

Snipe

BULLETIN



JANUARY 1962
Vol. XI No. 8



- DR. SAMUEL W. NORWOOD -
1962 COMMODORE OF SCIRA



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District 1 Championship



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SNIPES BULLETIN

The SNIPES BULLETIN is edited and produced monthly by
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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 SNIPES BULLETIN of any
change in address, giving both old and new addresses.

New Commodore Takes the Tiller

About 12 years ago, Snipers began to notice a newcomer
hailing from Atlanta who showed up at most regattas long on
boats but rather short in sailing experience — but with lots of
enthusiasm and tenacity. And now, with poetic justice ("They
laughed when I sat down to play"), that same sailor heads the
largest sailing class in the world. Dr. Samuel W. Norwood is
the new SCIRA Commodore for 1962.

"Dr. Sam", as he is affectionately called by hundreds of sail-
ors, is both a leading obstetrician and sailor in Atlanta, where he
has won recognition and many honors in both fields. Equally
famous is his wife and crew, Mimi. They have 4 children — a
married daughter and two girls and a son in school and college —
who have also been educated as sailors and acquired many
honors in their own right. The whole family has been a corner-
stone in the Atlanta Yacht Club and done much to keep the place
active.

Again, Snipers are lucky to have the services of such an
able gentleman and under his guidance (with assistance from
family advisors), SCIRA anticipates an outstanding year.

Results of the 1961 IYRU Meeting

Snipers all over the world who eagerly awaited reports
from the annual meeting of the IYRU held in London November
3rd will be interested in action taken there concerning the Snipe
Class.

The effort of the class to have Snipe added to the list of
entries in the 1964 Olympic Games in Tokyo as a two-man
centerboard boat met in failure again, but by a close vote of
8 to 7 as compared with 12 to 4 in 1960.

The vote was not directly against Snipe itself, but was taken
on the question of whether or not the matter of selecting classes
for the 1964 Games should be re-opened at all. It was held that
the choices were made last year; it could not be re-opened at
this late date without giving other classes (if any) opportunity for
consideration; and as old business, the matter was closed for
good. Thus the request and hopes of Japan to get Snipe in the
Games were brushed aside. Incidentally, the U.S. delegates
voted for the proposition.

Of great interest and satisfaction to all sailors was the
decision not to change the sailing rules whatsoever until Novem-
ber 1964, which means any changes made then would not be
effective until 1965. Thus you can now settle down these long
winter evenings and really seriously study the sailing rules with
the knowledge they are final. And you can find no better "pony"
than Fearon Moore's PRINCIPAL SAILING RULES with the
graphic interpretations as printed by SCIRA in 1961. You can
get this booklet for 50¢ (see ad Page 12) and the official NAYRU-
IYRU Rule Book if you include another 75¢. The 1961 dates of
publication will now make no difference in validity of contents.

Another angle of interest to Snipers was the ruling and
comments made on the 1959 request of the Lightning Class for
International Status. Lightning tolerances will have to be
tightened for consideration next year and International Status
will be granted immediately the chairman of the small boat

technical committee is satisfied that the tolerances have been tightened sufficiently. Snipe had the same experience, you will remember.

Occasionally the question is raised as to the official standing of Snipes built under old tolerances (before 12600) and this is what IYRU has to say about them:

"It was considered that amateur building should not influence the restrictions of an International Racing Class. The permanent committee wished to emphasize that the tightening of tolerances would not be retrospective and present certificates would not be invalidated. American builders had experience of using the tolerances to produce fast boats, but other countries wishing to initiate the class should be able to use this experience without years of experimentation."

Bermuda Race Week

REGISTERED SNIPE SAILORS are again invited to participate in the 1962 BERMUDA INTERNATIONAL RACE WEEK REGATTA April 30th to May 5th - sponsored by the Royal Bermuda Yacht Club. International One Designs, Luders, International 14's, Fireflies, Dragons, and other classes will compete in the Regatta. All races will be held on the beautiful waters of Great Sound.

There will be no charge for the transport of boats from the mainland to Bermuda and return. Ports of embarkation are Jacksonville, Baltimore, and New York. Participants should, however, make early enquiries in order to ensure necessary planning.

Accommodations can be arranged at one of several Hotels and Guest Houses, at various rates, but again, all participants are urged to plan early.

For further information and assistance, address all enquiries to: John P. Chiappa, "Parquito", Spanish Point, Pembroke West, Bermuda; or to P. Reggie Tucker, c/o The Bank of Bermuda, Ltd., Hamilton, Bermuda.

Mr. Tucker announces that Bermuda and Nassau have reached an agreement whereby each will host a Spring Regatta for Snipes on alternate years from now on. It will be Nassau's turn next year.

1962 U.S. National Championship Regatta—

Since many people are interested in attending the 1962 Nationals due to the added attraction of the Century 21 Exposition in Seattle, the following change in accommodations is published in the BULLETIN:

Room reservations for each entrant will be placed in the men's dormitory on the campus of the University of Washington which is located about 15 minutes by car from the Corinthian Yacht Club. Both men and women can be accommodated the same as in any hotel, but baths for each will be on alternate floors. The rate per night is \$4.25 per person and breakfast will be served each morning in the cafeteria. With all participants staying in one place, it should be a ball!

HENCEFORTH, direct all requests for reservations to:

- (1) John D. Rose, Housing Chairman
U.S. Snipe Nationals
1631 1/2 43rd Ave. E
Seattle 2, Washington
- (2) Include the following information:
 - a. Name and address
 - b. Type of room (single for unmarried - double for married, etc.)
 - c. Dates of arrival and departure
 - d. Deposit required - one night at \$4.25 per person.

But if you do not wish to stay in the dormitory, you can make your own reservations for a motel direct with ExpoLodging as outlined in the instructions on Page 12 of the December BULLETIN. Mr. Ralph Lee, Director of ExpoLodging, will furnish forms which should be used in asking for these accommodations. But regardless of what you want, you are strongly urged to make reservations as soon as you know for sure you are going.

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Experience the pleasure of skippering a Snipe built by sailors, for sailors, to win!

Lippincott Snipes are built to the same exacting requirements demanded by racing skippers of all Lippincott boats the world over. Your inquiry is invited.

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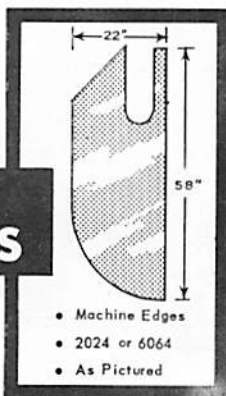
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WESSELHOFT WON AT CHICAGO

Chicago's July 4th weekend regatta drew entries from a tough bunch of skippers this year. In addition to Thede, the District 3 Champ, Hoehn (Western Michigan Champ), Sam Chapin (Clausen Regatta Champ), and Salzenstein (the defending 1960 Champ), the balance of the competitors faced three races of "breezes" over 20 mph on Lake Michigan. Over a dozen attending boats were unable to get in any of the three races because of equipment failures and other problems.

Wesselhoft of Peoria finished in almost perfect form with 1-1-2 record. Dex Thede, who finished 2nd the first race, broke a side stay just before the start of the second race. Jim Hoehn and Sam Chapin arrived on the starting line 5 and 10 minutes late respectively for the second race and still finished creditably. Wegforth, who finished ahead of 6 boats with his 600 lb. hull proved the value of perseverance.

In spite of the high winds only two accidents occurred on the final day. Holbrook capsized in one of the "over 30 mph" reported gusts while beating for the finish line, and Bill Shapera, while planing out to the starting line, put a three foot hole in the side of a 32' stinkpot - with not even a crack in his bow!

Special recognition was given to Shapera for his accomplishment, but the Peoria boys walked off with the rest of the trophies. Each participant was given a souvenir inscribed paddle.

Sunday evening found the Burnham Park Yacht Club packed with 250 people for dinner, socializing, and dancing on a beautiful starlit night on a floor overlooking the Chicago skyline.

With talk of forming a second Snipe fleet in Chicago, we are looking forward to a capacity attendance at next year's big July Fourth Regatta.

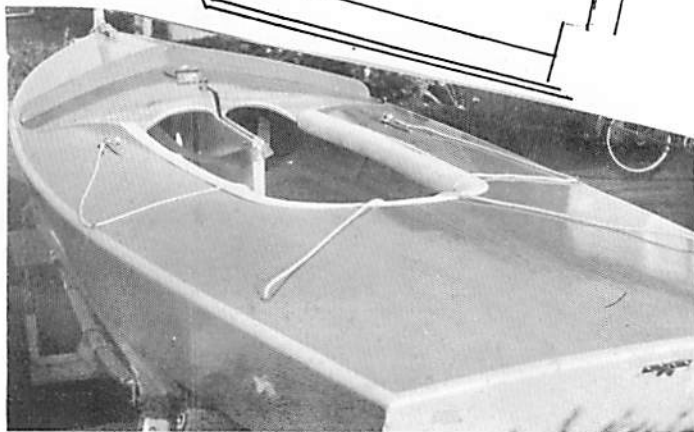
— Dick Ver Halen.

COMFORT ON A SNIPE

Here is another idea on the curved deck. The padding is luxurious and simple enough to install. It consists of a 3" diameter piece of polyethylene foam (similar to that used for fenders) cut in half and glued with contact cement and covered with naugahyde. The cockpit partner is cut on a slant to face the padding up as well as towards the center of the boat. The 3" x 9' of polyethylene cost about \$2.50 and is flexible as well as light, buoyant, and waterproof. This sure fits the back of the legs at the proper angle and you would never know the edge of the cockpit was there. It means the end to those big black bruises (on the girls) and relieves that leg ache.

The enclosed pictures are on my "Luriline" 11438 with the deck remodeled.

— Carlos Mattson



SNIPE MODEL

Half model in gleaming white epoxy, mounted on 6"x9" solid mahogany wall plaque, in clear or stained finish. Snipe inlay in main-sail.
\$6.00 Postpaid

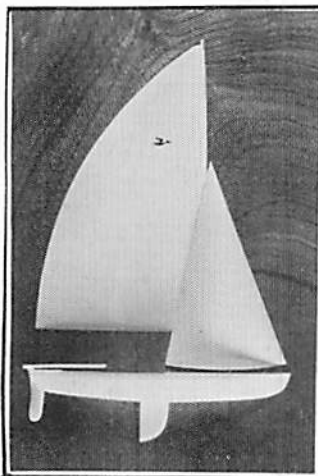
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GUESS WHO IS INDIANA STATE CHAMP

The Indianapolis Snipe Fleet can guarantee wind for next year's regatta. Affairs hit rock bottom on September 9th and 10th for the annual Indiana Open Snipe Championship. Winds were very light - and then even lighter. Only one race could be held on Saturday. Since there were 46 entries, the field was divided into fleets. Howie Richards of Canada and Bill Patton of Springfield, Illinois, were winners that day.

Sunday morning, Howie win again in his heat; Lee Thompson of Akron, Ohio, was the other winner. Except for Richards, the standings were well scrambled and everyone was ready to concede.

However, in the last race, Richards got off to a bad start and was back in 15th position for a while. Harry Levinson slipped by Bill Krieg to win the heat. Richards kept "chomping" ahead but lost out in a very close finish with Paul Zent and Bill Collins. With this 6th place, Howie with his 1-1-6 lost the regatta to Harry with a 4-2-1.

FINAL RESULTS - 1961 INDIANA STATE CHAMPIONSHIP

Fin.	SKIPPER	CLUB	RACES	1	2	3	Total Points
1.	H. Levinson	I.S.C.	4-2-1				4490
2.	H. Richards	Oakville, Can.	1-1-6				4425
3.	P. Zent	I.S.C.	3-4-4				4182
4.	T. Scanlon	I.S.C.	2-6-4				4115
5.	L. Thompson	Akron	7-1-7				3912
6.	W. Krieg	I.S.C.	7-6-2				3902
7.	W. Collins	I.S.C.	8-3-5				3829
8.	B. McFadden	Atlanta	2-4-11				3790
9.	R. Miller	Akron	4-15-3				3489
10.	J. Call, Jr.	I.S.C.	3-13-7				3384
11.	R. Grohne	Decatur	13-5-5				3376
12.	W. Kuehnling	Akron	5-9-9				3344
13.	F. Suesz	Cowan	8-7-8				3334
14.	S. Chapin	Springfield	17-3-6				3245
15.	T. Palmer	Decatur	6-9-10				3210
16.	P. Foe	I.S.C.	12-11-3				3185
17.	N. Lockwood	I.S.C.	6-2-DSQ				3035
18.	R. Bigham	Cowan	14-15-1				3005
19.	J. Tillman	Wawasee	11-5-13				2980
20.	S. Sherriff	Gull	9-8-12				2954
21.	W. Patton	Springfield	1-DSQ-9				2948
22.	T. Head	Peoria	10-11-10				2822
23.	H. Horan	Chattanooga	10-7-16				2742
24.	R. Payne	I.S.C.	5-8-DNF				2709
25.	F. Pember	Atlanta	9-17-11				2500
26.	A. Hook	I.S.C.	DNS-12-2				2362
27.	T. Heckel	I.S.C.	11-10-DSQ				2302
28.	J. Call, Sr.	I.S.C.	16-10-15				2262
29.	G. Schilling	Glen	12-19-13				2109
30.	D. Caperton	I.S.C.	DNF-16-8				2075
31.	D. Allen	Springfield	13-18-14				2042
32.	C. Carter	Springfield	18-14-15				1934
33.	R. Hayes	I.S.C.	14-16-17				1930
34.	C. Buschmann	I.S.C.	17-12-19				1901
35.	B. Dulen	I.S.C.	20-18-14				1699
36.	R. Forbes	I.S.C.	15-DNF-16				1662
37.	R. Chastain	I.S.C.	21-21-12				1641
38.	E. Traas	I.S.C.	DNF-13-18				1637
39.	T. Braxton	Springfield	18-20-17				1546
40.	A. Steffen	I.S.C.	21-14-DSQ				1418
41.	P. Lundt	Eagle	19-17-DNF				1384
42.	P. Dawson	I.S.C.	16-DNF-DNS				986
43.	M. Hofmann	I.S.C.	20-DNS-18				970
44.	R. Buckingham	Portage	19-DNF-DNS				845
45.	W. Frey	I.S.C.	15-DNS-DNS				676
46.	J. Richter	I.S.C.	DNF-DNS-DNS				289

Some Miscellaneous Items

If you are going to the Midwinter Regatta, you are invited to bring along any good movies or slides pertaining to Snipe racing or sailing. The committee is planning to show pictures one night during the week. Send particulars to Margo Swan, 1873 McKinley St., Clearwater, Fla., so she can arrange a suitable program.

Snipe will be exhibited again at the Chicago Boat Show in March by Lofland Sailcraft, Inc., of Wichita. The location of Booth 56 is similar to last year's (just inside the main entrance) and the Chicago Snipers will again assist in running the booth. You are invited to stop in and help, if you can.

You are reminded that dues for the coming year have been raised as announced in the December BULLETIN (Page 4) and prompt payment and collection of fleet obligations are requested. The new building booklet BUILDING A PLYWOOD SNIPE is coming along nicely now, but it requires prompt payment of the printing costs as rendered. You can really help SCIRA now!



FAMOUS PIMM* SHEET INTERNATIONAL CHOICE!

Puritan Pimm Sheet, specially braided and designed for sailing, is known throughout the world. Pimm Sheet was used in the 1961 World Snipe Championship Regatta, one of the biggest international regattas held outside of Olympic competition. Each snipe was equipped with 3/8" Puritan Dacron Pimm Sheet for the mainsheet, jib sheets, and boom vang, along with Puritan 1/4" Yacht Nylon for the anchor line. For leisure sailing, or rugged competition, experienced sailors know that Puritan is the best line to have aboard.

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It occurs to me that if there is merit in taking a good look at the techniques of some top (winning) skippers in an effort to find some of the factors which place them in that category and then trying to appropriate these same techniques so we, too, can be a top (winning) skipper, then by all means we should examine specimen Bob Huggins. For, with a record of three seconds and a third place finish plus two over-all high point finishes in the past five years of National Championship competition, Bob could well be considered (at the least) the most consistently top (winning) skipper in the country - and WHY? seems to be an appropriate question.

And I should know WHY, having sailed with, or rather against Bob probably in more races than anyone else; having traveled some 30,000 miles back and forth across the country in the past six years with Bob; and more particularly, having watched the SHADY TOO transom go over more finish lines in first place.

In any case, I've concluded that Bob, as with Harry Levinson, combines above average ability in every department with a couple of special abilities which classify him as a really top (winning) skipper in sailing.

In the first place, I don't think anyone would care to question the fact that Bob has a special ability to make his tired old boat (3518) go faster, especially in light, puffy winds, than anyone else around. And though the SHADY TOO is inherently a fast boat, specially designed and outfitted for light air going, it still doesn't figure to be as fast as it is with Bob at the tiller. This special ability to get his boat moving in light wind has led to a lot of frustration on the part of a good number of us when seeing Bob, after his usual "middle of the fleet" start, end up first at the windward mark simply by going faster and catching a half dozen "lifts" that no one else saw. The point is, though, that this kind

of special ability to keep a boat moving and taking advantage of every minor shift is one which can be developed, as Bob has done, with a lot of real practice and perseverance.

The second "special ability" which I think contributes significantly to Bob's top skipper status is the capacity to correct obvious mistakes, or adverse condition changes, before it is too late. I suspect that one of the hardest things to do in a race for any skipper (I know it is for me) is to recognize, and then to make the best corrective decision possible, when there is, say, a shift in wind which provides a much better slant for the boats behind and upwind. The usual decision (which also usually results in a tail end finish) is to stick it out, hoping the wind will get to you, which it seldom does. I could recount race after race that this has happened to me, BUT IT SELDOM HAPPENS TO ROBERT!

This ability, which includes a generous portion of fortitude, that Bob especially demonstrates, was classically illustrated at the Nationals this year at Old Saybrook. Due to a "small" mistake in judgment at the starting line, I had a chance to drop out of the third race in the finals, which provided me the "opportunity" to observe the race from the sidelines. About half the fleet went off on the usual long port tack towards shore which was favored on an incoming tide. The other half of the fleet took the starboard tack route in hope of a better wind which would more than overcome the tide. About half way up the first windward leg, it became obvious that the starboard tackers had made much the better decision. And about this same time, Bob, with the port tackers, observed the same thing and over he went on starboard - and found when he converged that he was in 11th place. The important point was, though, that Bob was still close enough that two marks later he was in second place, where he finished the race. If he had "stuck it out" on port tack, he probably would never have caught up to better than 12th (just ask Lanny Coon!). And again, though, the point here is that this same ability and fortitude that Bob has perfected - to make the best of obvious mistakes before it is too late - is something which we all can develop with a little close attention and determination.

IT'S WHO'S UP FRONT THAT COUNTS → !



And we congratulate these skippers who are consistently up front in Snipe competition . . . using sails by Lowell North!

AXEL SCHMIDT, winner of the 1961 Snipe Class World Championship.

BOB HUGGINS, winner 1961 of the Griffith High Point Championship.

GREGG HARRIS, winner 1961 of the Junior National Snipe Championship.

SCOTT ALLAN, winner 1961 of the Crosby Trophy.

JOHN JENKS, pictured at left. Winner 1961 S.C.Y.A. Midwinters.



NORTH SAILS

1111 ANCHORAGE LANE, SAN DIEGO 6, CALIFORNIA

SOME CALIFORNIA NEWS —

Here are the results of the Metcalf Memorial Races held at the Los Angeles Yacht Club. We had good westerly winds 10-20 mph (that would be 20-40 mph by eastern standards). Had some bad luck myself. I wasn't able to sail Saturday Aug. 26th, because I was crewing in the Lightning Class North American Championships. Then on Sunday, I proceeded to break my mast.

FINAL RESULTS -- METCALF MEMORIAL RACE

BOAT	SKIPPER	CLUB	1	2	3	4	5	Fin.
9999	Clark King	NHYC	3	3	1	1	2	1
12762	Scott Allan	NHYC	9	2	3	6	5	2
12162	George Coates	ABYC	4	1	2	2	DNF	3
13232	Don Adams	MBYC	2	9	7	5	3	4
11865	Bob Ritchie	ABYC	8	8	14	10	6	5
12054	E.E. Campbell	ABYC	10	DSQ	13	4	1	6
8637	Dave Brock	SSSC	12	12	11	9	7	7
10064	Dick Landes	ABYC	16	7	DNF	3	4	8
9011	Bob Schaeffer	CBYC	7	10	4	14	DNF	8
11981	Ray Blogoff	CBYC	14	11	8	11	7	8
8080	Walt Gleckler	ABYC	13	6	7	18	DNF	11
11531	Jerry Thompson	ABYC	5	5	DNF	7	DNS	12
7085	Jack Steele	CBYC	1	4	22	20	DNF	13
1771	Mike Jaeger	NHYC	6	14	12	16	DNF	14
771	Dave Toy	NHYC	DNS	DNS	17	13	9	15
4217	Bob Luera	CEYC	18	15	16	15	DNF	16
11411	Pete Geib	NHYC	11	16	15	17	DNS	17
7132	John Merchant	ABYC	15	13	DNS	12	DNS	18
6171	Bob Schaeffer	ABYC	DNF	DNS	8	DNF	DNF	19
12141	R. Le Munyon	CBYC	17	18	10	DNF	DNS	20
13185	Arch Higman	CBYC	DNS	DNS	9	19	DNS	21
11771	Lanny Coon	NHYC	DNS	DNS	5	DNF	DNS	22

I learned several things while crewing on the Lightning. Number one is: that I'm lucky to be a Sniper! This was reaffirmed the following weekend when I sailed in the super-satellite National Champs. I was protested 11 times in 3 races for such things as holding my course on the starboard tack while 5 or 6 port tackers tried to cross, and forcing 4/5ths of the fleet over the line who were reaching down from the weather side. All protests were either disallowed or I was upheld. I sure appreciate the knowledge of sailing rules which the good Snipe sailor has and knows how to apply while racing in his regattas. I guess reading the BULLETIN with Wells Wanderings, Moore's PSR, and other articles by top Snipers over the years really pays off in producing good competitors.

Another good word for Snipe: Clark King chartered a Snipe, which he has been sailing off and on this season. He has decided he likes the Snipe better than his new Finn and now hopes to sell the Finn and buy a new Snipe. He says, "A Snipe is about the liveliest boat I have ever sailed." Also, he wants a boat in which his wife can crew. How many husband and wife teams have you seen in lively boats like the Fd, 505, Finn, and International 14?

More good news: the National Intercollegiate Championship will be held at the Newport Harbor Yacht Club here in Southern California next June. We are planning to use Snipes and Finns.

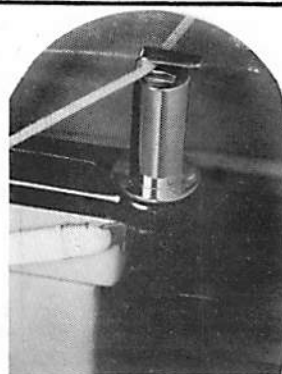
One last bit of news: Dr. George L. Coates won the suit of North sails which were raffled off to make money for the World Championship fund. The drawing was held at the Pacific Coast Championship and the net was close to \$300.00. — Lanny Coon

— Every Sailor Needs It — SCIENTIFIC SAILBOAT RACING

— by Ted Wells —

The "SNIPER'S BIBLE" has very recently been thoroughly revised, completely reset, and enlarged by some 20% of new material. This new edition includes all the fruits of Ted's experience since he wrote the first one, a matter of an additional eight years of mighty rewarding sailing.

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- Your crew can hike-out with the jib sheet as support without it coming unjammed.
- No more fumbling and aiming for narrow openings as found on ordinary cleats. Simply pass the sheet over the tube anywhere on its entire length of 3½". Sheet automatically slides up the tube engaging the cam and is held positively and firmly in the desired position.
- 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.

SOME 1961 WINNERS USING THIS FITTING—

Charles Morgan, St. Petersburg, Fla.—Clearwater, Fla.
Midwinter Champion. Also third place U.S. Nationals.
Red Garfield, Chautauqua, N. Y.—Lake Ontario Champion.
Ina Sullivan, Halifax, N.S., Can.—Maritime Champion.
Charles Webster, Rochester, N.Y.—New York State
Champion.
Howard Richards, Oakville, Ont. Can.—Ohio State Champion.
Ontario Provincial Champion.
Nova Scotia Provincial Champion.
Also runner-up Canadian Nationals.

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MASTS—BOOMS—RUDDERS

CENTERBOARD LIFTS

THE FAMOUS

MAIN SHEET JAM
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GODFREY KELLY

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SNIPE 10051**

who writes:

"I am very pleased with your sails. The chief comment I have to make is that notwithstanding their fullness, I was able to carry them successfully in a heavy breeze."

(Our New Light Air Suit of Dacor, made exclusively for Ulmer Snipe Sails.)



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IN MEMORIAM

JOHN F. CALL, Sr.

Snipers were saddened in September by the passing of John Call, Sr., of Fortville, Indiana. John practiced both the law and sailing all his life with equal enthusiasm.

John sailed his first Snipe in 1935 on Lake Wawasee, Indiana. In 1937 he attended the Nationals on Long Island and the following year represented Wawasee when they hosted the Championship Regatta.

After the war, he won the District 3 Team Championship in 1946. He helped form the Indianapolis Snipe Fleet. John finished 8th at the Peoria Nationals in 1957, which was the best performance of a fiberglass hull up to that time.

He was elected Governor of District 3 in 1958 and the following year, he and his wife, Helen, won the Decatur Regatta. With Helen as crew, he had attended at one time or another practically all major Snipe regattas in this country, and they were always strong contenders.

For the last three seasons, John won the "Old Man's Trophy", emblematic of the top senior Indianapolis Snipe skipper. The trophy has been retired in his honor.

Snipers everywhere will miss John. Their sympathy is extended to his wife, Helen, and their sons, John, Jr., and Charles.

— Buzz Levinson

KAUFMAN WON BIG ONE IN DISTRICT 1

Ray Kaufman in FURIOUS II, from the Manhasset Bay Snipe Fleet 258, won first place in the District 1 Snipe Championship Races. Hy Upson in FLICKER was 2nd and Dr. Les Commons 3rd in JIG.

The series was conducted by the Sea Cliff Fleet 4 on July 29-30 at the Sea Cliff Yacht Club on Long Island, New York, under the supervision of Fleet Captain George Becker, assisted by John Thompson, Chairman of the Sea Cliff Race Committee.

A feature of the regatta was the raffling off of a sail donated by Charles Ulmer, sailmaker of City Island, New York, with proceeds to go to the World Championship Fund. \$225.00 was obtained in this manner and forwarded to the fund committee. Chuck Loomis of Massachusetts Bay Fleet 244 was the winner. Mr. Ulmer has donated another suit of sails which will be disposed of in the same manner at the District 1 Championship in 1962 with tickets at \$1.00 each. Proceeds this time will go toward the New York Boat Show expenses assumed by District 1 fleets. All are welcome to participate by contacting Champion Ray Kaufman, 69 Davis Rd., Port Washington, L.I., N.Y.

REASONS WHY SHIP IS CALLED "SHE"

Why is a ship called "she"? Is it because of her trim, graceful lines? Or could it be because she sometimes has the tendency to be unmanageable?

The Great Lakes shipping fraternity has ready answers, some considerably gallant and others not quite so refined.

For instance, a ship is a she because it takes a man to run her, because she needs a man to be her master.

A ship is a she because she makes a good showing in the wind and because it takes a lot of paint to keep her looking good.

There is always a great deal of bustle around her and her rigging costs more than her hull.

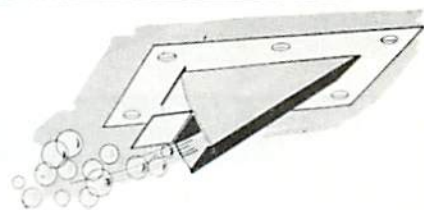
A ship is a she because she heads for the buoys in every port. If she is a battleship, it is because she uses so much powder. And, of course, a ship is a she because she is so unpredictable.

The Coast Guard reports from its copy of "Naval Customs, Traditions, & Usage" that a ship is a she because she "always shows her topside; hides her bottom; and when coming into port, always heads for the buoys."

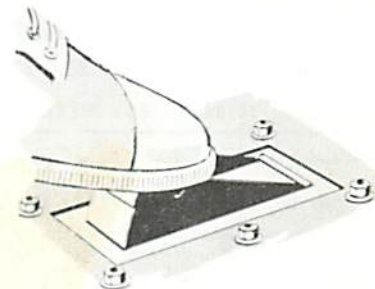
There are other reasons why ships are shes, including a man's inclination to provide inanimate objects with animate characteristics and the sailor's need for placing dependence on the vessel which carries and nourishes him.

— Pat Garling in the Cleveland Plain Dealer.

The original Elvström bailer



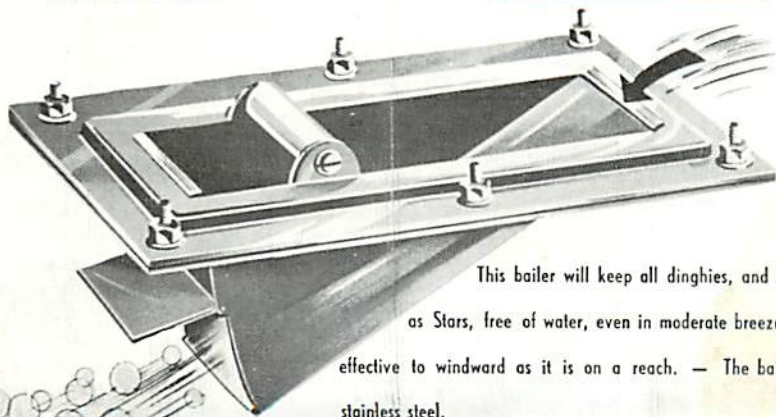
It draws a lot of air under the boat's bottom



It can be opened with the foot.



It can be closed with one finger.



This bailer will keep all dinghies, and keelboats such as Stars, free of water, even in moderate breezes. It is just as effective to windward as it is on a reach. — The bailer is made of stainless steel.

PRICE EX FACTORY: \$ 10.-

Wells Wanderings by



Ted Wells

MISCELLANY

A letter from Belgium asks if it is true that Snipes built prior to 12600 cannot sail in International Regattas. It seems this belief is prevalent there (probably fostered by people wanting to buy old boats) and the value of boats older than 12600 has thereby been greatly reduced.

The only current special requirement for boats sailing in international regattas is that if they are sailing in a foreign country, they must carry on their mainsail the IYRU designation for the country in which the boat is registered.

It is probable that, at some future time, boats sailing in World Championships, and possibly also in European or Western Hemisphere Championship regattas, will be required to meet all of the requirements for boats built after 12600. (The reader will recall that the new specifications, when adopted a couple of years ago, were intended to apply initially to Snipes used in the

Olympic Games, if granted). However, the limitation will be based on whether the boat measures in to the new tolerances (many old boats will) and not on the number of the boat or when it was built.

At the National Secretaries meeting at Rye, N.Y., the question of requiring the addition of National designations on mainsails came up, and a majority of those present voted for following the IYRU requirement contained in Paragraph 25(a) of Part III of the new NAYRU-IYRU rules. Admittedly not too many people are affected by this rule, but those that are, are going to be unhappy when they have to pay to have the additional letters put on. And I don't think we have to - for two reasons!

Paragraph 3 - Sailing Instructions - says under I.Status: "These rules shall be supplemented by written sailing instructions which shall rank as rules and may alter a rule by specific reference to it, but they shall not alter Parts I and IV of these rules." This implies that Parts II, III, V, and VI may be altered by the circular or by other acceptable means. The Bermuda, Nassau, and Clearwater regattas will get more foreign entries by stating in their race circulars that compliance with Rule 25(a) will not be required. They had better mention Rule 27, also.

According to Greg Bemis, present Chairman of the Appeals committee of the NAYRU, who participated in drafting of the current rules, this was the intention when the rules were drafted. I wrote him specifically to get his comments on the use of an electric bilge pump being in conflict with Rule 62 - Manual Power.

Since the Snipe restrictions specifically state that electric bilge pumps are permitted, and since these restrictions have been accepted by the IYRU - and since Rule 62 is in Part V - we can use electric pumps. The same thing applies to the size of the numbers on the sails. We have always specified 10 inches high; the rule book which contains this specification has been accepted by IYRU, so this becomes an approved exception to Rule 25 (c) which is in Part III. Since Snipe uses an overall numbering system, the National designation on the sail is completely superfluous - the race committee still has to get the sail number unless there is only one boat per country. So, I think we could get by on not complying with Paragraph 25(a) if we wanted to, as our rule book states the use of national designation on the sails is optional.

Of course, it now looks like we would have been smart thirty two years ago to have used a separate set of numbers starting with one in each country and using the national designation, but how do you change now - without a lot of complications? Sailmakers and race committees at large regattas wish we would do something to get rid of those five digit numbers. I haven't any bright ideas!

Speaking of bright ideas - being in the process of repairing the ravages of a season's racing on two boats, I have some rather emphatic opinions on the advantages of fiberglass and aluminum (My wood hull on which the covering pulled loose on the keel two years ago, then after being repaired, lasted through about two months of sailing last summer, has been repaired again. If that covering comes off again, the arson squad will have some investigating to do). Aluminum masts were discussed last month. I'm still working on the perfect Snipe mast.

I'm not convinced it is possible to have everyone happy, but perhaps we can have a better compromise than we have now. On booms, however, we should be able to do something. It wasn't until I was faced with either scrapping a wood boom or making major repairs that I found to what extent inflation has set in on the price of wood booms. Someone should be able to write off the cost of an extrusion die for a good section for an aluminum boom on a relatively small number of booms - then have available a cheaper boom of the same weight as a wood one, and one that doesn't need paint or varnish, and that does not split or get compression cracks. Any of the present mast sections can be used as a boom, but they aren't very desirable. An elliptical section 7/8 wide by 4 inches deep would be ideal, and, I hope, not too expensive.

*** MAIN-SHEET... .. ITIS? Here's the answer!**



The SWEET CLEET is the fastest, easiest, most positive acting, mainsheet control available today! Cleats the mainsheet on the boom (not in the cockpit) - always in easy reach. Extra SAFETY with a clear cockpit! SAFETY for your family - a child can safely handle the main! Write for brochure now.

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Voice Of The People

TREND OF THE TIMES

" Just purchased a new fibreglas Snipe which is the 4th Snipe in the Madison, South Dakota, area, and I hope to get a fleet established in South Dakota. There has been a sharp buildup in sailing on local lakes and one Sunday last summer found 12 sailboats performing on Lake Madison alone. The presence of three Snipes there encourages our hopes of an official fleet by Spring.

I foresee a sailing boom sweeping across S. Dak. in the next few years. Power boats have already exploded across our state in the past 3 or 4 years - from an occasional 3 or 5 hp outboard on a hunting or fishing trip to the latest and largest in the field to where we now have more boats per capita than any other state in the Union. Our Game Department is charged with enforcement of the Boating Laws and with the development of our huge Missouri River Reservoir Lakes, boating is really blossoming. Many have already expressed sincere interest in sailing. In fact, so many want to learn something about it that I would have purchased a larger boat than the canoe for training purposes regardless of the Snipe development. I must admit that their appearance has changed my mind. I enclose a list of people interested in Snipes and hope you can send them some free copies of the BULLETIN as promised."

C. C. Kachel
State Game Warden
Madison, South Dakota.

SNIFE LESSONS NEVER FORGOTTEN

" I vacationed in St. Petersburg last June and had the privilege of sailing with John T. Hayward on his forty foot yawl WINIFREDE. Charlie Morgan arranged it and I crewed on one of the series of St. Petersburg YC - Davis Island YC races. The following day, Marge and I both went aboard for the trip back to Clearwater. It was a memorable occasion for a Tennessee Hill Sniper; John is a superb host. One interesting sidelight was: on approaching the first mark on a broad reach, John was falling off below the mark when one of the crew called his attention to this. John immediately replied that he was bearing off in the puff and would head up in the light air. " I learned that in Snipes and none of the rest of these boats do it." As you probably have figured out by now, WINIFREDE was first across and first in her class." Lowry Lamb, Jr.

GREETINGS FROM COMMODORE POSSO

" I have been wanting to write to you for a long time to congratulate you on the 30th Anniversary of SCIRA, and for the wonderful work you have performed all through these years, as well as to the other officers and members of the Association.

I recollect that in the month of March 1930, my good and unforgettable friend William Crosby, who designed the Snipe, was with me here in Havana as judge on the finish line in the first St. Petersburg-Havana Race. I liked him very much!

It is a source of pleasure to remember our good friends, Ted Wells, and Commodores Terry Whittemore and Frank V.G. Penman, who have competed with their Snipes in Havana waters.

I am very grateful for all the honors conferred upon me by SCIRA, and wish to convey, through you, on the occasion of said 30th Anniversary, my kindest regards to all the members of the Association throughout the world.

A warm embrace from
Your sincere friend,

P.O. Box 1017
Havana, Cuba

Rafael Posso

THIS MAKES OUR DAY HAPPY

" Would you please begin sending me the Snipe BULLETIN? I recently acquired an old copy of your magazine (August 1958) and found it so very interesting that I want it all the time. The subscription price is enclosed." M.G.P., Elmont, N.Y.

WANTED AND FOR SALE DEPARTMENT
CLASSIFIED ADS. Used Boats and Equipment
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BRITISH BUILT GLASS FIBRE SNIPES - Wooden decks and trim. Three built-in buoyancy compartments. Price complete ex works ex sails - 195 pounds or 550 dollars. Approximate freight 55 pounds or 155 dollars. All Snipe fittings supplied.

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T & M (SEAGEAR), Ltd., Military Rd., Ramsgate, Kent, ENGLAND

FOR SALE: LOFLAND 12401. Moulded fibreglas red hull and white deck. WATTS dacron sails. Aluminum daggerboard. Heavy duty custom-built trailer; Post bronze winch mast; S/S rigging and hardware. Sailed only one season. A real Gold Plater sacrificed for \$1,000.00 complete. Jim Diggs, Jr., Diggs Furniture Co., Paris, Tennessee.

WANTED: USED FIBERGLAS SNIFE with trailer. Will pay \$850 and go 750 miles for right boat. Bill Culp, 1302 S. 17th, McAlester, Oklahoma.

FOR SALE: 1960 and 1961 Chicago Fleet CHAMP SNIFE 5453. EXTRAS. Dick Ver Halen, 835 Beloit Ave., Forest Park, Ill.

WANTED: USED SNIFE in good condition, with or without trailer. Write complete description, with recent snapshot if available, Norman Harris, 402 Awixa Rd., Ann Arbor, Michigan.

FOR SALE: SNIFE 11004. Fibreglas hull; Ulmer dacron sails; Stainless fittings; cast bronze dagger board; in excellent overall racing condition for only \$900.00. Peter Agoston, 8 Long View Ave., Waterford, Conn.

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.

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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 Snipe class insignia!

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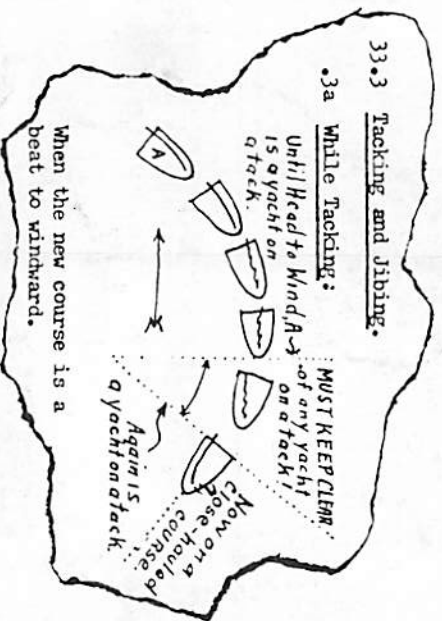
ELVSTROM SAILS

HELLERUP, DENMARK

PRINCIPAL SAILING RULES OF NAYRU GRAPHICALLY INTERPRETED

These Rules will be used until 1965

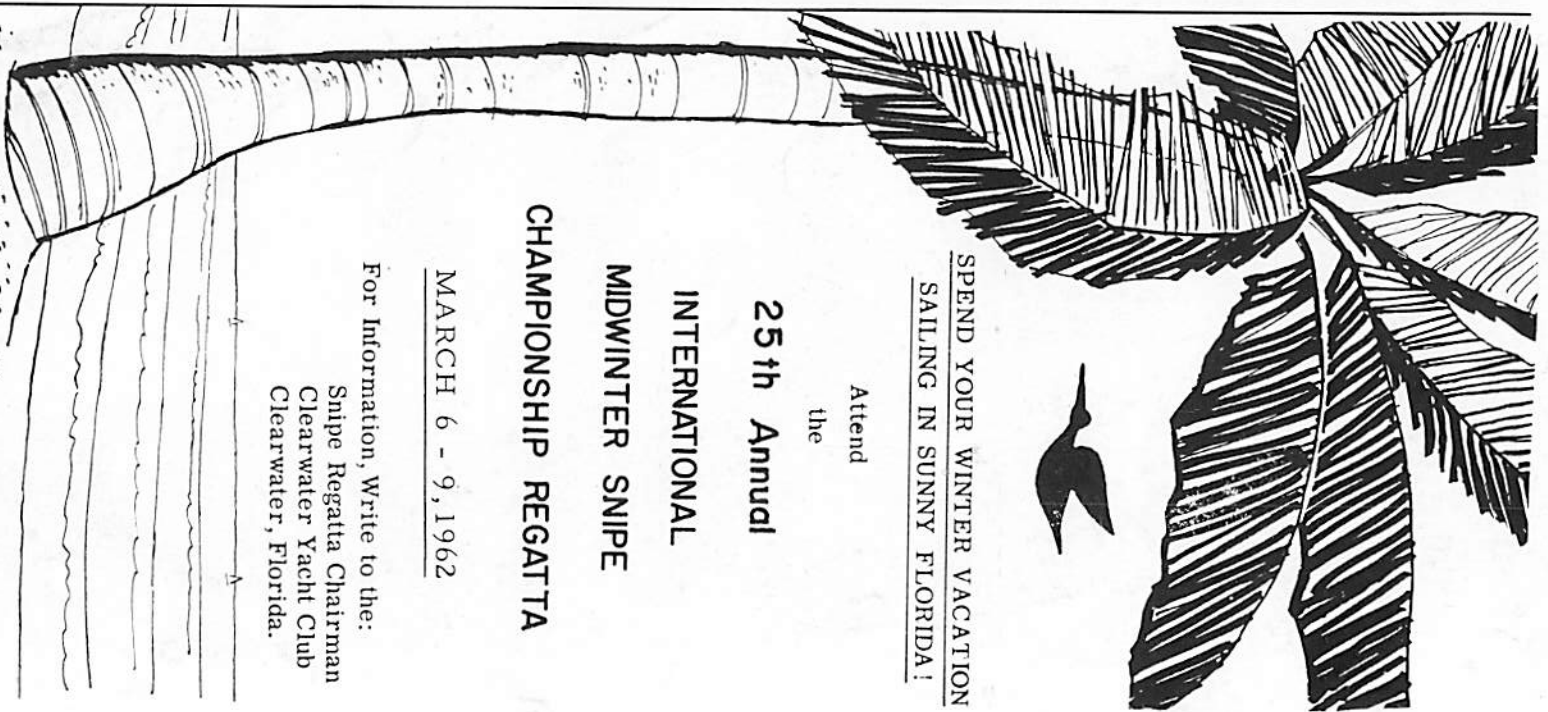
33.3 Tacking and jibing.



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A child, age three
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—Ellen Moran, Chattanooga, Tenn.