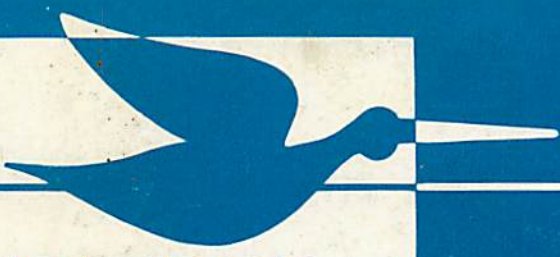


Snipe

BULLETIN



JANUARY 1961
Vol. X No. 8



- DR. FRANK V. G. PENMAN -
1961 COMMODORE OF SCIRA



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SNIPE BULLETIN

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

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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.

New Officers Take Over

Another milestone was passed in the 30 year life of SCIRA when, for the first time, a Sniper outside of the United States, Dr. Frank Penman of England, assumed the office of International Commodore. He will be assisted by Vice-Commodore Dr. Sam Norwood of Atlanta, Georgia; Rear-Commodore Floyd E. Hughes, Jr., of Council Bluffs, Iowa; Executive Secretary-Treasurer Birney Mills of Akron, Ohio; and Ted A. Wells of Wichita, Kansas as Chairman of the Rules Committee.

New members of the Board of Governors as elected at the annual meeting in Clearwater last August also took office for the calendar year starting January first.

Retiring Commodore Edward Garfield and Commodore Penman send these greetings to all members of SCIRA:

COMMODORE GARFIELD:

"Having been Commodore of SCIRA was a very great honor, and I wish to express my thanks to the Flag Officers, Board Members, and all members who have helped make 1960 another good Snipe year.

Although we are disappointed that Snipe was not selected for the 1964 Olympics, I am sure Sniping will continue to prosper with or without the Olympics as we have done for the past 30 years. With more numbers being issued than ever before — and our numbers are now nearly 13,000 — this is proof that Snipe is still the finest sailing class in the world.

Let's all do our best to help Terry Whittemore, Chairman, make the World Championship at Rye, N. Y., next September the finest sailing regatta ever held. I am looking forward to the pleasure of meeting Snipers there from every country that has an official Snipe fleet.

Thanks again to everyone and my very best wishes to our new Commodore, Dr. Frank Penman. "

COMMODORE FRANK PENMAN:

"I should like to say how proud I am that you have elected me to be Commodore of such a world wide organization. To you all I send New Year wishes for fair winds and close finishes! "

The International Organization is in good hands and every Snipe owner is urged to become a member and contribute toward the growth and progress of the world famous Snipe.

Insurance Information Requested

The insurance questionnaire enclosed is for information only and carries no obligation of any kind. Please fill it in, fold it like a letter, and mail it in. Thus a history and record of past experiences will be established for the insurance companies so they can present a favorable special policy for all Snipe owners.

1961 U. S. National Race Dates Changed

Tom St. John, Chairman of the Organizing Committee for the 1961 U. S. National Championship series has requested that the dates for that event be changed from early September to August 3-11 after due consideration of all the factors involved. This request has been granted by the Board of Governors and will, no doubt, be quite popular with the majority of prospective entrants. The World Championship Races will be held as originally scheduled for September 14-23. Details for both events later.

FRANCE WINS THE SIXTH MEDITERRANEAN SERIES

This Championship for International Snipes was held at Algiers under the burgee of the Yacht Club D'Alger on November 11-13th. This event was inaugurated by Pierre Humerau, the president of the club, and is held annually in November. It was first held in 1955 when it was won by Poissant of France. The 2nd championship was held in Cannes in 1957 and won by Capio of Italy, the 3rd and 5th events won by Fragniere of Switzerland, while the 4th one was won by Elvstrom of Denmark, the present World Champion of the Snipe class.

The program was opened with the hoisting of the colours of the various countries entered and representatives from the various consulates were present at this ceremony. There were eleven flags hoisted on the clubhouse roof at the Jetee Nord, being Lagiers, France, Germany, Belgium, Switzerland, Mexico, Portugal, Spain, United States, and Great Britain.

Five races were held with four being counted. The first four were triangular and the last windward/leeward. The overall winner was Poissant of Bordeaux, the present French National Champion, who had four 1sts after being 5th in the first race. Second was Raymond Fragniere of Switzerland, winner of the 1960 European Championship in Landskrona, Sweden, while Troupel of Algiers was third. There were 57 contestants.

The first race, in light airs, was won handily by Fragniere, with Suris of Spain 2nd, and Saugy of Switzerland 3rd. The second race, held on Saturday, started off with a force 4 wind from the west. This increased during the day to force 6, gusting to 7/8, with a choppy sea and high rollers. There were many capsize in the strong gusts -- any other centerboard class would have been unable to race. This second race was won by Poissant with Troupel 2nd and Flahout of Lorient 3rd. Fragniere dropped back to 4th.

The waves were now larger than ever and only parts of the sails were visible when the boats were in the troughs. Poissant, in the lead, covered the Swiss Saugy tack for tack to the windward mark. In a strong wind, Saugy found that his mast was bending too much and he preferred to retire, being afraid it would break. Just behind Fragniere, the Belgian Dupont and the young Parisian Courteaud were having a keen struggle. Several boats were towed in and some had broken masts and other damage. The race finished with many crews on the point of exhaustion. Results were: Poissant 1st, Fragniere 2nd, and Courteaud 3rd.

In the evening a civic reception was held at the Town Hall followed by a dinner at the club.

Sunday dawned with the prospect of some very interesting racing due to the close positions of the leaders on points. The wind had dropped somewhat, but the course was set in the bay where the waves were not so large. About 30 boats came to the starting line, as the others had been unable to repair the damage they had suffered or replace lost equipment. At the start, the order was Poullain, Poissant, Hine, Courteaud, Fragniere, and the Algerian Beaufriere. On the beat to windward, Poullain was passed by Poissant. The Belgian Hine also passed Poullain, but only for a short time. Fragniere made a spectacular recovery and caught Poullain at the finishing line. Poullain was disqualified on protest by Fragniere at the windward mark for not giving right of way when the leaders arrived there in a bunch. The finishing order was Poissant 1st, Fragniere 2nd, and Courteaud 3rd. These three, with Poullain, were far ahead of the rest of the fleet.

After a cold meal served on the water as on the previous day, the final race started in a wind that had dropped somewhat. Flahout of France took the lead, but overstood the windward mark and allowed Poullain and Samuel through. Behind them came Saugy, Poissant, and Fragniere. On the run, Poissant took the lead followed by Saugy. Flahout lost several places and these boats held their lead over the rest of the fleet. Results were Poissant 1st, Fragniere 2nd, and Poullain 3rd.

The Italian entry unfortunately did not arrive. The first

(Continued bottom of 2nd column page 11)

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!

Murphy and Nye

Murphy  **Nye**

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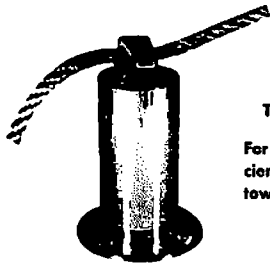
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- Double acting cam works both ways, port or starboard tack. Only the one fitting necessary.
- Releases instantly with a simple flip of the wrist. Saves precious seconds every time you tack. The crew can be hiking-out immediately after tacking rather than still leaning inboard trying to get that turn around the winch.
- Chrome plated bronze alloy, comes complete with screws for mounting on aft end of centreboard box.
- Suitable for all racing classes in which the jib is trimmed manually and where a 1/4" or 5/16" dia. sheet is used.
- Standard overall length is 3½". However, can be supplied in lengths from 2½" to 5" on request. On some boats the longer length eliminates the necessity of having to build up the centreboard box to the correct operating height in line with the fairleads.

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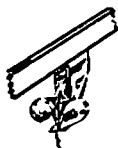
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TIPS

on Sails and Sail Handling

CLEANING DACRON SAILS

HARD SAILS, Inc., of Islip, New York, very kindly gave their permission to the BULLETIN to reprint this timely and most informative article. It contains the answers to many oft-asked questions, and such expert advice will prove interesting to all sailors.

Before any attempt is made to clean synthetic sails, certain properties of the materials themselves should be understood.

Actually, Dacron and Nylon are subject to harm from only two things: one is severe chafing, the other is exposure to ultraviolet light.

Dacron sailcloth has a silicone coating which accomplishes several purposes. It helps prevent the fabric from absorbing water and becoming over-heavy, it acts as a barrier for shedding dirt, and it lowers the porosity of the cloth. In addition, silicones have always been considered helpful in resisting wear and tear caused by chafing and friction. Therefore, removal of this coating, which can readily result from scrubbing with soap, water, and brush may seriously harm the sail and effect its speed.

Under normal conditions, sensitivity to ultraviolet light is not an important factor with either Dacron or Nylon. The average one-design sail is exposed to the sun only 60 to 100 hours in a season while a cruising baot sail may have up to 200 hours exposure. This is not enough, even over a period of years, to affect the durability of the sail.

However, the sensitivity of both Dacron and Nylon to ultraviolet light is materially affected by alkaline or acid materials which may be allowed to remain in contact with the fibres. Dacron's sensitivity to the ultraviolet rays of sunlight is greatly increased under alkaline conditions, while Nylon, when subjected to acid conditions, will deteriorate rapidly. Thus, nothing of an alkaline nature should ever be allowed to remain in Dacron fabrics while nothing of an acid nature should be left in Nylon.

The pH, or "potential of Hydrogen" scale used universally in chemistry provides a measure of relative alkalinity and acidity. The neutral point on this scale is 7 so that pH values from 0 to 7 indicate acidity, while values from 7 to 14 indicate alkalinity. pH test papers, available at any drug store, readily permit testing for alkaline or acid conditions after a sail has been cleaned.

REMOVAL OF SURFACE DIRT

Dacron sails that are merely soiled may be cleaned by washing or laundering, using a household soap or detergent and water. Soaps and detergents, however, are alkaline and, when they are used, the sail must be rinsed thoroughly four or five times in clear water after washing to be sure that none of the cleaning agent remains in the fabric. To make doubly sure, a very weak solution of acetic acid may be employed as a neutralizing rinse. There is, however, some danger in this practice since the sail may be sewed with Nylon thread and have a Nylon bolt rope and any acid allowed to stay in the sail will be harmful to them. Nylon is used for these purposes because it is appreciably stronger than Dacron although its sensitivity to ultraviolet light is inherently greater.

Scrubbing, when required, may of necessity be done on a concrete base. In this case, every precaution must be taken to avoid chafing which may remove some of the silicone coating with which the cloth is treated and weaken the threads or roughen the surface of the fabric.

REMOVAL OF OIL, GREASE, AND TAR.

Petroleum products, such as oils, greases, and tar, are difficult to clean from sails, but can be successfully removed if the proper methods are employed.

Stains and deposits of petroleum products may be safely

(Continued on page 10)

Congratulations to

BERNARD "EASTER" HAYWARD!

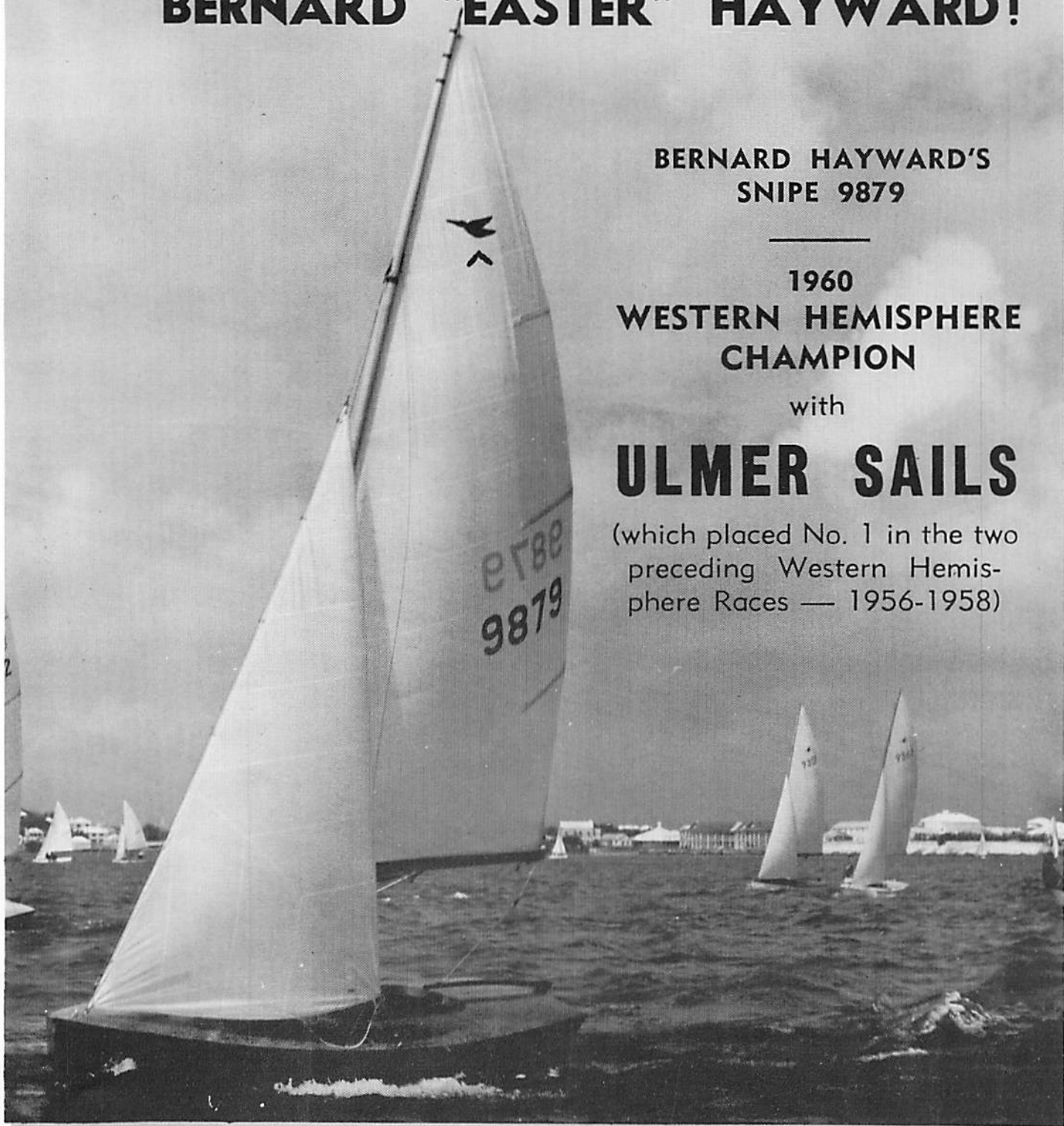
**BERNARD HAYWARD'S
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1960 WESTERN HEMISPHERE RACES

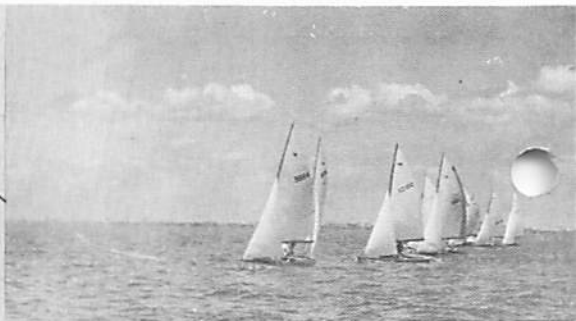
San Isidro Yacht Club, Buenos Aires, Argentina



OPENING DAY - Flags of the various participating nations were raised (above) followed by the blessing of the boats and contestants in a short religious ceremony (below).



SOME TOP OFFICIALS - (l. to r.) Alberto Parma, Secretary of the Federacion Argentina de Yachting de Carrera; Commodore Pedro Dates, President of the Executive Committee; Birney Mills, SCIRA representative; Hector Alonso Pittaluga, National Secretary for Uruguay; Roberto Garcia Guevaro, National Secretary for Argentina; and Reggie Tucker, Major-Domo of Bermuda.



TYPICAL START of a WH Race on the Plata



THE BRAZILIAN ENTRIES—(Top) Gabriel Gonzalez and his crew Nelson Picolo; (Bottom) Gastao Altmayer and Paulo Paradedda.

River



THE BERMUDA TEAMS with Reggie Tucker and the Western Hemisphere trophies won by them. Left to right: George Brown, Penny Simmons, Jimmy Amos, Tucker, Bernard Hayward, Bobby Soares, and Bobby Oatley. The flags of the competing nations can be seen in the background.

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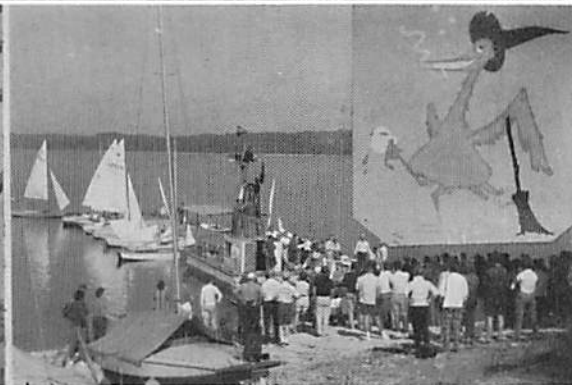
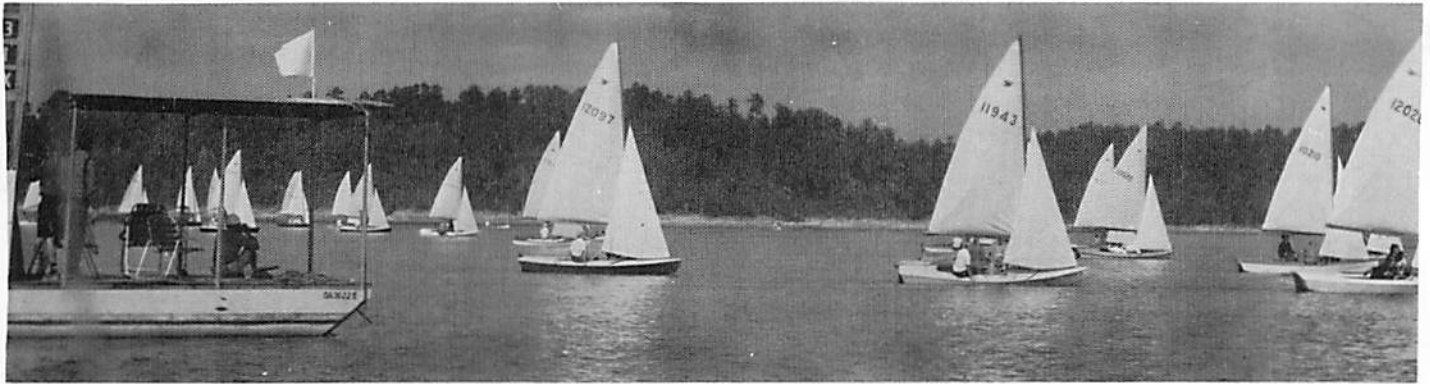
s, left,
(left)

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FRANCIS SEAVY WINS AGAIN AT ATLANTA

-EXPERIENCE (TILLMAN AND GILREATH) TAKES 2nd AND 3rd -



FRANCIS SEAVY and Tommy Lewis are the TOP SPOOKS

SKIPPERS MEETING with the Snipe Witch hovering overhead.

DICK TILLMAN and Linda Lowe feel happy about coming in second.

Not only were nationally known skippers in contention for the 7th Annual Halloween Regatta staged by the Atlanta Fleet 330 on Oct. 29-30th, but the field of 56 was given an international flavor by two boats from the Spanish Point Boat Club of Bermuda skippered by Wayne and Conrad Soares with their crews, Arthur Pittman and Carl DeSousa.

Skippers from 13 states together with the Bermudians began arriving a week ahead of time and 12 visiting boats staged an impromptu race on Friday in a stiff northeast wind.

But Francis Seavy, the perennial favorite, of Clearwater, with crew Tommy Lewis, won his third Halloween Regatta with two 5ths and a 1st, followed closely by Dick Tillman, former national champion, and his lovely and talented crew, Linda Lowe. Atlanta's Harold Gilreath took time out from acting as regatta chairman to place third with Ralph Clement crewing for him, and such salient spooks as Charley Morgan, Lee Thompson, Cleve Slauson, Tom Head, and Terry Whittemore came up behind them.

Things began Friday night with a little wind dance by Tom Steward, Dick McCarthy, et al which grew, like Topsy, into a real Blow-Out!

The first race Saturday was a full-fledged drifter. Cleve Slauson, who seemed to have a little sinking spell following Friday's function, was ministered to so effectively by Dr. Norwood that he won his heat with a big lead. Frank and Toni Suesz from Cincinnati won the other heat. Seconds here went to Sam Norwood (who evidently took some of Slauson's medicine himself) and Elmer Riker; 3rds to Charley Morgan and Frank Johnson.

The wind picked up slightly for the second race; and Terry Whittemore and Tom Head won their respective heats by getting an early lead and staying there, although Whittemore had quite a battle with Gilreath and Tillman to hold his advantage.

Lee Thompson and Courtney Ross took 2nds and Morgan and Derek Peters 3rds. By the end of the second race, the air was chilly enough for some of the old hot buttered rum served by Dot Harris. This little warm-up procedure was followed by a

cocktail party, the traditional banquet, and a dance inspired by Steward and McCarthy again, assisted by the AYC band.

Sunday morning brought a hiking breeze from the east for a fast third race, won by Seavy and Tillman. Gilreath and Dick McCarthy, the local prides, placed 2nd and Lee Thompson and Lloyd Cox 3rd.

The father of Top Spook Seavy was an honored guest as was 1939 SCIRA Commodore Taver Bayly of Clearwater and Commodore Stuart Roberts of Privateer Yacht Club in Chattanooga.

The Atlanta Fleet sends best wishes to all the visitors who made the regatta a success and awaits next Halloween with anticipation. Y'ALL COME! — Nolan B. Harmon

FINAL RESULTS - HALLOWEEN REGATTA (Top 24 boats)

BOAT	SKIPPER	CLUB	RACES	1	2	2 PTS.	Fin.
6995	Seavey	Clearwater, Fla.	5	5	1	4192	1
10350	Tillman	Ft. Walton, Fla.	6	6	1	4050	2
12345	Gilreath	Atlanta, Ga.	4	7	2	4046	3
6156	Morgan	St. Petersburg	3	3	7	4044	4
9020	Thompson	Akron, Ohio	10	2	3	3925	5
12321	Slauson	Peoria, Ill.	1	9	5	3920	6
11220	Head	Peoria	6	1	15	3501	7
7432	Whittemore	Naugatuck, Conn.	14	1	7	3485	8
12750	Accardi	Montgomery, Ala.	9	5	8	3409	9
11663	Suesz	Cincinnati, Ohio	1	12	10	3402	10
7435	Peters	Atlanta	16	3	5	3365	11
9123	Harmon	Atlanta	8	8	9	3202	12
9363	S. Norwood	Atlanta	2	26	4	3115	13
10833	D. Jones	Atlanta	5	14	8	3114	14
9329	Riker	Atlanta	2	18	10	3011	15
9330	W. Norwood	Atlanta	4	6	21	2994	16
9753	Harris	Atlanta	7	4	20	2966	17
8652	Hancock	Indianapolis, Ind.	DSQ	4	4	2907	18
	C. Soares	Bermuda					19
11660	Cox	Chattanooga, Tenn.	11	23	3	2668	20
11809	Ross	Clearwater	25	2	12	2618	21
6258	Johnson	Atlanta	3	20	15	2561	22
8569	Colyer	W. Palm Beach, Fla.	13	11	14	2413	23
8054	McCarthy	Atlanta, Ga.	18	22	2	2411	24

SNIFE NEWS IN BRIEF

Atlantans are quite pleased and justifiably proud over the large attendance at their annual Halloween Regattas. In 7 years, that live bunch has built their interclub affair into one of the best of all SCIRA events, ranking with the districts and national races in activity and importance. And not only is the competition the best, but the distinctive spook celebration and the resulting fun and camaraderie convince many outsiders that they should themselves become Snipers. Such direct hits have occurred at Montgomery, Alabama, where Major William Aicardi (one of Lt. Dick Tillman's friends in the Air Force) has enough boats for the nucleus of a new fleet, while at Camilla, Georgia, Dr. Jack Doyle is now organizing a group. The bug bit both men after attendance at area regattas, especially the Halloween affair. Thus there is definite proof that the time and effort for interfleet regattas do pay off and one never knows what the results might be. . . . The indefatigable Mimi (the Norwood girl who always comes up with different angles) got busy with her adding machine and sent in some unusual statistics on this year's regatta. She added up all the boat numbers of the participants and got the amazing number of 569, 223 and then got the mean of 10165 for the 56 sails involved. Probably the first time it would have gone over 10000. The lowest number was 6258 and the highest 12750. Old 6995 won the title. It indicates that top active sailors periodically switch boats regardless of no changes in hull design. Many people also buy new cars every 2 years simply because they get tired of the old ones. Then she figured up the total mileage the entrants from 12 states plus Bermuda travelled over the week and got 43, 950 miles, or one and one-half times around the world. All of which goes to show that (as many people claim) "Sailors aren't people!" But again it proves that nothing stops people from pursuing their sport and hobby. . . . Incidentally, Vice-Commodore Sam and Mimi sailed very consistently with a 2-4-26!! "Anyway, we won all the parties!". . . . Many friends of Helder Soares de Oliveira of Lisbon, Portugal, will be interested in this report of his activities; "This year

have been sailing Finn class in order to represent Portugal in the Olympics, where I finished 14 among 37 competitors including Elvstrom, Duque D'Arion, and other Snipe skippers. Thus I was obliged to neglect Snipe, but now I am making a new boat and, with my brother as crew, we shall do our best to get to New York next year. Incidentally, I was approved a crew of our well-known Star skipper Duarte Belo to the World Championship of the Star class in Brazil which will be held the last of November. I also contacted Gabriel Gonzales, Nelson Piccolo, and the Schmidt brothers at Lisbon during the First Games Luso-Brasileiros. ". . . Fleet 1 at Dallas hasn't quit sailing for the season yet. Whenever the weather permits, they turn out in full force. They have a special Frostbite series in progress now and had races on Christmas eve and again on the 26th. They hope to have even a bigger and better season in 1961. . . . The Helsinki Fleet 481 elected Paul Vatanen as Fleet Captain at their annual meeting on November. He is a very well-known Snipe sailor and the National Champion in 1959. The number of boats in the fleet has increased more than 50% to 31. . . . The new Mission Bay Fleet 485 continues to grow and Herb Shear reports, "Ross Harris is quite a salesman, and is going wild. We can't seem to get him stopped in getting new members. (Who wants to?) At the present time, we have 11 boats, and with 5 more sure ones, we will have 16 by the middle of January." Applause! Our World Champion Paul Elvstrom of Denmark continued to prove he is one of the best sailors in the world when he won the gold medal in the Finn class at the 1960 Olympics and became the first sailor ever to take four Olympic yachting gold medals. SCIRA is proud to have such talent also in Snipe and we congratulate him again. You can be sure you will see him in New York this September. That will be SOME series! Dick Ver Halen, 835 Beloit Ave., Forest Park, Ill., is the newly elected FC of the Chicago Fleet 86. He sends in a list of 16 boat owners plus 17 more prospects and includes a detailed plan of meetings and programs to further develop the fleet. It looks like SCIRA will finally have a good Chicago fleet. If you have any Sniper friends in the Windy City, have them contact Dick.



1959 NATIONAL SNIFE 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.

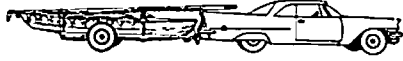
Perhaps most pleasing to us is the realization that each entry in this national championship series is a fleet champion in his own right, and more than half of the entries used Watts sails, recognizing their championship caliber.

*Sails
by Watts*

KENNETH E. WATTS

TORRANCE, CALIFORNIA

Wells Wanderings



by Ted Wells

SEMANTICS

An argument has developed concerning whether or not we should say that we are using the Olympic course or an Olympic-type course in our major championship regattas. Also, in the Western Championship Hemisphere regatta in Buenos Aires recently the question came up as to whether or not the use of this type of course implied a requirement to use the IYRU starting signals.

We do not use a true Olympic course which consists of eight marks permanently set out in a circle. In fact, the Rules for Major Championship Regattas specifically prohibit the use of fixed marks for two reasons: First, we have a minimum course length of five nautical miles, and a maximum of seven. In light winds, the minimum length should be used; with a nice breeze, it is desirable to sue a longer course.

The main reason, however, is that only with pure good luck do you get an ideal windward leg with the eight mark circle. I know - I was on the Committee boat at the Pan-American Games at Chicago and had the job of picking the courses. It seemed that most of the time, the ideal windward leg was halfway between marks of the eight mark circle, giving us a deviation of $22\ 1/2^\circ$ from windward, at least; and if you guessed wrong on which way the wind would shift (I generally did!), you were off $22\ 1/2^\circ$ plus the shifts. A ten degree shift off of a perfect windward leg isn't too bad, but a $32\ 1/2^\circ$ deviation from the ideal is pretty bad, especially for a major championship.

Therefore, it is probably more correct to say we use an Olympic-type course in that we specify a start dead to windward, a 45° - 90° - 45° triangle next, then another beat followed by a run (item of incidental intelligence of no importance: a run is called a FLOW in Bermuda), then a beat to finish at the windward mark. We also specify that the racing rules normally used by the host country shall be used, which takes care of the starting signals.

Incidentally, on a large body of water, don't let yourself be carried away laying out the markers for the course for a week-end regatta race - it can get pretty long, especially if your starting line is at the clubhouse. San Antonio's Halloween regatta was transplanted to Austin's Lake Travis as their own Texas-type fishpond had been drained by the city to be deepened. We fiddled around for quite a time Saturday afternoon waiting for the wind to decide whether to blow or not, (and if so, from what direction) before a nice 15 mph breeze came up. We started from the club on an Olympic-type course which was a dandy - it was dark before we got back to the club!

BLUE NORTHERS

This also turned out to be the last race. Everyone was up and around at the prescribed time Sunday morning so we could sail two races, but there was a marked lack of enthusiasm for racing. There was a beautiful blue sky, the temperature was invigorating, and the wind velocity, registered on top of a hill and confirmed by the airport radio, was perking at 55 mph from the north. Even if the Rules for Sanctioned Regattas hadn't specified a maximum of 30 mph in which a race can be started, everyone seemed in favor of waiting for a while. The wind then seemed to die, and we checked it again, but without climbing the hill. After all, we were on the lee shore; it was a lot of work climbing the hill; and the wind indicated only 25 mph. The decision to start was received with something less than unanimous enthusiasm, so Bubba Horner and his crew, Lee Woodbury - both big and husky - started out to demonstrate. They put on a good show! They went all the way across the lake, not because they wanted to, but because they didn't dare try to come about any sooner. The expression "Sailing on the jib and the battens"

didn't apply to them - they sailed on the jib about half the time and on the battens not at all. In fact, after about two minutes they didn't have any battens - just itsy bitsy pieces of wood. A re-check of wind velocity on top of the hill showed 45 mph.

So we had a one race regatta, the third one I've run into. As with major championship regattas, when you run out of time, you award the trophies based on the races you have completed and send people home. It pays to win the first Saturday race in these parts. I've won three regattas this way. What happens if you don't get any races in is too unpleasant to contemplate.

MAST STRIPES

Currently, there is a hassle going on between the SCIRA Board of Governors and the IYRU on mast stripes. The Board decided to approach the IYRU system by painting over existing stripes to make them three inches wide and to compare the top of the sail with the top of a stripe, and the bottom of the sail with the bottom of the corresponding stripe. The IYRU wants their way, which would require removing about 30,000 stripes and re-painting them. What the outcome of this argument will be can't be predicted at this time, but one thing I'm sure we won't go for is their requirement that the sail always be pulled to as high as it will go.

There are apparently, however, sailors in Major Yachting Centers who disagree on this business of dropping the sail down in high winds. In a letter the other day, one of these said, "No one in his right mind would use a full-sized sail in a 30-35 mph wind." I'll admit I have frequently questioned the sanity of skippers here in the middle of nowhere (nowhere in this case consisting of Texas, Oklahoma, Kansas, Iowa, Missouri, and Nebraska) who sail in 30 mph winds. I've had a strong suspicion we were nuts and its nice to have this suspicion confirmed by an expert from a Major Yachting Center. The only trouble is - if you put on a small sail and carry it at the top of the mast, some idiot will have a full sized flat sail with the boom six to nine inches down and beat you. I'd rather be considered an idiot and win.

The way it looks now, there is a strong possibility that the whole business of stripes on the mast and boom will be carried over until the next IYRU meeting next November. That would mean no changes at all through the next season. The decision will be made shortly by the Board of Governors and ample notice given in the BULLETIN if any changes are made.

(CLEANING DACRON SAILS from page 4)

dissolved without harming the surface of Dacron sailcloth by dipping in a solvent such as mineral spirits No. 46, which is a combination of high flash solvents. Care should be taken in selecting a high flash solvent. Benzene is 5°F , while Xylol is 85°F , and mineral spirits No. 46 is 104°F . Anything 104°F or over would be considered high and therefore quite safe from a fire hazard. Agitation is, of course, helpful. If yellowish stains remain after dissolving the oils or greases, they may be removed by bleaching with oxalic acid, followed by thorough rinsing with clear water. Finally, the sailcloth should always be washed out with any easy rinsing soap or detergent such as Tide or Ivory Flakes.

REMOVAL OF SALT

Salt is detrimental to Dacron sails principally in that it creates a stiffening layer on the surface of the cloth when it dries. The fact that it retains water, tending to keep the surface damp, is not of great importance with synthetic sails although it was highly important with cotton.

The removal of salt from Dacron sails is desirable in order to avoid them becoming over-stiff. This generally can be accomplished by hosing them down frequently with fresh water. If, however, salt has been on a sail for some time, a light brushing may be necessary, using clear water only and a soft brush such as one with Nylon bristles. If a large enough tank or other vessel is available, so that the entire sail can be immersed in lukewarm water, most of the salt will dissolve without the necessity of scrubbing.

CANADIAN OHIO STATE CHAMP

Sharp-eyed Howie Richards of the Oakville, Canada, SC Fleet 464 snaked his way through the Cowan Lake's cats-paws to the Ohio State Championship last June 18-19th. Richards and his wife, Amelia, mustered a 1-2-4 series to edge local Mark Schoenberger 4490 to 4488 - just two little points!

The Cowan Lake Fleet 433 was disappointed in the total turnout of only 22 boats, or 8 less than last year. The Michigan contingent from Gull Lake, which took two of the top places last year, were particularly missed.

The inconsistent showings of the bulk of the fleet are the result of the light and gyrating breezes. The Race Committee invoked the time limitations in all three races and each were shortened to one lap plus a beat.

In the first race, Richards grabbed an early lead and steadily edged ahead of the pack, finishing just ahead of Frank Suesz. Schoenberger was 3rd.

In the second race, Schoenberger and Richards out in front, changed leads several times. Richards engaged Schoenberger in a tacking duel on the final beat but was unable to get out from under him. Suesz meanwhile closed in on the leaders. Wind shifts changed the lead twice more with Schoenberger finally winning by less than a length. Suesz, becalmed 50 yards from the finish line, dropped from 3rd to 16th.

The doldrums persisted through the final race on Sunday. Lee Thompson of Akron, Richards, and Dean Jeynes scooted out by themselves at the start. These 3 were far ahead at the conclusion of the downwind leg, but on the near reach to the next mark, a wind shift headed them and slowed them down. Schoenberger, rounding the downwind mark slowly, beat up to a wind pattern in which he was able to reach off at good speed and close the gap. To win the series, he had not only to beat Richards but also had to have a boat between them.

On the final beat, Thompson, off by himself, patiently held his tack and finished a solid first. Schoenberger led Suesz and Richards until the last 30 yards when Suesz neatly slipped across Richards' bow for 2nd, just feet ahead of Schoenberger in 3rd and Richards, 4th.

That clinched the title for Richards who had just missed it the year before in similar broiling sun - no wind conditions. The Cowan sailors were pleased to present the Championship Bowl to such a gracious winning team as Howie and his wife.

FINAL RESULTS - OHIO STATE CHAMPIONSHIP SERIES

BOAT	SKIPPER	CLUB RACES	1	2	3	Pts.	Fin.
10547	Howard Richards	Oakville, Canada	1	2	4	4490	1
11216	Mark Schoenberger	Cowan	3	1	3	4488	2
11663	Frank Suesz	Cowan	2	16	2	3667	3
9020	Lee Thompson	Akron	8	10	1	3650	4
8698	Graham Bell	Cowan	13	3	5	3524	5
11162	Dean Jeynes	Cowan	4	12	10	3171	6
10665	Tom Mooney	Cowan	12	6	8	3155	7
11582	Ron Payne	Indianapolis, Ind.	6	13	9	3033	8
6775	Mort Disney	Cowan	9	9	11	2948	9
5635	Arnold Adkins	Cowan	14	4	13	2882	10
10660	Bud Hook	Indianapolis	7	18	7	2841	11
12028	Jim Woodbridge	Chautauqua, N.Y.	5	15	12	2813	12
7453	Charles Robertson	Cowan	10	19	6	2670	13
12121	Bill Collins	Indianapolis	15	8	15	2441	14
12452	Bill Johnson	Cowan	17	5	20	2313	15
8076	Bob Bigham	Cowan	16	7	18	2310	16
10604	Bob Clune	Cowan	11	14	17	2205	17
11754	Ken Daniels	Cowan	18	11	16	2054	18
8066	John Eilers	Cowan	19	17	14	1789	19
3511	Bob Foster	Acton Lake, O.	20	20	19	1366	20

CHANCE OF A LIFETIME - OLD BULLETINS

Every so often, it becomes necessary to clean out some storage space and now the best place to start is with old BULLETINS which have accumulated for the last eight years or so. So here is your chance to complete your file. If you wish to do so, 15 cents a copy will get your missing numbers (provided we have them) and a 3-ring binder will give you a good reference library, for almost every subject relating to Snipe and how to sail them to win has been printed in this class magazine over the years. The price is below actual cost, so take advantage of this bargain, for the opportunity may never happen again. Unwanted copies will be passed out at boat shows this winter, so hurry!

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FOR SALE: NEW VARALYAY SNIPE FRAME KIT. Includes frames, deck beams, daggerboard trunk, stem, and transom. \$95.00. F. M. Thayer, Rt. 3, Dalton, Michigan.

FOR SALE: SNIPE 11699. Excellent condition; Lincoln-Foster dacron sails; fiberglass covered hull. \$800.00; with trailer \$975.00. Write or call Edwin Sietsema, 320 Glander St. Worthington, Minnesota.

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(MEDITERRANEAN CHAMPIONSHIP from page 3)

three boats all used sails made by Fragniere, who was using an aluminum mast made by Ian Proctor for the first time.

The friendship and goodwill throughout the regatta was striking and in the finest Snipe tradition. Pivot boards were favored by the French, but the Spanish, Belgian, Swiss, and Portugese preferred the dagger plates. The regatta was very well organized with two electric cranes lowering the boats into the water. Ample rescue boats were available. We all look forward to such similar events in the future. — Peter G. Harris
Stone SC, Eng. 11

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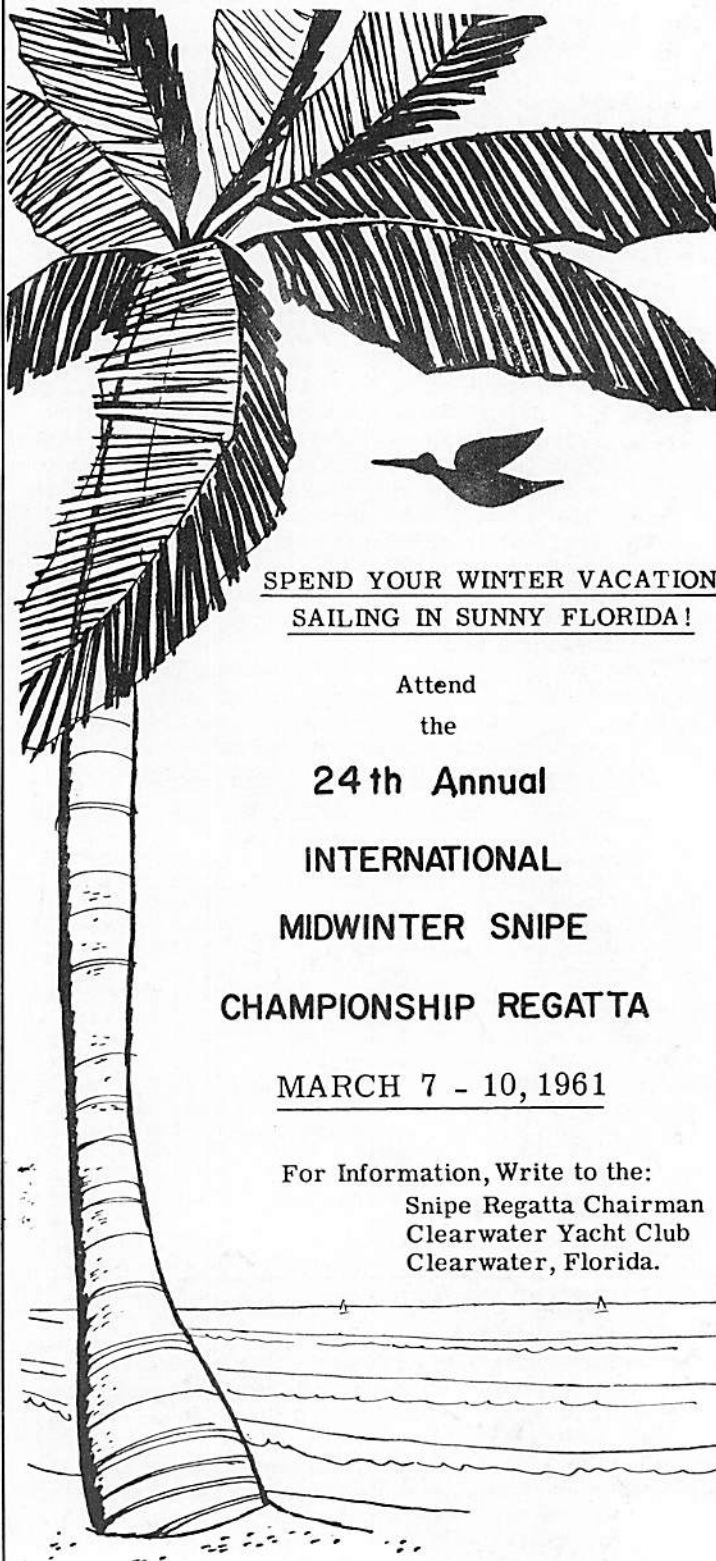
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