Snipe BULLETIN

A FAMILIAR SCENE AT ANY REGATTA. The Race Committee at the 1956 Florida State Junior Championship Races decides to postpone a race.
— Photo by City of Miami News Bureau.

SNIPE BULLETIN

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— THE SCORE —

Numbered SNIPES—10700
Chartered Fleets — 428

63 numbers for new Snipes have been issued and 3 new fleets have been established since the last issue of the Bulletin!

Down in Porto Alegre, Brazil, Snipe is growing so fast that Fleet 376 found they had 60 boats representing 4 different clubs in their membership. So they wisely decided to divide the large group and the boys from the Club dos Jangadeiros got together and formed the Rio Grande do Sul Snipe Fleet and charter 426 has been issued to them. Good luck to the gauchos!

Another group from 376, the Veleiros do Sul (Southern Sailors) who originally raced with the jangadeiros, decided that a drive of 10 miles through Porto Alegre, Brazil's third largest city, was not at all easy, so they assembled their 11 Snipes (with 4 more under construction) and applied for their own charter. Thus 427 was granted to the Cristal Snipe Fleet with Captain Reginaldo Chabussus Kuhlman in charge.

In the last few years, much work has been done to get Snipe sailors organized in Japan. Now those efforts are finally rewarded and SCIRA is happy to welcome the Tokyo Bay Snipe Fleet #428 into our world-wide organization of 23 nations.

Tokyo Bay Fleet consists of 30 members and 12 boats. Roy Yamaguchi was assigned the task of organizing the fleet by the Secretary General of the Japan Yacht Racing Association. Mr. Nobusaburo Ozawa, Tomoe Engr. Co. Ltd., Minagawa Bldg., Ginza St., Chuo-ku, Tokyo, Japan, former holder of All Japan Championship, has been appointed the first National Secretary for Japan. Tokubei Furuya, the 1955 Snipe Champion crew, was elected as first Fleet Captain. The committee members are all past champions and include the Japanese intercollegiate champion. They sound like a formidable bunch of sailors, and, since they state that 1957 should be the year when Japanese skippers will participate for the first time in the World Championship Races, SCIRA anticipates their competition with a great deal of pleasure and satisfaction.

They held their first two point score races on May 13th and 12 boats participated. Mr Ozawa states: "I am happy to inform you that local activities of SCIRA have just started in Japan at long last. We will exert ourselves so at least one more fleet will be formed here within the year, as Commodore Gilreath hopes for in his program. We would very much appreciate your every assistance in our activities in this part of the world."

THE COMMODORE SAYS

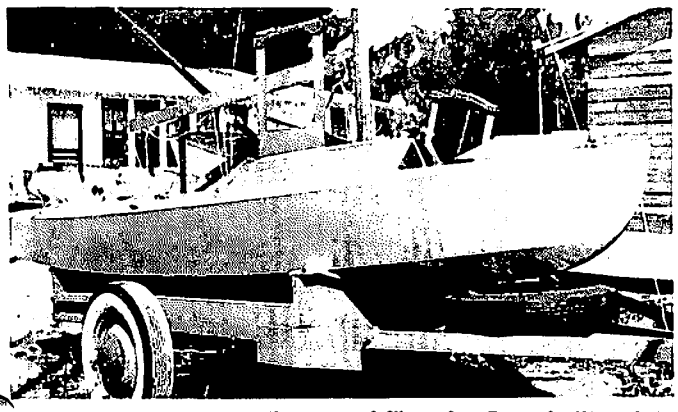
1957 National Championship Regatta

During the past two years, the clubs holding the Nationals have been pressed for time due to the late acceptance of their bids by the SCIRA Board of Governors. Starting this year, an attempt will be made to decide definitely where the Nationals will be held at least a year in advance. This is necessary not only for the club holding the Nationals, but for the sailors to arrange time off from their work for the trip.

Following this policy, the SCIRA Board of Governors has recently reviewed bids for the 1957 Nationals and has accepted the Peoria, Illinois, Snipe Fleet #131 bid. Exact dates for the regatta will be published in a later issue of the Bulletin.

Some Observations on a Fiberglas Hull

After two years of procrastination, I finally finished my fiberglas Snipe last winter and, to date, have sailed it in two regattas and some races in my home fleet. In these two races, I made several observations which may be of interest to non-glass and prospective glass boat owners.



My boat, "Texan III", was the second fiberglas Snipe built and the first one registered in SCIRA. We built it with what some people call clear resin (actually somewhat purple), so it had to be painted. The deck is plywood covered with one thin lamination of ply fiberglas. The flotation, styrofoam, is bonded up under the deck with a cement which looks and acts like ordinary asphalt tile cement, but is named "Styrofoam Cement", and priced accordingly.

I used Brolite "Z Spar" undercoater and DuPont enamel for both the interior and exterior finishes. The "Z Spar" seems to be fairly well bonded to the fiberglas. The reason for using the "Z Spar" is that it is by far the best undercoater that I have ever used. It fills extremely well, is white, and is easy sanding. Also, the DuPont enamel will adhere to it very well.

Of course, the smartest move by far is to get the color molded into the deck. If you scratch it or get it stained, all that is necessary to clean the hull is rubbing compound. Even though my hull is fiberglas, my paint is beginning to show wear, tar, scratches, etc., which will require another paint job eventually.

There isn't any noticeable flexing or bending in the bottom or sides when pounding in a sea. This is reasonable and expected since the force of the water per square foot is small. In general, the hull seems just as stable in a chop or rough sea as a hull of regular planked construction. Although the hull doesn't flex or bend in rough seas, it does make a noise like someone beating on a bass drum when crashing into a wave.

All the attachments seem to be holding very well and there are no tell tale cracks around the counter sunk attachments through the sides for the chainplates. I have a block for the main sheet bonded on the keel and one aft bonded to the bottom immediately beneath the spot where the bridle comes through the deck. These bonds are holding very well. My mast step is also bonded in and it shows no signs of giving way.

As for the speed of the hull, it is just as expected. No faster and no slower than other Snipes. The boat is very fast when I do a good job of sailing and not so fast otherwise.

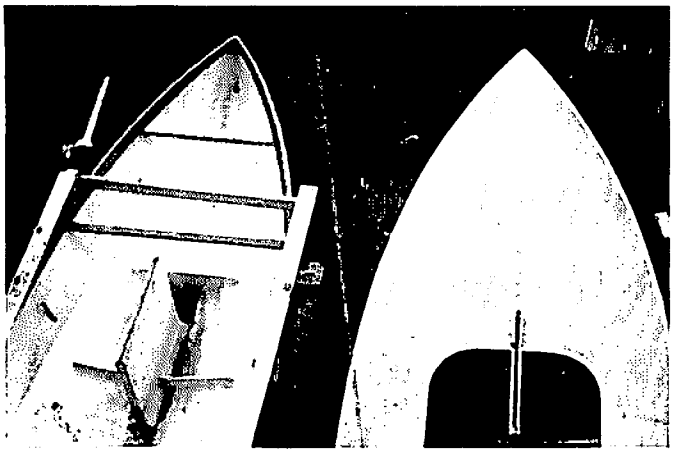
HOW TO DECK A FIBERGLAS HULL

AS DONE BY JESSE ARONSTEIN, HENRY BERKOWITZ, AND SY LABEL

Last season, we of Fleet 115 found out what Snipe racing is all about. We had raced among ourselves since our fleet was reactivated in 1954, and our first outside regatta was at Winchester last in every race, the other boat did little better. We had a wonderful time due to the hospitality of our hosts and learned much about Snipe racing.

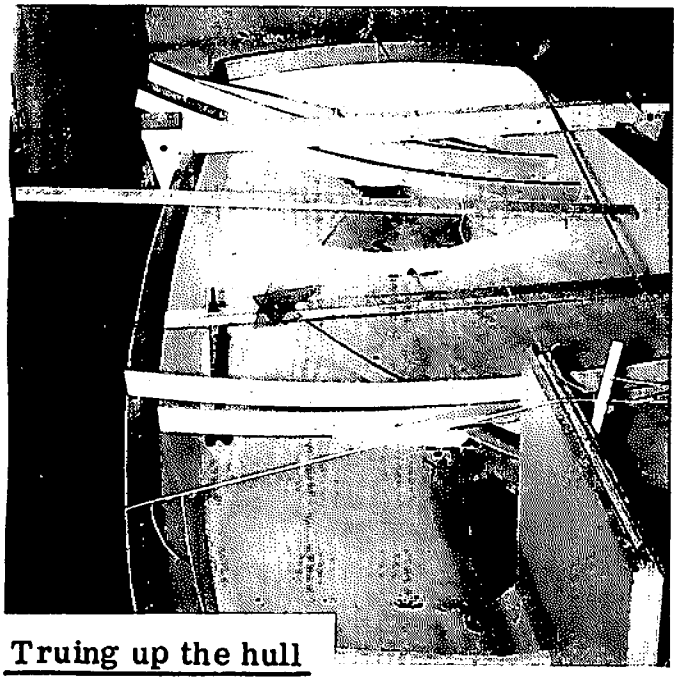
One of the reasons for our poor showing, it was decided, was the fact that our boats were heavily built and wet sailed, making them about 200 pounds over the minimum. We could do something about the heavy construction, but Sheepshead Bay is too crowded to dry sail. Fiberglas hulls, besides having other advantages over wooden boats, would allow us to wet-sail and still have a minimum boat weight.

Three of us ordered together, taking advantage of a fleet discount, and one person bought a complete boat. By building our own decks and finishing the boats ourselves, we expected to keep the cost down and gain the experience and pride of accomplishment that go with such a job.



BEFORE -crated AFTER - decked

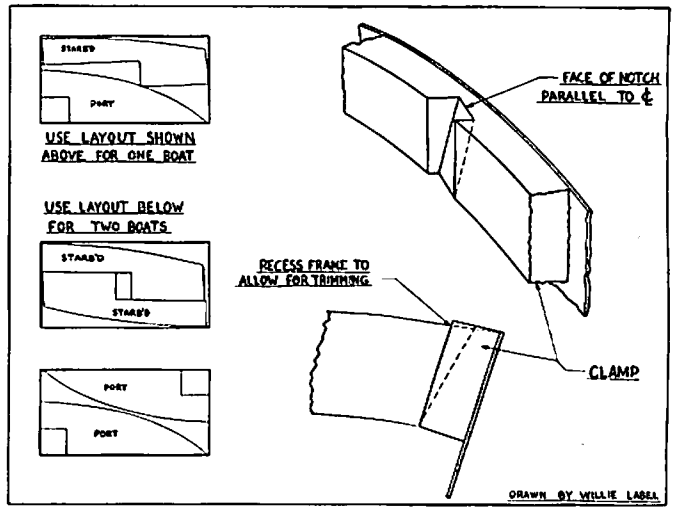
The hulls came crated in sort of a cradle with pieces across the top holding the hull down solid. There is a clamp molded into the sheer and across the transom. The centerboard well, floorboard supports, stay attachment fittings, and mast step are installed, bonded to the hull. Since a fiberglas hull without the deck beams and deck is not dimensionally stable(like a shoe box without a cover), the crate was left on in order to stiffen it and aid in the job of truing up the hull and maintaining the dimensions.



Truing up the hull

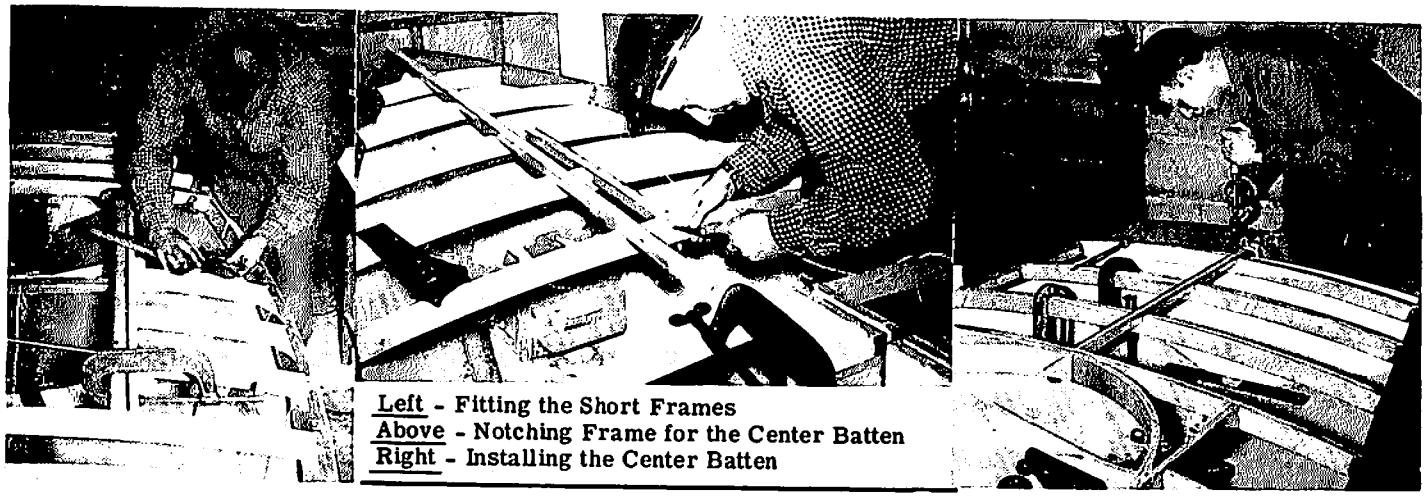
The first step in truing up the hull was to establish a centerline. A light line was stretched from a point 1" off center at the bow to a point 1" off center, on the same side, on the transom. The off center "centerline" was used so the centerboard well would not interfere with the stretched line. Shims were placed under the crate corners until the hull was level across the sheer. The reference stations 31" apart starting from the bow were marked on the centerline with short pieces of string tied on at the proper points. At any section, a straight edge was laid across the boat, its center directly under the mark, and it was adjusted until the points where the edge intersected the sheer were equidistant from a point at the exact center of the bow. With the station thus located and marked on the sheer with a pencil, measurements were taken of the total beam at that point and the distance of the sheer to the center. For measuring across the boat at station 3, a straight edge must be built up with a slot in the middle to clear the centerboard trunk. The beam was increased where necessary by wedging a piece of wood across from clamp to clamp. On two of the hulls, the beam at station 3 was oversize and was taken in by stretching two lines across the boat at that point and twisting them together with a piece of wood to vary the tension. Working from station to station and back again, checking the levelling of the boat across each station, and checking that the corners of the transom are equidistant from a point at the center of the bow was a tedious job, but a very important one. Each hull was checked and rechecked before work was started and from time to time while installing the deck beams.

Locating the frame positions was done in the same manner as the measuring stations, starting with the two defining the limits of the cockpit, one directly in front of the centerboard well, and one forward of the mast. The space between these frames was then divided equally with the other frames. The frame positions were drawn on the sheer as they were measured.



At each frame position, the clamp had to be notched. Details of the notch are shown in the drawing. The face of the notch was made parallel with the centerline to enable us to cut the ends of the frames on a table saw without having to use compound angles. With the table saw, we could fit the frame very accurately, being able to shave off a hair's thickness from the end of the frame with a cut exactly parallel to the first cut. The frame was mark-

Notching the clamp. Fitting a frame for cutting.

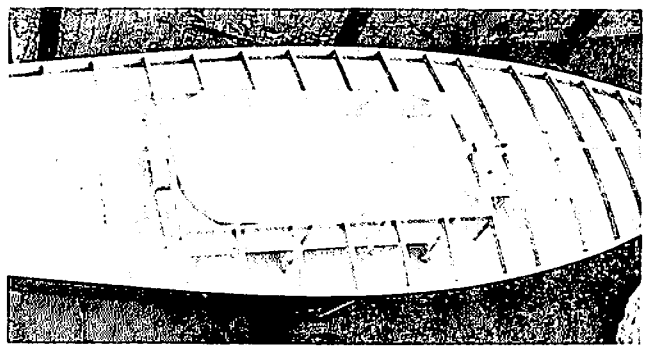


Left - Fitting the Short Frames
Above - Notching Frame for the Center Batten
Right - Installing the Center Batten

ed by placing it across the boat at the proper place, putting a straight edge on the face of the notch and marking the angle on the frame. The frame was then inverted across the notches and marks were made at the points where the frame intersected the top of the face of the notch. The angled line was then transferred to this mark with a pair of triangles. We then cut the frame slightly oversize and trimmed it down to exact size. The clamp on our boats was made for a deck with maximum crown, and our frames had a bit less than maximum. This meant that we had to recess the frames slightly below the edge of the clamp to allow for trimming, as shown in the sketch.

As each frame was fitted, it was screwed in with a 2-1/4" #8 screw passing through the topside and clamp and into the end of the frame. The first frame to be fitted was the one directly forward of the trunk, and it was screwed to the trunk as well as to the sides. Each frame screwed in made the boat that much more rigid, allowing us to make our checks at less frequent intervals. The centerboard trunk was notched so that the frame at the forward limit of the cockpit could go in as one piece, to be cut in the middle after it had been glued in. After all full frames were fitted, the headers were installed and the short frames at the sides of the cockpit were cut and screwed in. When fitting these frames, it was helpful to clamp a straight piece of wood against the header to form a "T" section and keep the header straight. When the frames were all fitted, the garage was heated to the proper gluing tempature with a kerosene heater and the frames were taken out one at a time and replaced with glue spread on all parts of the joints. About 4 ounces of glue were used for this operation. The boat was given a final check for trueness before the glue started to set, as it would be rigid afterwards.

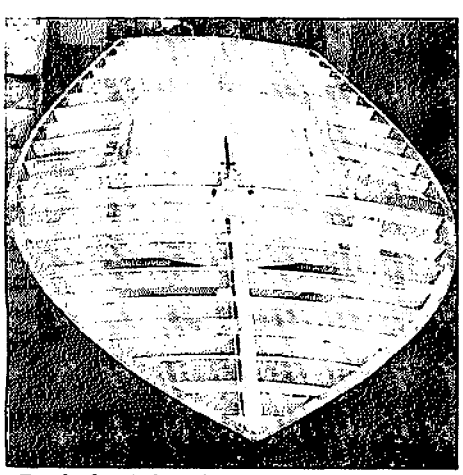
A few days after the beams were glued in place, the center batten, cockpit corners, and mast partners were fitted and glued. One of the boats was fitted with a self-bailing cockpit, the framework for which was built in at this time and then taken out in two complete halves, to be installed after the deck was put on. It is very hard to get under the deck after the cockpit is in, so all varnishing, installation of fittings, and other below-deck work must be done before it is installed. Fitting the cockpit parts together after the deck is on would be equally difficult, and so the need for prefabrication and removal before decking.



Self-bailing Cockpit Will be Removed Before Decking

The decks were made of 1/4" mahogany plywood (one side good), using two sheets for each boat. The method of laying out the pieces is shown in the sketch. The advantage of the layout for two boats is that the grain will be parallel to the centerline of the boat on all pieces and there is no overlapping no matter how short the cockpit is, within reasonable limits. The layout for single boats has an overlap when cut for a cockpit shorter than 5'8" which results in having to glue in a small filler piece. We used a 5'6" cockpit, the filler pieces for which are small enough to be covered entirely by the rubber rub-rail. If plywood with both sides good is used, the first method may be used for single boats, turning the piece over to get the other side of the deck.

Each quarter of the deck was fitted at the seams and screwed to the hull at each corner. Holes were then drilled for screws at 3" intervals along the sheer, cockpit, and seams, using a combination bit that drills pilot hole, clearance, and countersinks at the same time. The positions of the frames were marked on the underside of the deck to aid in spreading the glue neatly. The deck was then removed and the frames and clamp were planed true. High spots were located by placing a straight edge parallel

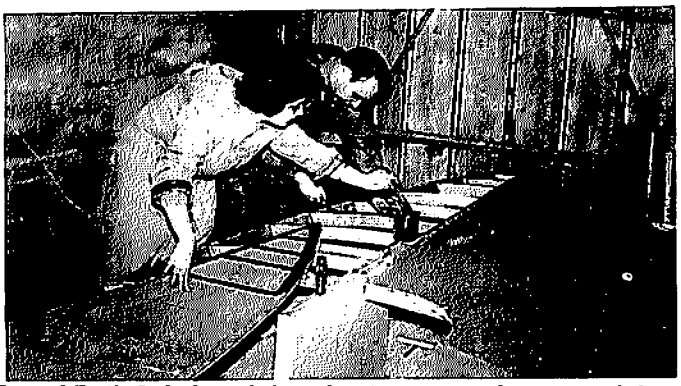


Ready for trimming

Trimming the clamp

One quarter of deck fitted and drilled

(HOW TO DECK A FIBERGLAS HULL from page 5)
with the centerline and moving it across the boat. After we finished trimming the frames and clamp, the deck was glued and screwed on. About 6 ounces of glue were needed for each quarter of the deck, coating everything liberally, including our fingers.



Sy and Ruth Label applying glue to pre-cut frames and deck sections.

When the glue had dried, we trimmed the deck at the sheer, using a sabre type electric saw. A thin steel strip was placed against the topsides to protect the surface from damage if we came too close with the saw. The cockpit and mast hole were also cut, after which the cut edges were planed to final size and contour. The screw holes were filled with Duratite and the whole thing was sanded. When the dust cleared, the edges were masked with tape where the rub-rail would later be glued on and a coat of varnish applied. The underside of the deck was given two coats of clear fiberglas resin, which eliminates the need of refinishing it for the life of the boat. The finishing of the deck and fitting out of the boat are the same as any other boat from here on.

The entire process of decking the boat took two weekends with an evening in between. The time taken for the job breaks down as follows:

Truing the hull	5 man hours
Framing	18
Headers, cockpit corners, etc.	6
Cutting deck, gluing, screwing	15
Trimming, sanding, filling	8
Total	50 man hours

The times are for the last boat we did, time for the first one being much more due to lack of experience and knowledge.

The cost of the hull and deck were as follows;

Hull (fleet price at time of purchase)	$350
Deck beam set (including headers, batten, and corners)	22
2 pieces 4x8 mahogany plywood	21
1 quart glue	4
4 doz. 2-1/4" #8 FH brass screws	1
2 gross 3/4" #8 FH brass screws	4
Odds and ends(kerosene, wood, etc)	10
Total	$412

All the costs were rounded off to the nearest dollar, and do not include the cost of tools we had to buy to do the job (the power tools were all borrowed or rented). For anyone interested in the cost of a complete boat, the breakdown is as follows:

Hull and deck (as above)	$412
Mast and stays	100
Centerboard (materials only).(Brass,80 lb)	60
Wood for rudder, tiller, spray rails, boom and floorboards	16
All hardware.....(some made, some bought)	58
Running rigging	10
Whisker pole, anchor, anchor line, paddle, life preservers, pump	35
Styrofoam flotation	10
Rubber rub rail and glue	16
Grand(?)Total	$717

The self-bailing cockpit which was built into one of the boats cost about $25.00 and weighs 36 lbs. With the 15 lbs. of the calculated weights allowed to floorboards taken into account, the cockpit adds only 21 lbs. More will be said about the self-bailing cockpit if it works out as expected in actual use.

Most of our purchases were made from the ads in the Bulletin and we were in all cases, happy with the service and quality. We are indebted to Mr. Berger of City Island for the advice and construction hints that he gave us.

The foregoing article is extremely interesting and educational —interesting in that it shows what can be accomplished with a Snipe by determined and willing amateurs—educational in that it not only shows and tells you how to do a painstaking job and answers all possible questions, but also provides a time and cost study as well. SCIRA is proud to include these talented members and wishes them many happy hours of sailing and successful racing in their new boats.

SHREVEPORT REGATTA IS A HUMDINGER

THE HARDEYS WIN THE BIG EVENT!

TULSA SHOWS CLASS WHEN JERRY JEROME TAKES SECOND PLACE —— BILL KILPATRICK GETS THIRD

As reported by that intrepid crew and newshound

MRS. CHARLES O. (RAY) HARDY

"To everyone's amazement, mainly ours, we won! We usually aren't worth the proverbial damn in high winds, but we really got going this weekend. The wind for the Friday Warm Up race was about 15 mph and pretty shifty, but it got rather soft towards the end of the race. We won, but were disqualified as we were over the line realy and didn't hear the recall. So, that gave the Lawton Memorial Trophy (the leopard skin-lined thunderjug) to the Old Master, Ted Wells.

Saturday, it really got to huffin' and puffin' with a steady 21 with gusts to 30. There were quite a few breakdowns and collisions in the first race. John Wideman broke a mast; Bob Cummings hit a mark, then flipped; Bill Simmons and Bob Embrey both came out second best in tangles with Lightnings; and International Commodore Harold L. Gilreath upheld the Snipe reputation by ramming and sinking a Thistle (no great loss, but it did slow Harold down momentarily). I was rather busy trying to help hold our bucket down, so I'm afraid I can't supply any interesting little notes on the race that the results don't show. In all, the Committee fished twelve (12) boats out and pulled in four disabled ones. (Not just Snipes, but all kinds).

The second race was run after everybody got in from the first, and the wind was just about the same. One of the marks got loose and drifted way up in a pocket and you've never seen such confusion! The Race Committee was protested, but it was decided to let the race stand. (Ted will probably hold a Post Mortem on it in Wells' Wanderings.) We all wandered around in that one. Bob Embrey had a right healthy second place when he dropped his crew overboard and had to fish him out. On one jibe, four boats partially came apart; Harold's whisker pole broke and punched a hole in his jib; Bob Lawton and Ben Moore pulled the slot clean off the boom; and Ted's jib came unlashed at the top and slid down the luff wire about eighteen inches..

Saturday night we had our usual feast on Williams steaks, but there was a sad note in that Eddie couldn't be on hand. He was in the hospital with some sort of respiratory infection. It's the first time he's missed our regatta in five years, and we sure missed him.

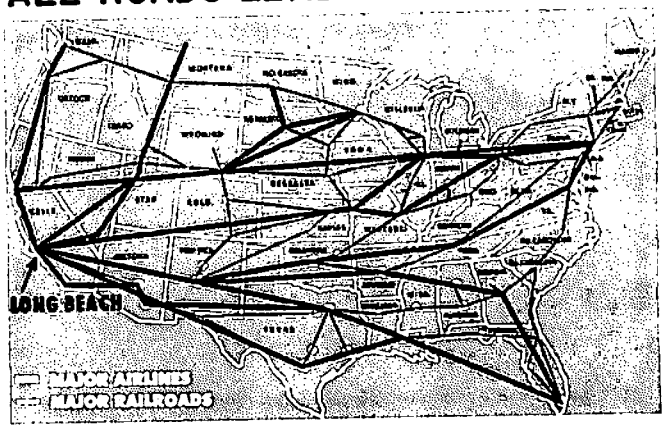
Sunday morning, the wind had quieted down to about 12-15 and was wonderful. (Especially, since we won). I can't think of anything interesting that happened in that one, either, as I had my hands full watching Ted Wells tight behind us.

There were a total of 83 boats in 6 classes, representing 16 clubs and 8 states, and I believe a good, though achin', time was had by all.

SHREVEPORT RACES

BOAT	SKIPPER	FLEET	1	2	3	Pos.
9191	Chuck Hardey	Shreveport	6	1	1	1
10155	Jerry Jerome	Tulsa	1	3	6	2
10370	Bill Kilpatrick	Okla.City	3	2	5	3
9753	Harold Gilreath	Atlanta	2	6	7	4
6025	Ted Wells	Wichita	7	8	2	5
9150	Bob Embrey	Shreveport	dsq	4	3	6
10321	Charles Swan	Ft.Worth	9	7	10	7
8643	Lawton & Moore	Shreveport	5	dnf	4	8
7128	Bill Rotzler	San Antonio	4	5	dsq	9
1	Bob & Dick Sorensen	Shreveport	8	10	11	10
7778	Sam Mueller	San Antonio	10	13	9	11
7344	Keith Simmons	Shreveport	14	9	14	12
10220	Ed Levine	Memphis	12	12	13	13
7089	Ted Thomas	Shreveport	13	14	12	14
10163	Malcolm Stevenson	Memphis	11	15	dnf	15
10219	John Arps	Dallas	dnf	11	dsq	16
8997	Bob Cummings	Dallas	dnf	dns	8	17
8159	Bill Johnson	Shreveport	15	dnf	17	18
9097	Val Lyons	Shreveport	dns	dnf	16	19
6435	Bill Simmons	Shreveport	dsq	dns	15	20
9151	John Wideman	Shreveport	dnf	dns	dns	21

ALL ROADS LEAD TO LONG BEACH



Preparations for the coming U. S. National Championships are in high gear at Alamitos Bay, home port of the host fleet. The Alamitos Bay Yacht Club, "General Headquarters", is celebrating its 30th anniversary this year and the Alamitos Snipe Fleet #218 has been active for nearly twenty years. Needless to say, the local Snipers (and they're upwards of 25) are anxiously awaiting the big event.

As mentioned in the last issue, the sailing conditions are strictly top drawer. The Long Beach breakwater extends almost endlessly, surrounding acres of clear water. The result is that, in the prevailing 12-18 mph westerlies, the chop seldom builds up higher than a foot or two. What more could a body want?

Motels in this tourist mecca are a dime a dozen, as are good restaurants and the like. (Readers are advised not to take this "dime a dozen" stuff too literally--Ed.) And speaking of tourists, it will interest them to know that Hollywood, Disneyland, and similar attractions are conveniently close at hand. The Snipers who enjoyed Atlanta's southern hospitality last summer will find that Long Beach, strategically located in Southern California, has lots to offer, too!

The schedule of events:
August 4-5: Junior Nationals
August 6-7: Crosby Series
August 9-11: Heinzerling Series

—Dick Lewis

ACTIVITY ON LONG ISLAND SOUND

With the dual purpose of supporting established, organized yachting and, in return, prehaps augmenting the recognition accorded to the Snipe Class by officialdom, the Manhasset Bay Snipe Fleet of Long Island, New York, recently joined the Yacht Racing Association of Long Island Sound.

This is a new venture by the Manhasset Bay unit, which has recommended to all nearby fleets that they take the same step. One of the aims is to re-establish Snipe in the L. I. Sound area, where the Y. R. A. dominates the scheduling and publicity, and where Snipes have virtually abandoned racing in the Sound--quite a long trip for small boats even if they had tows from local waters.

Actually, the Y. R. A. enlistment will not change customary Manhasset Bay schedules, as the fleet joined the Bay Racing program of Y. R. A., which is a post-war arrangement for local fleets to sail in home waters instead of in a central L. I. Sound location, and to be sanctioned and recognized as Y. R. A. activity with an appropriate trophy for the season, etc.

While many individual skippers have been Y. R. A. members in the past, this is believed to be the first entire Snipe fleet that has joined the Bay Racing program, although the Lake Quassapaug, Conn., fleet last year was listed as a member club. Unlike a member club, the Manhasset Bay Snipe Fleet includes members of various clubs on Manhasset Bay, themselves Y. R. A. components, and Snipe owners who are not club members.

We have great hopes of increased Snipe activity in this area

DO YOU WANT ENTRIES FOR YOUR REGATTA?
Why not help SNIPE BULLETIN and YOUR FLEET by advertising here?

WHY SNIPE?

(This article is taken from part of a brochure prepared by George Stewart Brown of the Potomac River Fleet #60 for use in the Snipe booth at the Baltimore Boat Show. Printed in a large 6 page folder, it makes an impressive showing and presents the case for Snipe so well, it deserves thoughtful reading by every Snipe owner. It is full of ammunition!).

Snipe is and always has been strictly a one-design boat. To be registered for racing, each boat must conform to rigid measurements and minimum weight requirements. These specifications, which have remained virtually unchanged throughout 25 years, are designed to prevent Snipe owners from being "out built" by later entries into the class. This is particularly important to Snipe sailors, because there are always a large number of new boats coming into the class and the boat is so stoutly constructed that, with reasonable care, it will last a lifetime.

The minimum weight and measurement requirements have been successful. It can be stated without qualification that a Snipe built 15 years or more ago to minimum weight can compete successfully with the newest Snipes of whatever material constructed. It has been proven many times over that it is the racing skill of the skipper and crew that counts most in the Snipe Class.

This is not to say that every Snipe sailing today can be classified as a potentially "hot" racing boat. In a class as popular and numerous as the Snipe Class, it was inevitable that some boats, through personal choice, would be constructed to weigh far more than the minimum requirement (there is no maximum weight requirement). Such boats, though excellent day sailors, are at a hopeless disadvantage in racing except in the strongest winds.

Originally, all Snipes were of planked construction. In recent years, however, specifications for plywood and indestructible all-fiber glass hulls, which never require painting, have been developed and approved. Consistent with strict one-design policy, the utmost care was taken to insure that hulls of these new materials would have no inherent racing advantage over those of planked construction. In actual practice, this has proved to be the case.

A few of the other advantages which have made Snipe so popular the free-world over for so many years may be listed as follows:

(1) Snipe is rugged. Whether of planked, plywood, or fiberglas construction, with reasonable care, it will last indefinitely.

(2) Snipe is safe and particularly adaptable for teaching children and other beginners to sail. For this purpose, it will sail well on mainsail alone and many beginner's races are sailed in this manner. There is ample head room under the boom, which not only adds to the comfort, but virtually removes all danger of a cracked skull from an involuntary jibe. In the 1955 National, Billy Roberts, the holder of the Junior Championship, deliberately capsized his Snipe to repair, and quickly righted the boat again to finish 9th in the race. But it has proved itself to be more than just a boat for kids. It is ideal for all ages on any body of water. It is the most representative boat of the greatest number of sailors all over the world.

(3) Snipe is fast and able and so sensitive that it responds instantly to the slighest change in wind or tiller position. Because of its weight and construction, the size and weight of the skipper and crew is relatively unimportant.

(4) Snipe is seaworthy and will successfully venture forth in winds and on seas which discourage many other types of boats.

(5) Snipe is easily trailed and may be launched from a trailer or on air rollers. The dagger board may be removed to lighten the load while handling.

(6) Snipe has a strong and healthy class organization which engenders friendly cooperation among its members. This fine spirit affords competition both in quality and quantity second to none. Racing is really keen all over the world!

In the fierce competition which exists today in the small boat market, designers and manufacturers are continually bringing out new classes and types which place particular emphasis on one characteristic or another which is expected to appeal to the public.

For example, the fastest one-design boat on the market today (there doubtless will be another next year) embodies an extremely light hull and large sail area, and employs a trapeze device suspended form the mast for use by the athletic crew to prevent the boat from capsizing. Barnum proved long ago that the trapeze has an appeal to the public and it is true that the combination of a flying trapeze and a sailboat has an irresistible attraction for some. No one would wish to deny this pleasure to those who like it. Since boats of one class rarely, if ever, race against boats in another class, the relative speed of the different classes is of no real importance. There is a point, however, at which emphasis on speed requires major sacrifices in other directions. The sailing speed of Snipe could be increased by lightening the hull, increasing the sail area, and adopting acrobatic devices to keep it right side up. But the Snipe class rules do not allow such things and for good reason.

Snipe sailors believe that the steadily increasing popularity of Snipe the world over is due to the fact that the design and class rules represent an intelligent compromise between all the characteristics which are desired in a small boat, such as: safety, durability, seaworthiness, speed, economy, transportibility, and smart sailing ability. This is why Snipe has two well balanced sails instead of one sail, a deck instead of the open type of construction, a high boom, and adequate but not excessive sail area, sufficient weight for stability on the water, etc.

The fact is that Snipe is in reality a well balanced small yacht rather than a specialized racing machine of "egg shell" construction and appearance. If this were not true, Snipe would not, after a quarter of a century, still be the largest international one-design class in the world.

UGH!

A pink elephant, a green monkey, and a yellow snake walked into a bar early one afternoon.

"Sorry, boys," said the bartender. "He hasn't come in yet."

Wells Wanderings by Ted Wells

MISCELLANY

New Paint Job - Old Boat

Being pressed for time this spring, I decided to follow my own advice given in last year's articles on refinishing Snipes and turned the job over to a professional painter. He, in turn, did a pretty good job of fiddling around before he got started, with the result that there were only three days in which to spray on two colors before we were to go to Shreveport, which, of course, meant that there would be no time for sanding.

One of the problems in spraying enamel is that, if the enamel is sprayed on very wet, it will give a beautifully smooth finish without orange peel, but sags and runs may develop. If it is sprayed dry enough to prevent runs and sags, the surface will be rougher and there will be a lot of orange peel. Because of the fact that no sanding could be done, the enamel was sprayed on very wet and the resulting finish really didn't need any sanding at all; or, at any rate, I so convinced myself.

While my final position in the Shreveport regatta might not indicate it, there was nothing wrong with the way the boat was going, so maybe all this sanding and polishing isn't necessary after all (of course, prior to spraying on the new enamel, the old enamel was well sanded and all gouges filled).

New Paint Job - New Boat

After two years of being completely dry, Santa Fe Lake has enough water in it so that the Wichita Sailing Club can start doing some sailing at home for a change. Having had only two years in which to get my new fiberglas hull finished, I, of course, ended up by putting the boat in the water about an hour before the first race of the opening day. The bottom had been sprayed with Coperoyd, which can be sanded to a very smooth finish but which as sprayed is extremely rough. Since the races on opening day were not point score races, I decided to go ahead and try the boat without sanding the bottom. The results were about what could be expected. We had three short races and John Rix with his fiberglas hull which he had sailed all last season in regattas took all three of them without difficulty. The evidence, of course, won't be conclusive until the bottom has been sanded and we have some more races, but I think it is pretty safe to assume that sanding and polishing on the bottom can be dispensed with only under very special circumstances if you intend to win races.

Light Centerboards versus Heavy Ones

The centerboard in my fiberglas boat only weighs sixty-two pounds as compared with seventy-nine pounds in my old boat (which, incidentally, I intend to keep on sailing until it falls apart, partly to convince people that old boats can win races and partly because I have had it for nine years now and parting with it would be like selling a member of the family). In the races mentioned above with the fiberglas boat, the wind was blowing hard enough so that we would frequently plane on the reaches, and there was no noticeable difference in the amount of hanging out that my crew and I had to do in order to balance the boat. We were using medium sails and had no particular trouble, whereas in Shreveport with the old boat and a seventy-nine pound board, Diane Lawton's and my combined weight of 245 pounds wasn't enough to hold the boat down to where we could accomplish anything at all; and I must agree with Art Lippitt that handling the sixty-two pound board is a real pleasure after wrestling with a seventy-nine pound one.

Preliminary Report on the English Self-bailer

In Wells' Wanderings for June 1955, I sketched a self-bailer

Ted and his new fiberglas Snipe #10025 sailing at Shreveport.

which Frank Penman sent me from England. This self-bailer has been installed in the fiberglas hull waiting for trial until last week-end. Since there weren't enough waves to throw any water into the boat, about the only thing that could be learned was that the boat had to be planing or water would come in through the self-bailer instead of going out of it if it were pushed down. This indicated that it will probably never work to windward, might not work downwind if you were surfboarding on a wave and your actual speed through the water was not too high, but probably would work on a steady plane with small waves.

As Others See It

Voice Of The People

LIKES IDEA OF A SMALLER PIVOT-BOARD

"Peter Nickles' letter in the May Bulletin proposing a less obtusive—and obstructing—shape for the pivoted centerboard is a logical and double-edged proposition.

Admitted that it would expedite the handling of a boat, one of the purposes of one-design specifications—as so often emphasized in the Bulletin—is to prevent outdating of a boat by the erosion of evolution.

In this case, however, I don't believe the danger of outdating is a serious one. The operation of modifying a Snipe to take advantage of the proposed arrangement would be a relatively simple and inexpensive task.

I'm for it—and I'd like to see some expression from other readers on the question.

(Incidentally, I'm not a member yet, but a colleague and I are now building Snipes which we hope to have in the water by fall.)"

---Jim Whiteshield
Boating Editor of the NASHVILLE TENNESSEAN.

"MANAGUA, NICARAGUA, IS A WONDERFUL PLACE!"

"Through the "YACHTING BRASILEIRO" magazine, I have learned about Snipe and your association. Enclosed you will find a check covering the cost of the booklet and the official plans.

I am interested in building a couple for myself and a friend, and it may be possible that eventually we would build a whole series of such boats to sell here and to organize a fleet and racing events, which are so very popular throughout the world. Out here, no sail boats have been seen on any of the bodies of water, salt or fresh, except for a few craft belonging to fishermen. If we succeed in our building plans, the Snipes will be the first pleasure boats in the country."

D. J. Corbett, Jr.
Secretary of the Brazilian Embassy

SNIPE IS POPULAR "DOWN UNDER".

"According to the measurement data sheet, most of our Snipes would measure satisfactorily except for rigging. Being unable to get Sitka spruce, we don't seem to be able to build a mast stiff enough and they develop wonderful S bends, etc, unless we put diamond stays on them. However, for next season, my partner and I are going to build a new stick complete--if possible--with an adaptation of Ted Wells' winches and we hope the internal halyards will stiffen our new spar sufficiently. The extra stays add so much to windage.

You will probably note from my reference to Wells that we have been able to get a copy of SCIENTIFIC SAILBOAT RACING. While some serious attempts at lightening boats have been made in recent yeasr, everybody in our club has been bitten by the bug and we anticipate some keen competition next season, although this season has been a good one in that respect.

As an example of Wells' methods, our leading and first Snipe the "SWIFT", (whose owners had the first copy of SSBR) was virtually redesigned in cockpit and rigging plan and it has consistently shown the way home on local courses.

I sailed as crew on "SWIFT" one day and then took over for awhile after the race. I was amazed at the change from the weather-helm to which we have been used to and the balance attained by following Wells' suggestions.

Also, we badly need good sails and have hopes of obtaining some from the United States, even though Egyptian cotton costs about 30% more than ours. I will try to get a photograph of our clubhouse and one of our boats for the Bulletin."

— Douglas J. Fergusson
Tasmania, Australia.

The above comment on SCIENTIFIC SAILBOAT RACING from the other side of the world once again proves that no Sniper can afford to be without the book. And your copy is more valuable now for the new edition costs $5.00. All royalties go into the SCIRA treasury, so pass them out freely for prizes, gifts, etc.

WANTED AND FOR SALE DEPARTMENT

CLASSIFIED ADS. Used Boats and Equipment

Why not try an ad here for only five cents a word, at a minimum charge of $2.00? RESULTS WILL BE GOOD!

AT LAST--Build your own "CHAMPION" mast! The complete plans of the famous WELLS round mast for Snipes. 4 sheets of blueprints with all the details, including hardware and rigging, for only $1.00 per set. SCIRA, 655 Weber Ave., Akron 3, Ohio.

FOR SALE: SNIPE DECALS. Two bright red Snipe insignia 6 1/2" long with number decals, only $1.00 postpaid. Use them on your car, trailer, boat, etc. STICKS ANYWHERE. Get them from SCIRA, 655 Weber Ave., Akron 3, Ohio.

BUILD YOUR OWN TRAILER. You can get blue-prints and a detailed instruction sheet for two different types of trailers which were especially designed by snipers to fit a SNIPE. Why spend a lot of money? Only $1.25 postpaid, complete.
SCIRA, 655 WEBER AVE., AKRON 3, OHIO.

FOR SALE: MILLS SNIPE #10010. 3 suits of Ulmer sails, 1 cotton, 1 orlon, 1 dacron. Bronze board, Seavy mast, Varalyay boom, Race-lite fittings, duraluminum halliard winches, Pimm sheets, Step-on-it pump, full length cover, special trailer. A CHAMPIONSHIP BOAT IN EVERY RESPECT. I hate to part with her, but must. Brooks Applegate, 1064 Lakeside Dr. S. E. Grand Rapids, Michigan.

Additional Race Dates

June 17-18	DISTRICT 2 CHAMPIONSHIP REGATTA, Lake Hefner, Oklahoma City, Okla. Bill Kilpatrick, Box 3658, Oklahoma City 6, Okla.
June 24-25	MIDWESTERN Championship, Wichita Sailing Club, Santa Fe Lake. Ted A. Wells, 755 Edgewater Road, Wichita, Kansas.
July 21-22	WEED & MAYER TROPHY Races. Olcott Yacht Club, Lake Ontario. Howard Fletcher, Olcott, New York.
Aug. 11-12	WINCHESTER INVITATIONAL, Lake Mystic, Mass. Arthur P. Schmidt, 1 Sachem Road, Winchester, Massachusetts.