeared an excellent helmsman in light winds, and in the first race, he gave us a very good lesson as to how a snipe should be sailed with very light breezes. In my opinion, Allen made the mistake of racing the second round of the 4th race too much inshore. This gave me the chance of winning my victory! In a borrowed boat, Allen gave a very good performance and recuperated very well his position in the last race. He had wonderful sails and Terry Whittemore is a first class crew and, if he had not been so unlucky in the 2nd race (a broken mast) and a damaged centerboard in the last race, he would have won the title despite the bad local conditions, especially for those with strange boats.

The Italian crew, winners of the Championship, surprised me with their speed ahead of everybody in the last race, which compared well with their behaviour in all the other races. Carpio is perhaps less brilliant with light winds, fanning the water too much with his rudder, but he is tops with free winds and scudding! Carpio, however, is impulsive and rather hasty in his

decisions, which is occasionally reflected in his lack of thought in picking his tacks and getting away before the gun. Cuba, represented by Jorge Mantilla, was very regular and certainly deserved the 2nd place which he won. Jorge is a complete sportsman and also very good company, always happy and very cheerful. He is very good with light winds and thoroughly knows his tactics and racing rules.

So far as I am concerned, I believe I fought well for the title held by Portugal since 1953. If it hadn't been for my much discussed disqualification in the 2nd race (which greatly surprised me) and with the help of Allen's poor luck, I would have won the championship with great advantage because I was first in the 2nd race, first in the 4th race, and second in the 5th race. Denmark followed in 5th place, but the work of Paul Elvstrom rather disappointed me, bearing in mind his Olympic fame. Probably used to a one man boat, the Snipe is not quite the boat for his technique. His outlook was rather commercial, for he wanted to display the idea of sails of his own make. With light winds he did not do much and it was owing to the stronger winds of the 2nd race that he won his first place.

Switzerland, with Renevier and Mlle. Birkigt, put up a good show in all the races and his second place in the 1st race was very good. Their disqualification in the 2nd race for touching a mark took away their chances of a better place more in line with their true value. He gave me quite a lot of trouble with their team work and agility in the luffing-match of the last race, in which he came in third.

As for the boats, the Portuguese was one of the best. It is a first-class Snipe made by "Mestre Joao dos Santos Brites" of Lisbon. After it came the Swiss with a self-bailing cockpit, which I thought was an excellent idea. The Italian boat had the highest freeboard and the most pronounced V bottom. The Argentine had beautiful lines, but was badly painted. I was rather disappointed with the fiberglass boats, which did not look to me to be very fast. They also did not impress me as regards the finishing or the fittings.

Regarding sails, the best were those made by Ulmer on the American Snipe. It pleased everybody to see such a good sail being used by the best sportsmen of the lot of us—the U. S. team. The sails of Mantilla made by Watts were also very good but all other synthetic sails were of ordinary cut. The best Egyptian cotton sails were ours, made by Jose Fernandes of Lisbon; also those of Paul Elvstrom.

WE HOPE ALL OUR FRIENDS WILL COME TO PORTUGAL IN 1956! —Helder Soares de Oliveira.

TOM HEAD HAS A HAPPY WIFE!

A major upset was affected at the Snipe regatta held by the Island Bay Yacht Club in Springfield, Illinois, Sept. 3, 4 and 5th when Eddie Williams, winner for the past three years, was barely held to second place by Tom Head of Peoria. 14 boats from 6 clubs competed in winds so light that the first race had to be called.

Williams won the first two races in his usual fine style, but a fifth in the 3rd race gave him a second place in the meet. Head showed a 3rd, 2nd, and 1st, the latter by a walkaway in the kind of erratic breeze that spreads out the fleet. Ed Grier, Cleve Slauson, and Art Pickford, (in his first season of racing but with spanking new dacrons), all from Peoria, took the next three places. Tom Cofer of Springfield was 6th and Frank Castelli of Decatur, 7th. —Judy Head (the crew and delighted wife!).

Be Sure and Read This

The article on the next page (9) was first published in the Bulletin in February 1952. Written by William Crosby, Designer of Snipe, it was an effort to explain in detail just why it was necessary to have a formal snipe association and was intended to answer the proverbial and eternal questions that had bobbed up perennially for the last 21 years or every time a new batch of snipers came along. In the last three years, many newcomers have asked a lot of "whys" and we feel no better answers could be devised than the ones from Snipe's Bill himself, obtained from years of experience with SCIRA and still extremely *apropos*. Be sure and read it—it will benefit the Oldtimer to review the text as much as it will educate the Newcomer. It is so true today!

WHY WE HAVE A SNIPE ASSOCIATION

There are, no doubt, many Snipe skippers wondering just why there is a Snipe Association and why they should pay three bucks a year dues, have rules, bother with measurement and so on. The reason it is necessary to have all this stuff is the same reason you have a cop on the beat. There are always people who would run "hog wild" if rules and laws did not at least slow them up a little. Without government of some kind the U.S. would be ripe for every kind of trouble from within and without. If there were no government in Snipes, the class would not last six months, it being subject to having owners changing everything at will and also having builders of Snipes change them as they saw fit. The boat that is now your pride and joy would be out of date in a month's time and the only way you could ever hope to show in a race would be to buy a new Snipe or completely rebuild and rerig your present boat. Then, probably by the time you had done this, some other chap would have gone further and your Snipe would again be out of date. It would be only a few weeks or months before you realized the utter futility of trying to keep up with the parade and you would quit Snipe racing. The value of your Snipe would drop to virtually nothing.

How to kill a racing class

Consider, if you will, the case of the Wee Scot class on Long Island Sound. In the 1930's boats of this class were built by one builder only, and were popular because each boat was as nearly exactly alike to all others as two peas in a pod. The class was quite popular and there must have been around 300 to 500 of them racing. A good sized fleet was on hand for each week end race and when any skipper tried to make some changes - even as little as changing the main sheet rig, the others would come down on him like a ton of bricks, and if he didn't change it back again, he was protested and disqualified.

Then, a new builder took over and old Tom Scott the originator, passed away. The new builder, thinking to "improve" the class and make them more popular, built some of the same boats with a new rig, a taller mast made of aluminum and a genoa job. The total sail area was upped considerably and there were other changes in the boat, all of which added up to one thing. The older Wee Scots were completely outclassed and it soon became apparent to these skippers that racing their boats was a sheer waste of time.

The number of starters dwindled more and more at each race and the next racing season none of these boats started in any of the regattas. As a class it was finished and to this day it has never been able to recover. If there had been an Association, the builder could have been stopped, but as it was a "one-builder-class", the owners were left pretty much at the mercy of the builder. They had no protection whatever and their boats were made worthless almost overnight.

There are other classes where the same thing has happened and in some, even the Association had been badly advised and changes made that required extensive and expensive work on each boat. The alternative was to quit racing - which is exactly the way the owners figured it out themselves.

To your advantage

Almost any Snipe today is worth at least \$300 and in many cases from two to three times this sum. If the class were inactive or if your boat were not built like the rules, it would be worth only a small amount because it would be good for day sailing only. In order to protect the value of your boat it must, definitely, be measured and you, yourself should support the Association in every way,

morally and financially. It is mighty good insurance and a mighty good investment to protect the value of your boat by doing this.

Want to improve Snipe

There are almost constant attempts to "improve" Snipe and, of course, many of them would definitely do just that - no doubt about it. If I had to design Snipe over again, I would make many improvements myself. There are constant attempts from amateur and professional builders to change this and that, which, if allowed to go unchecked, would spell the end of the class in a hurry. Chiseling owners want to make changes and professional builders and sail makers who want to produce a winner, by hook or crook, for the publicity value of it, will stop at nothing to reach their ends. The only reason they don't run away with it is because of the constant vigilance of the Rules Committee, individual members and officers of the Association. In many of these cases, the changes are made first, in the hope that they will be able to get by a slack measurer. Sensible builders write in ahead of time to find out whether or not their contemplated changes are within the rules. Professional builders tell me that as competition gets hotter, chiselling goes right along with it. And they also tell me that it is hardly worth living, the way some owners hound them to make changes. Explanations that such changes might put a boat out of the class, usually brings a cancellation of the order.

Then, there are the skippers who want to go backwards - to some old stunts that have been tried and found to be impractical or even downright dangerous. The wide cockpit turned up again only recently. An owner wanted to change the rules to allow a cockpit that was a lot wider than the minimum of thirty-six inches, on the basis that he was getting older and wanted more room to sprawl out without having to do it on deck. Comfort, I believe was the word. Actually, even a thirty-six inch cockpit is too wide and too dangerous to use in most places and an even wider cockpit would not make for comfort but would cause the owner a lot of discomfort because his boat would heel up, fill and turn over, on the slightest excuse. And when it capsized it would not be possible to turn it back again the way one can do with a narrow cockpit boat. A large percentage of the present restrictions are based on safety and to protect owners against themselves. If allowed to make dangerous changes, the entire class would shortly get a bad reputation. We want Snipes to be safe - to be good rough water boats and capable of - "taking it on the chin". A wide cockpit would make Snipe extremely unseaworthy.

Protecting a class boat

There are also the light centerboard skippers. Because some of the inland lake scows use boards of aluminum and magnesium, they figure that boards of similar material in a Snipe would give a big advantage. This is definitely not correct and would make Snipes very tender and too easily capsized. This, incidentally, is the chief weakness of the inland lake scow. It will turn over on the slightest excuse. Some smart sailor some day will put in heavy bilge boards and go out and clean up the whole gang. Just because "Joe Doaks" tried it and proceeded to win a race in very light airs all the rest of the scow skippers have been doing the same thing ever since. In Snipes we have definitely proven that the maximum weight for the board 80 pounds, makes a far better boat than a Snipe with a 30 or 40 pound board. There's no use kidding about it, the best Snipers know this to be a fact. We even had one professional builder who, one time, built numbers of Snipes using plywood boards and then kicked and raised hob because the boats were "too tender" and turned over every time they

CONTINUED ON PAGE 12

Wells Wanderings ^{by} Ted Wells

HELPFUL HINTS FOR REGATTA COMMITTEES.

Starting Procedure

There is a paragraph in the back of the Snipe yearbook which says that there should be at least three men keeping time on the race committee and that split-second timing is necessary at the ten minute, five minute, and starting signals, which must be timed "very accurately, because some skippers may be using stop watches set with the ten minute gun." I don't know whether this paragraph originally was a wisecrack or whether the use of stop watches by skippers was formerly less prevalent than it is now. At the present time, however, most of the top skippers have more watches on board than the race committee has, and any bobble on the part of the race committee's timing will be very confusing.

Guns have a habit of going off when they shouldn't and not going off when they should, but everybody is accustomed to this and as long as the visual signals are correct, only a minor amount of confusion will result from misbehaving guns. However, when the five minute signal is not exactly five minutes after the ten minute signal, the possibilities of confusion are terrific. It is impossible to guess whether the starting signal will be exactly five minutes from the erroneous five minute signal, whether it will be exactly ten minutes from the ten minute signal, or whether something new will be added and it will not be in proper relationship to either of these. When the five minute signal has been made at an incorrect time interval after the ten minute signal, the race committee generally knows about it and, if they don't, they will soon be informed of their error by frantic screams from the contestants. Unfortunately, many race committees exercise their prerogative of ignoring the contestants and letting them guess what's going to happen next.

Since getting a properly timed start is one of the measures of skill in sailboat racing, the only fair thing to do is to make a postponement signal and start over again. Some people may have missed the ten minute signal and have been counting on timing their start from the five minute signal, so that, even if the race committee gets honest and admits its five minute signal was haywire, they still may have eliminated the possibility of a number of boats getting a well-timed start through no fault of the contestant.

The starting signals contained in the Snipe yearbook under "Uniform Rules for Starting Snipe Races" (which I don't think anybody ever read anyway because of the great variations in time signals and flag colors in the past) have been revised to agree with the North American Yacht Racing Union signals, which are a white signal at the ten minute gun, a blue signal at the five minute gun, and a red signal for the start. The Snipe start and finish also are now specified as on the bow of the boat; and if these rules are uniformly followed as they should be, a great deal less confusion will result.

Weather Limitations

While regatta weather is like all other varieties in that you can't do anything about it if you don't like it, you do sometimes have to decide whether or not to sail in it.

The SNIPE is an extremely seaworthy boat and can be sailed by an experienced skipper under conditions in which considerably larger boats will be left at the mooring (for years the

standard remark at the Clearwater Midwinters was, "The Coast Guard small boat warning flag is up, we can start the regatta now."). There is a point, however, at which discretion becomes the better part of valor. Fine judgement and much intestinal fortitude is required in deciding not to race because of high winds. Some skippers do much better in high winds and are bound to gripe whenever a race is called off for this reason; however, even though so far there have never been any serious accidents even when racing when it would have been better judgement not to, there have been some awfully close calls and there is a first time for everything.

Just plain high winds are not particularly dangerous on sheltered bodies of water if the boats are properly equipped, but many of them aren't. Many people not accustomed to having to sail in high winds will show up at a regatta with only a sponge for bailing equipment and a couple of those little pocket-type CO2 cartridge water wings as life preservers. Before sending a group of boats out to race in a high wind, the boats should be checked and those without adequate lifesaving or bailing equipment should not be allowed to race. One hopeful sign that I have noticed at regattas recently is that more and more skippers and crews have decided that they will not be considered cowards if they have their life preservers on them when racing under severe conditions, instead of hidden down under the deck someplace where it would probably take them five minutes to fish them out when they needed them—if they could get them at all.

Where thunderstorms may be encountered, an announcement should be made ahead of time that, in case of a severe thunderstorm, the race is off and anyone trying to continue the race is doing so only for the exercise and at his own risk. I have sailed through lots of thunderstorms and have always gotten through them more or less right side up, but this experience has convinced me only that it is an extremely poor idea to sail through thunderstorms and that the average racing skipper's judgement cannot be counted on to make him quit when he knows he should.

I have never been sneaked up on by a thunderstorm. I always knew that they were going to be bad enough ahead of time to have done something about it, but, because of the fact that somebody else was always bound to sail through the storm, I went ahead and did the same thing. However, after our last experience with a thunderstorm in a regatta at Wichita, the rule has been that, if there is a bad storm in the offing, we don't go out; and if one comes up and begins to look serious after we have started, the race is off. All that needs to be done is to inform the lead boats that the race is off; the ones behind will quit without argument as soon as they see the lead boats heading for home or shelter, or dropping their sails.

On a relatively small, protected body of water where waves do not have enough distance to build up regardless of wind velocity, a skipper experienced in high winds will have no particular trouble with a wind whose average velocity is 35 mph with gusts to 45 mph. Most people, however, don't have any experience in handling boats under these conditions and many boats will probably suffer rigging failures in a wind this high if they have never been sailed under these conditions, and a somewhat lower limit should probably be picked as a point at which discretion starts taking over. In the case of a national or international championship, I would say that probably about 30 mph average is the top at which a race should be started. In regattas of a local or regional nature, it is probably a good idea to at least postpone and hope for less wind when the wind gets over 25 mph average velocity. There are, of course, places in the Middle West where 25 mph is just considered a nice sailing breeze; and if races were postponed because of that much wind, there never would be any regattas. If time is running out on a regatta, it is probably all right to start races with a 35 mph average velocity, but anything more than that is asking for a lot of trouble. (To be continued.)

CHICAGO BOAT SHOW—FEBRUARY 3 TO 12, 1956

—SCIRA Dinner Feb. 11 at Chicago Yacht Club—

Voice Of The People

WANTS CHEVRON RULE CHANGED.

"I would like to propose a change in the present chevron-on-sail rule. The new, larger chevron size was a needed improvement, for many of the fellows out here on the Coast felt that the old chevron was so small, it looked poor and did not display any as a result. Now we believe that (1) more than just the "highest won" chevron should be displayed; (2) corresponding numbers for years ('54, '55, '56, etc.) each championship won (with possible exception of fleet championships) should be displayed.

These are neither spontaneous or radical suggestions; just proposals following what Stars, Lightnings, P. C.'s, Rhodes, Penguins, Snowbirds, and Lebmans, to name a few, have been doing for years. Here are some favorable arguments:

- (1) With corresponding year numbers, either '55 or 1955, more people will know what a chevron means.
- (2) It means more to the skipper who wins the award.
- (3) More people would know, both in and out of the Snipe Class, which color chevron signifies which championship.
- (4) Chevrons and numbers, as in the aforementioned classes, carry much more lasting value and are a more perpetual recognition that trophies and titles.

Each number should be 2" across with a 1" space between each digit. They should be at least 3" high to make them look normal. The actual width of the material used to make the figure should be 3/4" wide so they will be legible if made 2" wide and 3" high. If made larger, the numbers will detract from the chevron itself. They should be worn just below the chevron and fit up into the chevron, the top line of the numbers being about 1/2" above the base line of the chevron points. If championship is won more than once, other numbers can be worn either above or below---the corresponding color of the chevron keeping them straight to the observer.

We would like to see this addition to class esprit adopted and I propose that everybody vote on this within each fleet, with the fleet captains voting the results in a sort of electoral college. I don't believe anyone is going to win so many championships that his sail will be cluttered up, and the present rule on chevrons is about 20 years behind the other classes."

Fred H. Miller, Jr. (Pasadena)

ARE THREE BOAT FLEETS THE ANSWER ?

"Snipe racing began in the early 1930's in the Southwest and by the mid-thirties, Fleet No 1, located in Dallas, Texas, boasted 28 Snipes. Large fleets have been located in Galveston, Waco, San Antonio, Corpus Christi, Lake Worth and Eagle Mountain Lakes, Fort Worth, Wichita Falls, Oklahoma City, Tulsa, and Shreveport

At this time, the fleets of San Antonio, Tulsa, and Shreveport are active, enthusiastic units, boasting many hot boats and skippers who go to regattas and carry home the hardware. The fleet at Lake Worth is active, though small, and stays home to race. The Dallas fleet is now reduced to two very enthusiastic skippers and a few others who register each year and they managed to hold only five point score races this summer. The Oklahoma City boats all burned years ago, and they will have five boats now after years of hard work by Bill Kilpatrick to re-establish the fleet. All the other fleets are defunct, although there are still a few unattached Snipers at these locations.

It is obvious from the above facts, that Sniping has suffered in the Southwest and the principle reason, aside from improvement of the class, appears to be the boom of other racing classes that started in the area with a toe-hold and have since grown by leaps and bounds, taking in many former Snipers. The need of only three boats to establish a Lightning fleet is one thing that stands out in the rapid growth of this class. Three Lightning boat fleets have been easily established in Snipe racing areas as many Snipers, facing the problem of replacing out-

(Continued top of page 12.)

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!**

WANTED: USED SET OF SNIPE SAILS, for use with slotted mast and boom. Cotton or synthetic. Send information on type, make, age, and price to Harry C. Kline, 42 Virginia Place, Buffalo 2, New York.

FOR SALE: SNIPE #7433 - Ultra light weight. Stainless board. Full-cut Watts sails plus hard Boston main. Reasonably priced. R. Cornell, 1103 S. Higby, Jackson, Michigan.

FOR SALE: Two suits Larson cotton sails. One suit full-cut, new, used approximately 40 hours. Other suit medium-cut, used successfully since 1951. Will sell together for \$120.00. Ben Moore, 221 Ninth NW., Ardmore, Oklahoma. Phone 4527.

LAKE MEAD - Would like to organize Yacht Club on Boulder Dam. Have 1 or 2 Snipes in the neighborhood. If interested in any way, contact Brick Diels, Box 230, Las Vegas, Nevada.

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

BUILD YOUR OWN TRAILER. You can get blue-prints and a detailed instruction sheet for two different types of trailers which were especially designed by snipers to fit a SNIPE. Why spend a lot of money? Only \$1.25 postpaid, complete.

SCIRA, 655 WEBER AVE., AKRON 3, OHIO.



Snipe Building Plans

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

SCIRA 655 WEBER AVE. AKRON 3, OHIO

— **Every Sailor Needs It** —
SCIENTIFIC SAILBOAT RACING

— *by Ted Wells* —

Four dollars from any book store or direct from
DODD, MEAD & CO., 432 Fourth Ave., New York 16, N. Y.

An ad this Size Costs
FIVE BUCKS
one time only

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

For Fine Boat Construction

SPARS
ACCESSORIES



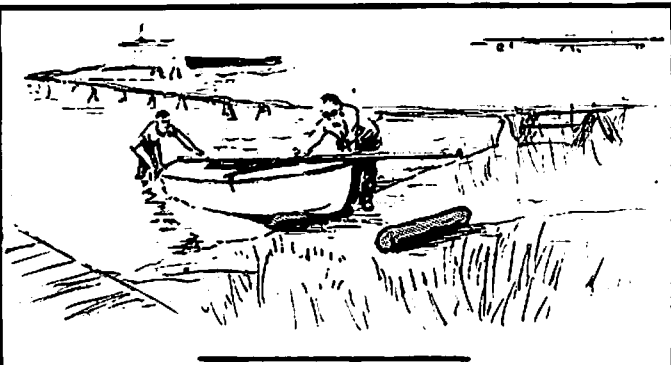
REPLACEMENT
PARTS

CUSTOM BUILT SNIPEs

from Completed Hull to Completed Craft
 State your needs - write for prices

Hollow Masts - Booms
 Luff-slot entrance ash-reinforced on both

1954 WESTERN HEMISPHERE CHAMPIONSHIP
GERBER SNIPEs TOOK 1st and 2nd PLACE!



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 "inking 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.

**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.

(VOICE OF THE PEOPLE from page 11.)

date Snipes, have retired them in favor of Lightnings.

We are talking much these days about promoting Snipe and improving the class. It appears we should direct our committee on "Improvement of the Class" toward a study of how best to meet the competition of fleet organizations of other racing classes. Let's take action to make easier the establishment of new Snipe Fleets, and also attempt to salvage the small fleets of confirmed Snipers who are struggling to maintain their sanctions. Are 3boat fleets the answer? --Ben Moore, Oklahoma.

The above comment sounds a little discouraging, so, in order to cheer you up, here are a few reports from widely scattered points which are more indicative of the steady growth and promising future of SCIRA. DON'T GIVE UP THE SHIP!

"There has been considerable interest in the Snipe Class here in Decatur (Illinois) this past season and it looks as though next year may see enough of us to qualify for a fleet."

—Tom Palmer.

"The Pine Beach (New Jersey) Yacht Club Fleet #256 had the most successful year that it has had to date. We have a fleet of 17 Snipes. The way the season looks now for 1956 we will have perhaps 21 registered Snipes sailing out of our club."

—John Y. Mace.

"Our local racing season has come to an end with Robert Huggins coming out on top. The Class has grown considerably in the San Francisco-Oakland Bay area. Our races at season's end averaged 20 boats per race, a considerable gain from last year's average of 10-12 boats. The season has ended with the incoming winter weather of December. We are now in the period of painting and repairing and making plans and preparations for the biggest and best season yet in 1956."

—Jules Voeger (Fleet #92).

Mr. Ralph C. Potter, President of the Narraganset Bay Yachting Association, Box 1586, Providence, R. L., is interested in reviving Snipe fleets within his jurisdiction. Terry Whittemore write to him as follows:

"Both in my official capacity as Rear Commodore of SCIRA, and as a fellow Snipe enthusiast, I would be most happy to assist you in any way I can in your efforts to strengthen your Snipes. The news of your plans is music to my ears, for Snipes have had several lean years here in the northeast, but I'm happy to say the pendulum is now rapidly swinging the other way. Several other fleets are reactivating their interest in Snipes, and, as you probably know, Snipes on an international basis as well as in all other parts of the U. S. are multiplying by leaps and bounds. The number of Snipes is now close to 11,000. I could give you many reasons why I believe the Snipe is such a success now, but one of the main reasons aside from its cost and transportability to any body of water is the fact that it has proved itself to be more than just a boat for kids. It's ideal for all ages on any body of water and we have hopes of having it in the Olympics in Italy in 1960, for it is the most representative boat of the greatest number of sailors. In closing, I'd like to say that the U. S. Snipers are about the grandest group of all ages and from all walks of life that I have had the pleasure of meeting. I'm sure that your Snipers will feel the same way when they start attending outside regattas."

AND FROM BRAZIL: "The boys of Porto Alegre's two Snipe fleets have great news for 1956. Iate Clube Guaiba and Clube Jangadeiros will take care of a Brazilian Snipe Week between March 4th and 11th and 50 Snipes are expected to race. The winner and the runner-up will represent our Snipe fleets in Hamilton, Bermuda, for the 1956 Western Hemisphere Snipe Championship. SAVEL is building ten plywood Snipes on an installment basis for the boys of old Rio de Janeiro Fleet #159.

— Fernando de Avellar, National Secretary for Brazil.

(WHY WE HAVE A SNIPE ASSOCIATION from page 9.)

went out for a sail. The professionals don't know it all, either, but at least, SCIRA's Rules Committee and officers know pretty well what makes a Snipe tick and you can rest assured that they will not make changes that will (a) cost you a lot of money (b) make your Snipe dangerous to handle and (c) do the slightest thing to affect any boats now in existence. You stick with the Snipe Association and you'll never get stuck for a good boat or for spirited competition.

—William F. Crosby
 Designer of Snipe.