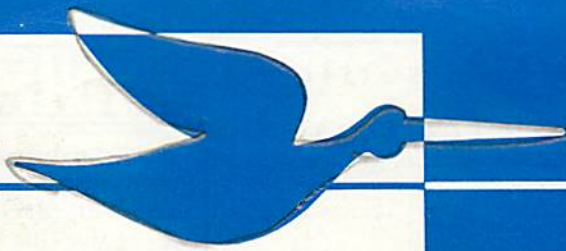


Snipe

BULLETIN



JANUARY 1959
Vol. 8 No. 8



Hurricane Helene makes an unscheduled and unwelcome appearance at the President's Cup Regatta in Washington, D. C.

— Photo by Harold Flecknoe.





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

Address all correspondence to:

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Annual Meeting in Kansas City



The 1959 Annual Meeting of SCIRA will be held February 7th in Kansas City, Missouri, with headquarters at the Hotel Muehlebach. This is the first time the event has been held there and the schedule is similar to previous annual meetings, with an all day meeting Saturday.

8:30 A. M. Closed meeting of the Board of Governors.

10:30 A. M. First session of the general meeting open to all.

12:30 P. M. Luncheon in a private room in the Hotel.

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

7:30 P. M. Annual banquet open to all skippers, crews, wives, sweethearts, or other friends, etc. Cost will be reasonable. Cocktails at the hotel before dinner and all are welcome. Reservations for the dinner must be made in advance with Birney Mills. Entertainment will insure a pleasant evening. Come one and all!

Eddie Williams has reserved a block of rooms for Snipers, so you can notify him if you are coming at 20 Kansas Ave., Kansas City, Kansas, or write direct to the hotel at Kansas City 5, Missouri. The local Boat Show will be in progress over the same week end; there will be a Snipe exhibited and you can take it in either Friday or Sunday, as you please. Since this meeting is in new territory, many new faces will appear, but we will be looking for old ones as well, so don't pass it up!

— THE SCORE —

Numbered SNIPES — 11717

Chartered Fleets — 463

99 Snipes have come into the fold since last August. This represents a slight drop in the monthly average registration of new numbers, but still indicates that Snipe continues to grow regardless of depleted pocketbooks. With President Eisenhower predicting 18 months of unprecedented prosperity, we anticipate that all will be well in the Snipe Class in the future!

6 new fleets have been formed and charters issued as follows: Portugal has two new fleets with the addition of the Frota de

(Continued on page 10)

THE COMMODORE SAYS

Tacking Under Light and Heavy Winds and Sea Conditions.

This subject has won and lost many races for skippers and crews. First, we feel that to obtain best results, the skipper and crew should have sailed with each other for at least three regattas under each condition. In this manner, they have a better understanding of each other's ability and physical condition.

Let's consider that the team has sailed together for quite some time and that they have always been known to get the most out of their boat.

LIGHT WIND 0 mph to 10 mph : SEA CONDITION LIGHT (Chop is less than 6 inches).

About an hour before the race, the proper sails should be chosen; in most cases, a large, full draft main with a full draft jib should be used. When you arrive at the starting line, a few practice tacks to windward should be made. This will help determine the correct position of the skipper and crew. We personally like to have the bow a little heavy, that is, with the crew sitting next to the windward shroud and with the crew doing the work, if balancing is necessary. If the wind and sea are extremely light and the skipper and crew must sit inside the cockpit, the crew sits on one side of the board and the skipper on the other. In this case, neither changes position while tacking; this will result in less movement of boat and sails while tacking. Regarding the heel while sailing to windward, there are, of course, always changes when a certain amount of heeling is excellent. It tends to keep the sail properly set and lessens the wetted surface of the hull, but as the winds freshen, the boat should be flattened by the crew. As for the set of your sails, we feel that slack sheets are required and that the traveler should be centered with the jib sheeted on the inside track. In tacking, we suggest that your crew back wind your jib to help bring your Snipe around and this will lessen the need to scull your rudder. This maneuver is accomplished with the minimum of movement.

HEAVY WIND 10 mph to UP : SEA CONDITION MODERATE to HEAVY.

Under these conditions, considering the winds between 20-25 mph with seas moderate, the skipper and crew should make every possible attempt to keep their boat flat with the crew about 4 inches aft of the windward shroud. As the seas increase, the crew should move aft to about where he is even with the aft end of the daggerboard trunk. The traveler should be adjusted so that the boom is carried to leeward (we set up the go-fast or boom vang) and the jib is sheeted to the outboard tracks. A pump should be installed so that the crew may pump while hanging out and sailing to windward unless your Snipe is equipped with a self-bailing cockpit. In the act of tacking under these conditions, we feel it is mandatory that the boat be kept flat and that a relatively calm spot be chosen to tack. After this tack has been made, the crew must hang out as soon as possible so as to obtain maximum forward motion. This action cannot be stressed too strongly. If you and your crew are having a difficult time keeping your boat flat, it is suggested that the jib be kept in tight and that the main be allowed to luff. On the West Coast, where the writer learned to sail, we have a condition of wind chop on top of rather heavy ground swells. We use a technique (which we have used and still do in all types of heavy weather) and this is that when the skipper is sailing to windward, he sails a little higher going up the swell and falls away from the direction of the wind coming down the back side of the swell -- more or less of an up and down motion.

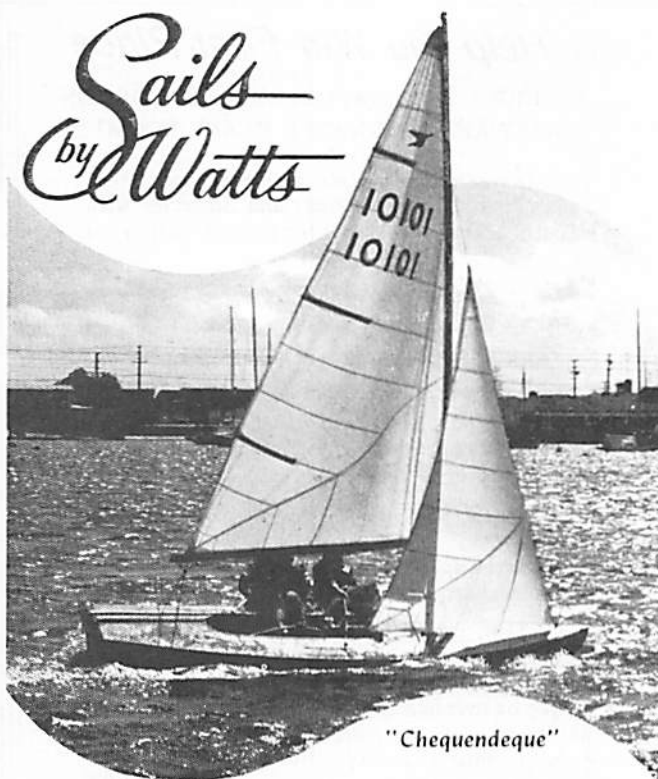
We realize that both skipper and crew receive tremendous enjoyment in sailing in heavy winds and seas, but also feel there isn't too much availability for racing tactics under these conditions.

Fred Schenk

Red: I had a swell day at the races the other day. It was the 7th day of the 7th month, Sally and I had been married exactly 7 years, it was the 7th race, so I played horse No. 7.

Cap: And he won?

Red: No, he came in 7th!



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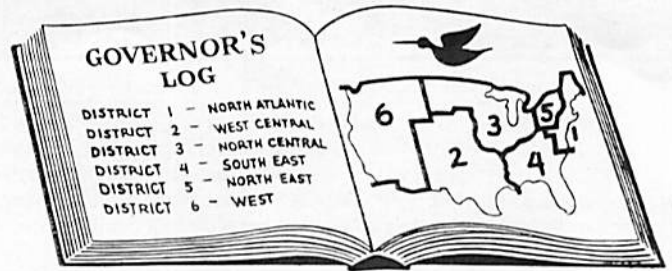
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Some New Officers are Chosen

New District Governors have been elected in all 6 SCIRA Districts and the following men will assume their duties for the 1959 season in February. SCIRA is fortunate to have such able men as these participate in the conduct of its affairs, for they are all active, top-notch sailors as well.

District #1 - Ray Kaufman, 69 Davis Rd., Port Washington, Long Island, New York.

District #2 - Joe Ramel, K 15 Lake Lotawana, Lee's Summit, Missouri.

District #3 - John Call, R. R. #4, Fortville, Indiana.

District #4 - Jim Orr, 106 River Dr., Melbourne, Florida.

District #5 - Charles Webster, 105 Kelvin Dr., Buffalo, New York.

District #6 - Don Trask, 4032 Brighton Ave., Oakland, Cal.

As all Snipers and Regatta Chairmen should know by this time, the chief duty of the District Governors is to co-ordinate all local regattas, arranging the season schedule on a satisfactory local basis before applying for official SCIRA sanction of the events. So be sure and get your requests in early to your Governor and thus make life pleasant for him.

In an election conducted by Larry Wheeler, member of the Board of Governors, in accordance with Section 31 of the Constitution, the 1958 District Governors chose Jerry Jerome of District #2 to be a member of the 1959 Board of Governors. Jerry will assume office in February. His address is 2940 E. 21st Pl., Tulsa, Oklahoma.

DISTRICT #4: Florida has a full schedule of racing for those who have the REGATTA ITCH, which there is no use fighting, for "there ain't no cure except the sound of a starting gun and salt spray in y'all's nostrils". They offer the following schedule:

SUNSHINE REGATTA	Coconut Grove S. C., Miami	Jan. 10-11
31st MIDWINTER REGATTA	Miami Y. C., Miami	Mar. 7-8
22nd. Int'l SNIPE MIDWINTER	at Clearwater	Mar. 10-14
6th Annual Mt Dora Regatta	Mt. Dora, Fla.	Mar. 15

Jim Orr, the newly-elected District Governor, says Snipers will have a real good time working their way through the Jet 14's at the Sunshine Regatta, and "some insidious and, needless to say, inferior boat is making it rough for the Miami Snipes by threatening to have 30 or 40 of their class in the water." He invites all Snipers to come down and have some fun ramming and sinking a couple of them.

The Deed of Gift for the new Seavy-Roberts Trophy, emblematic of the District #4 Championship, has been prepared with SCIRA awarded ownership. Paid-up Snipe owners in good standing in any fleet within District #4 can compete for the title.

Another real whiz-bang, high wind regatta was held in November in Eau Gallie, Fla., and Bruce Colyer won it with Carlos Bosch 2nd. A visiting Sniper from Brazil took 3rd, while Jim Orr broke two rudders and Carl Zimmerman avoided a saltwater bath.

DISTRICT #3: The popular Mrs. Sylvan Rosenbaum (Edna or "Eddy") was loudly acclaimed the new and first corresponding secretary of District #3 at the district meeting at Gull Lake last summer. She issued the first newsletter in September, called SNIPS about SNIPING--for SNIPERS, it is a lengthy, well-written production and a valuable addition to greater SCIRA activity. You can subscribe for \$1. 00 per year and send your money to Edna at Box 200, RR 2, Richland, Mich. Congratulations, Eddy!



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PRESIDENT'S CUP WON BY KEN COOK

HURRICANE HELENE PARTICIPATES IN REGATTA

The aftermath of hurricane Helene lifted Ken Cook of Winchester, Mass., to two 1sts to win the President's Cup Regatta in Washington, D. C., Sept. 27-28th. Jules Kroeger, Rochester, N. Y., nosed out Ray Kaufman, Manhasset Bay, N. Y., for second.

As hurricane Helene lashed the North Carolina coast with 140 mph winds 350 miles away, the Snipe class got off in a beautiful 12 knot southerly. Gary Evans, of the neighboring Baltimore fleet, rounded the windward mark first with a comfortable lead followed by Kroeger and a group of 4 closely bunched boats. Evan's lead was cut down on the 2nd leg and on the 3rd leg, Ray Kaufman picked up a stronger wind closer to shore and worked up to 1st at the 3rd mark. On the beat to the finish line, the fleet split tacks with Kaufman playing the middle trying to cover both groups. At the finish line, John Rose, who looked like he had it made, passed to the stern of the committee boat and started finishing with Division I boats and Kaufman got the winning salute on the proper side of the boat, followed by Kroeger and Evans. Rose finished in both divisions, but only got a 5th for his efforts in the Snipe Class.

During lunch, the wind died down to a near calm and the menacing black clouds appeared on the horizon (see cover photo). The weather bureau was undecided as to Helene's path as 168 sailboats in all classes tied up to a sea wall and waited. The wind shifted to the north and became fresh as the clouds got blacker. Then the rains came! Gentle at first, but becoming heavier and heavier until the deluge blanked out the coast guard cutter used as a committee boat only 200 yards away. As the rains lightened to a downpour, the cannon boomed to call off the race. The winds, uncertain at this time, never reached gale force as Helene bounced off the coast and headed for sea. After the U. S. Marines (who furnished 2 travelling cranes and crews) had all the boats safely (??) on shore at Hains Point (elevation 4 ft.), the rain-soaked sailors crowded into the Hains Point Tea House for a spot of tea -- or something! Such a conglomeration of new, brilliant, faded, torn, makeshift or no wet gear (advertisers please note) you never did see! And the glamorous women crews -- WOW!

The cancellation of the 2nd race gave everyone a chance to dry out for the buffet supper at the Corinthian Yacht Club. The 80 pound roast beef being sliced on the serving table would have made even Eddie Williams' mouth water, to say nothing of the pitchers of that foaming liquid that made Milwaukee famous. Jules Kroeger and Ray Kaufman tied in the rock-n-roll contest as Carlos Bosch "walked off" with what looked like the "Cuban shuffle".

Sunday dawned with a northerly wind 25 mph, with the usual puffs much higher, and the Potomac kicking up a nasty chop. The wind and chop separated the men from the boys and only half of the original fleet of 168 boats started. Only 3 of the original 19 Snipes found the going too tough. Ken Cook, who finished 6th in the 1st race, liked the going and worked out an early lead which he held around the course. Kroeger rounded the 1st mark in 2nd and Bosch, 3rd. After rounding the leeward marker, Carlos, with Al Kroeger crew, really got moving and passed Jules on the beat back to the finish for a 2nd place. Kroeger finished 3rd with Bill Ludlum, Sayville, N. Y., taking 4th and Kaufman, working hard to protect his day-before 1st, finished 5th. After the 2 races, the standings were Kroeger(1) Kaufman (2), and Ken Cook (3), all separated by only 1 point. Bosch was in 4th place 4 points behind the leader. (Snipe scoring system was not used).

At the preparatory gun for the 3rd race, the other classes were conspicuously small (could it be these modern egg-shell dinghy type classes prefer to sail when they can plane on a reach -- the easiest way of sailing? --Ed.), but the Snipes were raring to go with the Regatta winner hinging on the race. 12 Snipes answered the starting gun with the majority of them running down the line toward the committee boat on a starboard tack a little too early: A wind shift plus a partial blanket from the committee boat crowded most of them close to the boat and made them flop over on a port tack, causing what looked like a

general mess from shore. There were no collisions or protests and out of the melee popped Ken Cook and Jules Kroeger to take a lead. Ludlum passed Kroeger on the beat rounding the 1st mark behind Cook with Kroeger and Kaufman in 3rd and 4th place. Cook and Ludlum had comfortable leads on the next two legs and Cook finally got the winning gun. With Ludlum safely tucked in between him and Kroeger, Cook had the event won. The excitement shifted to Kroeger and Kaufman, fighting for 3rd place. Kaufman was even but to windward of Kroeger as they battled bow to bow on the final tack to the finish. The line favored the leeward end and Jules bore off as Ray held close to the wind. Jules beat Ray by inches to finish 3rd and clinch 2nd place.

The Snipes did themselves proud, being 4th out of 10 classes in the number of starters and representing more states than any other class. Ten Snipe fleets were represented from Massachusetts to Florida with Long Island Sound, New York City, New York State, New Jersey, Western Maryland, and Baltimore making up the remaining visitors. SNIPES WERE THE ONLY CLASS THAT DID NOT HAVE TO BE FISHED OUT OF THE POTOMAC BY THE COAST GUARD OR HARBOR POLICE. Other classes were plagued with capsizes and gear failure. There were 15 to 20 capsizes with even the Lightnings going over. Ray Kaufman took a knockdown in the 2nd race, but he righted his boat and continued. Carlos Bosch felt that Al Kroeger didn't have enough weight to haul in his jib (imagine that!) so he gave Al a hand and the jib pulled apart. Carlos finished in 7th place without his jib in the last race. The only major damage in Snipes was one broken mast in the 2nd race when a planing puff hit the great white hope of the local fleet, who, with vang and whisker pole holding the sails secure, was trying to avenge his withdrawal from the 1st race when he didn't pay enough attention to starboard tackers. Trophies were awarded by "Miss Washington" and, all in all, it was a highly successful Regatta. Why don't you plan to attend next year? Be glad to see you!

— William E. Rushlow
District 1 Governor

Below are results for the leading boats:

PRESIDENT'S CUP REGATTA

SKIPPER	RACES	1	2	3	FINAL
Kenneth Cook		6	1	1	1
Jules Kroeger		2	3	3	2
Ray Kaufman		1	5	4	3
Carlos Bosch		7	2	7	4
Bill Ludlum		10	4	2	5
John Rose		5	6	6	6
George Brown		4	9	5	7
Walter Declus		15	10	9	8
Arthur Karpf		8	8	DNS	9
Dave Crum		16	11	10	10
Bob Fleischer		9	DNF	8	11
Bruce Munro		11	7	DNF	12
Gary Evans		3	DNF	DNS	13
Bruce Wetmore		12	DNS	DNS	14
Ken Barnaby		13	DNF	DNF	15

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HOW TO REFINISH A FIBERGLAS HULL

By Charles Cash

Delta Fleet 407 — Memphis, Tennessee.

After three seasons of sailing my fiberglass Snipe, I thought a refinish job was about due in order to take care of those many nicks and scratches we all get when a boat is trailed to water and back for each sail.

I had heard of fiberglass primers and the wonderful durable plastic paints, but somehow I wanted to put a finish on my Snipe that would be monolithic with the moulded fiberglass hull. This meant giving the outside of the hull a coat of colored polyester resin, then finishing it to a smooth, true surface again.

A local boat builder, Frank Dawson, had been getting some excellent results in fiberglassing wooden boats by spraying the last 2 or 3 coats of resin. I approached Mr. Dawson on the matter of spraying my fiberglass hull. He said it would work and would only require a couple of coats plus some elbow grease.

To prepare the hull, I turned it upside down and washed it down with Ajax and hot water. I scraped out the nicks and scratches with a pen knife to remove any wax or oil, then roughed up the spots where the rollers and bolster padding had cut into the surface with 120 sandpaper.

Nicks, gouges, and scratches were filled with white colored (my hull is white) polyester resin mixed with chopped glass fibers, using a sharp keen 1" putty knife. I usually covered each of these fills with 3/4" scotch cellophane tape to be sure the material stayed in place, and to work out any excess polyester glass fibers to eliminate excess sanding. Sometimes I would take a pin and puncture the scotch tape to let out the air bubbles.

This taping method worked especially well over the chine edge and transom edges, and on a vertical surface such as sides where the resin glass wants to run.

For the worn spots, I used a small sable-hair artist's brush to build them up with 1 to 3 thin "hot" coats of colored polyester resin.

At first, I tried to level off the high spots at the filled places and patches using 240 grit wet or dry paper on the palm and fingers of my hand. I noticed my fingers were leaving slight grooves where they tended to cut into the surface deeper at some places than others. I purchased 2 small hard rubber moulded 3M sanding blocks at an auto paint supply house and they did a fine job of levelling up any high spots on the hull.

After repairing all the defects in the hull, I sanded it all over with 240 wet or dry paper to give a good bonding surface for the new coat of polyester resin which I would apply. All sanding was done by hand as I was afraid my belt sander or flexback disc might dig into the surface too deeply in places.

Before spraying, all dust must be removed from the hull surface. We used several "once-overs" with the Electrolux. Then 2 wipe-downs with clean rags (diapers are fine) and Styrene monomer.



One spray coat on a Snipe bottom, sides, and transom takes about 1 1/4 to 1 1/2 quarts of material. I have had very bad luck with some of the local bottled polyester resins. Since

the price of the material is minor compared to the trouble sorry resin can get you into, I use only Boat Armor Super Resin (non-run). To get a good color density in 2 coats, we added 4 ounces (the amount usually required per gallon) of Boat Armor white color to a quart of Boat Armor Super Resin. For thinning, we added 4 ounces of styrene monomer and mixed it up with a beater in an electric drill. After good mixing, we added 15 cc of hardener instead of the usual 10 cc to take care of the thinner and extra color. We mixed the whole thing again very thoroughly with the electric drill beater. Then the resin mixture was strained through a nylon stocking into the spray gun container -- and HURRY!

Mr Dawson used a De Vilbiss type MBC gun having a AV15EX Fluid Tip with matching needle in a #30 spray cap. Air pressure was about 45 psi. We sprayed in a closed garage to eliminate as many bugs and as much dust as possible. We both used masks as the overspray and fumes get pretty rough.

He used normal speed stroking and started at the stem working aft over the bottom first. Then getting the sides and the transom, using normal good spray technique. My job was to pick out any bugs off the wet spray with a thin pair of tweezers before they flopped around too much, as they can really make a mess of an otherwise perfect job. After about 24 hours of good drying weather, we gave the hull a second coat with only a dusting and styrene monomer wipedown between coats. The gun was cleaned immediately with styrene monomer and then lacquer thinner after each coat. We masked off the deck as resin overspray can be rough to get off.

After a couple of days curing, the hard work begins. For finishing, you need about a dozen sheets each of wet or dry paper of the following grits - 320, 400, and 500. The 500 is rather hard to get but usually can be had at any good mill supply house. I made the mistake of starting with 400 instead of 320 and had to go back through the sanding process twice.

Take a sheet of 320 paper and cut it into 4 equal sections across the length of the sheet. These pieces should just fit the 3M hard rubber sanding blocks. I took my garden hose and hung it from the rafters in the garage so water would just trickle continuously onto the area I wanted to sand. Sanding should be done over about 2'-0" sections with strokes close together and lapping each area into another. First, remove all the "orange peel" with the wet 320, then let it dry. Go back and get any spots you missed, as they are hard to see until the surface dries. Second, sand all over with 400 wet to remove the 320 scratches. Third, sand all over again with 500 to remove the 400 scratches.

Then buff with 8" automotive type lamb's wool pad using Du Pont's Machine Buffing Compound -- not rubbing compound! We mixed the buffing compound with a slight amount of water and smeared it on with our hands, staying about 2 to 3 feet ahead of the buffer. If the compound dries before it is buffed, it is hard to get it to buff clean. If this happens, just put some fresh compound on the dry places and it buffs right off.

The surface should buff perfectly clean as the buffing removes the 500 scratches and glasses over the surface. If it doesn't buff clean in spots, look for sanding scratches and remove with the 320, 400, 500, and buff process. Further polishing can be had by using Black & Deckers' Vitri Glaze on the buffing disc.

I have sailed my boat all this past season and so far, there is not the slightest indication of any chipping or peeling. Polyester resin weighs about 9 pounds to the gallon, so 2 coats should weigh about 4 1/2 pounds and, after all the sanding and polishing, I doubt if over 2 pounds was actually added to the boat.

As yearly maintenance, I fill in the nicks, scratches, etc., as described above, then rub down with 500 and buff out. I don't think you need to recoat unless the cloth is getting close to the surface.

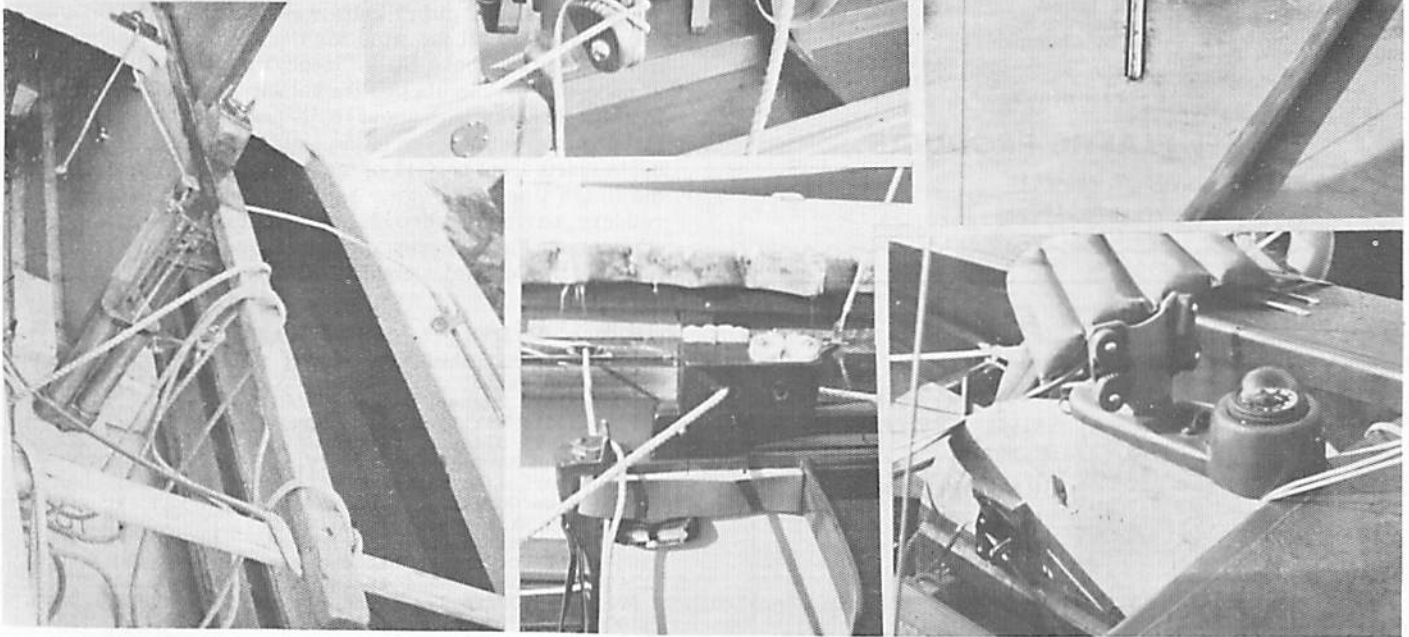
Frankly, my refinish job was better than when the boat was new. I had no lay-up brush marks and the color was a lot denser than the builder's first go at it. The job isn't really as hard as it sounds, but it does take considerable care and patience but anyone can get fine results if they can and are willing to spend the required time, which, considering it is on a Snipe, is not hard to do. If you try it -- good luck!

(Many thanks to Sniper Cash for this excellent and timely article. Such original contributions make the BULLETIN outstanding).

ANOTHER BOSCH REPORT

DECK ARRANGEMENTS: I took these pictures because the arrangements were different from normal and might be of interest. Note the different positions of the jam cleats, (both jib sheets and haliards), levels, compasses, etc. Seems as though there are as many different ideas as owners.

Carlos is a very observing man and his reports and pictures are well received by all sailors. Keep them coming, Lindy!



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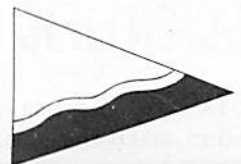
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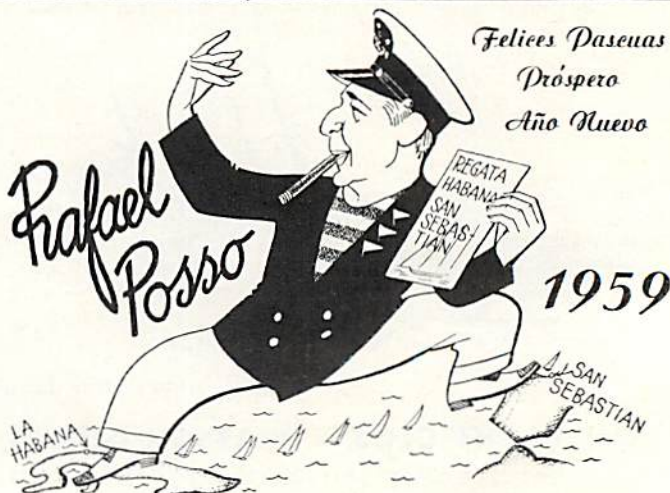
BILL KILPATRICK HITS JACK-POT

On Sept. 13th, 38 Snipes registered for the annual regatta at Lake Lotawana. The 1st two races were held Saturday afternoon and proved to be just what Bill Kilpatrick of Oklahoma City was waiting for, as he took both races by a comfortable margin. Ted Wells, Joe Bartels, and Jack Schwindler fought it out for the 2-3-4 spots in both races. Bartels, with a 2-3, held a slight advantage after these races in 2nd place.

After a Saturday night cocktail party and dinner at the Yacht Club that evening, the sailors were really in good (but not good enough!) shape for the Sunday morning race.

The warning gun was fired with the wind at about 15 mph. What the visitors didn't know was that the local fellows had been saving up all the wind for the last three weeks. At one minute to start, these little "zephyrs" were all turned loose at once with the results that the velocity was suddenly increased to about 30 knots, with some really good gusts thrown in just to make it interesting! Ten of the skippers decided to look on. 28 boats started, but only 12 of the hearty souls managed to cross the finish line. The other 16 boats suffered broken masts, rudders, halyards, shrouds, etc., in a general breakdown of equipment. Floyd Hughes of Council Bluffs won this tough one followed by Ted Wells and Bill Kilpatrick. — Joe Ramel.

BOAT	SKIPPER	CLUB	RACES	1	2	3	PTS.	Fin.
10379	Bill Kilpatrick	Okla. City		1	1	3	4464	1
6025	Ted Wells	Wichita		4	2	2	4411	2
9307	Floyd Hughes	Council Bluffs		7	14	1	3485	3
9740	Eddie Williams	Lotawana		19	10	5	3317	4
9361	Cleve Slauson	Peoria		8	13	4	3242	5
11045	John Bartels	Quivira		2	3	DNF	3134	6
9365	Charles Martin	Lotawana		3	4	DNF	2982	7
6783	Mike Curran	Lotawana		13	11	10	2645	8
6978	Bob Williams	Wichita		15	12	8	2606	9
10067	Dan Darrow	Quivira		16	17	6	2426	10
10549	Bill Dwyer	Lotawana		9	7	DNF	2349	11
11450	Joe Ramel	Lotawana		12	5	DNF	2306	12
9913	Dr. H. Gifford	Omaha		11	8	DNF	2158	13
11000	Gene Grossman	Lotawana		DSQ	9	9	2064	14
10322	Bill Curtis	Lotawana		24	21	7	1845	15
6911	Don MacIvor	Wichita		6	20	DNF	1835	16
9985	Kenny Rix	Wichita		5	DSQ	DNF	1481	17
6776	Bob Schwindler	Lotawana		17	15	DNF	1421	18
9739	Don Newcomb	Lotawana		20	16	DNS	1235	19
9315	Jim Munholland	Omaha		DNS	6	DNS	1225	20
9250	Lloyd Beal	Omaha		32	27	12	1118	21
11100	Jim Pierce	Wichita		27	DNF	11	1112	22
10832	Gene Grossman	Lotawana		21	19	DNF	1053	23
10221	Bob McClung	Omaha		10	DNS	DNS	961	24
8186	Jack O'Brien	Council Bluffs		14	DSQ	DNF	914	25
5933	Marsh Kennedy	Quivira		23	22	DNF	854	26
9324	Kevin Curran	Lotawana		18	DSQ	DNF	714	27
11111	Hattie Carver	Green Lake		DNF	18	DNF	714	28
11069	Chet Rembleske	Wichita		25	25	DNF	681	29
11603	Jack McKean	Lotawana		29	24	DNS	433	30
9912	Bob LaScala	Lotawana		22	DNS	DNS	361	31
5988	Joe Goetz	Lotawana		30	26	DNS	346	32
11370	Steve Taylor	Okla. City		DSQ	16	DNS	340	33
7908	Jim Trickett	Quivira		31	DNS	DNF	269	34
11007	Kent Boyd	Quivira		26	DNS	DNS	225	35
11527	Lee Moorhead	Quivira		28	DNS	DNS	169	36
11047	John McTavish	Lotawana		33	DNS	DNS	64	37
4208	Dr. McElwain	Tulsa		DNF	DNS	DNS	16	38



MORE REGATTA INFORMATION

ONE-OF-A-KING REGATTA. Francis Seavy will represent the Snipe Class in this event which will occur Feb. 21-23 on Biscayne Bay, Fla. Francis, an experienced sailor in Florida waters, was the 1951 U. S. National Champion, has placed high in that event in other years; presently holds the Midwinter Snipe Championship; many times winner of the Florida State Championship; as well as winner of many local and district regattas. Frank Levinson, also of Clearwater, will crew for him, so Snipers can be assured that Snipe will be in good, capable hands.

This is the 4th time the event has been held, the last time in 1954 on Long Island Sound. This Miami series will be from 3 to 5 races depending on conditions, and an innovation will be runs for pure speed over a measured distance. This should provide some interesting data on how fast boats really do go when planing on a reach. May our team have good luck!



TWO PAST COMMODORES INSPECT MIDWINTER TROPHY.

Ted Wells (right), 6-time winner and champion all-time holder of the title, shows the Midwinter Snipe Trophy to past Commodore Eddie Williams, who would like to win it for himself. This event is the second in importance to the Nationals for U. S. Snipers and should be well attended, for the folks at Clearwater are going all out to make this 22nd series an outstanding event.

PAN-AMERICAN GAMES: The NAYRU Olympic Committee in charge of the Games has designated Ted Wells as the official Snipe representative at the affair. He will be in charge of all Snipe activities. As announced recently, Nate Whiteside will be Ted's and SCIRA's local representative in Chicago. He attended the organizational meetings and reports (1) entries close Aug. 12 (2) opening ceremony is Thursday Aug. 27 with races scheduled August 29 - September 4. The best 6 races count and Olympic scoring will be used. (3) Contestants without own boats will be furnished boats by the classes involved. That means Snipes will have to be furnished by fleets close to Chicago--a job for District 3 to anticipate. Boats will have to be on hand about Aug. 17. This fits in well with the U. S. National dates this year, which will be July 31 - Aug. 7 in Oklahoma. (4) Bert Williams, Olympic Star Champion, is the able Chairman. Yachting has never been included in the Games before, but will be patterned after the Olympics. (5) There will be 3 courses for various classes, with Snipe assigned to the 6 mile south course off Jackson Park.

ULMER SAILS WIN AGAIN!



Bernard Hayward, 1958 Western Hemisphere Champion, leading Eugene Simmons, 1956 Champion, both using Ulmer sails.

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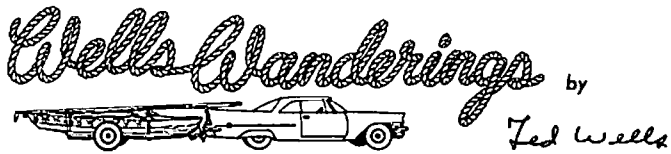
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Long Island Championship


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CUNNINGHAM HOLES

People who never stick their necks out never get them chopped off unexpectedly. They also miss a lot of experiences which are interesting and educational, and after the chopping operation has been performed enough times, it becomes practically painless. I refer, of course, to my advocating grommets in the luff and foot of a normally full sail, so that the sail could be flattened out for use in higher winds, thereby beating the sailmakers out of an order for another main. It looked like a good idea at the time, but the ensuing furore by the people the idea was supposed to benefit (the skippers) indicates it was anything but that.

The experience has been interesting and educational, however. The idea was apparently cooked up originally some 19 years ago by Bruce Cunningham for use on his six-meter "Goose" and the correct terminology is "Cunningham Holes". One disadvantage of sailing on ridiculous little lakes in the middle of nowhere is that you have to acquire incidental intelligence such as this the hard way.

The furore is apparently caused by the fact that we are talking about two different things, and a lot of people haven't read the last paragraph under Paragraph 8 in the March 10, 1958 edition of "Restrictions and Measurements" (page 46 in the 1958 Rule Book). If you haven't read it, dig it out now! I had considered the use of these gimmicks only in a normal full sail (if you are lucky enough to have one -- you can get them in some parts of the country, but not out here in the sticks) to provide a cheap method of getting a flat sail, even though not a very efficient one due to the glob of material that ends up at the tack when you try to flatten it.

Almost without exception, however, the reaction has been that this would let people add extra material on the foot (both in the roach and length) which would be pulled out by lines in the Cunningham Holes when going to windward even in a light wind and released off the wind. Wich, of course, would be a very bad idea and would be thrown out by any measurer who had read Paragraph 8. Star sailors and sailmakers who have tried this say it won't work -- the glob of excess material slows you up so much going to windward that the gain, if any, off wind won't make it up. I had considered this a foregone conclusion, but so far, only one Snipe Skipper has shown any sign of agreeing. Many others are in violent disagreement.

O. K. , Officer! I'll go quietly! -- and my one friend who has only one main, and a not very full one at that, will have to go along with me still screaming about his competition having four or five mains. I have two, and lots of times that's too many! But while we are throwing out anything that anyone could conceivably use to cheat on rules, let's throw out leech lines, too.

The letters from sailmakers were most interesting and educational. There were a few remarks I'd like to quote, but not being familiar with the libel laws and having gotten into enough trouble on this subject already, I'll keep my neck in this time. One sailmaker said he had seen a mainsail in which the leech and the roach on the luff were most abnormal, trying to beat the mid-point girth measurement. If you see any of these, just dig out paragraph 8 of the restrictions.

FIBERGLAS HULL STORAGE

You can get all sorts of weird lines formed into the bottom of a fiberglass hull if you store it so that there is any load in the middle of the bottom anywhere, such as short bolsters that don't fit, cushions, etc. If you have already acquired any of these hollow spots by improper storage, you can get them out before next season by supporting the hull properly and pushing the

hollow spot out beyond normal contour by blocking. Check periodically to be sure you don't overdo the job.

Please note that Ted has traded in his old car for one with the "new look". Thanks to Cleve Slauson of the Peoria Fleet, you will now be able to recognize the Wanderer when he appears at your regatta with this most modern rig.

The picture of Ted planing in his Snipe used on the cover of the October 1958 BULLETIN has created much favorable comment. Many have said they wanted a copy and SCIRA can now supply a limited number in an 8x10 size, either glossy or dull black and white print, for \$1.50 each. When ordering, please specify which you want. It is an excellent photo of a modern Snipe sailing at it's best and can be used for general commercial and decorative purposes.

(THE SCORE from page 2)

Lagos Fleet (Charter 458) and the S. Jose de Ribamar Fleet with Charter 459. Enthusiasm for Snipe continues at a high level in Portugal and the growth is steady year after year. They are a fine bunch of sailors, and sportsmen, too!

All Snipers will be pleased to know that Scotland finally applied for an official fleet. Under the tutelage of H. J. Crispin, National Secretary for England, they managed to get five Snipes measured in and now Charter 460 belongs to the Pentland Firth Fleet. 15 Snipes participated in a Scottish Championship Regatta last summer and there are prospects of another fleet being formed in the Orkneys. We certainly will welcome the Scots to our international regatta and wish them good luck!

Torch Lake, Michigan, is a real summer resort and last season, the various families had so much fun racing their Snipes that they decided to get formally organized into a fleet with SCIRA. So Dave Hickman, acting as Fleet Captain, and backed by his father Charles as Fleet Measurer, applied for a charter for the five active Snipes (all new ones, by the way) and so the Torch Lake Snipe Fleet has Charter 461. Thus District 3 can look forward to seeing some new faces at their big regattas next summer, for the boys and girls at Torch Lake expect to have a real big season. Welcome aboard, Snipers!

All old timers in SCIRA will be glad to learn that George Becker, SCIRA Commodore in 1945, is the Fleet Captain of a newly organized group on Long Island, which will be known as the Overboard Snipe Fleet 462 in the future. They will sail in the waters of Hempstead Harbor on Long Island and will start off the season with 5 members, with several prospective ones in view. The Beckers have always been Snipe stalwarts and this new fleet will add to the growing activity of Snipe in that area. Ruth B. Stalling, 2 Hernan Ave., Locust Valley, N. Y., is the Fleet Secretary.

Down in Brazil, Fleet 426 sold five boats to another group of sailors and thus the Praia da Alegria Snipe Fleet 463 was granted a charter. Praia da Alegria means Beach of Joy and is located near Porto Alegre on the other side of the Guaiba River ten miles away. In this vicinity, the river is sometimes 15 to 18 miles in width, so there is plenty of room for all. This is the 23rd fleet for Brazil and, with the 1959 World Championships coming up, it is hard to tell how many more will be organized there in the near future. Cheers for Brazil!!

Waves in gleeful flight
toss their crests of spray
In roguish response to
the wind's mischievous mood --

Sailboats, sweet and bonny,
skurry over the sunlit azure sea
Their cloud-like canvases
gladly seduced by capricious gusts.

Gulls' white wings flash to circle
around the hurried, bounding ships --
Only the clean reality of nature
can create such entrancing beauty!

— Kathryn MacIvor, Wichita, Kansas.

Voice Of The People

SAYS FIBERGLAS SNIPE HULLS COST TOO MUCH

"I don't like to carp, but I would be obliged if someone would give me a sound, logical reason why a 15 foot outboard hull with deck, upholstered seats, windshield, and hardware, built of fiberglass can be bought retail for \$300 to \$350 new; while at the same time, a bare Snipe hull costs \$450 or more with no deck, no seats, no nuthin'? Furthermore, a decked hull costs more than \$600.00. Ridiculous!

I do not know why this should be, but the greater cost can not be in material or labor. Measuring a number of fiberglass outboard hulls showed very little variation, so we can eliminate accuracy as a cost factor. Perhaps the overhead or volume of production is a factor? If this is true, perhaps we have too many Snipe builders! Preposterous!

R. L. Walch

R. D. 1, Newfane, New York.

ALL IN THE DAY'S MAIL

FROM: Sherlock Wells Detective Agency

RE: Cover Photo, November 1958 Snipe BULLETIN

"Elemental, my dear Watson! The stink-pot just off the bow of 10569 is the stake boat at the windward mark. A close study of definition of port tack discloses both boats to be on port tacks and indicates 10350 has rounded windward mark; course is windward-leeward; skipper of 10350 wasn't looking where he was going; suddenly saw 10569 close hauled on port tack; did wild gyration to miss him. (Solution simplified by superior ability of Sherlock in detecting subtle difference between port and starboard tacks)."

— Ted "Sherlock" Wells.

"I can't resist the temptation to add my needle to the rest of those who will be informing you that, in your November cover shot, Stan Kintz in the foreground has the right-of-way (not Tillman as was intimated), because both boats are on the starboard tack and Stan is close-hauled. Naturally, Jack is going through a slight gyration to avoid him." — Bob Vreeland.

"I just finished reading the issue of the BULLETIN containing the account of the U. S. Nationals and I must say I was very disappointed.

I had been looking forward to this issue, hoping to see some Snipes in action, and what do we get? Pictures of people! Man, I am interested in boats, not people (in this case, I mean). I like to get a look at some of the boats in the regatta. Its seeing these boats in action shots, etc., that spurs me on to get my boat in better shape or makes me want to get out and race with the hope of joining them next year. The rest of the sailors would like to see a lot of boat pictures, too.

The issue of two years ago on the Nationals out in California with Clark King was beautifully done -- pictorially in relation to other issues.

Have they got the fleet cameraman yet? What is the pay? Yours, for more and bigger action shots of BOATS!"

— Stan White.

(The above letters leave us on our editorial Bed of Roses in a depressed condition, with a red face and a slight pain. But this one cheers us up considerably -- all is not lost in SCIRA!

BUG BITES BOY!

"Last year, I purchased a used Snipe, practically in new condition. Had fun racing it, but now it is getting me down!

I have a problem which I hope you can help me solve. There are 5 Snipes in our fleet and we race every Sunday. Four of us are reasonably close, but one boat is so much faster that I must find out why. His biggest advantage is in light winds; however, even in heavy winds, he is faster.

I don't mind losing races, but I would like to win one from this opponent. Incidentally, he sailed for the first time two years ago. I have adjusted the rake of the mast several times, adjusted the sails, sat in every possible position in the cockpit, tried the centerboard in every position -- all to no avail! And all the boats are the same construction with the only difference being in the design of the cockpit.

If there is any literature I can buy or any information you can give me, I would be eternally grateful." — Young Sniper.

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.

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

SNIPE POSTCARD IN COLOR, showing beautiful scene of Snipes racing in the Western Hemisphere Bermuda Races. Appropriate Snipe and SCIRA information on the back. A great way to advertise your hobby and the Snipe Class at the same time. You will be proud of the card - use it for any purpose! Obtainable only from SCIRA, 655 Weber Ave., Akron 3, Ohio, for ten cents each or 20 for \$1.00 postpaid.

AT LAST! MADE ESPECIALLY FOR SNIPERS! A high quality screw button for yachting caps with crossed anchor emblems. A red Snipe on a dark blue pennant with white enamel background - all outlined in gold. Obtainable only from SCIRA at \$1.50 each. Fill that empty space on your cap with class insignia!

FOR SKIPPER, CREW, OR SPECTATOR -- SMALL SAILBAG attractive and useful. Carry it on your boat or ashore. Made of synthetic sailcloth (Nylon and Dacron). 14 inches high with Snipe insignia and your number stencilled on. Makes an ideal Christmas gift or prize for skippers, crew, etc. Red and white, solid, or combination with combination stitching. \$3.00, postpaid. CODs accepted. Jean Caldwell, Lighthouse Pt., Ft. Screven, Ga.

FOR SALE: VARALYAY SNIPE 10182 AND 11221. Deluxe custom built, superb condition, 4 suits of Watts dacron sails. Complete with trailers, covers, and all equipment. Excellent racing records. For further information, contact Samuel Card, 6 St. Martins St., Baltimore 18, Maryland.

WANTED: A PIVOTBOARD SNIPE. Reasonably priced for day sailing; good condition, but competitive quality not necessary. Age no object, but I don't want a heap of dry-rot. Mention price, weight, etc. Want trailer, too. 500 miles or closer. Ray H. Beals, 2250 Washington Ave. SE, Cedar Rapids, Iowa.

WANTED: USED SNIPE OUTFIT - boat, sails, and trailer. Prefer sound, registered, measured, and reasonably capable boat. Extra fancy outfit not needed. G. R. Nolin, 321 Royal St., Fairborn, Ohio.

FOR SALE: SNIPE #10277. Dry-sailed, 2 suits dacron sails, 3 rudders, 2 masts, trailer, mooring, many extras. Daggerboard. Excellent condition. Write: Alan R. Burtis, 48 Smith St., Glen Head, Long Island, New York.

FOR SALE: ONE SNIPE. Fiberglass construction with mahogany deck. 2 medium cut mains, 1 jib. Stainless steel centerboard. Built by Heckel in 1956. Price - \$850.00. Will transport 250 mile radius. Contact: Ned Lockwood, 5833 N. Oxford St., Indianapolis, Ind. Phone CL-14783.

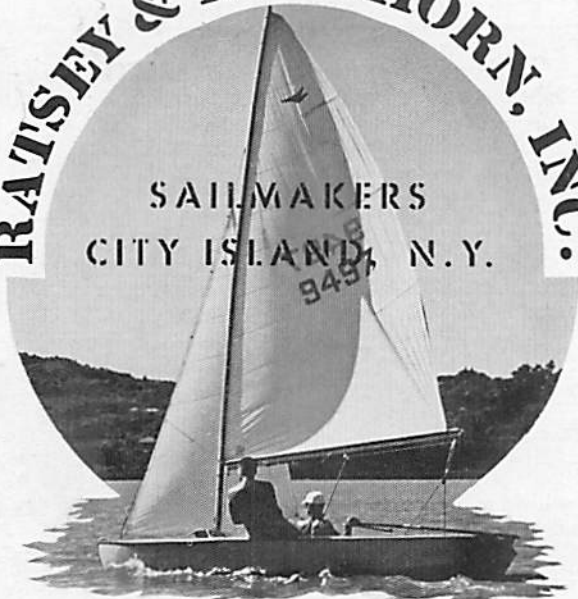
WANTED: USED SNIPE of recent construction, equipped for racing. Write: B. Ajdukiewicz, 1702 Pennylane, Decatur, Alabama.

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SNIPE CHAMPIONSHIP REGATTA**

MARCH 10 - 13, 1959

For Information, Write to the:
Snipe Regatta Chairman
Clearwater Yacht Club
Clearwater, Florida.

ALSO

MIAMI Regatta. March 8
Mt. DORA Regatta. March 15

ATTENTION—all Fleet Captains

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

- (1) Point scores for all official races must be sent in on official forms supplied by the Secretary. It is important to use the forms, as they must be filed numerically.
- (2) Dues must be collected promptly so your fleet members will be in good standing with SCIRA. SCIRA needs all the money we can get, so get the old boats and stragglers this year. Special report forms are furnished on request.
- (3) Send in the new 1959 list of officers for inclusion in the 1959 class rule book before it is too late!

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