

Snipe

BULLETIN



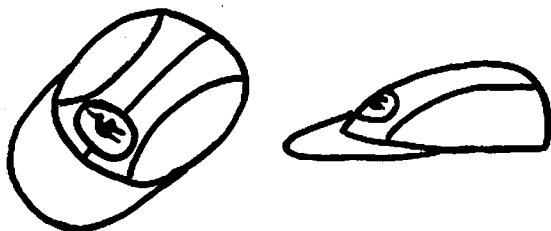
SOME CLOSE ACTION IN THE MICHIGAN STATE CHAMPIONSHIPS. So you think you have wrinkles in your sails? Take a good look at these synthetics.



SNIPERS!

ORDER YOUR SNIPE CAP NOW
PROMPT DELIVERY!

HELP THE U. S. NATIONALS



These billed caps are made of a fine quality linen weave fabric with reinforced webbing in the crown and a leather sweat band. They come complete with embroidered Snipe class insignia on the front.

Colors: Navy or white

Size: 6 3/4 to 7 1/2

Price: Only \$2.95 each plus 25¢ postage

Send check, money order, or C. O. D. to the
INDIANAPOLIS SNIPE FLEET

5639 N. Meridian St. . . . Indianapolis 15, Indiana.

Varalyay

BUILT SNIPES

"The Choice of National Champions"



AT THE 1956 NATIONALS

13 FIRST PLACES

9 SECOND PLACES

5 THIRD PLACES



**SAIL A "VARALYAY BUILT"
SNIPE AND BE A WINNER**

SPARS, RIGGING, HARDWARE & SEMI-FINISHED HULLS

VARALYAY BOAT WORKS

1810 W. 166th Street

GARDENA :: CALIFORNIA

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 and Boat Shows Data

Final arrangements have been made for the 1957 Annual Meeting of SCIRA. For anyone attending the last two meetings in Chicago, this will be mainly a repetition of those successful events with practically the same schedule. Here it is:

All meetings will be held on February 16th, 1957, at the Chicago Yacht Club located on the lake front at the foot Monroe St. There is plenty of parking space available or you can come from downtown hotels by taxi.
9:00 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, sweethearts, 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. While no hotel has been designated as official SCIRA headquarters, the Blackstone is both convenient and popular.

The Chicago Boat Show dates are from February 8th to 17th, so you can attend it on Friday or Sunday and get in the meeting on Saturday. As last year, SNIPE will have floor space in Booths 882 and 883 (near the same location as last year) in the 3rd row from the main entrance on Halstead St., in the New South Hall. Buzz Levinson is in charge again and he needs all the volunteer help he can get to man the booth. If you can do a little stint, write to Buzz and he will assign a period. He says, "Tell all Snipers to come around and serve as a self appointed welcoming committee." Reservations for the dinner must be made with Birney Mills.

For the first time, Snipe will also be in the New York Boat Show which will be held in the Coliseum January 19-27th. Terry Whittemore has directed the organization of this effort and all the fleets in District 1 have combined to help put it over. As with Buzz, Terry needs all the help he can get, especially since he has been laid low for 7 weeks with an attack of hepatitis. Other Snipers have stepped into the breach and his many friends have rallied around to carry on the show, so your personal help is both needed and appreciated. Better write Terry at once.

The newly re-activated Middle River Fleet #219 at Baltimore has assumed the task of conducting a Snipe booth at the Baltimore Boat Show which will be held there early in February. Sam Card, Fleet Captain, 300 Club Road, Baltimore 10, Md., will be more than glad to hear from anyone in that area who can volunteer services. Snipe will be, no doubt, in many other local boat shows throughout the country this winter and such fine advertising and publicity should be of great benefit to the class. This is the most ambitious and extensive campaign SCIRA has ever undertaken and should be supported by every member. Be sure and TALK SNIPE!

District 4 Holds an Election

All of the active fleets in the 4th District were represented at the Halloween Regatta in Atlanta and they chose as their new Governor a rather timid and shy man who doesn't have much to say to anyone. But with the backing he has, he should make a top-notch Governor--none other than Dr. Sam Norwood!

(The above announcement is printed verbatim as made by the retiring Governor, John H. Wesley).

Midwinter Regatta Scheduled

Clearwater Fleet 46 announces the 20th Annual Midwinter dates of March 12, 13, 14, and 15th, starting on Tuesday and ending on Friday. No doubt the Miami races will be the preceding weekend as in past years and if plans for the long-desired Caribbean Regatta materialize this year, it would probably be the following weekend. But at any rate, there will be plenty of good sailing in Florida this year, so make some plans now and attend this outstanding and important event. Details are in the ad on the back page.

Election Returns are Due

At this time of year, many fleets hold their annual banquets and meetings and elect officers for the coming season. Since, in the last analysis, the success of the fleet (and SCIRA, too!) depends largely on the abilities of the Fleet Captain to steer a proper course, it is imperative to pick good and experienced men who are willing and able to do the few official tasks connected with the honor. They are in direct liaison with SCIRA headquarters and thus the whole organization is knitted together. So pick a good man and then send the list of officers in at once so they can be included in the new 1957 year book. Otherwise, the old information will be reprinted.

The 1957 Year Book

And speaking of rule books, it is hoped to get the new book out a little earlier this year, but that can only be possible if everyone co-operates and observes the March 15th dead-line. If you have noticed any errors or have some official changes to be made along with any suggestions as to how to improve the book, don't hesitate to send in the information and requests. We all want an efficient but un-cluttered year book and, to that end, we take kindly to criticisms and suggestions. It is your book and the official publication of the class, so help to make it better. Incidentally, but most important, the advertising in the book is greatly appreciated for it pays about one-half of the cost of publication, which is high, as the book is of fine quality. If you can send in an ad or get some additional advertising, don't hesitate to do a little soliciting. And once again, we will reward the designer of the cover with a handsome prize (free 1957 dues), so get to work today and submit your brain-child.

Sanctioned Dates Must be Checked

Already requests for important race dates for 1957 are submitted for official sanction and it is not too soon to set up your schedule. This year, all important events will be cleared first with the District Governors so that there will be no conflicts as have occurred in the past to everyone's discontent. Since the most important area event is the District Championship, that date should be determined first and at once by the local fleets and then other regattas can be built around it and the U. S. Nationals. Check with your District Governor before you send in your sanction blanks if in doubt, for all dates will be cleared by him anyway.

Old BULLETINS Wanted

Recently a request came in from a gentleman in Spain for all of the back issues of the Bulletin to place in his personal library and it is to our regret that we are unable to fill the order. There have been 67 issues of the Bulletin and there are 53 back issues on hand. Missing are the following: July, Aug., Sept. (1951); Apr. (1952); Feb., May, June, Oct. (1953); Feb. (1954); June, July, Dec. (1955); and, strange as it may seem, Jan and Feb. (1956). If you have any extra copies of those issues, they would be greatly appreciated and the reward will be 25 cents for some of them and 50 cents for others. There are about 11 copies of the old Jib Sheet (predecessor to Bulletin) in the office files thanks to Dick Dawson of P. L. Y. C. 110 and more of them would be appreciated for the archives. Don't throw away any old copies during spring house-cleaning--send them to Akron!

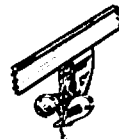
- IF YOU INTEND TO BUY ANYTHING FOR YOUR SNIPE - look through the ads in the Bulletin and give your order to one of our loyal advertisers. They deserve your support!

CUSTOM BUILT SNIPEs

MASTS-BOOMS-RUDDERS

CENTERBOARD LIFTS

THE FAMOUS



MAIN SHEET JAM

—our specialty—
Patent no. 2-627,834

\$12.00

DUFFY and ROBERTS

1810 S. Orchard Knobb Chattanooga 4, Tenn.

So Ben FIBERGLASS BOATS

A NEW

BUILDER OF

FIBERGLASS SNIPEs

BY AN

EXPERIENCED

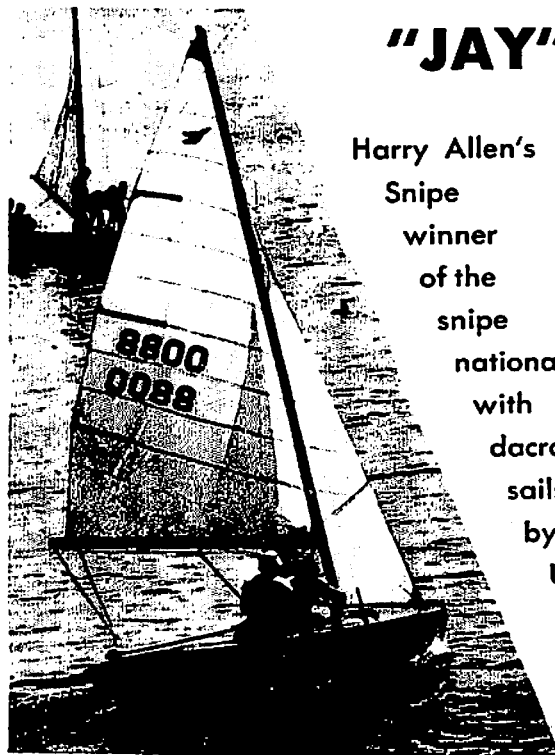
BUILDER OF

FIBERGLASS MOTOR BOATS.

Hulls or completed Snipes ————— Write for details.

SOUTH BEND LAMINATED PRODUCTS, INC.

215 S. Garst St. South Bend 18, Indiana.



"JAY"

Harry Allen's
Snipe

winner

of the

snipe

nationals

with

dacron

sails

by

Ulmer

Order yours now for Spring delivery.



CHARLES ULMER, INC. Sailmakers

CITY ISLAND 64, N. Y. Phone: City Island 8-1700 Annapolis, Md.

ARDEN ZINN WINS TOP MICHIGAN HONORS

GULL LAKE SAILOR TAKES COVETED PRIZES HOME



The top picture shows the 1st five top winners (left to right): Noel Yarger of Diamond Lake, 3rd; Dexter Thede of Grand Rapids, 2nd; Bob Frahm of Grand Rapids, 5th; Arden Zinn of Gull Lake, 1st; and Larry Caston of Grand Rapids, 4th. The crews are sitting in front.



At left: Arden Zinn admires his trophy while his crew, Terry Dolan, mugs for the camera.

Gull Lake's entry of Arden Zinn and crew, Terry Dolan, proved to be almost unbeatable in this year's Michigan State's Championships, as he combined a second place finish in Sunday morning's race with the two 1sts from Saturday's races to annex both the Eagle Lake Yacht Club Trophy, emblematic of the Michigan State Snipe Championship, and a new suit of Guy Roberts' orlon sails, which was given to the winner. Once again, the regatta was sailed on Reeds Lake at Grand Rapids on July 14-15 and 36 boats from 7 fleets made it a great success. Entries were divided into 4 fleets of 9 boats each; each fleet sailed each other once, exactly as in the Crosby Series in the Nationals.

The weatherman finally co-operated with the race officials and all three races were sailed in perfect weather, with 5-12 mph breezes on hand both Saturday and Sunday. In the first race on Saturday for the red-green fleet, Dex Thede and his sister Valerie battled for 1st place throughout the whole triangular race with last year's winner, Bob Frahm, until Arden Zinn, who had slipped unnoticed along the shoreline, suddenly gained the lead at the last buoy and went on to win, with Frahm coming in 2nd and Thede 3rd. In the brown-yellow fleet, Gull Lake's Edwin Rosenbaum and his sister Carolyn, opened up a big lead at the start only to see it disappear at the finish as John Rose and his crew, Bill Waring, the 1954 Champions, moved into 1st place in the last 50 yards before the finish. This was the closest finish of the regatta as Rosenbaum won by less than a foot with Rose 2nd and Noel Yarger of Diamond Lake, 3rd.

After lunch, the sailors again headed down the lake on the 2nd race, which matched the red-yellow and green-brown fleets. Once again, Arden Zinn proved to be tough competition as he got out into 1st at the start and went on to win by a safe margin. Bob and Ann Frahm and John Rose battled most of the way for 2nd place and the finish found the famous "Bluenose II" in 2nd place with Rose, 3rd. In the green-brown fleet, Lanny Caston and Bill Bissell sailed flawlessly into first place after the start to give Grand Rapids its only win for the day, and Dex Thede managed to win 2nd place honors over Noel Yarger.

At the end of two races, Arden Zinn was in a clear-cut lead with Bob Frahm 2nd, Lanny Caston 3rd, and Thede and John Rose in a tie for 4th.

Saturday night a dinner and dance were given at the Yacht Club and a good time was had by all!!!

Sunday morning the red-brown and green-yellow fleets battled each other in a light southerly breeze. Noel and Tom Yarger found the secret to success as they sailed to victory over Zinn in this race and clinched 3rd place in the regatta by doing so. Fred Weissert, sailing for Indian Lake, moved into 3rd place in this race for a good finish in the regatta. In the green-yellow affair, Thede got off to a fast start and a good lead which he held to finish 1st and to garner runner-up position in the regatta. In second place at the finish was John Keyser of Gull Lake, while Lanny Caston and John Rose fought for 3rd, with Lanny squeaking through to take 3rd in the race and 4th in the regatta.

Thus, with two 1sts and a 2nd, Zinn won the 8th annual Michigan State Snipe Championships. The winner's boat is a new fiberglass Snipe with Guy Roberts' orlon sails, and was certainly well sailed by an able skipper.

A great deal of credit should be given to the Grand Rapids Yacht Club and its members for the helping hand they furnished to make this regatta a great success. The yacht club was completely destroyed by fire on July 5th and a lot of work and time was spent by the club members to get the grounds in shape so the regatta could go on as usual. To all the regatta chairmen and their committees, a great big THANKS! —John Rose.

The Snipers at Gull Lake are an active and enthusiastic bunch. With 23 boats in the fleet, 21 participated in a heavy schedule of racing and such training and competition paid off with the State Championship for the first time. Gull will be host club in 1957.

FINAL RESULTS OF MICHIGAN STATE CHAMPIONSHIPS

BOAT	SKIPPER	CLUB	RACES	1	2	3	POS
10368	Arden Zinn	Gull Lake		1	1	2	1
9732	Dexter Thede	Grand Rapids		3	2	1	2
10688	Noel Yarger	Diamond Lake		3	3	1	3
9441	Lance Caston	Grand Rapids		4	1	3	4
2740	Bob Frahm	Grand Rapids		2	2	4	5
7902	John Rose	Grand Rapids		2	3	4	6
9604	John Keyser	Gull Lake		4	6	2	7
9314	Edwin Rosenbaum	Gull Lake		1	8	5	8
9371	Fred Weissert	Indian Lake		9	4	3	9
9168	Jack Abbott	Muskegon		5	5	6	10
9297	Bill Ticknor	Gull Lake		5	7	8	11
10010	Marylyn Harrett	Grand Rapids		7	4	10	12
3940	Keats Vining	Grand Rapids		8	10	5	13
8043	John Gordon	Grand Rapids		9	8	7	14
4230	Pete Durno	Grand Rapids		6	10	9	15
10161	Tom VanDyke	Muskegon		10	6	11	16
4406	Chuck Rood	Grand Rapids		12	7	8	17
10056	Tim Shank	Gull Lake		7	DNF	6	18
3487	Stan Davis	Grand Rapids		12	12	7	19
9425	Frank Fehsenfeld	Grand Rapids		11	9	12	20
7381	Bob Harris	Glen Lake		13	11	10	21
4768	John Woollam	Indian Lake		10	13	12	22
4226	Steve Clink	Muskegon		11	14	11	23
10482	Lyle Hasty	Eagle Lake		6	5	DNS	24
9896	Dave Cloe	Muskegon		14	11	13	25
7999	Nancy Fehsenfeld	Grand Rapids		DSQ	14	9	26
6715	Jim Edgar	Grand Rapids		16	13	14	27
7927	Dorothy Albers	Grand Rapids		13	16	14	28
10180	Roger Brussee	Gull Lake		8	9	DNS	29
8050	Gordon Caldwell	Grand Rapids		15	16	13	30
9729	Bob Baxter	Grand Rapids		15	15	15	31
4381	Joe Thomas	Grand Rapids		17	17	16	32
9731	Jon Fowler	Grand Rapids		18	18	DNF	33
8589	Norman Underwood	Gull Lake		14	12	DNS	34
10047	Garrett Mulder	Gull Lake		17	15	DNS	35
5113	Fred Gray	Grand Rapids		16	DNF	DNS	36

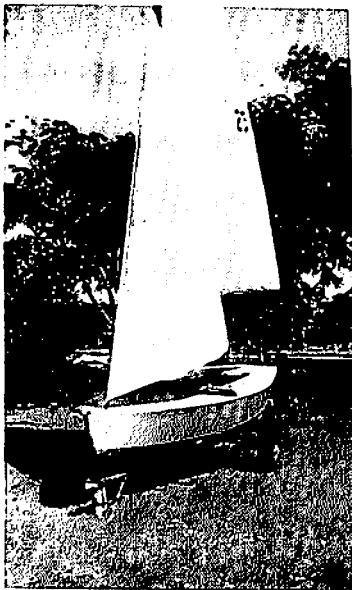
CHICAGO BOAT SHOW—FEBRUARY 8 TO 17, 1957

—SCIRA Dinner Feb. 16 at Chicago Yacht Club—



ANOTHER SNIPE GIVEN AWAY. Dr. Clemente Inclan, Vice-Commodore of the Miramar Yacht Club, Havana, Cuba (center, with glasses), places his hand on the Snipe which he is presenting to Carlos Sela (extreme right). Every year, Commodore Manuel Rasco, Jr., gives a Snipe, completely equipped and ready to sail, as a prize to a crew member of the Havana Fleet #22. This is the seventh boat so awarded and Dr. Inclan officiated in the ab-

sence of the Commodore, who was in the States at the time. Dr. Mariano Guas, Secretary of the Club, stands between the lucky recipient and Dr. Inclan, while Gonzalo Melendez, Fleet Captain, is 4th from the right. SCIRA extends congratulations to Mr. Sela, Commodore Rasco, and all the members of the fleet for their enthusiastic support of Snipe.



The Snipe at left is none other than old #23, now owned and sailed by Ben Moore of Ardmore, Oklahoma. Ben first started to race Snipes in 1946 and has owned 3889, 4500, 7890, and now 23. He says the number is deceiving as the boat was rebuilt in 1949. However, it is still the same old hull and another example of a longlived Snipe, of which SCIRA has many.

Bengt Johnson of the Sea Cliff Fleet #4, New York State, has always been a tough and consistent competitor in the North Atlantic area. Friends were not surprised when he was the J. S. High Point Winner for 1955 and got the Minneford Trophy. Here, on the right, is a picture of his boat. Bengt uses plastic battens of his own make.



THE OFFICIAL SNIPE PLANS WERE REVISED in July 1956 and should suffice for all purposes, but if more detailed instruction is needed, we recommend the book by Bill Crosby (Amateur Boat Building) advertised on page 9 while the booklet HOW TO BUILD SNIPE is off the market while being revised and reprinted.

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

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

Let us furnish all the material to complete your next

FIBERGLAS HULL

For Fine Boat Construction

DECK BEAMS
SPRAY RAILS



RUDDERS
SPARS, ETC.

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

A few hundred miles off the U.S. Carolina coast lies a happy jewel of an island known as Bermuda. As a matter of fact, so much enchantment is packed into its tiny area (22 square miles) that only a visit will verify the laudings heaped upon it by many who consider it the ONLY vacation resort. To describe even briefly the multitude of lovely beaches, coves, and harbors, the clear, blue, warm waters for swimming, fishing, and boating, the hospitality of the Bermudians themselves, and the wonderful variety of things to do would take pages. All I can say now is that it is all there -- and a great deal more to boot!

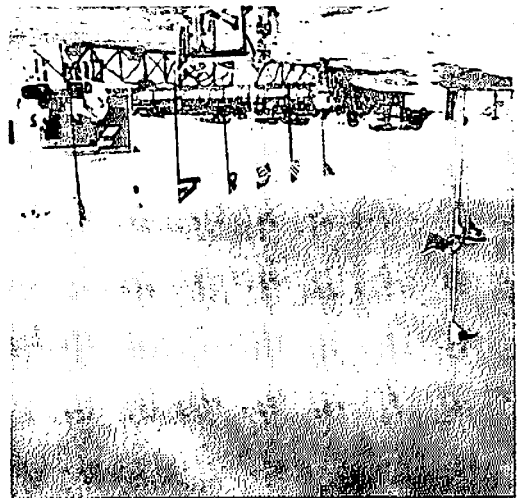
Fortunate indeed, therefore, were the top-ranking Snipe sailors from the Western Hemisphere countries of Argentina, Brazil, Bahamas, Canada, Cuba, and the USA who were invited to compete for one of the second highest honors in Snipedom (the other being the European Championship), The John T. Hayward Trophy, along with the best teams from Bermuda.

Experienced as the Bermudians are in holding famous sailing events, nevertheless, this was their first crack at holding an International Snipe Championship and, to say the least, they outdid themselves in an effort to sponsor a perfectly organized regatta which, in turn, helped justify the tremendous distances travelled -- all at personal expense -- by the contestants. The organizing body displayed a prime example of teamwork and cooperation, for not one Yacht Club sponsored the event, but THREE, and each

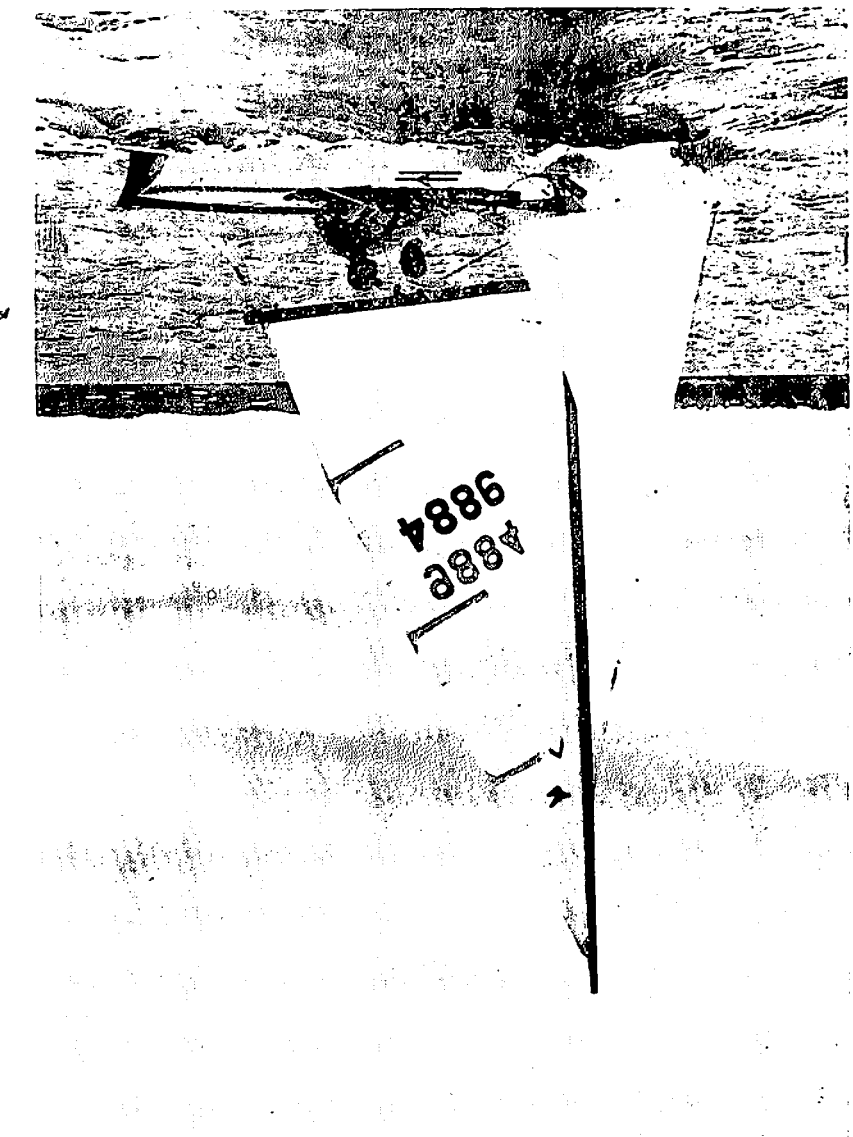
famous in its own right. From the membership of the three-- Spanish Point, Sandys, and St. George's -- another organization was formed called "The Bermuda Snipe Associates" and it is to this group under the competent direction of their Chairman, Commodore Reggie Tucker, and the Bermuda National Secretary, Commodore Ted White, that the success of the regatta and social functions can be attributed.

By the evening of October 14th, all of the contestants had managed to arrive, although not necessarily on schedule, thanks to a few hurricanes wandering around and about which managed to discombobulate an occasional airline schedule. In the traditional manner, our hosts invited the sailors and visiting spectators to the first of many delightful social events -- this one being a cocktail party under the seven flags of the countries represented, followed by a delicious barbecued chicken dinner at the water's edge of Harrington Sound. To make the situation even more enjoyable, everyone was housed in one location, the Palmetto Bay Guest House and Cottages, ably managed by the owners, Mr. and Mrs. Bill Stearns. Not only did everyone have a great deal more fun through this arrangement, but it served another very important purpose as well. Buses were provided to transport everyone to all the functions. A neat miracle was performed every time everyone was aboard even remotely resembling every time everyone was aboard even remotely resembling the appointed time and if the bus had to make stops at

VIEW OF THE SPANISH POINT BOAT CLUB THE WINNERS ALSO HOLD THE BERMUDA NATIONAL CHAMPIONSHIP



THE BERMUDA WINNERS -- Kneeling are the new Western Hemisphere Champions, Eugene Simmons (left) and his crew, John Shirley. Standing are the second place winners, Ronnie Strange (left) and his crew, George Brown.



WINS FIRST TWO PLACES IN WESTERN HEMISPHERE CHAMPIONSHIP ---13 ENTRIES FROM 7 NATIONS COMPETE By Terry Whittemore -- 1954-54 Western Hemisphere Champion

A DOUBLE TRIUMPH FOR BERMUDA

various places to pick up the group, well, I'll leave the results to your imagination.

Monday was measuring in day followed by a practice race in the afternoon. Perfect sailing weather was on hand, and the Bermuda teams of Eugene Simmons and Shirley, Ronnie Strange and Brown, made clear their intention as to where they wanted the Hayward Trophy to make its home for the next two years by crossing the finish line one-two in the above mentioned order. I might say that they made good on their intentions by winding up the regatta in exactly those positions.

On Tuesday, the official races began. The day was beautiful and clear, and the wind a rather rugged 16-knot average--rugged that is for the two skippers who brought female crews along. (What am I talking about--I mean rugged on the crews!). Aimee Bento of Brazil took one look at the white-caps and said, "Quen, Yo? De repente estoy cansada!"

Helen O'Leary, crewing for Harry Allen of the U.S., decided to give it a try anyway and astounded everyone by sticking through three such tough races before she was forced to say Uncle.

A full 7-mile triangular course was set up for the first race, and after a delay to replace a broken rudder, the race got underway. The Allen-O'Leary combination took a long port tack hitch shortly after the start and, after coming about, crossed the entire fleet three quarters of the way to the windward mark before the going finally began to take its toll on them. Thereafter, it was a battle royal between the Thompson brothers (US), Laszlo (Brazil, with a Bermuda chap crewing in place of Aimee), Eugene Simmons of Bermuda, and Godfrey Lightbourn (Bahamas). This quartette staged an exciting duel with a dramatic finish of 6 seconds between the first and second boat and only 44 seconds for all four. Thompson had the lead at the only time it counted and the first race ended in the above order.

The second race was a clear victory for Simmons, who lead at every mark and crossed the finish line with plenty to spare ahead of Cuba's Jorge Mantilla and Carlos Sela, runners-up in the World Championships last year in Spain. Thompson got the 3rd spot and thus tied Simmons for the top spot after these two of the 6 races scheduled.

Consequently, both boys wanted the number one slot in the next race the worst sort of a way and a spectacular battle for the honor ensued. The lead changed hands grudgingly several times, yet neither could work out more than a few lengths over the other at any time. Simmons had the edge on speed and pointing while going to windward, while Thompson was definitely sailing his boat faster off the wind. Just short of the line, Simmons lost his main, clinching the victory for Thompson. However, he still had enough lead over Strange to get across the line in front of him for a second place.

Gabriel Gonzalez of Brazil was finally able to show his superb sailing ability in the 4th race which he won with ridiculous ease when, for once, he drew a good boat which didn't break down on him. He won with over a minute and a half to spare, which was the largest margin of victory achieved in any of the races. Thompson broke a tiller when he was second at the half-way mark, replaced it with a spare which he carried (either by luck or foresight) while 7 boats passed him, and then recouped all the boats that had passed him on the next windward leg. But in the process, he pressed his luck a little too far on the port tack and a DSQ resulted and, as it turned out, also ended his chances of winning the title. Strange thus got the second place and his consistency was now beginning to show up on the tally sheet, for in the total point score, he was now in second place behind Simmons. Also, in this race, Simmons drew one of the BOBO Snipes and was fortunate to finish 7th, his worst race of the series.

By the start of the 5th race, the winds were really beginning to howl with gusts hitting over 30 knots. Godfrey Kelly of Bahamas sailed a most beautiful race to victory. Gabriel Gonzalez of Brazil was right in there with him until his rudder snapped shortly after turning into the final run for the finish. Gonzalez finished the race anyway by steering with his paddle amidst cheers from all the spectator boats, as it was no mean feat considering the high wind and seas. Strange was on hand to move into 2nd place after this mishap, with Lightbourn 3rd. Thompson finished 7th and Simmons 5th. Since the weather was getting no better, the final 6th race was postponed to the next day. When the weather proved just as turbulent that morning, the series

was abandoned and the totals were based on the best four out of five races.

It was an unfortunate ending for a series that had started with tight struggles for supremacy, but weather was one factor the host country organizers could not control. It was also a series in which bad luck affected several contestants, particularly the Latin American sailors and one that produced a typical sporting gesture when Jorge Mantilla disqualified himself in the 4th race for touching the weather mark when only he was aware of it.

Above all, it was a triumph for local sailors and the icing on the cake for the 3 clubs forming the Bermuda Snipe Associates--St. George's, Sandys, and Spanish Point--which organized and ran a record event in a manner that caused Ted Wells, a veteran of many championships, to say, "Other countries could take note of the way this series has been handled by Bermuda."

They Finished in This Order

Final standings based on the best four of five races:

Skipper	1	2	3	4	5	Total
1. E. Simmons, Ber.	1444	1600	1521	1225	1296	5801
2. R. Strange, Ber.	1024	1153	1444	1521	1521	5642
3. G. Lightbourn, Bah.	1369	961	1156	1444	1444	5413
4. J. Thompson, U.S.A.	1600	1444	1600	729	1156	5373
5. G. Kelly, Bah.	1225	900	1225	1156	1600	5206
6. G. Diaz, Cuba	1296	1369	1089	1296	1089	5050
7. G. Gonzalez, Brazil	961	1225	784	1600	1225	5011
8. L. Orella, Argentina	1089	1089	1369	784	1369	4916
9. J. Mantilla, Cuba	1156	1521	1296	784	784	4757
10. C. Laszlo, Brazil	1521	1024	1024	1089	1024	4658
11. H. Allen, U.S.A.	900	1296	841	1024	784	4061
12. H. Henderson, Can.	841	841	961	1369	784	4012
13. S. Forsey, Can.	784	784	900	961	961	3606

* Required to count fourth race.

Although brilliant sailing was demonstrated occasionally by nearly all of the contestants, bad luck in the form of equipment breakdown (see Wells' Wanderings December 1956) plagued many of them. These sailors were familiar with keen regatta competition and certainly knew how to push and coax the maximum out of the boat they drew. Perhaps part of the breakdowns could be attributed to this fact, as they certainly sailed their boats hard every inch of the way. The number of breakdowns was discouragingly high, which leads me to believe that other factors entered the picture, but if anyone felt disappointed about anything, this was the only item one could pick on, and I know the Bermudians felt ten times worse about it than any of the contestants despite the fact that no one was to blame.

This was the largest turn-out to date for a Western Hemisphere regatta what with an entry from Argentina. A team from Uruguay had hoped to come, but finally were unable to make it. This, also, was the Canadians first stab at leaving their home waters, and from their very enthusiasm I know we will be seeing a great deal of them in the future.


Enough can't be said in behalf of the smooth functioning committees, particularly those whose work kept them behind the scenes. Their presence was most evident, however, by the precision with which everything moved. Our hosts gave us a complete tour of their lovely island, including a visit with the Governor of Bermuda and his charming wife. The races were held in the Great Sound off the Spanish Point Yacht Club where we also spent a most enjoyable evening as guests of the membership. St. George's and Sandys opened their doors to entertain the visitors, too, while on the last night, the prize awarding dinner at the Elbow Beach Surf Club was a fitting climax. None other than Mr. Rod Williams, Mayor of Bermuda, and a world famous sailor in the ocean racing classes presented the many fine prizes along with the Hayward Trophy to Eugene Simmons, the new Western Hemisphere Champion.

If space permitted, I would like to tell of the hilarious bus rides returning from some of the evening festivities and of the wild motorcycle races held on the Stearns front lawn by most of the group in their spare time, but the details of that belong to another story.

Many thanks are due the Bermudians for the wonderful hospitality extended to contestants and visiting spectators alike, and in closing, I would like to take this opportunity to wish Snipe sailors and their crews the world over, Best Wishes and Good Luck for the New Year!

Pictures of the regatta have been received from the Bermuda News Bureau, Bermuda Sports magazine, Gonzalo Melendez, etc. They were too late for this issue, but will appear in Feb.


*Sails
by Watts*

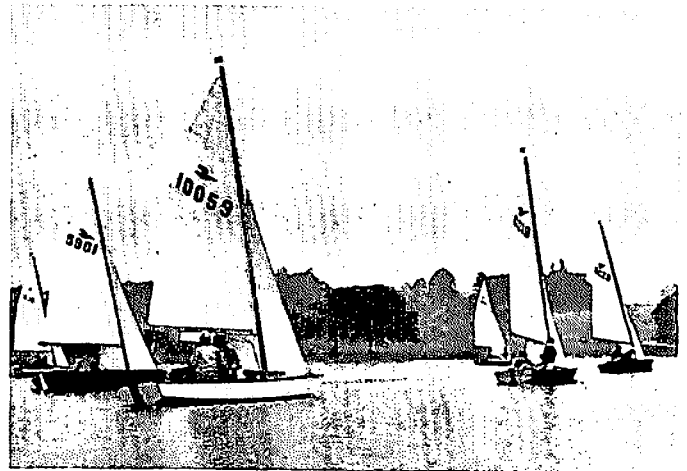


World's
Snipe
Champion

Watts' dacron sails took first and second place in the 1955 Snipe World's Championship Series at Santander, Spain. Dr. Luciano Brambilla's "PORTOROSE", #9701, from Milan, Italy placed first. George Mantilla, of Havana, Cuba, placed second sailing "ROXAN" #9755.

KENNETH I. WATTS - TORRANCE, CALIFORNIA

 Budworth Sailing Section
The Manchester Cruising Association



The Annual Open Snipe Regatta for the Howarth Trophy was sailed at Budworth Mere, Cheshire, on Sunday, Sept. 23rd.

Light winds made racing tricky and the last race was held in the lightest of zephyrs.

Dr. W. H. F. Titcombe of the Northwich Sailing Club won the Trophy in "Redshank", using a beautiful suit of synthetic sails. E. Hine of the Northwich Sailing Club gained 2nd place and R. G. Upton of the Manchester Cruising Association placed 3rd. He was sailing his new Botved fibreglas Snipe #10365. Dr. Titcombe won the first 2 races and the last race was won by A. Whitehouse in "Waitemata" 6013.

One race was declared void and was resailed on a protest against the Race Officer on starting procedure.

---H. D. Whitehouse

BOAT	SKIPPER	NAME	Race 1	2	3	PTS.	Fin.
8303	W.H.F. Titcombe	Redshank	1	1	5	4496	1
7407	E. Hine	Halcyon	4	2	2	4411	2
10365	R.G. Upton	Resinante	3	4	8	3902	3
7963	B.S. Westmacott	Honey Rose	2	R	3	3865	4
7966	V.S. Mullen	Sandmartin	6	3	7	3825	5
9578	E.L. Few	Bluebell	7	5	4	3821	6
6015	N.H. Nichols	Flamingo	8	R	6	3214	7
6013	A.J. Whitehouse	Waitemata	Dis.	8	1	3173	8
5961	H.V. Penketh	Heron	10	9	9	3009	9
6014	J.K. Brierly	Sabrina	5	R	R	2925	10
6018	I.W. Macauley	Green Willow	11	10	10	2822	11
6019	J.S. Johnston	Jane	12	7	R	2728	12
6020	R. Burns	Polaris	9	R	13	2708	13
8880	J. Gordon Bennett	Duet	14	R	11	2529	14
7409	J.C. Standley	Piella	13	R	12	2525	15
10059	H.D. Whitehouse		R	6	R	2483	16
6010	D.R. Curry	Bluebird	15	R	R	2304	17
6011	S.J. Eastwood	Trout	16	R	R	2254	18
7967	F.A. Swinnerton	Kingfisher	Withdrawn				
3191	E. Anderson	Persphone	Scratched				

SAILOR! GET YOURSELF A

Sniphon . . .

TRADEMARK

ROPE OPERATED BILGE PUMP

Keep your boat dry on a beat!!

\$25. 95 prepaid U. S. A.

E. D. GRIER - 2020 OVERBROOK DR., PEORIA, ILLINOIS

FIBERGLAS

SNIPES HULLS and DECK

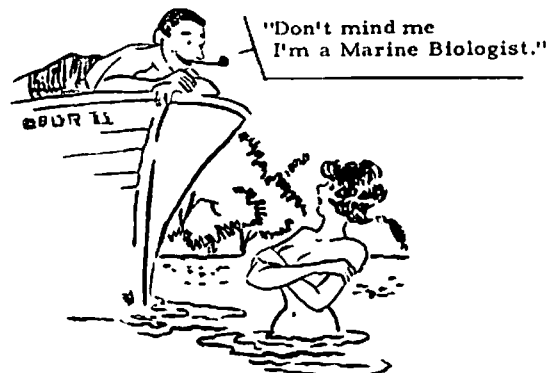
TEL-O-TAILS
SNIPES JEWELRY
WIND FEATHERS
FIBERGLAS BATTENS

Write for information

Ray Greene & Co.

Byrne Rd. at South St.

Toledo 9, Ohio



SNIPE NEWS IN BRIEF

Here is the kind of a letter a man likes to get occasionally. It's from Bob Fehrenbach of St. Marys, Pennsylvania: "May I say that your publication is of the very finest quality and that I am more than satisfied with my subscription. I consider it one of the best investments I ever made." We take a bow! Fleet 38 at Shreveport, La., elected Bill Simmons Captain for 1957. Chuck Hardey was the 1956 Club Champion. . . . Grand Rapids Fleet 137 had their most active and successful season with 33 paid-up Snipes and some 20 showing up for most races. All boats were charged with 21 races for the season, so it didn't pay to miss many or to ever be disqualified. That really hurt! They had good reason to be proud of their sailors for every regatta that their boats attended was won by Grand Rapids except the Michigans on weedy Reedy--rather, won by John Rose or Dexter Thede. Johnny made a clean sweep of the Michiana, Diamond Lake Invitational, Western Michigan, and Indianapolis, while Dex won the big one--the District 3 Championship. There will be several new boats in the fleet next year, both wooden and fiberglass. Roberts sails are popular there and after watching John Rose go by in heavier winds with medium flat sails, Bob Frahm and Dex Thede have ordered flatter sails. And now that no washing machine or dryer is necessary to get sails to measure in, Jim Edgar is putting his boat back into commission. Looks like Grand Rapids is getting ready for Peoria. They have a special series of races on Saturday mornings for the junior juniors (Pee Wees) with 8 contestants, some of whom sail very creditably in the regular series. Keats Vining is the new Fleet Captain while John Rose was the 1956 Fleet Champion. . . . Down in Atlanta this summer, a Sniper won the Atlanta Yacht Club Championship and it was none other than Woody Norwood (Dr. Sam is his father). It was quite a feather in his cap as he was the only kid sailing. Some of his competitors thought there should be a minimum age limit for that regatta as they could beat the men but not the boys! In a club regatta between the 3 classes of Snipes, Y-Flyers, and Thistles sailed by the 3 top skippers in each class and drawing for boats, Snipers took 1st, 6th, and 8th in the 6 race series. Experience gained from the tough competition in Snipe sailing always shows up when the chips are down. . . . Charlie Gabor sends a card: "Well, here I am at Sarasota, Florida, after 29 days out of City Island, New York. We covered 1431 miles by sound, ocean, bay, canals, and now the Gulf of Mexico. I was really out of circulation. Had some rough going at times with some bruises, but am still in one piece. Two of us sailed the yawl PIPE DREAM of Clearwater. Expect to be home soon and, since a great deal has happened, can tell many a tall story. It has been lots of fun." For a man in his seventies, Charlie can put many a younger man to shame. . . . Another old Sniper who made good in a big way was Commodore Dan MacBride of the P. L. Y. C. Fleet 110 at Akron, Ohio. Dan has just completed a term of office as Commodore of the Interlake Yachting Association (Great Lakes). Founded in Cleveland in 1884, it is the largest boat racing association in the world with 17,000 members owning over 7,000 craft. Dan was the founder of the Akron Snipe Fleet and owned one for years. Now sailing a Rebel, he sported the smallest flagship the I. L. Y. A. ever had. Needless to say, the small boat members loved it! Clark King has had a happy year! In August he became the U.S. National Snipe Champion and on November 18th, he was united in marriage to Miss Shirley McCoy of Palo Alto, California. A sailor couldn't expect to do more in one year and we all unite in wishing him and his bride many years of happy life together. . . . Dr. Arch K. Meserole of Lancaster, Pa., writes: "I wonder if you would send me a few of your official scoring sheets. I subscribe to the Bulletin and noted that they are available to Snipe Fleet Captains. As Fleet Captain of the NATIONAL Fleet here, I am anxious to improve our method of reporting class scores. I hope you don't consider it unethical to send them to a non-Sniper. By the way, I enjoy reading about the Snipe activities in the Bulletin. Yours is certainly an enthusiastic sailing bunch." You can be sure that, after such a nice compliment, Dr. Meserole got the desired score sheets. . . . The Malden Yacht Club Fleet 362 in England now has 20 Snipes ready for the water with several more in various stages of construction.

Your contributions for this column are cheerfully accepted.

ATTENTION: Amateur Snipe Builders

Pre-assembled Snipe Frame Kits

Hollow Masts and Booms

We specialize in unfinished hulls with the trunk bolted in. Can furnish the same with deck frames in place--also with deck laid. Either rough finished or ready to paint.

We believe that, if a man, somewhat familiar with tools, completes his own boat, it tends to engender confidence in his boat and confidence has much to do with winning sail boat races.

IT IS A LOT OF FUN--AND SAVES COSTS

Emmons

Rt. 1 Box 54
Central Square, N. Y.

FOR SNAPPY SNIPE SAILING!

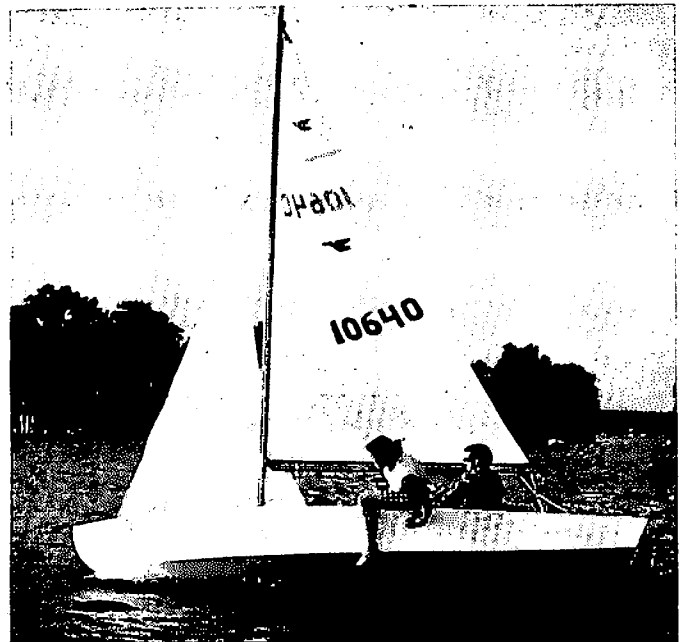
BOAT SAILING. \$1. 00

AMATEUR BOAT BUILDING. . . . \$4. 00

by William F. Crosby

Designer of SNIPE & OTHER SMALL BOATS.

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



The New and Improved

LOFLAND SNIPE

A Beauty with Style and Speed

Stamm BOAT CO.

Designers and builders of sailing craft for over 20 years

DELAFIELD, WIS.

STORAGE OF FIBERGLAS HULLS.

The combination of fiberglass and polyester resin which is used to make boat hulls is, like most plastics, subject to what is called "cold flow". This means that, if the material is subjected to a high enough localized force to cause deflection and if this force acts for a long enough time, the deflection will become permanent.

Therefore, in storing a fiberglass hull during the winter, care must be taken to be sure that the hull is adequately supported to prevent local changes in shape. A fiberglass hull could be left in the water for any length of time without changing shape because there is only a very low average pressure on any point of the hull; also, if the boat is stored so that practically the entire weight rests on the keel, no difficulty will be experienced. However, if it is stored on a dolly on which the supporting members do not extend all the way across the keel to the chine, and especially if the supporting members are too short and have too sharp an angle between them, the bottom of the boat will become distorted and this distortion is likely to be unsymmetrical if the dolly is not perfectly lined up.

If you have any doubts about the way your fiberglass hull has been stored, take a look at it immediately as now is the time to do something about it. If you have already acquired some hollow spots, these can be made to disappear before spring by supporting the hull properly and then putting some blocking inside of the hull which will push the hollow spot out where it belongs.

BOOMS.

Someone recently wrote to Nearing Emmons to order a new Snipe and specified that he wanted the latest type of round boom. Nearing wrote to Birney Mills wanting to be let in on the secret and also asking if any advantage could be gained by making the boom T-shaped with the idea of lessening the circulation of air off of the sail and around the boom.

The round boom is as big a mystery to me as it was to Nearing. Years ago when I was experimenting to see how light a mast could be built, I had a nice short piece of round cross-section left over after the first strong breeze. Since it was very pretty and represented a lot of work and since the boom I had at that particular moment wasn't very good, I had a round boom for a while. Since that time I have used a simple plank boom four inches deep and 3/4 inch wide without any swivel at the gooseneck. Using a boom of maximum height gives a very slight increase in effective sail area and while this increase is slight, you might as well take advantage of it. I can see no point in letting the boom swivel at the gooseneck since it will be held practically vertical anyway when going to windward if the mainsheet is trimmed to the top of the centerboard trunk as I trim mine and will be held practically vertical by the boom jack when off the wind. If the mainsheet jam is on the boom as it is on many Snipes, the boom will line up a little better with the sail when going to windward; but if the boom swivels very much, it usually puts a funny wrinkle in the sail near the gooseneck which looks funny even if it doesn't do any harm.

While it would be possible within the rules to make the boom T-shaped with the width of the T being three inches, I have never felt that this would contribute enough in preventing spillage of air off the mainsail to make it worthwhile to carry around the extra weight.

MASTS

Speaking of weight, everyone agrees that it is undesirable to carry around excess weight in a mast, but also, a mast is an

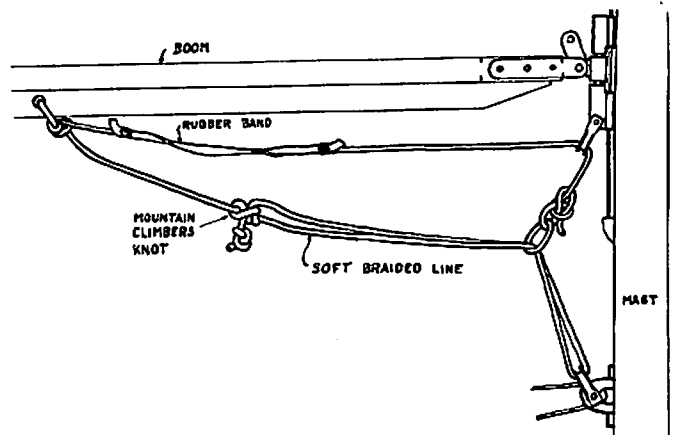
awfully poor place to go too far in trying to save weight. Wood varies tremendously both in strength and in weight per cubic inch, with the strength varying more or less directly with the weight per cubic inch. Therefore, it is possible that two masts built from identical drawings may have greatly different characteristics because of variations in the wood from which they are built. Because of this and because of the fact that it is essential to have an adequately stiff mast to take full advantage of the wider range of wind velocities in which synthetic sails can be used, I would suggest that any new mast be made somewhat oversized at least until it is tried out, because it is easy to take off a little wood but it is impossible to add any.

Occasionally enquiry is made concerning covering the bottom and the sides of a Snipe hull with 1/32 inch formica. Bob Cummins of Dallas, Texas, figures that such a completed job will add 20 lbs. weight, which will be slightly heavier than a conventional paint job, but considerably lighter than covering with fiberglass cloth and paint. He is convinced that it is not only a practical but a very durable method. The use of formica for such a purpose is permissible, but a little trouble may be experienced from the expansion and contraction of the wood with changing moisture content.

When measuring a Snipe hull, make sure that all measurements are taken from the stations marked on the keel exactly 31" apart as specified. Since frames 1, 2, and 3 are placed on the forward side of the stations while frames 4 and 5 are placed on the aft side of the marks, it is evident the frames and station marks will not coincide exactly, especially between 3 and 4 where the frames are 31 3/4" apart at the centerlines. Actual frame location can vary a little, but the stations never do.

HOW TO MAKE A SIMPLE BOOM JACK

It seems that many Snipe Skippers forego the benefits of a boom jack because of the fairly elaborate fittings with which it is illustrated in Ted Wells' excellent book. The method he shows is no doubt equivalent to the best that could be devised. The writer is using a substitute arrangement which can be provided at practically no cost and very little effort as shown in the accompanying sketch.



One end of a length of soft braided cotton line about 1/4" in diameter is made fast to the boom about half-way aft, through a hole bored for the purpose. This line runs down to an eye near the foot of the mast. The writer used a galvanized thimble which he opened up, flattened and drilled the ends, and secured with the same pin as used in the sheave of the swivel type centerboard raising cable. From this eye the line doubles back on itself and is secured to itself with a mountain climber's knot tied as shown in the sketch. This knot can be slid up the line to take up the slack by pressing on the bottom and it will stay where it is left until released by pressing on the top. A second piece of line with a portion replaced by a rubber band made from an inner tube is used as shown to keep the boom jack out of the way when not required.

A word of caution is appropriate here. If your sliding gooseneck is on a sail track, a boom jack may put too much twist on it when the boom is set for a run, if the hinge pin is not very close to the track.

—J. L. Finch
 Hewlett Point Fleet 319

Voice Of The People

NO SNIPE IN THE 1960 OLYMPICS ?

"I have just read in the December issue of YACHTING that the classes for the 1960 Olympics have been virtually decided upon--with Snipe not among those selected! This makes little sense to me! I can see no good reason why the largest and most representative class throughout the world cannot compete in the Olympics.

The I. Y. R. U. has already decided upon the 5.5 Meter, Dragon, Star, and Finn, with either the Flying Dutchman or 5-0-5 as the fifth boat. Even the Scandinavian Six Meter may compete.

It seems that the I. Y. R. U. was looking for a two-man boat to complete their selection and the F. D. and 5-0-5 got the greatest support. WHY DIDN'T SNIPE ? We have huge fleets in all European countries besides many other countries throughout the world. It should have been easy for Snipe. If there is anything that I can do at this late date, please call on me for action." So writes Dexter Thede, District 3 Champion. Early last Spring, SCIRA officials instigated action through all the National Secretaries in the organization to assist and combine efforts in making a bid for the 1960 Olympics. Response was immediate and proper requests for consideration were placed with the 1960 authorities. A report will be made at an early date on the campaign and the progress made, with the final decision, if any.

SUGGESTION FOR HEAVY BOATS

"In a recent swap-boat races series we noted a definite difference between Snipes near the weight minimum and old Snipes over the weight by 50-100 lbs. The average place of each of the new ones was around four, whereas that of the old ones was around seven and a half. Having just finished with (I hope!) #4555--an overweight boat in spite of all the shavings I could remove--I sympathize with owners of similar boats.

One solution might be to allow removing as much thickness as necessary from the planking both inside and out to remove all weight desired to take off and then cover the hull with fiberglass. This should not make the boat any better than any other in good shape, for the hull contour and weight minimum would still be the governing factors. I fought seam leaks from the time I removed the intermediate frames and seam battens and tried to make a dry hull. I could not fiberglass the hull as it is as I couldn't stand the extra weight it would add. Frankly, I'll admit I was about ready to give up on Snipe for that reason alone.

I hope the Rules Committee will give this proposal serious consideration as I believe something major should be done to alleviate the plight of the overweight Snipe."

Lief Zars
San Antonio, Texas.

TURKEY HAS A PROBLEM

"Well, we've closed up the season and are making plans for 1957 with the election of new fleet officers. As Fleet Captain last year, I had my troubles and now some changes will be made. You see, our boys have a very bad habit of using each others boats and sails. One of them would be sick, but would possess a fine suit of sails. Well, another guy goes over to him, asks for his sails, and the sick one can see no objection to that and can hardly refuse. Then the guy that sails his boat with another guy's sails gets cross when I don't give him credit for the race. And other things of that sort. Oh, well, all the kids are grown up here in this place, in fact, most of them were even born here and are related to each other. They cannot refuse anything when - ever some of them asks anything of the other."

Aydin Koral
Istanbul, Turkey.

Aydin's problem is not uncommon. Many times during a season when the standings of two skippers get hot, there is a temptation to "try" some one else's sails or boat in an official race. Such substitutions are unfair and illegal. Occasionally, regatta rules or other unusual circumstances may permit the use of another boat where it is assumed or proven that the boats rate the same. But in any event, the skipper must always provide and use his own sails.

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!

AT LAST--Build your own "CHAMPION" mast! The complete plans of the famous WELLS round mast for Snipes. 4 sheets of blueprints with all the details, including hardware and rigging, for only \$1.00 per set. SCIRA, 655 Weber Ave., Akron 3, Ohio.

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.

FOR SALE: NEW DANISH FIBERGLAS SNIPE with mahogany deck. Stainless steel board and rigging. New Dacron sails with mitre-cut main. New Gater Trailer with running lights. #10519 all ready to sail. \$1150.00. Write A. LaRocca, 1357 N. E. 157th St., North Miami Beach, Florida. Phone 816-8462.

FOR SALE: VARALYAY SNIPE 8794 built in 1951. A minimum weight racing Snipe in excellent condition all ready to go places with Watts sails. For more details write to Arthur C. Hellman, 2973 Morley Rd., Cleveland, Ohio. Tel: Wyoming 1-5229.

WANTED: SEVERAL GOOD SECOND-HAND RACING SNIPEs. We are anxious to form a new fleet at Spring Lake, Michigan, next season and will need some good additional boats for new sailors. The boats must be in sound condition and fairly good shape and priced between \$250.00 and \$500.00. Also, they must be within a reasonable distance of our area and available for inspection before purchase. Describe your offers in detail, please, to C. N. Jacobson, Hybanks, Spring Lake, Michigan.

An ad this Size Costs
FIVE BUCKS
one time only

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



Snipe Building Plans

BLUEPRINTS . . \$5.00

REVISED JULY 1956

SCIRA 655 WEBER AVE. AKRON 3. OHIO

— Every Sailor Needs It —
SCIENTIFIC SAILBOAT RACING
— by Ted Wells —

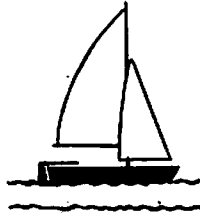
Five dollars from any book store or direct from
DODD, MEAD & CO., 432 Fourth Ave., New York 16, N. Y.

FOR TOPSIDE PROTECTION TRY COUSIN FRED'S
RUBBER RUB-RAIL

WHITE, only-----\$8.00
White cockpit coaming----- 3.50

POSTAGE PAID

West of the Mississippi, add 25¢ for postage
Fred Pember... 877 Beaverbrook Dr. N. W. Atlanta, Ga.



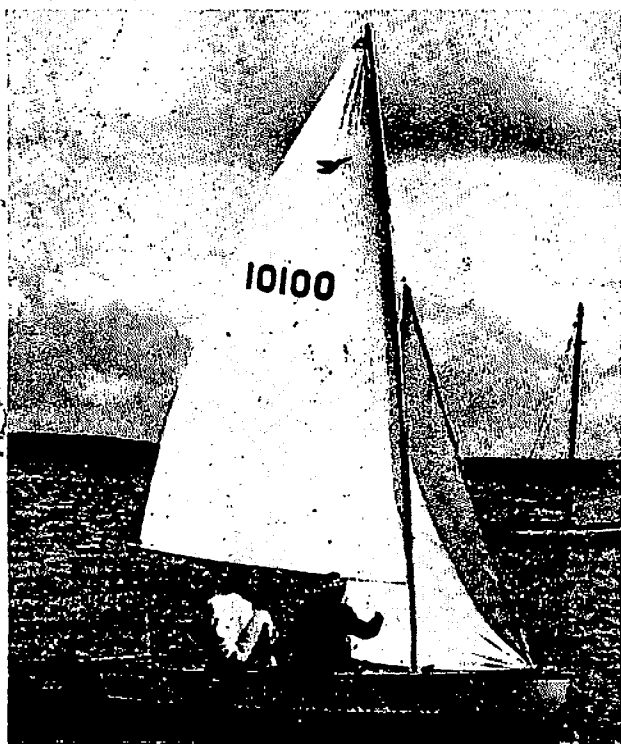
FIBERLAS
SNIPES

SECOND PLACE

HALLOWEEN REGATTA
ATLANTA, GEORGIA

HECKEL PLASTIC PRODUCTS
4820 EAST SEVENTY-FIFTH STREET
INDIANAPOLIS 20, INDIANA

ARTHUR JAMES ROONEY'S SNIPE 10100



OUTSTANDING CANADIAN SNIPE
WINNER OF MANY CHAMPIONSHIPS

Dominion Championship — Mining Society of Nova Scotia —
Walter McKinley — Bras d'Or Club — Oatley — Kenora —
2nd Merchant Memorial — Uses Synthetic and Cotton Sails By

Louis J. Larsen Yacht Sailmakers
50 Warren St., New York 7, N. Y.

FIRST INDIANA OPEN CHAMPIONSHIP
ROSE WINS NEW ELI LILLEY TROPHY



Stan Salzenstein (right) and John Rose (7902) lead the way

The Indiana Open Snipe Championship, sailed on Geist Reservoir at Indianapolis on Sept. 8-9th, had winds from 0-2 mph with puffs up to 3 mph. 32 entries from four states provided plenty of competition; in fact, there was too much for the local skippers as they won only two out of the first 10 places.

John Rose and Tom Head turned the first two races into two boat duels with positions shifting constantly as the wind hauled from 90 degrees to 180 degrees approximately every leg. Bob Frahm was up in the fore sailing the "Bluenose" (#2740 - old boat owners can take note!).

Sunday morning during the third race, the wind picked up to between 5-8 mph and the wind shifts were only 45 degrees. As in the previous races, practically all entries were among the leaders at one time or another as positions changed frequently. Head and Rose again set the pace, but at the finish, Buzz Levinson nosed out Rose for a first and Lyle Hasty of Eagle Lake finished a strong 3rd.

John Rose carried home the shiny new Eli Lilley Trophy, one of the most beautiful in the Snipe Association. His secret weapon was his crew, none other than Dex Thede, the District 3 Champion. Tom Head of Peoria was a very close 2nd and Bob Frahm sailed consistently good for 3rd. Incidentally, our nomination for the toughest fleet in this area (or any area) is the Grand Rapids gang. They have numbers AND quality--all four of their entries placed in the first 8 places!

Final standings of the first fifteen boats:

INDIANA OPEN SNIPE CHAMPIONSHIP

BOAT	SKIPPER	CLUB	RACES	1	2	3	PTS.	Fin.
7902	John Rose	Grand Rapids	3	1	2	4	4565	1
10007	Tom Head	Peoria	1	2	4	4	4490	2
2740	Bob Frahm	Grand Rapids	2	5	5	1	4113	3
10353	A. Levinson	Indianapolis	11	4	1	3	3869	4
9361	Cleve Slausen	Peoria	4	7	7	3	3681	5
6774	Bill Waring	Grand Rapids	9	3	11	3	3369	6
10668	John Call, Sr.	Indianapolis	5	9	10	3	3281	7
9425	Bob Fehsenfeld	Grand Rapids	8	11	6	3	3241	8
10482	Lyle Hasty	Eagle Lake	6	19	3	3	3152	9
9900	Larry Wheeler	Akron, Ohio	13	8	9	2	2897	10
10688	Neel Yarger	Diamond Lake	7	14	17	1	2461	11
9362	John Call, Jr.	Indianapolis	15	6	23	2	2225	12
8600	Paul Zent	Indianapolis	17	13	12	2	2201	13
10172	H. Levinson	Indianapolis	12	15	15	2	2193	14
10153	Wm. H. Krieg	Indianapolis	20	16	8	2	2155	15

BIGGER and BETTER in '57

Come to the 20th annual
INTERNATIONAL MID-WINTER
SNIPE CHAMPIONSHIP REGATTA

"Meet all your old friends and enjoy the gentle winds
of the Gulf of Mexico."

March 12, 13, 14, 15 - 1957 — FIVE RACES.

Write:
Snipe Fleet Captain, Clearwater Yacht Club, Clearwater, Fla.