

# SNIPE BULLETIN

JUNE · 1954

VOL. 4 NO. 1



FAMILIAR SCENE AROUND A BUOY.  
Getting out the whisker pole and swinging over the boom.  
— Photo by Morris Rosenfeld, N. Y.

# **HALYARD WINCHES**

**PRECISION BUILT---ALL ALUMINUM.**

Handle swings in 1 1/2" dia. circle--positive friction lock  
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1st - 3rd & 4th Places

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# **SNIFE BULLETIN**

The SNIFE 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 **SNIFE BULLETIN** as part of their membership free.

Forms close on the 15th of each month preceding publication. Material received after that date will not appear until a later issue. Contract advertising rates may be had on application. Be sure and notify SNIFE BULLETIN of any change in address, giving both old and new addresses.

**SUSTAINING MEMBERSHIPS.** In 1953, the Directors, in an effort to get additional income for current expenses, instituted a drive for Associate and Sustaining Memberships in SCIRA. It was quite successful and these contributions by loyal Snipers and friends were greatly appreciated. So far this year, Bob Frahm of Grand Rapids and Charles Gabor of Clearwater have become associate members at \$10. 00 each, while Guy Roberts of Clearwater, Wichita Fleet #93, and Anonymous have taken out sustaining memberships at \$25. 00. If you want to help SCIRA (and your favorite sport) get on a firm foundation, don't be bashful--send your check to the Executive Secretary and your name will be added to the list.

**NEW FLEETS.** The latest charter has been granted to the Nassau Snipe Fleet #391 at the Royal Nassau Yacht Club, Nassau, Bahamas, B. W. I. with Dr. W, H. P. Poad as the first Fleet Captain. Jim Orr of Miami sponsored this group and now Florida, Cuba, Bermuda, and Nassau can have a little international Carribean league of their own.

Lake Quivira (Missouri) Fleet #121 has been reactivated with the help of Harold Gilreath. Bill Stacy is the Fleet Captain.

Sheepshead Bay, L. I. area now has 6 snipes preparing for membership in SCIRA and a fleet charter. Jesse Aronstein, 1924 Homecrest Ave. , Brooklyn 29, N. Y. , invites all sailors in that area to contact him if interested in joining.

Kenneth Surridge, Henderson Harbor, New York, has five boats lined up for a new fleet and is looking for more. He is anxious to get started, so they can be host to the N. Y. State Junior Championships July 10-11.

John McCarthy, Aeroquip Corp. , Jackson, Mich. , hopes to find enough boats there to organize a fleet. He will welcome any suggestions and likely prospects.

Geoffrey Spranger, Box 1396, Brown U. Station, Providence, R. I. has been trying to organize a fleet in the Narragansett Bay district for a couple of years. If you can help him get started, drop him a line.

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## SHREVEPORT RACES WON BY WILLIAMS

For the third consecutive year, the Shreveport Snipe Fleet's Annual Spring Championship Regatta turned out to be a battle of Snipers versus "the elements". There had been nary a drop of rain for months until the first boats began to come in; then, the heavens opened up and strong winds prevailed throughout the week-end. To add to our miseries, the Club's electric hoist fell down (don't worry, boys--it was only a Lightning, fortunately) (no great loss) and Fred Deere became ill shortly after arriving with his brand new Varalyay and was unable to participate. Eddie Williams and Floyd Hughes also showed up with shiny new Varalyays and Eddie and Jerry Jerome both sported new Dacron sails.

As for the races, they were dominated by Eddie Williams and Ned Linscott in "Restless" and Jerry Jerome and Ned Moore in "Wisp". Eddie again took home the fur-lined thunderjug, symbolic of victory in the Friday afternoon race. In the series proper, only two races were sailed, as the Sunday morning race had to be called off. Both races found Eddie Williams from Kansas City, Jerry Jerome from Tulsa, and Joe Becker from Dallas finishing in that order in a field of 13 contestants. The big shindig Saturday night left every one more or less potted, so it's probably just as well the third race was cancelled.

--Ray Hardey.



**SNIPERS!** Meet Maurice L. Condon! With this issue, the Bulletin is 3 yrs. old, and the gentleman on the left inserted his familiar ad for the first time in the August 1951 issue--and has never missed an issue since! He has sold lumber to professional and amateur builders all over the country, so we thought you would like to see the man behind the name. **SNIPER BULLETIN** owes a large part of its success to loyal supporters like him.



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**FOR SALE: NEW LARSON SAILS, PIGEON HOLLOW SPAR AND MERRIMAN STAINLESS STEEL RIGGING** with hull # 2380 in need of fiberglass covering. Best offer over \$300.00 takes it. Edw. A. Talmage, M. D., 10 Thompson, Newton, N. J.

**FOR SALE: SNIPER # 7613--FINE RACING RECORD.** TWO suits sails, trailer, lifting slings, etc. \$500.00 for a quick sale. Joseph A. Mooney, Chi Phi Hall, Lehigh University, Bethlehem, Pa.

**WILL BUY** a used set of cotton sails, if priced very reasonable. M. R. Sweet, 14 Carhart Ave., Binghamton, N. Y.

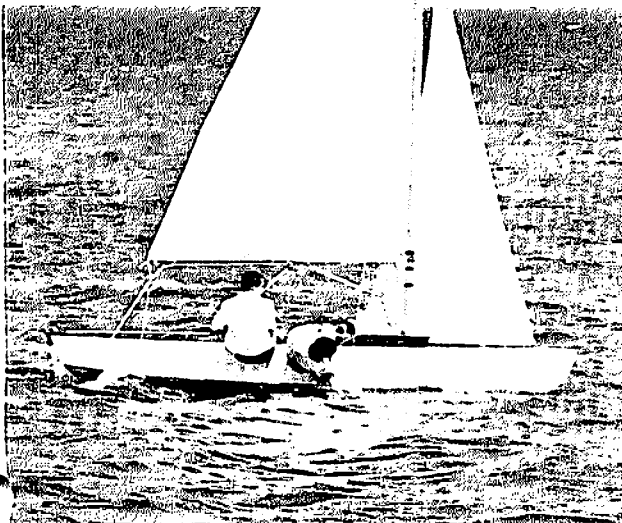
**FOR SALE--new WATTS Snipe mainsail and jib, med. - full cut.** Cotton (English Swallow cloth, 3 oz.) Well broken in with 30 hrs. Raced only in 1950 Nationals (1st place) and stored since. Priced at only \$100.00. Clark King, 100 S. Poinsettia Pl., Los Angeles 36, California.

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Tom Frost sailed "Snowball" to victory in the Junior and Senior National Championships, also the European Championship.





**AERIAL VIEW OF MENTOR HARBOR YACHT CLUB.**  
Scene of the U. S. Nationals--August 7-13, 1954.

—Photo by A. R. Thiel.

The Mentor Harbor Yacht Club, one of the largest and best on the Great Lakes, is the home of Snipe Fleet #42, the host club to SCIRA for the 1954 U. S. Championships. Founded in 1928, it is located on the south shore of Lake Erie about 25 miles east of Cleveland. It not only has the advantage of access to the open lake, but also of an extensive lagoon development or inner harbor with 7 miles of shoreline. On windy fall days when the lake rolls up too big for Snipes, racing may still be held in the lagoons.

A membership of boat owners, both power and sail, of over 180 supports the Club. Six different sail fleets fly the Mentor Harbor burgee. Wide beaches on each side of the inlet from the lake afford excellent swimming and picnic grounds, remote from industrial operations.

The three story club house of Spanish design has ample kitchen and dining facilities as well as a bar. Dancing and other social activities are frequent on the club program. A large Quonset hut adjacent to the beach contains boat ser-

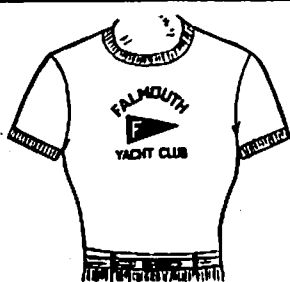
vice and supply facilities, supplemented with the necessary cranes and boat cradles.

A block of reservations to the number of 200 has been made at motels within 10 miles of the club, to take care of visiting competitors and their friends. A camping site is on club property. The time set--August 7th to 13th--is the most favorable to develop charm and grace on land and lake. Our committees are hard at it and all have set the goal of making our visitors most welcome and happy. Shore route 283, running between Cleveland and Painesville, leads directly to the club house entrance. **COME TO OUR PARTY!**

The Junior Championships will be sailed Aug. 7 and 8, while the U. S. National Championships dates are Aug. 9, 10, 11, 12, and 13. Entry blanks for both races and room reservations will be mailed to all fleet captains on June 15th and the closing date for both races is August 3rd. Complete instructions will be enclosed and will be printed in the July BULLETIN. Art Hellman, 2973 Morley Rd., Cleveland, O., is Chairman.

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A must for the regatta committee-ideal gift for crew.



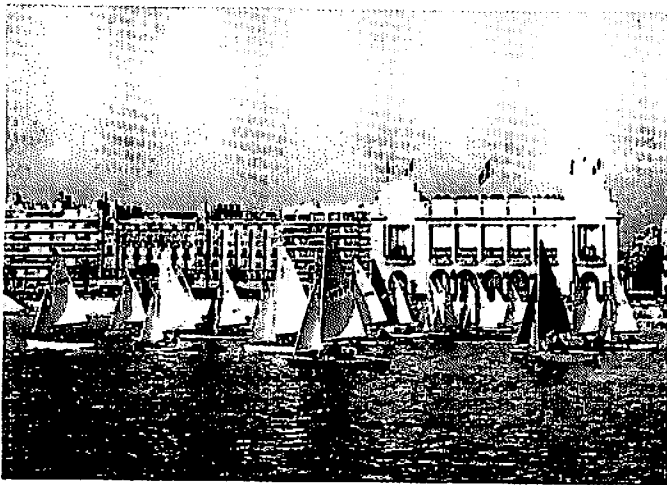
Cuff links Tie clip Money clip Earrings Pins. Lighter. Key fob.

Sterling silver: \$12.00 pr. 7.00 ea. 8.50 ea. 10.00 pr. 5.00 ea. 9.00 ea. 7.00 ea.  
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Dr. E. Deguel, Fleet Captain of the Nice(France) fleet, sends in the interesting picture of a start of Snipes in front of the "Palais de la Mediterranée Casino" in one of the four races sailed for the International Ski-Yachting Cup last Jan. 15, 16, and 17th.

Competition for this Ski-Yachting Cup, which is open every year in Nice to an international series for Stars and Snipes, includes, besides four sailing regattas, a ski slalom which takes place at one of the French Riviera winter sports stations, 1 and 1/2 hours motoring from Nice.

38 Snipes participated in the competition this year. Several European nations were represented by their best skippers and crews: Switzerland, Italy, Belgium, Sweden, North Africa, and France.

In the sailing races, the French Champion POISSANT, with MACHY as crew, won the first place by taking 3 races out of 4. In the combined result Ski-Snipe, the Swiss teams won the first four places, with Poissant and Machy taking the fifth place. The best skier was Bernard Mach, 1953 Swiss University Champion.

This original and unusual competition formula knows a real success and very pleasantly fills up the period between the last races of September and the Monaco Easter Tournament, usually void of any great international competitions. All the crews were guests of the Nice Town Council during the three days of the races and greatly appreciated that hospitality.

**First ten places--combined SKI-SNIPE results.**

1. Mach-Lacour on Mephisto I (Switzerland)
2. Poncet-Bourquin on Chiquito II (Switzerland)
3. Bstry-Rosset on Follichonne (Switzerland)
4. Martin Du Pan-Jaeger on Fantasio (Switzerland)
5. Poissant-Machy on Leucosia (France)
6. Renevier-Miss Birkigt on Pusse Moi Pas(Switzerland)
7. Rochat-Valotton on Alin II (Switzerland)
8. Cavallo-Cavanna on Grigua (Italy)
9. Jouve-Brenner on Phipa (France)
10. Danse-Barnoin on Mephisto II (France)

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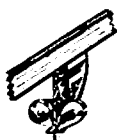
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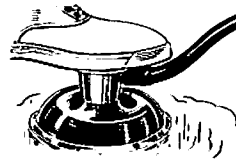
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UNFINISHED SNIPE HULLS, TRUNK BOLTED IN \$ 245.  
WITH DECK FRAME IN PLACE, READY TO DECK — \$ 305  
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Complete, less sails-----\$695. 00  
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are made from the finest mildew-proof Egyptian cotton that money can buy. The shape of them makes them leaders. Your beautiful Carlsen sails can be delivered within 6 weeks from date of your order C. O. D. your address. \$ 98.00 delivered in New York, duty and everything prepaid.

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--- **QUALITY FROM DENMARK** ---

# Eddie Williams

by  
Ted Wells



## MISCELLANY.

This column furnishes me an awfully convenient means of answering a flock of letters all at once. It is also safe to assume that, if a number of people write in asking a given question, there are others who want to know the answer but haven't yet got around to asking the question. There are still a few questions left over from the Midwinter Regatta down in Clearwater which I will polish off first.

On the subject of going to windward in heavy chop or high waves, everyone knows that you are not supposed to point as high, and the skipper experienced in this kind of going does it automatically. As far as the technique of accomplishing this, there seems to be two schools of thought. One of them maintains that the sails should not be trimmed quite as tightly, which automatically requires the skipper to bear off a little bit to keep his sails full. The other school of thought is to trim the sails where they normally would be trimmed without regard to the chop or the waves and then just keep the sails a little more full than normal by bearing off slightly. When I try the first method, the only thing I seem to accomplish is to not point quite as high as the experts and at the same time not go any faster. I seem to have better luck with the second method, but I have a lot of trouble even doing this if I haven't sailed in waves or a heavy chop for a number of months.

Some other interesting questions came up in connection with going directly down wind when the wind is blowing hard and there is either heavy chop or high waves. In considering this question, it is necessary to separate the conditions with the heavy chop from those with high waves, as the technique is entirely different. In considering what to do under these conditions, it is also necessary to decide when discretion becomes the better part of valor. In going directly down wind when the wind is blowing hard, the boat will always go faster with the centerboard well up; however, when it really starts to planing, it sometimes develops an uncontrollable rolling tendency which is very disconcerting to say the least, and can result in a dunking. Keeping the centerboard down will greatly reduce this rolling, but at the cost of a little bit of speed. On a long run, when you are not too close to the mark, the rolling can generally be checked by heading into the wind a bit. If this is done too often, however, you may find yourself faced with the necessity of an extra jibe in order to get back to the mark. Under these conditions, discretion is frequently much the better choice.

As the waves start picking up, there will frequently occur a combination of wave spacing and height which seems to make the boat want to become a submarine and sometimes, as in the last race at Clearwater this winter, the boats practically will not plane at all. During this last race, the standard method of unburying the bow by rapidly wiggling the tiller did not seem to work even when my crew and I were sitting about as far back on the boat as we could get. The only method that seemed to work there was to slack off on the jib sheet and letting the whisker pole go well forward until the bow came up, then pulling it back again. It might be added that no sane person would have the whisker pole out under these conditions, but Eddie Williams was breathing down my neck and he had his pole out. I have often wondered since that race if it would not have paid to head far enough into the wind so that the boat would really plane rather than holding a straight course for the mark. This, of course, would have meant an

course for the mark. This, of course, would have meant an extra jibe and would have necessitated traveling quite a bit of extra distance, but I have a suspicion that it would have paid off.

When the waves are high enough so that the boat is surfboarding on the top of the waves when going down wind, the centerboard technique reverses itself. Under these conditions, the board should be carried about as high up as you can get it, even though this increases the rolling tendency of the boat. The reason for this is that when the wave on which you are surfboarding decides to break, it practically throws the boat forward and the boat has a very strong tendency to switch ends. If it starts to switch ends and the board is down, you are over before you can do anything about it. If the board is up, the boat will merely slide sideways long enough for you to get things under control.

I have received some newspaper clippings from Ted Cronyn showing what can be done along the line of getting publicity in your local newspapers provided the story is written up so that it looks like it is news rather than just publicity. Ted wrote up an article based on material in the Snipe Bulletin on fiberglass hulls and synthetic sails and managed to get the article published in two local papers. In order to prevent the stories from being garbled as they normally are by nonsailing newspaper editors, he suggests writing the story very carefully and specifying that it should be printed as submitted, rather than suggesting that they rewrite it to the editor's taste.

Several people seem to have confused the cost of a mold for fiberglass Snipe hulls with the cost of a molded hull itself. The price given for the mold in the article on fiberglass hulls is for the mold which is taken from the master mock-up and in which the actual hulls themselves are built by the manufacturer. The mold is much more heavily constructed than a boat hull and is braced with iron pipe, so its cost is naturally much greater than the cost of a bare fiberglass hull. A number of people have also asked if epoxy resins may be used. All of the specifications on the fiberglass hull are on an "or equivalent" basis. Epoxy resins are definitely equivalent to those specified; however, they are considerably more expensive than those specified. Epoxy resins are very good for bonding fittings or reinforcements to the hull, as they will stick practically anything to practically anything.

In completing a fiberglass hull which has been purchased as a bare hull, it is necessary to be extremely careful to get the sheer width correct. The fiberglass hull has been laid out to have the width of the boat at the sheer exactly on the nominal dimensions given in the plans. In decking the boat, these dimensions must be checked very carefully as all other dimensions have a tendency to go off if the width of the sheer is off.

I hate to advertise somebody else's publication in this column. However, there is an article in a recent issue of Yachting by Bob Bavier, Jr., entitled, "The Proprieties of Yacht Racing", which should be read by every racing skipper. There is always a lot of discussions about when and whether protests should be filed, and I believe that Bob Bavier, Jr., does the best job of discussing this question than any I have ever seen.

# DANISH DELUXE RACING SNIPE

Quality

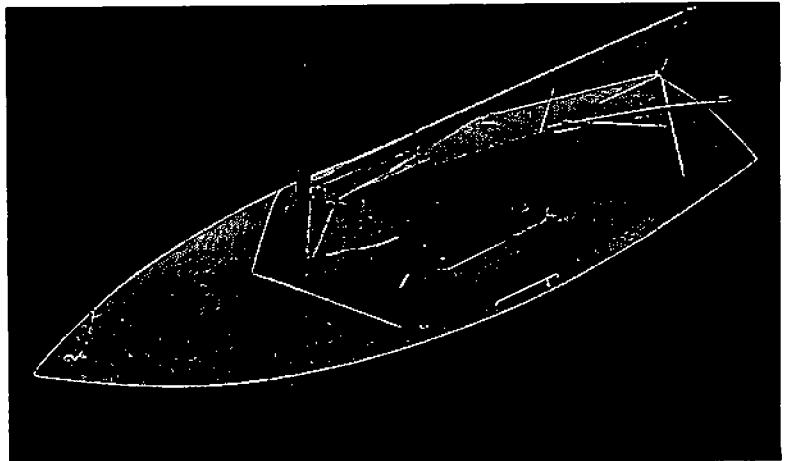
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IF YOU PREFER TO FIT YOUR OWN HARDWARE AND SAILS TO ONE OF OUR RACING SNIPE, THE PRICE WILL BE ONLY \$555.00 f. o. b. NEW YORK, DUTY PREPAID. LESS 10% IF ORDERED IN LOTS OF THREE OR MORE.



The delivery includes the finished hull with sprayboard, floorboards, deck with cockpit coaming, mast, boom, and the rudder with tiller extension.

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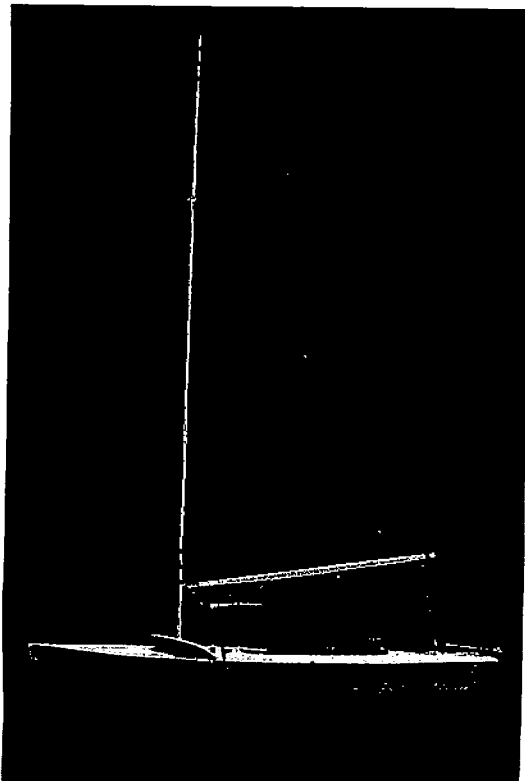
Separate STAINLESS STEEL dagger boards (weight 70--72 lbs. ) with a perfect mirror finish available at \$95.00 c. i. f. New York, less 10% if ordered in lots of three or more.

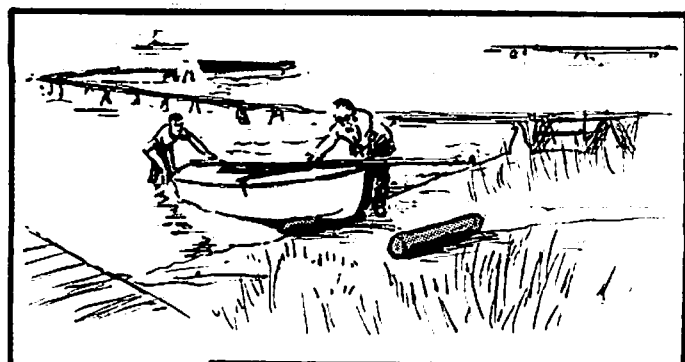
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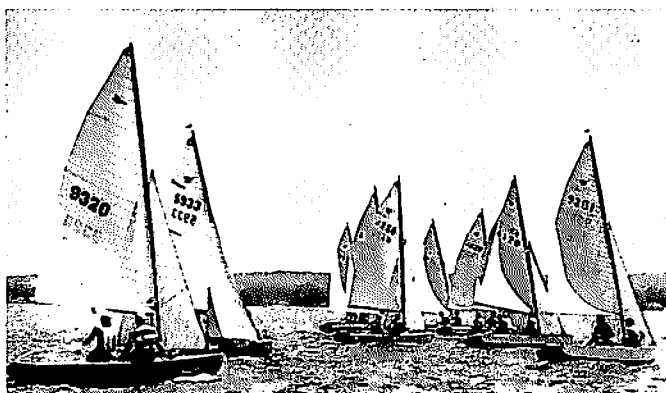
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## Additional Race Dates

July 3-4 WEED and MAYER Trophies, Oak Orchard, N. Y. T. L. Richmond, III 322 Norwood Ave., Buffalo, N. Y.  
 July 17-18 TRI-CLUB Regatta, Chautauqua Lake Y. C. Harold Radford, 21 New York Ave. Jamestown, N. Y.  
 Oct. 30-31 HALLOWEEN Regatta, Atlanta Y. C. Derek C. C. Peters, Jr., 4871 Keswick Court, Chamblee, Georgia.

**IMPORTANT NOTICE.** Dates for all sanctioned regattas have been published in the April and May Bulletins. Space does not allow reprinting of this schedule in every issue, so please keep your copies for a handy reference for events which interest you.



HERE'S HOW YOU DO IT, BOYS! Snipe #5933, sailed by Port Tacker Eddie Williams, brings up the rear in one of the Illinois Valley Regatta races held last summer. HE WON THE REGATTA! Some of his competitors are: Hi Upson (Connecticut) in 9320, while Cleve Slauson in 9361, Bill White in 4920, and Stan Salzenstein in 4556 are all from Peoria. The event has been enlarged to the first inter-district championship and will be held July 3-4-5 this year on Peoria Lake.

## WANT ENTRIES FOR YOUR REGATTA?

Why not help Snipe Bulletin and Your Fleet by advertising here:

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Write to: Carl Freyer, 155 Brattle St., Arlington, Mass.

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## WORLD'S CHAMPIONS USE SAILS BY LARSEN



Jorge and Carlos Vilar Castex of Argentina won Snipe Class World's Championship in 1948. They were Second in 1949 and WON AGAIN in 1951. It was no accident, because they used EXCLUSIVELY **LARSEN CHAMPIONSHIP SAILS**

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