



*Snipe*

# BULLETIN

January 1960

Vol. 9 No. 8





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AT THE 1959 NATIONALS

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GARDENA, CALIFORNIA

# SNIPES 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 publica-  
tion. Material received after that date will not appear un-  
til a later issue. Contract advertising rates may be had on  
application. Be sure and notify SNIPE BULLETIN of any  
change in address, giving both old and new addresses.

### Concerning the Cover

An impressive ceremony at the World Championship Races in  
Brazil was the final acceptance and baptism of the boats which  
were participating in the event. This opening ceremony took  
place Sunday afternoon under the direction of Comendador Diniz  
Campos, acting for the Clube dos Jangadeiros and the Organizing  
Committee, and the Snipes were formally christened in the name  
of the country each represented. Wives of consuls and partici-  
pants poured cups of champagne over the bows, assisted by local  
society maids and entrants. Luiz Triay, Spanish crew, stands  
in first place as hundreds of spectators looked on.

— Photo by Folha da Esportiva of Porto Alegre

### 1960 Annual Meeting in Chicago

Here are the final arrangements for the 1960 Annual Meeting of  
SCIRA. This is the fifth time the event has been held in Chicago  
(in Kansas City, Mo., last year) and the schedule is similar to  
the previous meetings. Here it is:

All meetings will be held on February 13th, 1960 at the  
Chicago Yacht Club located on the lake front at the foot of  
Monroe St. There is plenty of parking space available  
there or you can take a short taxi ride from downtown hotels.

9:00 A. M. Closed meeting for the Board of Governors.

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

12:45 P. M. Luncheon at the CYC with regular menu prices.

2:15 P. M. Second session of the general meeting with ad-  
journment not later than 4:30 P. M.

7:30 P. M. Annual dinner open to all skippers, crews,  
guests, with wives and sweethearts or other friends, 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. Reservations for the dinner  
must be made with Birney Mills. Entertainment, including  
pictures of the National and World Championship Races,  
will be provided.

The Chicago Boat Show dates are from February 8th to 14th, so  
you can attend it on Friday or Sunday and get in the meeting on  
Saturday. This year, SCIRA will occupy Booth 1073 and one  
boat will be displayed. The Crystal Lake Fleet 267 has taken  
over the responsibility of setting up the display and operating it  
during the entire week, and, under the leadership of Dave Grant,  
every member has volunteered his services some time during  
the week. They will be assisted by local Chicago Snipers and  
anyone else who wants to help meet and talk to prospective Snipe  
owners. It is not hard work, but rather a pleasant way to dis-  
cuss your hobby where it will do some good. If you can spare  
a few hours, let Dave know when you can come. His home  
address is 515 Hi-Lusi Ave., Mt. Prospect, Illinois.

### ATTENTION—all National Secretaries

This year a distinct effort is being made to get the annual rule  
book out as soon as possible after the annual meeting in Feb-  
ruary. So, if you have any changes to be made in your fleet  
listing or any new material to add to the book, please send in  
the information as soon as possible. A brief writeup of the  
Deed of Gift for the National Championship Series of each

country will be welcomed providing it is short and concise. List data concerning former winners, etc. similar to Leckie Trophy data on page 118 of the 1959 rule book.

### Rule Book Advertisements

As anyone can notice, advertising in the BULLETIN has shown a steady increase from year to year, and this issue establishes a record. Sounds silly to say that we had to turn down a source of income, but this is the second month that some ads have been omitted simply for lack of room. It is an interesting and challenging situation. However, we do have plenty of pages in the annual class rule book and since advertising in that book is an important feature which helps pay the costs of publication, we ask you to present this medium to anyone who would benefit from such advertising. Tell him about it -- he may not know about it and would appreciate the opportunity to reach Snipers. Incidentally, if you have noticed any errors or have some official changes to be made, send them in along with criticisms or suggestions for the book. We all want a better book, for it is the official publication which represents the class all over the world. And this year, more copies will be printed and distributed than ever before. Your help in selling advertising will be greatly appreciated by SCIRA!

### The 1960 Western Hemisphere Races

It is now definite that the Western Hemisphere Championship Races for 1960 will be held in Argentina. At a special meeting of the National Secretaries of the Western Hemisphere countries held in Porto Alegre, Brazil, during the World Championship Races in October, the invitation was reconfirmed and accepted by that group and, since the Board of Governors had tentatively accepted the invitation at their Chicago meeting last February pending such final approval, this action was final.

The event will be held at the Clube Nautical at San Isidro under the direction of the Nautico San Isidro Snipe Fleet 274 probably the latter part of October. The exact date and details will be furnished by the new National Secretary for Argentina, Dr. Roberto Garcia Guevara, in time to make ample preparations for this fine event. This will be the first time Argentina has held an international Snipe regatta of this importance and you may be sure it will uphold their reputation for hospitality.

### News from Other Classes

The following items are excerpts from "The Racing Beat" by John Rendel in the December 1959 issue of RUDDER:

"The Lightning Class... received at least a light spanking at the annual meeting of the Junior YRA of Long Island Sound in New York. Everett B. Morris, chairman, foresaw the possibility of a change to another class... if one-design principles were not observed better. "The Lightning Class is approaching the situation of the Star Class of several years ago in that it is becoming a race among those spending most money for boats built by the most astute builders," he said.

Morris said that the departure from strict one-design class rules were viewed with disfavor by his committee, but that no other class was contemplated for 1960. . . . Hamilton Ford, vice president of the Lightning Class Association, was there to assure the delegates that strides toward boats more nearly even in speed were being made through stricter enforcement of tolerances. He did not, however, deny that there had been some hanky-panky by builders eager to turn out faster boats for their clients. He said that 90 per cent of departures from the rules were under control and the rest would be soon. "As the old boats disappear, you will find more evenness in speed among the new," he said.

. . . . Mrs. James M. Mertz, retiring president of the Blue Jay Class, spoke on an internal class battle that was in the making. She said that a group bent on throwing measurement rules out of the window was seeking to get control of the offices. "

The FIRST world championship races in the International (sic) One-Design Class was held on Bermuda's Great Sound with 8 boats participating. From available information, it appears that only 3 countries - Bermuda, United States, and Norway (where the boat originated) - were entered. The next event is planned for Norway.

All of which makes very interesting reading for Snipers!

### PAN AMERICAN GAMES 6 STRAIGHT WINS

This outstanding performance in the 1959 Pan American Games speaks well for the sailing ability of Reinaldo Conrad of Brazil and his Murphy and Nye Snipe Shelf Foot mainsail. If you like to sail to win . . . use the sails the champions use!

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# WOODY NORWOOD NEW TOP SPOOK AT ATLANTA

— WINS OVER SEAVY IN BANG-UP AFFAIR — COCHRAN THIRD —



FIRST LOOK AT NEW TROPHY - Dot Harris, wife of Fleet Captain Charlie Harris, shows the new perpetual trophy to winner Woody Norwood (standing) and his crew, Bob Olson. Note torn heavy weather gear. — Margueryte Reynolds



TOP BRASS AT AT REGATTA - (l. to r.) AYC Commodore Fred Pember; Fleet Captain Charlie Harris; Harold Gilreath and Francis Seavy, former winners. Seated l. to r.: Louise Pember and Dot Harris. — Gainesville Daily Tribune News.

Snipe Fleet 330 of the Atlanta Yacht Club held its seventh annual Halloween Regatta October 24-25th on wind-swept Lake Allatoona with 41 boats registered for the starting gun.

Home talent Woody Norwood, with Bob Olson as crew, posted the winning points to capture the big silver, and thereby created the only breach of etiquette in what we believe was an otherwise perfect example of Southern Hospitality.

The host club planned a banshee of a breeze and sufficient cold water ( as well as other liquids ) to keep the regatta on a plane the whole weekend. The only thing the participants were called upon to provide was skill and ability to stay upright. And a little bit of stamina, of course! It DOES GET COLD in the Old Sunny South come Halloween, as many of you who have exported your goose pimples from previous visits will remember. It always turns out to be a good show, though, and from this following account; you'll see why it might be a good idea in the future to stow an axtra mast along with your heavy weather gear.

Gusts of wind up to 40 mph, and from every direction possible, splintered 6 masts and flipped 7 boats over on the opening day. The second day, sparing all spars, two more boats capsized. At the final gun, there were eight of the original starters whose score cards read DNF DNS DNS, which we believe is a high rate of attrition on an inland lake.

So, because we warn you in advance to pack a spare mast or two, don't get any ideas that these regatta spectaculars are rigged. There's no fix intended when we tip you off that you might tip over — just fair warning!

Those of you who saw - and those of you who will undoubtedly hear about it -- the handsome new perpetual Halloween Trophy will certainly want to come prepared to get your ice-picking little hands on it in '60. Believe us: it's an outsize job in silver. We don't know where the smithy, Luke Howell, a local artist of great talent, got the dream for the design, but we suspect it must have been an open pattern of Paul Bunyan's demi-tasse cups. At least, there's plenty of room for everybody's name to appear once, although we strongly imagine that the present champion will do his best to get his ditto marks on it from here to eternity. The trophy, a gigantic replica of the famous Halloween Regatta mugs, was found by Winner Woody to hold a gallon and a half of bourbon.

Aside from luring you with the prospect of removing this virile vessel from the hands of our own skilled skippers, we perennially invite all of you to try our fun, feast, and frolic Halloween style. The food this year was scrumptious; the hot

battered rum ladled to capsize-ees, skippers, and spectators in that order of protocol, was worth getting chattering teeth and chilbains for; and the Saturday night rock 'n roll session by the AYC's own combo was only the best in Dixieland Jazz. Man, they're so far out, we can't pitch 'em! Like crazy we mean - start rockin', man!

What we're trying to say is that anybody who didn't get to Weirdsville is strictly from Squaresville. But for the benefit of those who did come, and want to see their name in print, as well as for those who are going to get on the beat and come to all future Halloween regattas, we offer below, in more readable form, the complete story of the regatta. — Edith Hugelley

## HALLOWEEN REGATTA

Final Results (and complete story)

BOAT	SKIPPER	FLEET	RACES	1	2	3	FIN.
10801	Woody Norwood	Atlanta, Ga.		1	1	4	1
6995	Francis Seavy	Clearwater, Fla.		2	4	2	2
10353	Dr. Don Cochran	Clearwater, Fla.		4	6	3	3
10901	Brad McFadden	Atlanta, Ga.		6	3	5	4
10660	Bud Hook	Indianapolis, Ind.		3	10	6	5
9123	Joe Harmon	Atlanta, Ga.		9	7	8	6
9330	Tom Steward	Atlanta, Ga.		10	8	9	7
10570	Harry Levinson	Indianapolis, Ind.	DSQ	5	1	8	
11011	Beth Norwood	Atlanta		8	16	11	9
8653	Harold Gilreath	Atlanta, Ga.	DNF	2	7	10	
9363	Sam Norwood	Atlanta, Ga.		5	15	19	11
7198	Dick Whittier	Atlanta		15	14	14	12
10668	John Call, Sr.	Indianapolis		7	12	DNF	13
9876	Fred Pember	Atlanta		11	9	DNF	14
10101	Bebe Russell	Jamestown, N.Y.	DNF	11	10	15	
4432	Abe Towers	Atlanta		13	21	23	16
11006	Phil Coates	Chattanooga, Tenn.		17	19	21	17
10880	Wilson Fly	Memphis, Tenn.		22	18	20	18
7433	Jim Woodbridge	Cincinnati, O.		12	DSQ	17	19
10210	Rosser Shelton	Atlanta		19	DNF	13	20
9329	Elmer Rikor	Atlanta		20	13	DNF	21
6258	Frank Johnson	Atlanta	DNF	20	16	22	
9126	Jim Ramage	Atlanta	DNF	22	22	23	
11376	Jake Blanton	Atlanta		21	DNF	24	24
8054	Dick McCarthy	Atlanta	DNF	DNF	12	25	
11660	Lloyd Cox	Chattanooga, Tenn.		14	DNF	DNF	26
8049	Virgil Noland	Atlanta	DNF	DNF	15	27	
10833	Delkin Jones	Atlanta		16	DNF	DNF	28
11662	John Wesley	Chattanooga	DNF	17	DNF	29	
9362	John Call, Jr.	Indianapolis	DNF	DNF	18	30	
9753	Charles Harris	Atlanta		18	DNF	DNF	31
6948	Lowry Lamb	Chattanooga	DNF	23	DNF	32	
11391	Cliff Hogg	Columbus, Ga.		DNF	24	DNF	33





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1957 Winner—Frank Levinson  
 1958 Winner—Francis Seavy  
 1959 Winner—Terry Whittemore

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Sleeps 2 in oversize berths. Fully enclosed cabin with main and forward crowned hatches.

Standard fin keel or bilge keels. Easy-tilt tabernacle.

Length Overall 17'8"  
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 Keel, 400 lbs. Sail Area 120 sq. ft.  
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MORE SCENES FROM BRAZIL -- These two pictures afford good views of the storage yard at the Clube dos Jangadeiros and the landing dock on a day of the regatta. Although there was ample space for all activities, the crowds of spectators always on hand were greatly interested in everything that happened. People of all ages attended, from school children up to prominent citizens and officials of the government. It was most inspiring to be part of the show. — Folha da Esportiva



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It includes the Stem, Transom, Trunk, Chines, Clamps, Keels pre-assembled, faired, and checked for accuracy and is assembled and packed for shipment. All necessary screws and bolts included.

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COMPLETE SNIPE less sails — \$775.00

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Hubert Horan, Courtney Ross, Derek Peters, Ed Traas, Cora Davis, Paul Tuerk, Brainerd Cooper, and Owen Holten did not finish the first race and did not sail in the next two.



LITTLE SISTER BETH MAKES SURE that Woody's Halloween Trophy doesn't outshine her own as she congratulates the winner. She holds aloft the U. S. National Championship Crew Trophy which she won in 1959 as crew for Champion Dick Tillman.

— Photo by Atlanta Journal-Constitution

Most sailors will agree that never before did they read a writeup of an important regatta like this account; certainly none with less facts and figures on racing tactics and results. Evidently, things were so tough and accompanied by so much excitement that details on the races were either unobserved or ignored. It was just a question of how they crossed the finish line — if ever!

Even that inveterate Snipe reporter, Pappy Welch, contributed little except that it was mighty difficult to refrain from calling Dr. Sam's favorite son "Windy" or "Windmaster" after this demonstration of the mastery of Snipe sailing in high winds. Francis Seavy's ability in high winds has brought him many honors and a like reputation based on experience, but when Woody beat him two out of three in typical Seavy weather, he was the first to congratulate him. "Perhaps never has a higher tribute been written for Snipe and the general quality of those who love and sail her."

As could be expected, this "Hot" bunch of Snipers did a new first by issuing a 22x30 poster advertising their event. In blue, red, brown, and black ink on a white background, it is indeed striking and flashy. It is a credit to AYC and to SCIRA, too!

## SNIPE JEWELRY



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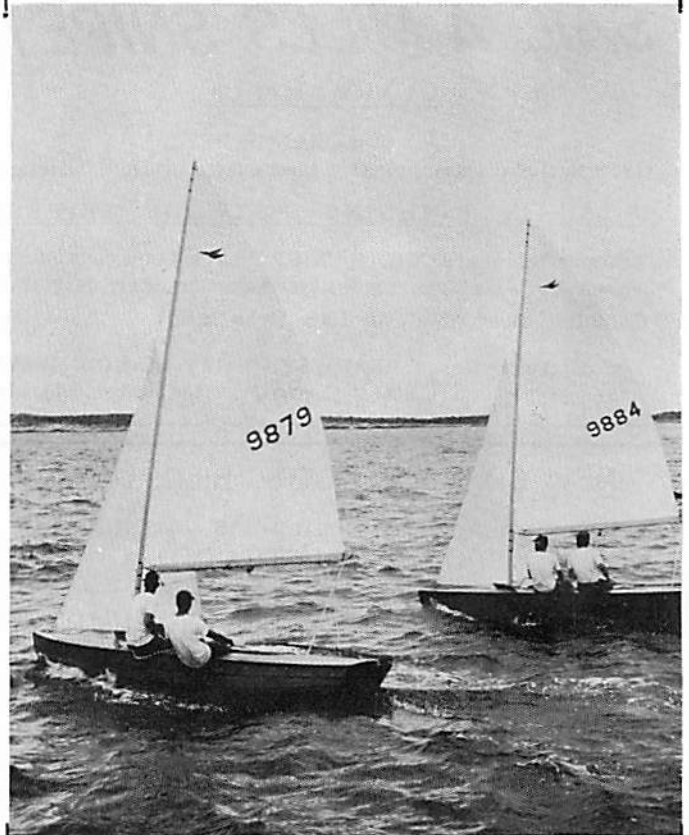
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1/2 pint. .... 90¢	1 quart. .... 2. 50



## SNIFE NEWS IN BRIEF

There has never been an official Snipe fleet in Mexico, but there are about 20 Snipes in the Veracruz Yacht Club and Senor Eduardo Tobalina B. thinks that, with a little checking of Snipe specifications, enough qualified boats might be found to start a new fleet there and thus bring Mexico into the SCIRA family of nations. There are plenty of good regattas in the Carribean area every year and all contestants would certainly welcome Mexican sailors into international competition. We might even see them in the Western Hemispheres down in Argentina this year. . . . Stockton Fleet 74 out in California has grown in one year from 5 to 10 boats and many sailors are interested in getting Snipes but are having difficulty in finding good used boats. ( Here we go again! -Ed. ) But they have had a fine season and are looking forward to a better one this year with more boats and competition. . . . Don Lauer, who crewed for Ted Wells in the 1959 Nationals, is now located in Albuquerque, New Mexico, and reports, " We have an irrigation lake near here and government appropriations have been made so that we will have water in it the year around. Plans are being made for proper accomodations and in a year or so we will be well-equipped. " He recently held a Snipe meeting and 7 interested people turned up and now the local paper and TV sports editors are interested in the project. All it takes to get started is someone with enthusiasm. . . . Carl Zimmerman is spending the winter with the Miami 7 fleet. In a recent free-for-all race, in which all boats compete under a handicap, Carl won over Ravens, Suicides, Crickets, C. Scow, Catamarans, Jets, Moths, and the rest of the Snipes. Carl can still show them all a thing or two! . . . Ray Kaufman, Governor of District 1 last year, could hardly lose a local race and his point score is high. As a result, the youngsters all concentrated on beating Old-Timer Barse Miller in " Guinea Hen", which they seemed to do often enough to restore their morale. With several prospects for additional new boats, Manhasset Bay ( N. Y. ) Fleet 258 looks forward to better seasons to come. . . . Champion Dick Tillman is making plans to sail a Finn in the Olympic eliminations and

also working on reorganizing a Snipe fleet down in Fort Walton, Florida. He wants anyone interested in Snipe racing in the Pensacola to Panama City area to contact him at 1173 Bay Shore Dr. , Valparaiso, Fla. Here is a fine chance for local sailors to enjoy some championship competition! . . . James A. Bagwell, Box 818, Tuscaloosa, Alabama, heads a group interested in forming a Snipe racing fleet. If you live in that area, get in touch with him. . . . A Snipe fleet has yet to be established in Hawaii, although there have been many unattached boats in past years. Ray McKee, 237 Kuumele Pl. , Kailua, Oahu thinks it's about time someone got a fleet started there so they could compete with the rest of the States for National honors. Let's hope our good friends there succeed -- what could be nicer than to hold the U. S. National Championships there some year? . . . Mrs. Helen Ripley, sister of one of our best Snipers, Stuart Griffing of Omaha, Nebraska, is the photo editor of BOATS Magazine, 117 Broad St. , New Milford, Conn. , and she has been instrumental in providing better-than-average Snipe coverage in that sailing magazine. Recent articles were in October 1959 " Salute to the Snipe", and Dick Elam's account of the 1959 Nationals. Now in January, " One Design Sailing is the Greatest " by Stu Griffing features Snipe again. Get a copy at any news stand and you will be pleased with this fine publicity for Snipe. Such enthusiastic supporters insure the future of SCIRA. . . . Philatelic magazines throughout the country have publicized the Snipe stamp issue of Brazil and, of course, the attendant Snipe publicity has caused many stamp collectors to ask, " What is a Snipe? " The trade magazine Watercraft Philately reprinted much of the BULLETIN article on the championship races, so this all adds up to more good publicity for us. . . . G. R. Neary's efforts to get a fleet started in Buchans, New-foundland, Canada, have almost materialized and now they have 5 numbered boats all lined up for measurement. He can be reached at the American Smelting and Refinery there and the new group promises to add more interest to Canadian Snipe sailing. And another big boost for Canada is the fact that the Grampian Marine Co. , Ltd. , of Oakville, Ontario, has just completed arrangements with SCIRA to produce fiberglass hulls there.



### 1959 NATIONAL SNIPE CHAMPIONSHIP

Recognize these winning grins? These happen to be worn by the new National Snipe Champion, Richard Tillman, and his crew, Beth Norwood. Had we the space we would like to display many more such winning smiles, including those of the Jr. National Snipe Champion, Leslie Larson.

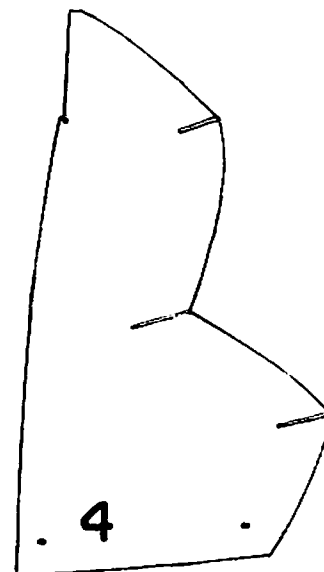
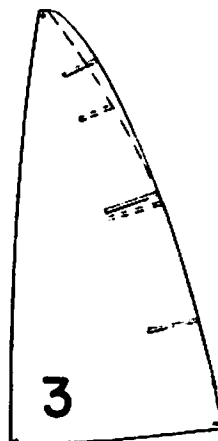
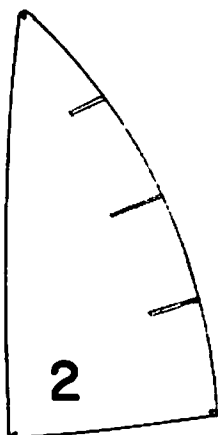
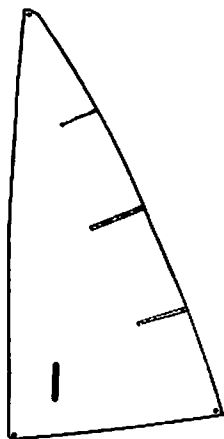
Perhaps most pleasing to us is the realization that each entry in this national championship series is a fleet champion in his own right, and more than half of the entries used Watts sails, recognizing their championship caliber.

*Sails  
by Watts*

KENNETH E. WATTS

TORRANCE, CALIFORNIA

**EVOLUTION**



**AND PARAGRAPH 8**

The first three illustrations above show active Snipe sails more or less to scale; the fourth is still an imaginary sail - but there are no limiting dimensions in the restrictions for sails which would prevent approving this sail. All of which brings up the question as to how much good, if any, paragraph 8 does.

To refresh your memory, paragraph 8 says in part:

"The purpose of the restrictions under which Snipe hulls and sails are approved is to insure that, to as great a degree as possible, all hulls and sails have identical racing capability. It is impossible to list every single variation that might turn up in the future, and it is impossible to make any set of restrictions in which, at some future date, someone cannot find what appears to be a legal means of obtaining some racing advantage.

Any boat or sail having features which are not consistent with this purpose will not be approved and cannot race even, though there is no specific restriction preventing the item in question.

Improvements and changes will be made only when these changes do not obsolete older boats from the standpoint of racing capability or when they can be accomplished by anyone at reasonable expense."

The first sail above is the early full mainsail shortly after synthetic sails were allowed. Sometime thereafter, a contest started to see who could stuff on the most roach, producing sail number two above which had a 6'2" midpoint girth, the maximum, I believe, that was reached in this particular excursion toward bigger sails. After an extensive survey, much correspondence, many phone calls, and lots of recriminations, the 5' 10 1/2" midpoint girth limitation was adopted and paragraph 8 written at the same time. ( See dashed lines in sail number 3. )

The Snipe World Championship was won in 1959 with a mainsail illustrated, not necessarily to scale, by the solid lines of sail number 3. The actual increase in area is somewhat exaggerated. What was done was to move up the top batten an appreciable amount, the center batten a slight amount, and make the top of the headboard perpendicular to the luff, in the process picking up a little more area, without exceeding any limiting dimensions.

The use of a headboard such as this is not new; this has been done before by numerous sailmakers and probably most people never noticed it, but moving the top batten up and back resulted in a noticeable change of shape, a definite increase of area over all other sails, and the inevitable conclusion on the part of some people that now all existing mainsails are obsolete since this sail won the World's Championship. Actually, the jib used by

the winner was small and his total sail area was probably no larger than anyone else's, but that's beside the point. The point is: How far do we have to go in tying down everything with specific dimensions ?

Since this sail was used in the World Championship, a new survey will have to be made of all sailmakers; there will have to be correspondence with them and with all National Secretaries and the Board of Governors before the Rules Committee can come up with recommendations for additional restricting dimensions. It would take nineteen additional dimensions to completely tie down the shape of a suit of Snipe sails, and even if all nineteen were added, I'll bet two things: In the first place, someone would eventually figure out a loophole. In the second place, one or more mistakes would be made in picking the new restricting dimensions which would require a year to straighten out. ( A horrible thought! Can you imagine the problems involved in measuring approximately 300 suits of sails at future U.S. National Championships if nineteen additional dimensions have to be checked? Two weeks to measure sails -- six days to race! )

Anyway, here we go again! In the meantime, I suggest not trying to duplicate this newest look in mainsails. It is bound to be thrown out by one means or another because it will make so many people think their sails are obsolete, which, if you will read paragraph 8 completely, there is no intention of doing.

**DECK CROWN**

As mentioned earlier, whenever you change things, there are infinite possibilities for making a goof. One was certainly made on the tightening up of the tolerances of the deck crown. The purpose, of course, was to make the Snipe look alike for the IYRU.

Very few boats have ever used the full five inch crown, although many boats have used a maximum crown of from four to four and a quarter inches, and there was no intention of preventing the use of this much crown. The 11/16" crown per inch of width was just a plain goof -- it should have been 7/8" per inch of width. Or maybe it shouldn't have been changed at all, but a 5" crown does look like an awful lot more than 4", and if 7/8" per foot of width had been specified (as it should have been and will be in the future), there probably would have been no complaints.

Random notes: No matter how happily a woman may be married, it always pleases her to discover that there is a nice man who wishes she were not.

One reason why girls kiss and make up is that the stuff rubs off.



# Voice Of The People

## WANTS QUESTIONNAIRE ON WEIGHT REDUCTION

"The weight limit of the Snipe is one of our pressing problems today, which has been bantied about considerably, especially during the last few years as new boats and other classes have successfully demonstrated that light boats are the fastest as well as the easiest to handle and transport. Our situation must be faced intelligently.

I don't feel that the Rules Committee can act on the problem without specific facts concerning a large number of the Snipes being raced today throughout SCIRA. If it could be shown that a very high per cent of the members were in favor of reducing the weight limit on a sensible basis and that only a few boats would be adversely affected, then the proper course would be clear.

Perhaps the only method of obtaining the necessary information is to send a questionnaire to the members via their fleets. Actual facts should be requested as to the present weight of the boat, and the desires of the skipper. The Rules Committee might also investigate the possibility of totalizing the weight of skippers and crews. It's quite discouraging to have some light-weight team combination roar by in a 10 mph breeze.

I would also like to have it generally known that the subject of the Nationals was discussed at length at our District meeting. A motion was unanimously passed to the effect that we are very definitely in favor of District elimination races for eligibility and thus obtain a reduction in the number of entries at the Nationals. The argument is well known — we'd like some action!"

— Jackson Cummings  
District #5

Not a bad idea! Such a questionnaire could be enclosed with the BULLETIN some month and thus a general opinion from Snipers in the United States could be obtained, at least. Such information from other countries would have to come through the Fleet Captains and National Secretaries. The opinion so obtained might be of questionable value; at least, it would be interesting and, possibly, surprising, and might help settle this long-time controversy.

## QUESTIONS VALUE OF BEING IN OLYMPICS

"Some months ago, Ted Wells reported on the progress in the attempt to have Snipe qualified (or chosen) for the Olympics. I got the distinct impression that we were being by-passed by people not interested in Snipes.

As I see it, this entire Olympic business is in the hands of the British (of Sceptre fame) or the Dutch, and they are going to perpetuate the sailing classes of their particular liking and development. Even if this were not so, Snipe actually has more "desirable" variations which result in making it a more interesting class than many others, and some of these variations are apparently serious from the Olympic committee point of view. This causes me to ask, "Why are the Olympics so important to the Class?" For 29 years now, Snipe has been developed and has progressed to being the world's largest sailing class without being in the Olympics, so why is it a "must" now? Once the boat has been altered (or, rather, limited) to the Olympic committee's liking -- then what? How are such diverse items as pivot vs. dagger boards; aluminum vs. steel centerboards; keel stepped mast vs. deck stepped mast, etc., resolved?"

— Lee Stuve (Again)  
Schenectady, N. Y.

## TESTIMONY FOR SNIPE

"We are quite proud of the quality of Snipes in our Fleet 382. Every boat is a good one and in fine racing condition kept in top racing trim. Of the 11 Snipes, 6 are Varalyay built, 2 Lofland fiberglass, and the other 3 are top quality in excellent condition. ANY ONE OF THEM CAN WIN IN ANY RACE AND IT IS JUST A MATTER OF HOW YOU TAKE HOLD OF THE TILLER. That is the outstanding feature of Snipe and verifies again the main goal of the class." — Ed McHenry

## 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!

**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.

**DO YOU NEED A NEW MAST?** Get a complete set of plans for the CHAMPION round mast for Snipes, designed by Ted Wells, and build your own. 4 sheets of blueprints with all details for hardware and rigging for only \$1.00 per set. SCIRA, 655 Weber Ave., Akron 3, Ohio.

**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.

**AT LAST! MADE ESPECIALLY FOR SNIPERS!** A high quality screw button for yachting caps with a crossed anchor emblem. A red Snipe on a dark blue pennant with white enamel background — all outlined in gold. Can be worn in coat lapel, too. Obtainable only from SCIRA, 655 Weber Ave., Akron 3, Ohio, at \$1.50 each. Fill that empty space on your cap with class insignia!

**AUTOMATIC START TIMER** — For the committee boat. Operates horn and signals at exact time intervals. Self powered. Parts kit — \$40.00 FOB; Assembled — \$200.00 FOB. Write for details, including circuit diagram. Jesse Aronstein, 113 Second St., Troy, New York.

**WANTED - FIBERGLAS SNIPE** with mahogany deck in the finest condition complete and ready to sail with trailer. Interested in a boat in top condition only — no bargains. David Gottlieb, 1720 Monroe St., Evanston, Illinois.

**WANTED - ONE USED SNIPE, one INLAND RACING SCOW, and one E BOAT.** Condition not so important, but each boat must have all parts. We want the winter project of repairing, so we can sail them in this spring. Prefer within 300 miles. C.E. Brockman, Harrisonville, Missouri.

**FOR SALE: ONE SUIT OF DACRON SNIPE SAILS.** Made by Ulmer and used one season. Medium to full cut; the jib has a window. Contact: Rolf Carlsen, 5 Beverly Rd., Glen Cove, New York. Oriole 6-8969. PRICE ONLY \$90.00.

**FOR SALE: TWO GOOD SUITS OF SAILS.** One Watts cotton and one Nilson & Mills nylon, worth \$45.00 each or best offer. Bob Williams, 2027 Brentwood, Wichita 18, Kansas.

**WANTED: A USED SNIPE** in good condition. State registration number, condition of sails and fittings. Advise where boat may be seen, price, and name of maker. Please write Gail Getzinger, 747 - 27th St., South Bend, Indiana.

ARE YOU BUYING OR SELLING ANYTHING? USE THIS SPACE!  
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REVISED JULY 1956

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CHARLIE M.

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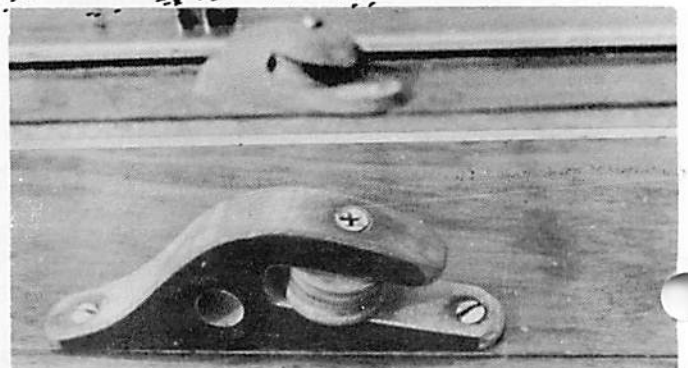
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For Information, Write to the:  
Snipe Regatta Chairman  
Clearwater Yacht Club  
Clearwater, Florida.



PICTURES OF TWO MORE "REACHEROOS" by Carlos Bosch. The top one slightly resembles a laughing frog!