

SNIPE BULLETIN

JUNE 1955

VOL. 5 NO. 1



Here is an old picture of John Hayward in action on a reach in some rough going. The "blister" on the jib is his own idea of a wind indicator, which he used then.

FIBERGLAS SNIPES by LOFLAND

The fact that we were "FIRST IN THE FIELD" in producing fiberglas snipe hulls is now beginning to pay off, for orders are coming in from snipers who saw our boats last year and appreciate the high quality of our product.

If you want **DURABILITY**

LOW UP-KEEP

PERMANENT FINISH

in your new boat, be sure and look at a **LOFLAND** snipe. Our years of experience in fiberglas work backs up our guarantee of your satisfaction.

"ASK THE MAN WHO SAILS ONE"

Our white hulls are beautiful--other colors available.

Unfinished hull, complete with molded-in centerboard trunk. \$385. 00

All prices f. o. b. Wichita--Royalty not included.
The LOFLAND Co.--3417 Arkansas--Wichita, Kansas.

SNIPE BULLETIN

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

Address all correspondence to:

Snipe Class International Racing Association,
655 Weber Ave., Akron 3, Ohio, U. S. A.

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\$2. 00 Per Year.

Owners of measured and paid-up Snipes receive SNIPE BULLETIN as part of their membership free.

Forms close on the 15th of each month preceding 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.

— THE SCORE —

Numbered SNIPES—10259
Chartered Fleets — 409

SCIRA Continues to Grow

SNIPE in Italy has taken a new lease on life the past year under the efficient and enthusiastic leadership of the new National Secretary, Capt. Vieri Lasinio di Castelvero. The deadwood has been eliminated, many inactive fleets revived, and new ones organized. As a result, charter numbers 395 to 406 inclusive all went to 12 new Italian fleets and here they are in order of issuance:

- | | |
|---------------------|-------------------|
| 395 Caldaro | 401 Rosignano |
| 396 Castiglioncello | 402 Rumagna |
| 397 Classis | 403 Santa Maria |
| 398 del Cusio | 404 Spalturmo |
| 399 El Gato | 405 Vecchie Prore |
| 400 Luino | 406 Vernazzola |

All Italian fleets have now paid their current charter fees and dues to the International Association and the entire membership of SCIRA appreciates the strong and loyal support from this group.

Dr. Malcolm Stevenson, down Memphis way, has worked long and hard to get a local fleet established and finally, with a little help and advice from John Rix and Harold Gilreath, he has succeeded. Charter #407 went to the Delta Snipe Fleet with Paul Piper, Collierville, Tenn., as Fleet Captain and Dr. Stevenson as Measurer. They have nine snipes waiting to be measured and four of them are new fiberglas boats! It will be a novel and interesting group. They are one of two sailing groups in the Delta Sailing Club (located in the delta tri-state area of the Mississippi), the other being a fleet of penguins. This addition of a strong fleet in Tennessee insures more of that enthusiastic activity characteristic of District #4. Chattanooga and Atlanta are going to have some real competition.

When the boys at the Royal Victoria Yacht Club up in Victoria, B. C., Canada, got together recently, they counted seven boats and straightway decided to form a fleet as soon as possible for the next sailing season. With transfers all made and measurements under way, charter #408 has been issued to the Royal Victoria Snipe Fleet and Peter Girard, 1555 Monterey Ave., Victoria, is the first Fleet Captain. We are sorry to admit it, but the boys did not get their inspiration from the Canadian issue of the Bulletin (Feb.), but, at least, they realize now what a tough league they have stepped into.

And from back home again in Indianapolis, Lawyer Bill Krieg writes wonderful news: "You will be interested to know that the Indianapolis Water Co. has now given a group of Indianapolis residents a ten year lease on a beau-

SAVE SNIPE \$—with an EMMONS SNIPE

UNFINISHED SNIPE HULLS, TRUNK BOLTED IN \$245. 00

WITH DECK FRAME IN PLACE, READY TO DECK — \$305. 00

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Complete, without sails-----\$750. 00

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Battencraft
Farmingdale, N. Y.

SAIL BATTENS —finest ash—tapered.

Set of 3 "SNIPE" battens. \$2. 00
(Postpaid in U. S. Remittance with order).

State weight (average or light), width, and length.

Other Battens **BATTENCRAFT**
Prices on 48 Birch Avenue,
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Limited Supply Aluminum Alloy Winches, wt. 1 lb. 10 oz. Immediate delivery. Price \$15. 00 each p.p., cash with order or C. O. D. If ordering one, state port or starboard.

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1848 Live Oak Dr. Shreveport, La.

CUSTOM BUILT SNIPES

MASTS—BOOMS—RUDDERS

CENTERBOARD LIFTS

THE FAMOUS

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—our specialty—

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\$12.00

tifu! building site and the right to sail on Geist Reservoir, which is only 15 miles northeast of Indianapolis. There are no power boats on the reservoir and our sailing area will be 3 miles long and 1 1/2 miles wide. We have incorporated the Indianapolis Sailing Association with 122 members and will commence the building of docks, club house, and caretaker's living quarters at once. Right now we have 16 snipes in our fleet and 15 other members have indicated they will buy snipes. Undoubtedly you know some of our members, including Buzz and Alan Levinson, John Call, and Russ Hayes, who won the Ohio State University Championship in 1954. It wasn't long after that fine report that charter #409 was issued to the Indianapolis Sailing Association Snipe Fleet and Russell Hayes, 5625 Lowell Ave., Indianapolis, is the first Fleet Captain.

Snipe News in Brief

There is a newsnipe under construction up in Winnipeg, Manitoba, Canada, for J. Withrow, 1008 Dorchester Ave., and he hopes to interest others in the Winnipeg Canoe Club in this type of boat and racing. . . . Mr. William McPherson Christie, Box 1628, Nassau, Bahamas, has been elected the first National Secretary for the Bahamas. . . . Good news from Woodlawn (Texas) Fleet 140 says they have had their troubles mostly in the form of lily pads which covered their lake but local authorities have cleaned them up and the white sails are flying again. . . . This is fleet 319, Hewlett Point Yacht Club, East Rockaway, New York, checking in for 1955: "While we only show 9 official races, we had several others —unofficial and some mixed races with open class boats. Our organization is healthy and growing. We have 13 Lightnings, 8 Snipes, and a new Wood-Pussy fleet with other small craft. We have started a campaign to teach the teen-agers to be Snipers, and you can expect more registrations from Fleet 319. Last year we were first in with dues and we should be amongst the first this year." WELL, THEY WERE with a check for the entire amount on January 12th, 1955! SCIRA troubles would all be over if all member fleets paid their dues as promptly. By the way, how's your fleet doing in that respect? . . . Out California way, Joseph Hattrup, 2 Navajo Ave., San Francisco, newly elected Fleet Captain, hopes to reorganize and stir up some activity in Lake Merced Fleet 157. Likewise, Angus C. Clark, Jr., 208 Boytree Rd., San Carlos, is trying to do the same job there with local snipers. . . Paul Beasley of Lake Worth (Texas) Fleet #63 reports that "We have been sailing under a great handicap in this area because of a 5 year drought. All our lakes are very low with Lake Worth down 4 1/2 ft. from normal and Eagle Mt. Lake much worse than that. If it doesn't rain before summer and fill them up again, it will be impossible to continue. I believe that a fiberglass hull with aluminum spars with practically no tolerances allowed will even things up so that the best skippers will win instead of the best sails". . . . But Dave North says, "It doesn't take the newest boat or the prettiest boat to win races at Sequoyah. What it does take is a skilful skipper, a well-trained crew, a well-kept boat, proper sails, and most of all PLENTY OF PRACTICE. That is the formula! Why not try it?"



REAL CLUB MARITIMO DE SANTANDER

This club, one of the oldest and best in Spain, is in charge of the organization of the races for the World Championship Races of the Snipe Class in 1955.

Watts Sails finished 1-2-3 in the Western Hemisphere Snipe Championship Series sailed at Havana, Cuba. First place went to Terry Whittemore, second to Dr. Clemente Inclan, third to Jorge Mantilla. . . .
Make your next suit of Snipe sails Watts sails!
KENNETH E. WATTS · TORRANCE, CALIFORNIA

"Just Yacht Sails"

Southern Sailmakers

LIGHTHOUSE POINT FT. SCREVEN, GA.

The finest HAND-FINISHED SNIPE RACING SAILS, mainsail and jib, complete with all hardware, insignia, numbers, and bags.

Individually made to unsurpassed specifications and materials and in special cuts designed for your choice of light, medium, or heavy weather air. Priced as below:

Imported Egyptian.....	\$ 90. 00
Dacron.....	100. 00
Orlon.....	130. 00

(Note: For mitre cuts mains add \$10. 00 extra.)

Complete specifications, fabric samples, etc., are available on request and with no obligation!

PREDICTS INTERESTING RACES —

There are signs of a new development in Snipe Class racing that will be interesting and beneficial if the trend continues.

In the first race of the Midwinter Championship at Clearwater this year, the good heavy-weather sailors were still out in front whether they had cotton or synthetic sails. The second race had its own peculiarities of wild shifts, but in the 3rd, 4th, and 5th races with fairly steady winds, the fleet was pretty well shuffled in each race. Also, at Chattanooga recently, synthetic sails brought out the fact that, given good equipment, Dr. Sam Norwood of Atlanta knew how to show his transom to the fleet, although heretofore, he has been slightly bashful in a sailboat. (What the genial doctor is out of a boat is an entirely different matter).

The above results indicate a trend toward more equal equipment with more interesting racing and less monotonous results—due, most likely, to the use of uniformly made synthetic material and sails. One sailing class in the east purchased as uniform synthetic sails as it is possible to get for all its racing boats early in the season last year. The result was that the best sailors still had the best averages, but the results of individual races were more interesting with the possibility in every race of almost anyone winning occasionally.

Indications are, therefore, that the coming National Races at Atlanta will be one of the most interesting and controversial series that we have ever had. At least one member from every U. S. fleet can attend and participate. Those who do not have synthetic sails can find out for themselves and get on the ground floor for buying some, if they want them. He can participate in 8 races and have a darned good time while doing so with the best snipe skippers in the country. While at the Chattanooga Regatta, Fred Pember, General Chairman of the 1955 Nationals, Sam and Mimi Norwood, Harold Gilreath, and Derek Peters of the Atlanta Club told us of their organization and progress in getting affairs in shape for a "whaledinger" of a regatta. Their program includes a get-acquainted party (with comfortable southern mountain-dew), tune-up races, more parties, more races, and more of everything to break all records. It should be a very interesting and lively affair. Your fleet captain will have a detailed program for your inspection by the 15th of June. Launching facilities are fine and the lake is at its maximum level. They have a good club-house in a nicely wooded area with a real summer resort atmosphere. The fairly high altitude and abundance of trees result in pleasant summer temperatures. **YOU HAD BETTER BE THERE**—for the first prize is a free trip to Spain to represent the U. S. in the Internationals. Can you afford not to give lightning a chance to hit YOU? —Carl Zimmerman.



CANADIAN NATIONAL CHAMPION Dick Shaw (left) and his crew, Bob Dauphnee, after a hard race. Dick, winner of all the major Canadian championship trophies last year, hopes to repeat his performance this year and go to Santander.

1955 — MID-WINTER CHAMP

JOHN HAYWARD'S
"Winifred"

CHARLES MORGAN
Sailmaker

ALBERT WHITTED AIRPORT

ST. PETERSBURG, FLA.

For Fine Boat Construction

SPARS
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CUSTOM BUILT SNIPES

from Completed Hull to Completed Craft
State your needs — write for prices

Hollow Masts - Booms
Luff-slot entrance ash-reinforced on both

1954 WESTERN HEMISPHERE CHAMPIONSHIP
GERBER SNIPES TOOK 1st and 2nd PLACE!

ZEPHYR ALUMINUM SPARS

FOR

— SNIPES —

RECENTLY APPROVED BY SCIRA

ZEPHYR PRODUCTS INC., PIONEERS IN THE MANUFACTURE OF ALUMINUM SPARS FOR SMALL BOATS, OFFER THEIR PRODUCTS TO BUILDERS AND OWNERS.

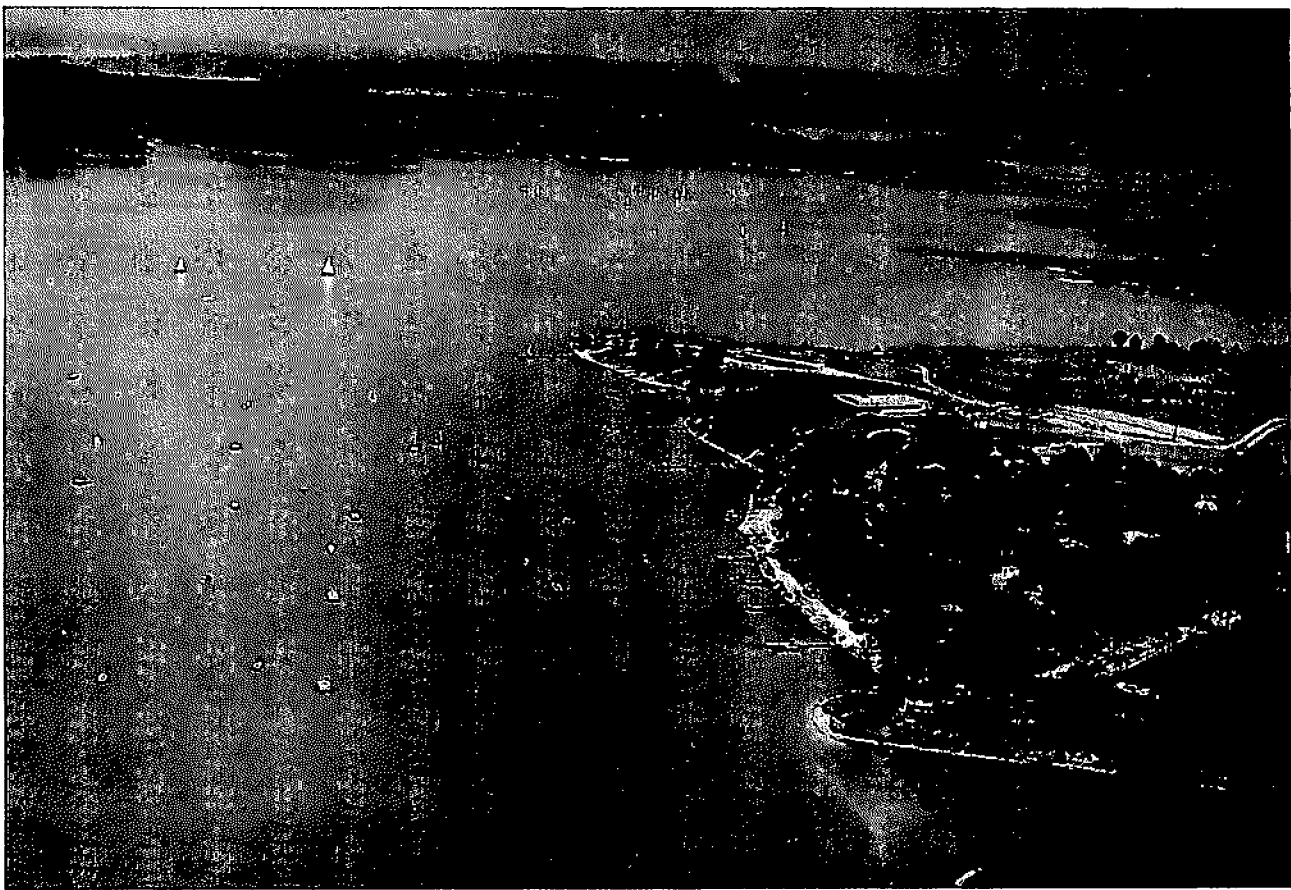
SPARS AND BOOMS ARE PROPERLY ENGINEERED FOR SALT AND FRESH WATER AND COME COMPLETE WITH NECESSARY FITTINGS.

OUR SPARS ARE USED EXCLUSIVELY ON THE "RAVEN" AND OTHER STOCK BOATS.

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EXCLUSIVE BUILDERS OF ZEPHYR ALUMINUM SPARS

WAREHAM, MASSACHUSETTS



AERIAL VIEW OF THE ATLANTA YACHT CLUB AND LAKE ALLATOONA.
 Scene of the U. S. National Snipe Championships---August 5-12, 1955. --Photo by Miller Studio.

In 1949, primarily in response to an open letter written by the late SCIRA Commodore Owen Duffy of Chattanooga, a small group of land-locked Atlanta sailors met in the interest of making a mutual dream a reality. The facts were that the U. S. Corps of Engineers had completed a flood control and power project between Cartersville and Marietta, Georgia, thus creating a lake which would provide a sailing area just 35 miles north of Atlanta. And the dream was a sailing club!

From such shadow and substance was born the Atlanta Yacht Club on the shores of Lake Allatoona in Cherokee County, Ga. Incorporated in 1950 and flying a Confederate flag burgee (the South has risen again, Suh!) the Atlanta Yacht Club today is one of the most active sailing clubs in the country with two hundred enthusiastic members. An attractive clubhouse was built in 1952, providing comfortable and ample facilities for diners, dancers, and rocking-chair fleets, while surrounding banks were bulldozed for adequate parking and haul-out areas. The facilities also include three sailboat and one motor boat dock maintained for easy ingress and egress at all times.

Besides its geographical closeness, the Allatoona site with its 800 feet sea level, shares Atlanta's delightful mean summer temperature of 77.8 degrees. The lake itself provides a sailing area approximately one and one-half miles wide and three miles long, with large secondary bodies of water in the vicinity that can be used for boating.

The official sailing season starts early in April and extends through October, with hardy sailors frost-biting it around the calendar. The Atlanta Yacht Club is the home of Snipe Fleet #330, which is one of the largest in the country and carries on its roster International Vice-Commodore Harold Gilreath. The Club also houses the largest fleet of Y-Flyers in the world, from which two National Champions have emerged, as well as a highly competitive Thistle Fleet which lists a past National Champion on its books.

This year, the Atlanta Yacht Club won the bid for the Snipe Nationals and the official race schedule for the event has been carded as follows:

August 5 -6
 Junior Nationals.

August 8-9
 Crosby Series.

August 10-11-12
 Heinzerling and Wells Series.

Commodore of the Club Frank Brady, Fleet Captain Elmer Riker, and General Chairman Fred Pember extend on behalf of the Flag Officers, Board of Governors, and Fleet membership, a cordial and universal invitation for all snipe sailors and their friends to be guests of the Atlanta Yacht Club for the 1955 Nationals.
 —Edith Huguley.



What you've always wanted!
SNIFE INSIGNIA

TIE, LAPEL and HAT PINS, CUFF LINKS, and EAR-RINGS.

Vivid Baked Enamel on Copper

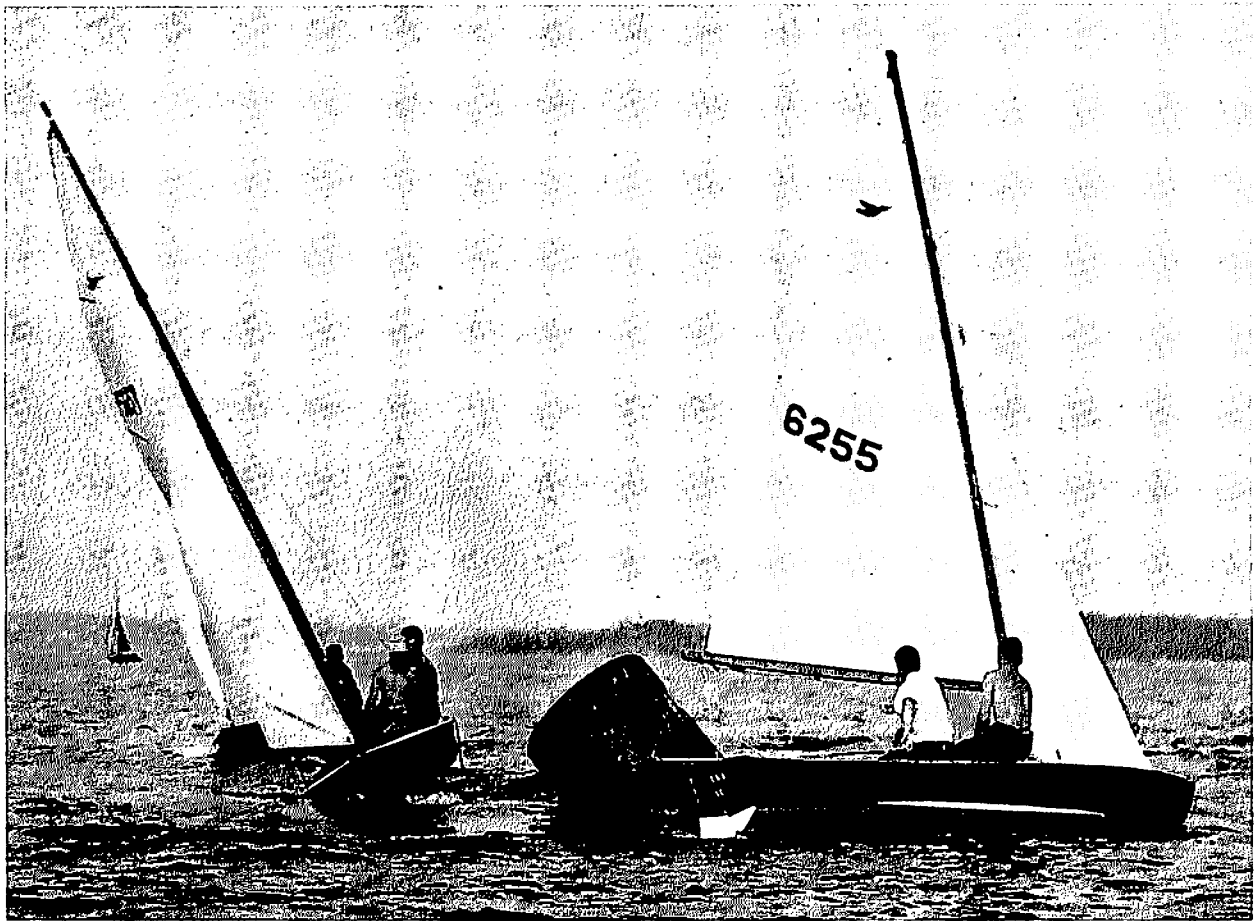
Pins.....\$2.00
 Cuff Links....\$3.00
 Ear-rings....\$3.00

COLORS: red, blue, white, black, pink, charcoal, light gray, green, apple red, yellow, light blue, and brown.

STATE COLOR AND QUANTITY!
 Write to: Postage paid.

Gili Gili

• GREEN LAKE, WISCONSIN •



SNIPES LED BY "FLICKA" TAKE PART IN THE CANADIAN PROVINCIAL SERIES AT HALIFAX.

—Photo by Mike Houghton.

The VIKING S came to America over 900 years ago and now—

THE VIKINGS ARE BACK!

From Scandinavia, where every man over 6 months of age knows the feel of a rudder, and where boat-building is an art that's passed down from generation to generation for a thousand years—from wonderful Scandinavia comes the VIKING boat of today! Every piece of wood is carefully selected, worked and fitted by master craftsmen. There isn't a single square inch of mass production on any boat.

- Snipes of the finest Mahogany money can buy.
- Snipes of the finest workmanship in the world.
- Snipes with naturally aged Silver Spruce masts.
- Snipes with heavily chromed brass, stainless steel rigging and centerboard.
- Snipes from Scandinavia direct to you—6 weeks delivery—\$875.00, delivered in New York.

One suit CARLSEN championship sails for \$98.00 extra.

Write: Viking Boats, P. O. Box 423, Port Richmond, N. Y.



STEP-ON-IT BILGE PUMP

Leaves hands free!

BRONZE-3 LBS.-5 FT. HOSE-49.95
POSTAGE 50¢

HUNT-MILLER CO. 508 ST. PAUL ST. ROCHESTER, N.Y.

"Shore wish I had my wife back," sighed the mountaineer.

"Where is she?" asked his friend.

"Sold her fer a jug of maountin dew."

"I reckon you're beginning to miss her."

"Nope. I'm thirsty agin."



Hey Sniper!

Here's your tie!

FINE QUALITY TIES, HAND PAINTED WITH SNIPE INSIGNIA AND BOAT NUMBERS, AS ILLUSTRATED.

TIE COLORS: SNIPE RED; NAVY BLUE; REGATTA (light) BLUE; YACHT WHITE.

SNIPE AND BOAT NUMBER COLORS: RED; NAVY BLUE; LIGHT BLUE; WHITE. ANY OF THESE COLORS ON ANY TIE.

GIFT BOXED AND PREPAID \$2.95 EACH, TWO FOR \$5.50. ADD 25¢ IF OUTSIDE THE UNITED STATES. SORRY, NO C.O.D.'S. SEND CHECK OR CASH.

**DECK 'N DOCK PARKSIDE LANE, RT. 4
DOROTHY SLAUSON PEORIA, ILL.**

NEW WIND INDICATOR

A new Tellvane model 11 wind indicator for sailboats has been announced by the Hirschhoff Sailing Instrument Co., Minneapolis, Minn.

The model 11 is clamped to the sailboat's sidestays, port and starboard, at any desired height. Previous models attached to the mast. An adjustment swivel permits setting the staff perpendicular to offset the fore and aft pitch of the two stays. A set-screw holds it in this position.

Tellvane's adjustable "pointing pilots" enable the skipper to keep his boat constantly in the wind's eye while beating to windward. This eliminates "pinching" or "sailing bare", or repeated trial and error—pointing too high, luffing, then coming off the wind. Maximum effectiveness from the wind is thus assured because the angle of attack is always correct. The counterbalanced staff stays perpendicular (laterally) at all times while the boat is heeling at any degree, giving a constant and accurate sailing efficiency check. Tellvanes are used in pairs: green for starboard, red for port.

To stay in the wind's eye, the skipper merely controls his tiller so the free-swing (top) vane is kept parallel to the pilot (lower vane), which has been pre-set to the boat's highest pointing efficiency. A set-screw keeps it in position. The pointing pilots can be set to any desired position—for actual or apparent wind, or other sailing conditions, or for the skipper's individual skills or desires.

When there is a shift in the wind, the vane, in relation to the pointing pilot's fixed position, gives the skipper the exact degree of change, enabling him to either trim sails correctly, or change course to get back in the wind's eye.

They work in the lightest or heaviest of winds.

In reaching, Tellvanes give exact angle of wind's attack. When coming about or jibing, the boat can be immediately brought to the most efficient angle of attack without loss of time, by immediately checking the tellvane used on the new tack. All metal parts are brass. The two vanes are made of tough weather resistant Vinyl plastic in bright colors.

SNIFE Gets Publicity

Many sailors do not realize just how far-reaching in popularity and reputation that SNIFE has become. SNIFE is the universal boat representing all small sail-boat racing and there is continual evidence of its fame.

In the March 7th edition of SPORTS magazine, a full color page shows collegiate champs Fred Miller and Judy Gray launching his snipe "Confederate" at the Mid-Winter Regatta in California; again, on May 16th (page 47) in their own full-page ad, SPORTS chose a color picture of a certain well-known gentleman from Kansas launching a yellow snipe as an illustration; the Clearwater Realtor News used a cover showing racing snipes; the Black Diamond (coal trade magazine) recently had a full page "fair weather" ad with a large drawing of a SNIFE for illustration. On one day last week, outgoing mail with snipe literature went to Bangalore, India; Yokohama, Japan; Hamburg, Germany; Caracas, Venezuela, and finally to Valparaiso—but not Chile (Florida this time).

Everyone admires our little boat and all owners are entrusted with its care. The best way to do this is to support SCIRA, whose purpose and chief commission is to preserve SNIFE's fine reputation and persevere in the maintenance of its high standards.

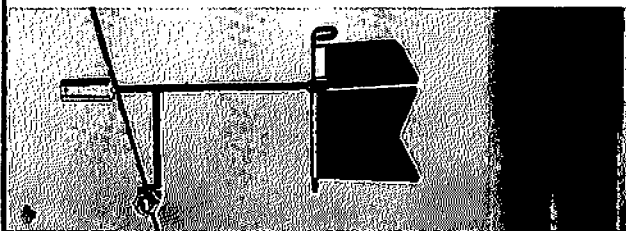
YOU CAN DO YOUR PART BEST BY PAYING YOUR DUES PROMPTLY!

District Elections Approach

No particular time was ever designated for the election of District Governors, as it was felt each district could pick the time and place most suitable for local conditions. If not at a general meeting in the winter, then, at least, during their biggest district regatta when representation was good. So, all districts should have their officers chosen before the Nationals at Atlanta. The Governor, or his alternate, should come prepared to choose one of their number to serve on the Board in 1956. Frank Levinson is in charge

First Over the Line, with TELLVANES!

(Pat. No. 2,681,569)



"I won our 4th of July Regatta flying Tellvanes," enthusiastically reports Jack Makielski, South Bend. J. R. Van Hook, Kansas City, says, "I am completely sold on Tellvanes, and am boosting these wonderful wind vanes to all of our skippers here."

If you're out to win races, give yourself the extra advantage Tellvanes provide. They're accurate in any breeze, light to heavy, under any degree of heel (they stay level, always). Adjustable pointing pilots keep you in the wind's eye, with no guesswork, luffing and consequent loss of speed. Fasten to shrouds, port and starboard, at convenient height. Top vane is 3½" x 2".

\$6.95 per pair, plus 40 cents postage. Order today!

Hirschhoff Sailing Instrument Co.
214 Phoenix Bldg., Minneapolis 1, Minn.

the Mark of Quality

CARLSEN

hand-made sails

CARLSEN SAILS—the by-word among Scandinavian yachtsmen! Due to the low price of Danish farm products (and the resulting high living standards at low wages), Carlsen can take the great amount of time necessary to produce a championship sail without pricing it out of the market. His 25 years of experience as a master craftsman have produced results! Take a look at the

RECORD.

1952 Olympics, 1st, 2nd, 3rd in Finn Jolly Class.
1951 "Gold Cup" International Dragon Champion "Lil"
1951 Duke of Edinburgh Cup won by "Lil"
1954 Gold Cup International Dragon Champion
Dozens of Scandinavian champions in Snipes, Pirates, Stars, Dragons, etc.

SNIFE SAILS—the finest Egyptian cotton—\$108.00 delivered in N. Y. in less than 6 weeks, C. O. D. Dacron—\$125.00.

Write to: Carlsen Sails, P. O. Box 423, Port Richmond, Staten Island, New York.

Every Sailor Needs It

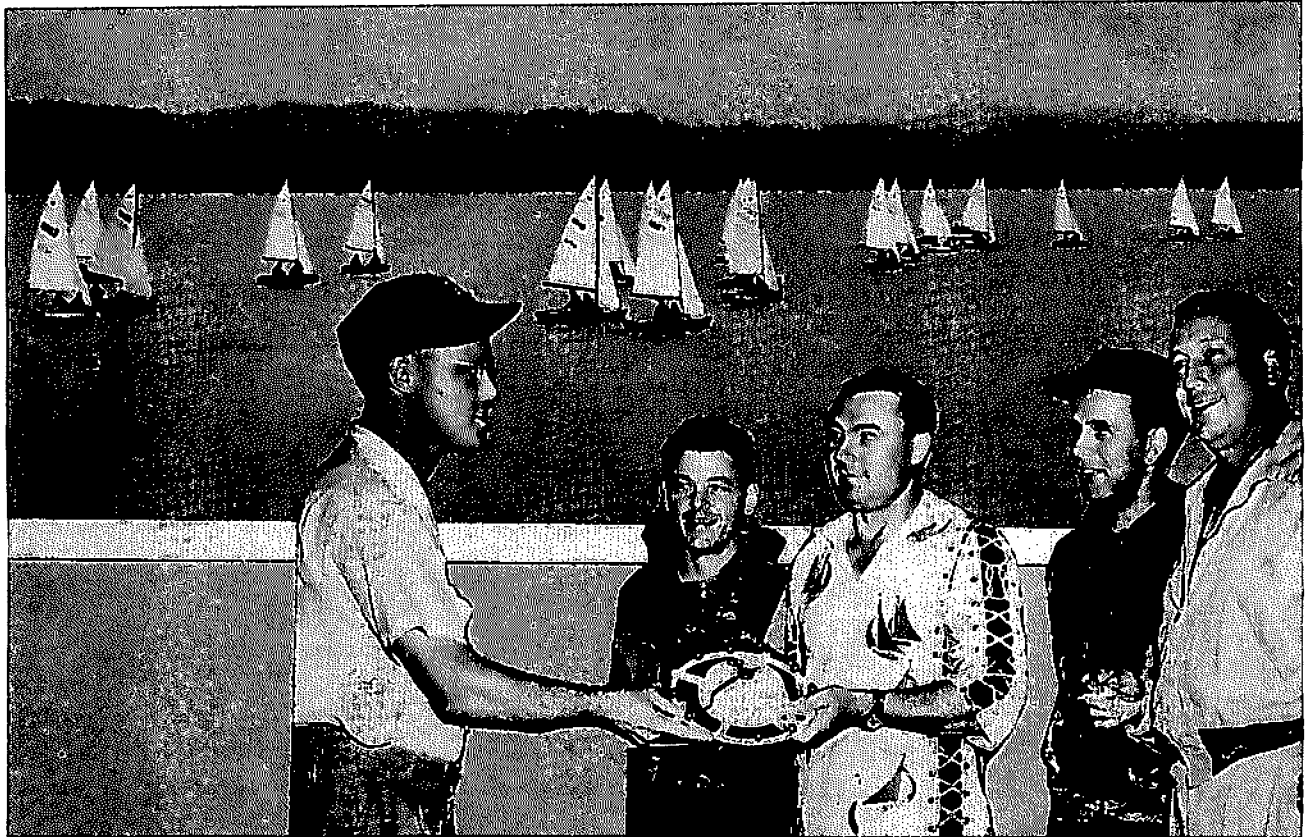
SCIENTIFIC SAILBOAT RACING

— by Ted Wells —

Four dollars from any book store or direct from
DODD, MEAD & CO., 432 Fourth Ave., New York 16, N. Y.

COMMODORE WILLIAMS WINS!

NEW CHAMPION OF THE SOUTH



SAILING FOR THE SOUTHERN SNIPE CHAMPIONSHIP—Twenty of the 23 boats in the regatta held on Lake Chickamauga are seen sailing in the background while Commodore Bill Layson of the Privateer Yacht Club is shown above at left presenting trophies to top scorers. In the center, receiving a trophy is Eddie Williams of Kansas City, International Commodore of SCIRA, winner of the regatta. Others are, left to right, Harold Gilreath, Atlanta, third; Frank Levinson, Clearwater, Fla., fourth; and Dr. Sam Norwood, Atlanta, fifth.

— Photos by Chattanooga News-Free Press.

The Southern Snipe Championship, held on Lake Chickamauga May 14-15th under the sponsorship of the Privateer Yacht Club of Chattanooga, Tenn., ended with a race in a hard rain and was won by Eddie Williams of Kansas City, the International Commodore of SCIRA.

Weather conditions were excellent on Saturday, but the rain Sunday made it tough sailing.

With Peter Duffy, son of the late Owen Duffy of Chattanooga (who was a former international commodore) as crew, Williams, sailing his "Restless", closely trailed Carl Zimmerman of Akron, Ohio, a past International Commodore of SCIRA, in "Up-N-Atem". But Williams won the last race to climb to the top. Zimmerman, who won the Southern Crown last year, had Geves Kenny of Akron as his crew.

The popular Williams received the perpetual Cartter Patten trophy offered by the Privateer Club and a portable radio, one of the several trophies donated to the club by local business firms. Williams left the radio and asked that it be given to Children's Hospital.

Third place was won by Harold Gilreath, vice-commodore of SCIRA and former Chattanooga now sailing with the Atlanta fleet. He sailed his "Texan II" with Whitey Klevan as crew. In fourth place was Frank Levinson of Clearwater, Fla., SCIRA Governor for the Southeastern states, sailing "Windmill" with Ray Boswell crewing. Fifth was Dr. Sam Norwood of Atlanta in his "Try Again" with his wife, Mimi, as his crew. Mimi, as the gal on the boat with the highest score, won the special trophy of a bathing suit. As she also walked off with the bathing suit two years ago, she is considering entering a beauty contest in order to display

her prizes properly. Chances are, though, her pretty daughter, Vicki, already has them.

Chattanooga's Billy Roberts, current junior national champion, sailing "Fiddle Faddle" with his father, Dixie Roberts as crew, was in sixth place.

Other skippers and crews in the 23-boat fleet that partook in the contest were:

- 7th-Fred Pember, Brad McFadden, Jr., Atlanta.
- 8th-Sam Norwood III, Beth Norwood, Atlanta.
- 9th-Gordon and Barbara Randall, Chattanooga
- 10th-Elfred and Kitty Bartoo, Atlanta
- 11th-Elmer Riker, Pat Gupton, Atlanta
- 12th-Lewis and Lamar Gard, Chattanooga
- 13th-Billy Shivelle, Earl Cook, Chattanooga
- 14th-Dan Williams, Bill Garway, Chattanooga
- 15th-Rosser Shelton, Dudley Magruder, Atlanta
- 16th-Pat and Jeanine Crow, Chattanooga
- 17th-Jim and Charlotte Ramage, Atlanta
- 18th-John and Charles Wesley, Chattanooga
- 19th-Frank Johnson, Anne Johnson, Chattanooga
- 20th-Vicki Norwood, Sally Bartoo, Atlanta.
- 21st-Derek and Dee Peters, Atlanta.
- 22nd-Brainard Cooper, Sarah Forrest, Chattanooga
- 23rd-Ted Turner, Aubrey Motz, Chattanooga.



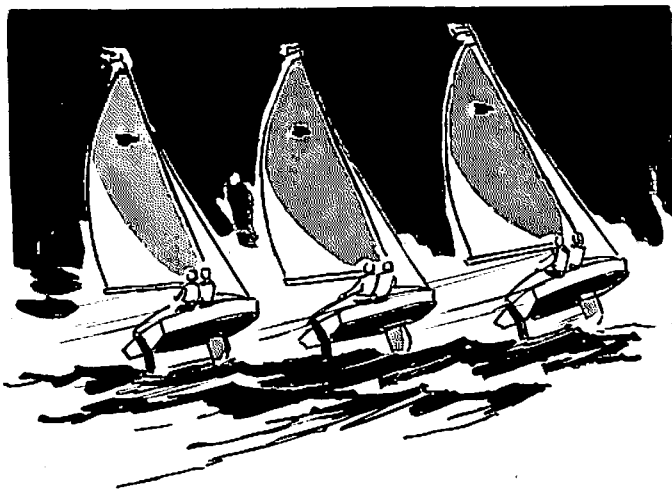
Snipe Building Plans

BOOKLET . . . \$2.00
BLUEPRINTS . . \$5.00

SCIRA 655 WEBER AVE. AKRON 3, OHIO



Yes, a BOTVED Fiberglas Snipe is really ready to race when you receive her! No extras whatsoever — everything is included! And with each boat goes a suit of ELVSTROM sails.



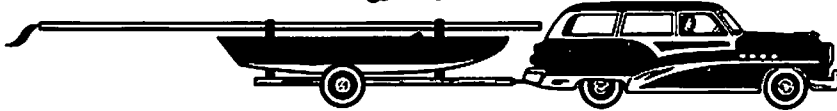
The combination of ELVSTROM sails and a BOTVED Snipe can make only a winner. For further details, illustrated folder and quotations

.... write to

OLE BOTVED

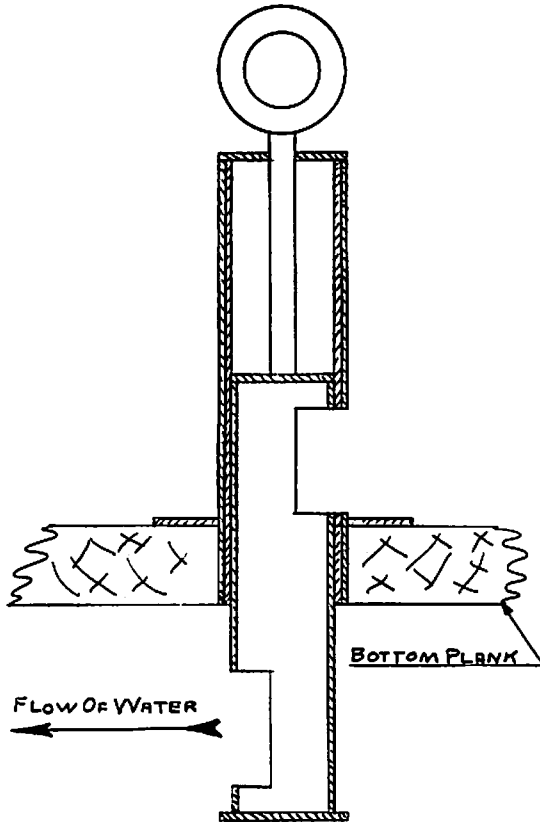
767 HIGH RIDGE ROAD, STAMFORD, CONN.

Wells Wanderings by Ted Wells



SECRET WEAPON EXPOSED

The secret weapon, which I mentioned in an earlier issue, has arrived from Frank Penman, together with a magazine article on its development. A sketch showing a cross section of the gadget is below.



According to the magazine article, Chinese junks for centuries have used (as a self-bailer) a piece of bamboo stuck through a hole in the bottom of the boat, with a hole in the back of the piece of bamboo.

The first adaptation of this principle to an English racing dinghy was to cut a hole in the bottom of the boat and put a deflector in front of the hole, putting a cork in the hole when the gadget was not needed. This didn't work too well, probably because of the "boundary layer" of slow-moving water close to the bottom of the boat. In order to get the suction outlet below the boundary layer, they next tried a couple of tubes similar to the sketch shown here; however, their machining was apparently not too good and it leaked. The final version consists of an inner tube of brass about 3/4-inch in diameter with 1/16-inch wall. The outer tube is also brass about 1-inch in diameter and lined with a piece of cork about 1/16-inch thick.

When the inner tube is pushed down, the upper hole in this tube coincides with a hole in the outer tube, permitting water to drain out of the boat when the speed of the boat is high enough to create a large enough negative pressure behind the extended inner tube. According to the English article, this is about 3 mph, although Frank Penman says that it will work at any speed above 2-1/2 mph. An obvious improve-

ment would be a flapper valve to prevent the entry of water if the boat were momentarily stopped by hitting a big wave, but I haven't any bright ideas yet on just how to install one. When you pull up the inner tube, the whole thing is closed up.

Since the gadget will probably cost less than a good bilge pump and can either be made by anyone or purchased from England, it will probably be approved by the Rules Committee if tests show that it works on a Snipe. I hope to have mine installed for one of the early regattas in order to try it out (still no water in Santa Fe Lake).

CONTROVERSY

Speaking of the Rules Committee, its Chairman disagrees with me on my conclusions after the Clearwater Regatta about synthetic sails versus cotton sails contained in Wells' Wanderings for April. In fact, he says that he doesn't see how I can draw the conclusions on synthetic sails that I did, based on this regatta. His conclusions were that the regatta didn't prove too much concerning the relative merits of cotton, orlon, and dacron sails and that the only cotton sail he saw was on Whitney's boat and he was using an orlon jib with it.

There were some other boats with cotton sails, but they were so far back that I guess he didn't see them. I must admit, however, that he has something in that the cotton sails that were there were not on boats that were likely to have won any races regardless of the sails used, and that none of the skippers who would have been nominated as the most likely to succeed used anything but synthetic sails. Whitney's performance does not shed any light on the situation, as he always does much better in high winds than he does in light winds.

I will therefore stand corrected and will state the same conclusions that I stated before, but in a different way and for different reasons. They are: (1) a good synthetic sail is better than an equally good cotton one; (2) this superiority can not be proved on lake sailing or on the Gulf of Mexico or any other large body of water when the winds are very shifty in direction and variable in velocity; (3) the majority of the races from now on will be won with synthetic sails because the skippers who are likely to win the races anyway are going to be using synthetic sails even if they aren't sure that they are better--because they are afraid they might be; (4) synthetic sails are probably harder to make from a labor standpoint but the resulting sails will be more nearly identical than cotton, due to less variation in the materials, and (5) whether or not the best cotton sail is better than only a fairly good synthetic sail, I am sure I don't know, but I don't think it is. The Chairman of the Rules Committee disagrees!

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Voice Of The People

ADVICE TO MR. WOSNO

"SHADES OF NAVAL ARCHITECTURE! I wonder if this fellow knows just exactly what he is letting himself in for. Has he stopped to think of the time and innumerable calculations that the original snipe plan has gone through ever since the time that Bill Crosby drew the first line, to insure sailors that our sailing rig is perfect, not only theoretically, but practically as well? It sounds very easy to increase all measurements by 25%, throw in a few frames here and there to make sure that the planks stay together, paint the finished product, and throw it in the water.

But by increasing the table of offsets by 25%, he will be dealing with more displacement, and more displacement means more hull below water. This in turn means more drag. The center of buoyancy and center of gravity points will shift, and, although they always remain one above the other—Hells Afire—they may meet at the extreme bow or stern. Is the hull going to be stable? Is an 25% increase in sail area going to be too much for the hull?

Here's my advice to Mr. Wosno! Write to any well-known naval architect. Tell him what you have in mind and he will provide you with a plan that will tell you everything except the weather forecast. Naval architecture is a highly specialized field in which men spend years learning the complexities of designing boats. An amateur can't do it by taking a good boat and increasing her dimensions in proportion."

---Roy MacKeen (Armdale 95).

OBJECTS TO CHANGES.

In the March Bulletin, I was aghast at the item that said "Carl Zimmerman to head a Committee... to improve the boat and class, etc." It seems to me that the only way to keep the Snipe the best one-design class is to cut out this business of allowing changes to "improve" the boat.

This class started out to be an "average man's" Class. I remember when a boat could be bought for \$300.00 and compete. Most of the boats that made the class what it is now were bought by young people who could afford to own a Snipe. Now, if you can't keep "up with the Joneses", you might as well give up racing. It takes a mere gadget or some new material each year to outmode all the previous boats. All it takes is one second per mile on an average course to win—and every change that is approved must result in more speed, however slight, and all these are accumulative.

If you must allow fiberglass hulls, synthetic sails, and aluminum masts, etc., then you might as well design a new boat and start all over again. For those of us who have old-fashioned wooden boats and cotton sails, and who don't have lots of money to improve the situation, I protest!

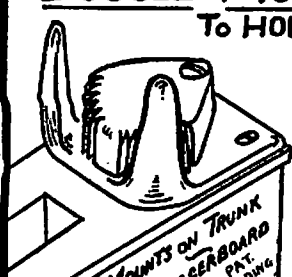
I hope the first 10,000 boat owners join me in trying to maintain the standard for the next 10,000.

—Hal Winston (City Island 161).

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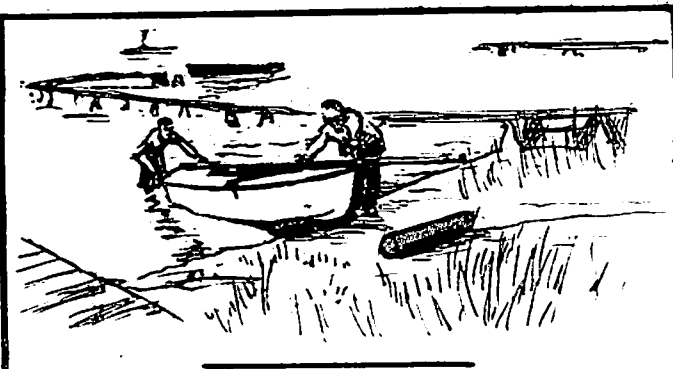
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Additional Race Dates

- June 25-26 **MIDWESTERN CHAMPIONSHIPS**, Wichita S. C. Ted A Wells, 755 Edgewater Dr., Wichita, Kansas.
- July 2-3-4 **BRIODY-RETZHAUF TROPHIES**, Olcott, N. Y. 6 races for individuals. Julius Kroeger, 26 Kappel Place, Rochester, N. Y.
- July 2-3-4 **INTER-DISTRICT Championship**, Peoria, Lake, Illinois. Cleve Slauson, 15 Parkside Lane, Peoria, Ill.
- July 2-3-4 **MISSOURI VALLEY Invitational Regatta**, Lake Manawa, Iowa. Floyd E. Hughes, Jr., 125 West Pierce St., Council Bluffs, Iowa.
- July 9-10 **MICHIGAN STATE championship**, Grand Rapids, Mich. NOTE change of date to a week earlier than previously reported. John D. Rose, 902 Lakeside Dr. S. E., Grand Rapids.
- July 9-10 **SEA CLIFF Invitational**, Sea Cliff Y. C., Sea Cliff, L. I., New York.
- July 9-10 **PACIFIC COAST CHAMPIONSHIP**, San Francisco Bay. Jules Voerge, 183 Ardmore Rd., Berkeley, California.
- July 16-17 **TRI-CLUB REGATTA**, Turkeyfoot Lake, Akron, Ohio. Chautauqua, Mentor Harbor, and PLYC 110. Hamilton Johnson, 2891 Hastings Rd., Silver Lake, Ohio.
- July 16-17 **INVITATIONAL REGATTA** Winchester Boat Club, Upper Mystic Lake, Winchester, Mass. Roger A. Levanson, 4 Cambridge St., Cambridge, Massachusetts.
- July 23-24 **NEW YORK STATE CHAMPIONSHIP**, Oak Orchard, N. Y. 3 races. These races combined with the 6 of the Briody-Retzhauf Series will determine the New York State and District #5 Champion. Juilius Kroeger, 26 Kapple Place, Rochester, N. Y.


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