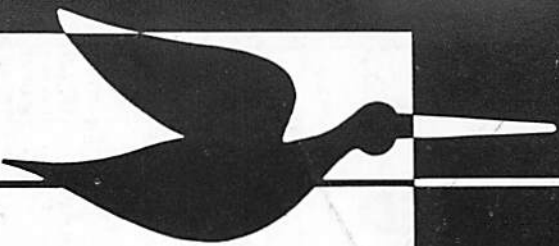


Snipe

BULLETIN



JUNE 1960
Vol. X No. 1

SUMMER TIME IS REGATTA TIME. A familiar scene as Snipers prepare to go home after a regatta. Outfits like this one travel all over the country. — Photo by Mal Stevenson



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SNIPES BULLETIN

The SNIPES 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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SNIPES 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 SNIPES BULLETIN of any change in address, giving both old and new addresses.

D. Alvaro de Urzaiz Retires

After serving for four years, D. Alvaro de Urzaiz has relinquished his post as National Secretary for Spain in favor of D. Angel Riveras de la Portilla. Over the years, Mr. de Urzaiz performed his duties remarkably well as co-ordinator of the 43 Spanish Fleets and Snipe activity is at an all-time high in his country as a result of his leadership. He has never failed SCIRA when called upon to represent the organization in yachting organizations. He was a leader in obtaining International Status for Snipe from the IYRU and has been out in front in the effort to get Snipe into the Olympics. We regret the loss of his services, but the knowledge that his interest in Snipe has not waned and that he will always be in the background assures SCIRA of expert advice in the future.

D. Angel Riveras has long been active in the class and displayed exceptional genuine interest in its affairs. He has had much recognition and many honors conferred upon him by Spanish Snipers and thus excellently prepared for his new position. SCIRA wishes him well!

***Snipe Class Urges Aid
to Youngsters***

Optimist International, a service organization with over 800 clubs, has been working sailing instruction into its youth program for the last ten years by sponsoring Pram Fleets in various clubs and localities throughout the world. Both boys and girls are being trained at an early age to become good sailors.

The idea originated in Clearwater, Florida, and Clark Mills designed a special little boat that was safe for youngsters, easy to build at a low price, and would really sail. From there, it spread throughout the country and then to Europe, and the Optimist International Headquarters, Railway Exchange Building, St. Louis 1, Missouri, has become a regular center of exchange of sailing promotion and information. Other popular boats for training classes are the Turnabouts, Blue Jays, Penguins, and El Toros, and they all help in their respective areas. In cost, size, and weight, they go up from the 7 feet 8 inches long Pram to the Blue Jay 13 1/2 foot sloop. But Optimist boosters feel your money goes a little farther and your children are a little safer in Optimist Prams.

Vivyan Hall, correspondent for Yachting Magazine in Florida, recently wrote an article for the New York Times, which was carried as a news item on May 8th, 1960 under the 4-column wide heading used above. An excerpt especially interesting to Snipers is carried below:

"Optimist International has received a fine assist. This is from the Snipe Class International Racing Association, the World's Largest Racing Class. SCIRA, appreciating that more junior sailors will mean more older ones for Snipes, has endorsed the movement and "urges Snipe sailor, everywhere to lend a hand with instruction and other help where the Optimists are launching their classes for young boys and girls."

"According to Alan Levinson of Indianapolis, immediate past

Commodore of the International Snipe Class, this is a nice step forward for boating."

The article then continues with detailed information and is quite lengthy, and illustrated with a picture of a young girl working with her Pram. All-in-all, a very fine piece of publicity for the sport of sailing and Snipe is proud to be affiliated with this worthy movement. Needless to say, all SCIRA members will give it loyal support.

Some New Members Wanted

Last month, we mentioned the fact that SCIRA had contributed to the United States International Sailing Association, advising you that the purpose of this organization is to assist U. S. sailors in international competition. We should also have informed you that the USISA needs individual support this Olympic year and that all contributions will be gladly accepted. Money so raised will be used to send the best sailors to Naples regardless of their own economic status, and expenses are understandably high for such an undertaking. Membership dues will be the main source of revenue.

You can send your check direct to the Association at 37 W. 44th St., New York 36, N. Y., from \$5.00 for a Junior Member up to \$250.00 for a Sponsoring Member, tax deductible. Popular classifications are: Contributing Member, \$50.00; Supporting Member, \$25.00; and Associate Member, \$10.00. Briefly, any amount you can give will be gladly accepted and contributions will be appreciated by all interested in the grand sport of sailing.

The above address is a famous one in the U. S. sailing world. Site of the New York Yacht Club, offices of the North American Yacht Racing Union are also maintained there with Bob Bavier, Jr., the NAYRU Secretary. It is virtually the official center of U. S. Yachting. Incidentally, you can obtain copies of the NAYRU sailing rules by sending 50¢ to Bob.

Some Miscellaneous Items

The new Rule Book will be mailed out to all SCIRA members entitled to get them this month — and that means to those who have paid their 1960 dues. The book establishes a new record with 172 pages as compared with 150 last year and 138 in 1958. But don't be alarmed -- there are not that many new rules to further complicate the problem of owning a legal Snipe; it's just further complicate the problem of owning a legal Snipe; it's just that there are more ads for a new record and a few additional pictures to make the booklet more interesting and informative. Seems like everything connected with SCIRA gets bigger all the time!

If you don't get your BULLETIN every month as entitled, be sure and let this office know at once. There can be many reasons of failure, but the situation can not be corrected unless notice is sent in here. Every so often, we get indignant letters complaining of the fact and so often we find it is due to the address furnished us being wrong or that dues aren't paid. So please make sure of these two requirements when sending in your notice of non-delivery.

As announced at various times in the past, the Western Hemisphere Races will be held this year in Argentina in October. We have not received the exact dates yet or details of arrangements, but they will be published next month. The two top winning teams of the Nationals are entitled to represent their country at that event.

The problem of finding suitable sites for the U. S. National Championship Races is an old one with us every year. SCIRA, with eligible entries scattered all over this broad country and not confined to one local area as some classes are, must always consider the convenience of the majority and it is rather difficult to line up bids with that thought in mind. So, if you know of any good yacht club anxious to be host to a great national sailing event, step right up and sound off! Some very fine yacht clubs are anxious for more activity and you can inform any in your territory that SCIRA is always receptive to considerate proposals.

The extra work required in getting out a larger BULLETIN coupled with the heaviest volume of mail for the year has caused a slight delay in answering letters. You'll get a reply soon!

PAN AMERICAN GAMES 6 STRAIGHT WINS

This outstanding performance in the 1959 Pan American Games speaks well for the sailing ability of Reinaldo Conrad of Brazil and his *Murphy and Nye Snipe* Shelf Foot mainsail. If you like to sail to win . . . use the sails the champions use!

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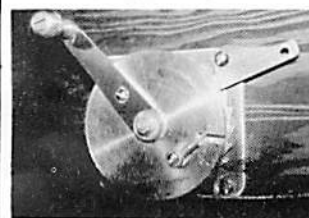
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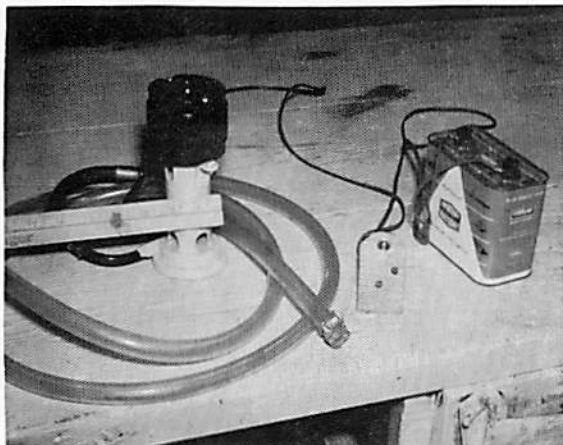
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VELA: MELCHERT E ARDNT VENCERAM EM BRASILIA

INTERESTING REPORTS ON ACTIVITIES AT BRASILIA
by Fernando de Avellar and William Hering

" Brasilia Inauguration Day was a big event for us, as you well know from the newspapers. The only sporting events were a sailing regatta of Snipes and Penguins in the morning and an automobile race in the afternoon.

The Secretaries of the Navy and Education assisted and afterwards distributed in the Alvorada Palace (the official residence of the President), the cups till third places between the 12 Snipers and 20 Penguiniers. Our three winners were Fernando C. Melchert in " Tequilla" 10865, Hugo Donat in " Chinook" 11763, and Burkhard Cordes in " Baby II" 11085 - all from Sao Paulo. Besides the nine Paulistas, there were only three Cariocas. The road distances between Sao Paulo and Rio de Janeiro to Brasilia are 1,088 and 063 miles respectively. An aviation strike deprived the event from the presence of Gaucho, Paranaense, Alagoano, Sergipano, and Potiguar Snipers. But fortunately, we have a little bunch with jeeps, trailers, and guts. They will not be afraid of 600 miles or more of reasonable recently-made roads. We hope that Bibi Juetz, Claudio Laszlo, and their travelling colleagues of Rio de Janeiro and Sao Paulo will be there for the great feast.

At Brasilia, Dr. Oswaldo Penido from the civilian staff of the President and an ex-President of the Brazilian Sailing and Motorboating Confederation is organising a fleet of Snipes. They already have four boats, one of which belongs to Dr. Penido himself, who used to race in 12 square metre Sharpies on his homeland Lake Pampulha - little dam of Bela Horizonte, the capital of Minas Gerais, which was built by President Kubitschek when he was mayor there 15 years ago. Now the counterpart of that lake (Pampulha) in Brasilia is bigger. Starting at the foot of the Alvorada Palace (our new White House), it extends for 20 miles. A grand place to sail for the new fleet, which I hope will be formed in a month or so."

And William Hering of the Billings Fleet 377 of Sao Paulo reports on the same event: " We were about 45 people flying from here to Rio where we picked up their yachtmen and 65 of us went on to Brasilia. It was really GREAT! The races in particular were very successful with good Brazilian skippers fighting for honor on this occasion. Of special significance was the fact that great crowds of " candangos", as are called the labourers at Brasilia, swarmed over the shores to watch the sail boats and the racing. Since many were seeing a boat race for the first time, they were actually very interested in the proceedings. The Dam is not yet at normal height and water is still running into it. Since the Palace is right on the shore near the dam, future presidents of Brasil will get in immediate contact with Snipe and Snipe sailing. Coupled with the aroused interest of the candangos, one can readily see that the outlook for Snipe is exceedingly rosy with such a big boost."

Brasilia, planned as it is, actually is preparation for the great future of our country. A large body naturally needs a proportionally strong and accordingly well-located heart. Although some criticize the way it was made, I think that now good use of what exists depends solely on the good intentions of succeeding statesmen and presidents in future years."

On May 6-8th, at the Billings Dam, Sao Paulo, three races for the 5th Arigi II Trophy, emblematic of the Southern Brazilian Snipe Championship were run, promoted by Fleet 377. Again Reinaldo Conrad's star shone as at Chicago and he has been acclaimed Champion. Gabriel Gonzalo and his teammates from Porto Alegre could not make it.

On July 15-17th, another three races for the Ceceila Pedroza Trophy for the Championship of Northern Brazil will be held at Aracaju, capital of the State of Sergipe, promoted by Fleet 414. The yacht club there is one of the prettiest we have.

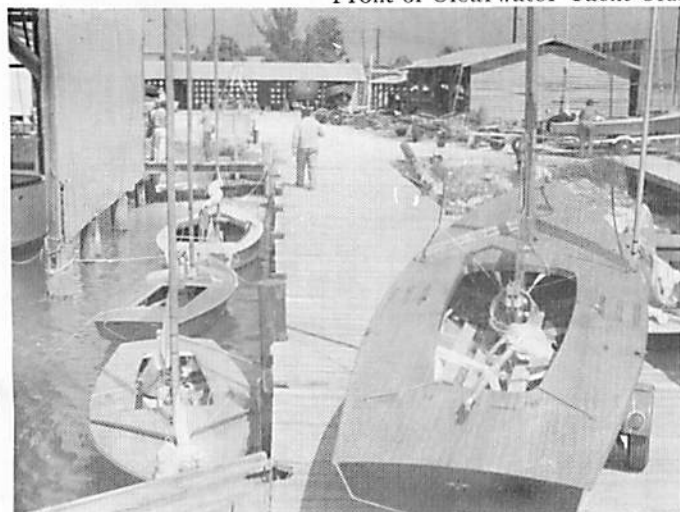
Following these races, the 1960 Brazilian National Championship Races will be held July 16-24th. The two top teams winning these six races will represent Brazil in the Western Hemisphere Races scheduled for Argentina this Fall.

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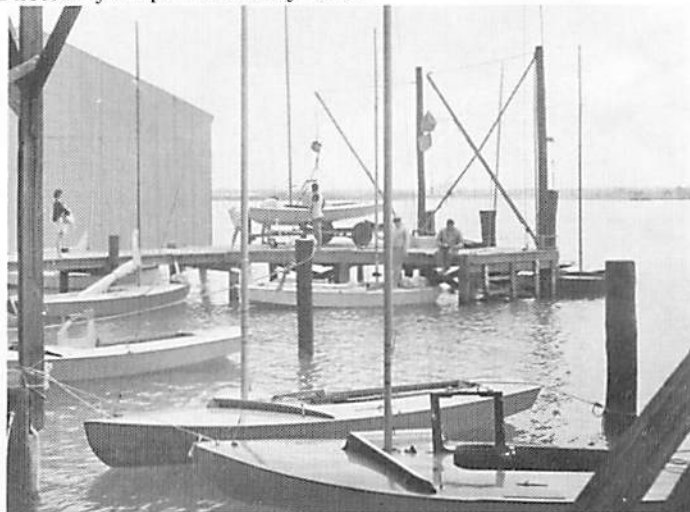
CLEARWATER READY FOR SNIPE CHAMPIONSHIP RACES



Front of Clearwater Yacht Club — Photos by Sniper Courtney Ross



Fine Docking Facilities at CYC



Two Electric Hoists on CYC Docks

The Yacht Club of Clearwater, Florida, known to Snipe sailors throughout the world as headquarters for regattas held on the Gulf of Mexico off Clearwater Beach, is rolling out the red carpet to welcome its first important summer sailing event, the 1960 U. S. National Championship Regatta, scheduled for August 18-26th, 1960.

More than 70 entries are expected to bring America's finest Snipe skippers and crews for these races, which will be sailed over the course used annually by the International Midwinter Championship Regatta. The Clearwater Chamber of Commerce is co-operating with the Yacht Club to assure outstanding success of this most important sailing meet.

Co-Chairmen of the regatta are Clearwater sailors Dr. Don Cochran and Frank Levinson. Planning Regatta Week as a family highlight, they are issuing invitations to all eligible Snipe sailors to enter the races and bring their families to enjoy Clearwater Beach and its fine seashore-vacation advantages.

The excellent facilities of the CYC will provide everything desirable for headquarters for the sailing visitors, and a program of entertainment, with all age groups in mind, is being arranged for each evening of the week.

In a picturesque tropical setting of palm trees and blue skies, the low, rambling YC building fronts on Mandalay, the main boulevard of Clearwater Beach, with plenty of parking space. The clubhouse backs along the protected waters of Clearwater Harbor, where excellent docking facilities, with paved launching ramp and two electric hoists, permit easy launching of boats.

The racing schedule begins Aug. 18th at 1:00 P. M. with a two-day Junior Championship series. This series, lasting through Thursday and Friday, will be made up of 5 races.

Awards will be made at a Junior Banquet on Friday night.

The Crosby series of the Nationals will get under way Saturday, August 20th, at 1:00 P. M. and continue through Monday, the 22nd. Then skippers sailing in the Heinzerling and Wells series will start Tuesday afternoon with racing ending not later than Friday with the banquet that night.

While sailors are off to the races, their families and visitors may enjoy hours of vacation fun on the wide white sand beach along the Gulf of Mexico in front of the club. Here they may sun and play, swim in the sparkling indertow-free Gulf waters, and have an unobstructed view of the sailing races. For those who wish to follow the races, a spectator fleet will be provided. Those who prefer may swim in the large new Olympic pool at the club and relax at umbrella shaded tables along the terrace.

The CYC is located near all the many fine motels and restaurants of Clearwater Beach. Lunch and dinner will be served at the club each day.

Personnel in charge of some of the Committees include Race Committee Chairman Art Kisby; Boat Measurer Don Cochran, Sr.; Sail Measurer Frank Levinson; Weigher Taver Bayly; and Briefer Guy Roberts.

Skippers accustomed to lake sailing are encouraged to come down a few days early to acquaint themselves with sailing on the open Gulf. Weighing must be completed by Friday noon, the 19th, and all boats will be weighed regardless of permanent cards, so check them carefully before you leave home.

Entry blanks must be filed at National Headquarters not later than midnight, August 8th. Proper blanks and all information have been sent to Fleet Captains and any additional information may be obtained by writing to Dr. Don Cochran, Jr., Box 756, Clearwater, Florida.

THREE CRACK U.S. SKIPPERS INVADE BAHAMAS

— WELLS SCORES 1ST - TILLMAN 2ND - BASIL KELLY 3RD - WHITTEMORE 4TH IN BAHAMAS REGATTA WEEK —



O'KELLY ON WAY TO WIN — This fine sailing picture shows how the Kellys "got" Terry and Bob Whittemore in one of the races at Nassau. Sailed by Basil Kelly and Buck Johnson, O'KELLY (10052) won this race by a close margin. Second is ELATION (7432) with the Whittemores; Godfrey Kelly and Peter Johnstone in HEADACHE (10051) have them very carefully blanketed. — Photo by Bahamas News Bureau; Article by Dr. Kenneth Eardley

The first Bahamas Regatta Week sponsored jointly by the Nassau Yacht Club and the Royal Nassau Sailing Club was sailed in Montagu Bay April 24-30th. Durward Knowles and Sloane Farrington won the Star Series; Ding Schoonmaker and Kim Van Voast the Flying Dutchman; Godfeey Kelly, Basil Kelly, Peter Christie, and Robert Eardley alternating as crew won the 5.5 metre.

Ted Wells, with crew Floyd Hughes, and the Whittemore brothers, Terry and Bob, shipped their own boats over from the U. S. The 1959 U. S. National Snipe Champion Dick Tillman and the 1957 Finn Champion Bill Aicardi came to sail Finn Monotypes, but when their boats did not arrive, Geoff. Johnstone lent Tillman his Lilly-Lu-Lu and crew John Morley while Bob Eardley crewed for Aicardi in Junkanoo. These four sailed against five Sailing Club Snipers in what proved to be one of the closest photo-finish series in the history of SCIRA.

As this regatta was intended as a shake-down trial for the Olympic Selection Committee, Olympic courses were sailed with the smaller boats sailing a 6 to 7 mile two lap course; Olympic scoring was used throughout.

Sunday saw a 25 knot gale blowing from the East, so the course was sailed in land-protected Emerald Beach. Basil Kelly and Buck Johnson in O'Kelly (reconditioned after its accident in Florida during the Midwinters), romped away with two easy 1sts. In the first race, Terry Whittemore's 2 min. 44 secs, behind was 2nd, followed by Tillman and Wells. The

second race saw the Kelly brothers 1-2 with Wells in 3rd until a squall with winds up to 50 knots hit as Ted was 2 boat lengths from the finish line, forcing him to lower sail. At squall's end ten minutes later, he found himself in 6th place. Tillman dropped out in the first lap, having fouled at a marker, and the Whittemores broke a rudder. Aicardi, having broken a rudder in the first race, was unable to make repairs in time for the second.

On Monday, the wind had dropped so much 11 boats had to be towed back to Montagu Bay in one of the heaviest thunderstorms Nassau has seen for years, delaying starts until 4 o'clock. Terry won the opener in a 15 knot breeze with Tillman, Basil Kelly, and Aicardi following. There were only 131 seconds between first and last place. The night-cap was even closer — a bare 110 secs. between Tillman in first place and Peter Christie in 7th. Wells was 2nd and Tippy Lightbourne 3rd. Aicardi broke a spar.

Tuesday racing saw winds dropping to 8 knots. Peter Christie led most of the way until he got separated from the fleet in the last leg, allowing Wells and Whittemore to pass him. Basil Kelly with a 4th still had a commanding lead in series points, with Whittemore, Tillman, and Wells following in that order.

Wednesday the wind had gone and so had Basil's hopes, for he is an excellent heavy weather sailor but like a turtle on his back when the wind dies down. Wells got his 2nd win in a close-

ly packed finish with only 94 secs. between the first 6 boats; Peter Christie was 2nd and Terry, 3rd.

At this stage, after dropping their worst race, it was anyone's series for Kelly, Wells, and Whittemore, with Tillman only 1 place behind.

The final race was a drifting match for everyone except Tillman who took a commanding lead at the start and held on to it. Christie was in 2nd place with Wells and Whittemore battling it out for 3rd place and Basil Kelly in back of the pack. It ended two hours later with Christie dropping back, leaving a duel between Ted and Terry for 2nd place with Ted finally crossing the finish line 6 seconds in the lead, winning for himself the top spot of the series and relegating Terry to 4th position in the overall standing.

The remainder of the week was taken up with completing other classes in readiness for the presentation on Saturday night at the Nassau Yacht Club where Sir Roland Symonette officiated over a tablefull of handsome trophies.

The Bahamas Regatta Week will be held again in April 1961 to coincide with the Star Class Spring Championship, and bi-annually thereafter. It is hoped there will be a larger Snipe entry next year. You are all welcome!

For the sake of those unfamiliar with Olympic scoring, the final results are tabulated below in SCIRA fashion:

FIRST ANNUAL BAHAMAS REGATTA -- NASSAU -- APR. 24-30.

BOAT	SKIPPER	CREW	RACES	1	2	3	4	5	6	7	Olym.Scira
6025	Ted A. Wells	Floyd Hughes		4	6	x	2	1	1	2	4348 8836
10055	Dick Tillman	John Morley		3	x	2	1	5	5	1	4154 8758
10052	Basil Kelly	Buak Johnson		1	1	3	4	4	4	x	4047 8751
7452	Terry Whittemore	Bob Whittemore		2	x	1	6	2	3	3	3996 8755
9921	Peter Christie	Jerry Pyrom		6	4	6	x	3	2	5	2774 8151
10051	Godfrey Kelly	Peter Johnstone		5	2	6	5	6	x	4	2475 7932
9920	Godfrey Lightbourn	Sigmund Fritchard		7	3	8	3	x	DENSENS		1518 5133
---	Bill Aicardi	Robert Eardley		DNF	x	4	DNF	7	7	7	1338 6930
9596	Taylor Bates	Bob Skeele		8	5	DNF	-	-	-	-	508 2585



SEVEN SNIPEs AT START -- Brisk breezes ruffled the waters as the boats get under way. Having the jump by a slight margin is U. S. Champion Dick Tillman in 10055.

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EDDIE WILLIAMS WINS SOUTHERN CHAMPIONSHIP



Williams crossing the finish line at the end of the last race. Note the neat life-saving jackets.



Eddie Williams flirts with the Maid of Cotton while other winning skippers (Lightning, Penguin, and Thistle classes) look on.

Past Commodore Eddie Williams, in his usual style, took first place in the 5th Annual Cotton Carnival Regatta down in Memphis May 7-8th. And Pappy Welch, "the Parson without a country", took second place in his new boat. Third place went to Charlie Cash; while fourth position to Wilson Fly - and a proud Wilson. we might add - since he is the newest addition to our fleet and has only been sailing a Snipe (or any boat, for that matter) a very few months.

Thanks to the elements, McKellar Lake was free of debris and hazards experienced last season. The winds were made to order for those with heavy wind sails, "beef", and strong muscle. Typical Williams qualifications! Both Saturday morning and afternoon races were sailed with winds from 20-26 mph - in fact, when Eddie capsizes, it is really blowing. We use the word "capsizing" advisedly, since Eddie and his crew jumped out and flipped the boat upright in short order and went on to take 2nd place in the first race in the morning. It was during this race that Pappy lost his crew, Cora Davis, and in maneuvering to pick her up, came in third.

Charles Cash came in 1st in both of these races Saturday, but disqualified himself on realizing he had fouled Eddie at the start. One of these cases where Charlie almost made it -

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gambled and lost!

Saturday night after a pleasant hour of "Cotton Carnival Concoctions", a buffet dinner was served. After much muscle-tightening exercises during the day, sailors and sailorettes still found energy to dance to a low-down-beat of a "sho'nuff Dixieland Band".

Sunday morning, at the beginning of the third race, the winds were fairly steady at 15-20 mph, but shortly after the start they became very erratic and fluky, requiring some to tack repeatedly. The courses of all three races averaged 3 1/2 to 4 miles in distance and were triangular. It was an exciting race for those in the rear ranks as change in positions was frequent. Pappy Welch got a 4 to 5 boat length start over the rest of the fleet in the final race, but Eddie overtook him and kept the lead, coming in 1st and cinching the title. Andy Aiken finished 2nd and Pappy 3rd in this race.

The Delta Sailing Club was honored in having the Cotton Carnival King and Queen and Maid of Cotton present the trophies. The Mayor and City Commissioners also were present. Eddie Williams, on receiving his trophy for first place, reciprocated by presenting his famous Kansas City steaks to the King and Queen, and got in a good plug for the Saddle and Sirloin Club of Kansas City. Sniper Sherman Crumpler, Regatta Chairman, received thanks from everyone with compliments for staging such a successful regatta.

— Jane Cash

5TH ANNUAL COTTON CARNIVAL SNIPE REGATTA Memphis - May 8-9, 1960

BOAT	SKIPPER	RACES	1	2	3	PTS.	FIN.
9740	Eddie Williams		1	3	1	4644	1
12098	Howard Welch		2	2	3	4486	2
10225	Charlie Cash	DSQ	1	4	4	4125	3
10880	Wilson Fly		4	4	7	3894	4
9440	Girl Scouts		3	DSQ	6	3693	5
10165	Sam Dunn		5	DNF	DNF	3746	6
10887	Joe Miller		DNS	5	5	2592	7
10174	Herb Brown		DNS	6	DNF	2186	8
7197	Andy Akin		DNS	DNS	2	1521	9
10853	Herman Crumpler		DNS	DNS	8	1089	10

No Busman's Holiday-

With A Book And A Sailboat, They're Touring Waterway



Barbara West (right) watches her sailing companion, Barbara Walters, toss a line to make fast at the completion of their trip.

According to the tradition that sends a bus driver out for a spin in the family car on days off, airlines stewardesses should make a bee-line for the nearest airplane, come vacation time.

Such, however, is not the case with a couple of Pan American hostesses named Betty - Betty West and Betty Walters.

When the day came for them to leave the stratosphere and 350 mph Douglas DC7 airliners behind for 30 days, they headed post haste for Key Biscayne Yacht Basin, a 1 1/2 foot Snipe class sailboat, and breathtaking 5 mph speeds.

They departed from Key Biscayne a week ago Monday, their tiny craft - called "Burr" - riding gunwale deep from the gear stowed in every available inch aft, forward, and amidships.

Their announced vacation goal: To sail the Inland Waterway to Jacksonville, then journey up the St. Johns River to Deland and the home of Miss Walters' uncle. Monday night they arrived at the Daytona Beach Municipal Yacht Basin.

Yesterday morning, after a short excursion by land to see Uncle Willis, the hardy pair of seafaring stewardesses weighed anchor for the next leg of their nautical experience, and hoped to be in St. Augustine by nightfall. Tonight, they expect to sleep in Jacksonville.

Physically, neither girl appears the type to set off in a boat to conquer a stretch of water whose sometimes treacherous tides have made strong men in large power yachts quake at the wheel. Both are short, small boned, petite; their demeanor ladylike. Neither will admit to attempting to prove that women can do anything men can. "We just love to sail," said Miss West, "and we figure the experience we gain on this trip will give us a better chance to win the women's sailing regattas we hope to enter this summer. And we wanted to get as far away from airplanes as possible," she added hastily.



Travelers arrive in Jacksonville, Florida, at end of 13-day trip up the Inland Waterway from Miami.

Included in their vacation baggage is a box of books and one of them is titled "Sailing Made Easy With Pictures." "We've only had the boat a month and we're learning as we go along," said Miss Walters, smiling at the remark made only partly in jest.

The trip so far has been smooth and uneventful. "Normally we go ashore to sleep," said one of the sailorettes. "But the other night we had to stop at a bridge near Cocoa. It was shut down by a power failure and couldn't raise to let us through. So we unrolled our air mattresses and slept in the cockpit." The girls swore they slept comfortably, although the cockpit seemed barely large enough to accommodate a pair of virus germs. "We had our high water problems, too," added Miss Walters. Pointing to her companion, she continued, "She's lost two hats and a pair of glasses so far. Waves washing over the boat carried them away."

"She lost a hat herself," remarked Miss West of the modest Miss Walters.

These and other experiences have failed to daunt the distaff duo. They were obviously enjoying themselves - to the consternation of waiting motorists - as they inched through the South Bridge and up the Halifax River yesterday on their way to new adventures. (Sent in by Jim Morris of Miami Fleet 7)

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— Atlanta Skippers Dominate Sailboat Regatta —

BRAD McFADDEN WINS IN CHATTANOOGA -- JANE DeLOACH, 15, UPSETS BETH NORWOOD IN LADIES RACE



TROPHY WINNERS AT REGATTA—Top trophy winners at the ninth annual Southern Snipe Championship Regatta held Saturday and Sunday on Lake Chickamauga by the Privateer Yacht Club are shown above. Left to right, Phil Coates, Privateer Snipe fleet captain; Brad McFadden, Atlanta, first-place regatta winner; Harold Gilreath, Atlanta, second; Dick McCarthy, Atlanta, third; Frank Suesz, Cincinnati, fourth; Andy Akin, Tullahoma, fifth, and Stewart Roberts, commodore of the host club.—(Staff photo by Bob Sherrill.)



POWDER PUFF WINNERS—Jane DeLoach, left, 15-year-old Girls Preparatory School sophomore and member of the Privateer Yacht Club, won the powder puff race, for ladies only, an extra feature of the annual Southern Snipe Championship Regatta, and Beth Norwood, 17, of Atlanta, right, was second. They were trailed by six other entries.—(Staff photo by Bob Sherrill.)

Brad McFadden, Jr., a youthful Atlantan and former McCallie student, captured first prize trophy in the 9th Annual Southern Championship Regatta sponsored by the Privateer Club on Lake Chickamauga May 22-23rd. He and others from the always hot Atlanta YC fleet took 8 of the first 10 places in the regatta.

The principal satisfaction for the local club, other than that of hosting a highly successful regatta, was the victory of 15-year-old Jane DeLoach, a GPS sophomore, in the powder puff race, a ladies only affair which was held after the regatta.

Miss DeLoach, a novice at racing, and her crew, Jeanne Spencer, a classmate, handled their boat like veterans in a stiff wind to pull the upset of the regatta - that of beating Beth Norwood, 17, a member of the celebrated family of Dr. Sam and Mimi Norwood of Atlanta, who has a fine record as a racing skipper as well as being the 1959 National Champion crew of the Snipe Class. There were 8 boats in the powder puff event.

Two races in the Snipe championship regatta were held Saturday and 1 Sunday, all 3 in ideal sailing weather. Winds of 15-20 mph prevailed, which made the contesting boats skim briskly in the bright sunlight.

One boat capsized in the 2nd race Saturday when Ham Clark of Columbus, Ga., got a ducking. He also broke a stay on his craft in Sunday's race.

— Brainard Cooper

9TH ANNUAL SOUTHERN CHAMPIONSHIP

Chattanooga, Tennessee — May 21-22, 1960

(Order of finish is listed below)

- | | |
|--------------------------------|----------------------------------|
| 1. Brad McFadden, Jr., Atlanta | 16. Cliff Hogg, West Point, Ga. |
| 2. Harold Gilreath, Atlanta | 17. Jack Shea, Tullahoma |
| 3. Dick McCarthy, Atlanta | 18. Lowery Lamb, Chattanooga |
| 4. Frank Suesz, Cincinnati | 19. Hubert Horan, Chattanooga |
| 5. Andy Akin, Tullahoma | 20. Owen Helton, Knoxville |
| 6. Delkin Jones, Atlanta | 21. Don Arthur, Chattanooga |
| 7. Dr. Sam Norwood, Atlanta | 22. Virgil Nolan, Atlanta |
| 8. Tom Steward, Atlanta | 23. Lamar Card, Chattanooga |
| 9. Beth Norwood, Atlanta | 24. Ham Clark, Columbus, Ga. |
| 10. Frank Johnson, Atlanta | 25. Stewart Roberts, Chattanooga |
| 11. Dan Williams, Chattanooga | 26. John Wesley, Chattanooga |
| 12. Ken Daniels, Cincinnati | 27. Jake Blanton, Atlanta |
| 13. Bud Hook, Indianapolis | 28. Wilson Fly, Memphis |
| 14. Lloyd Cox, Chattanooga | 29. Dixie Roberts, Chattanooga |
| 15. Joe Harmon, Atlanta | 30. Brainard Cooper, Chattanooga |

1959 World Championship



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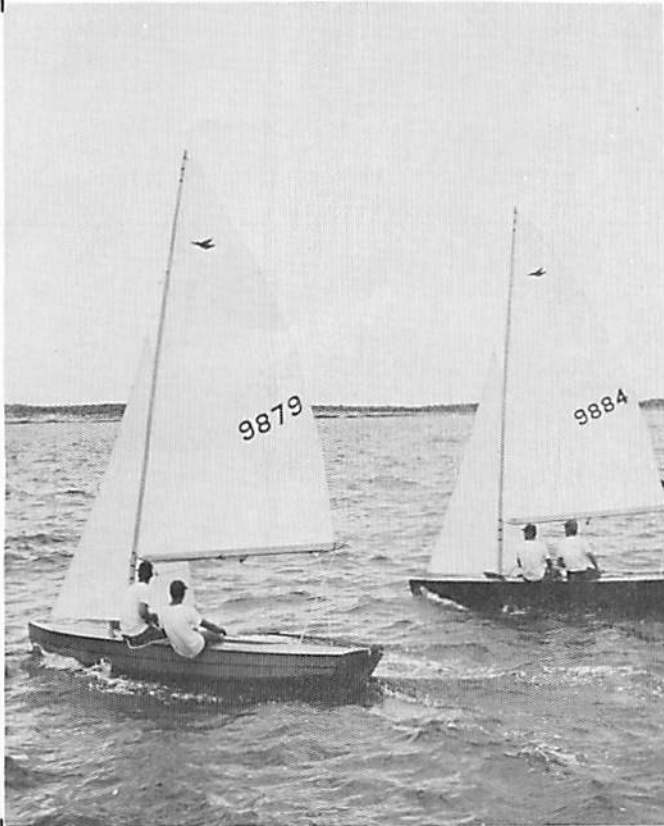


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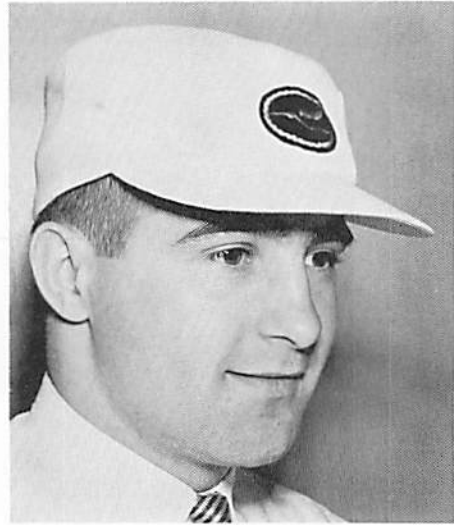


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SNIFE NEWS IN BRIEF

A group of Snipes at Sackville, New Brunswick, Canada, have started sailing together and in spite of their racing inexperience, had a fine record against the Lightnings and P.C.'s. last season when three of the six Snipes entered finished after each other in the top three races of a ten race series. 13 boats in all competed and no handicaps were awarded. They expect 3 new boats this year and hope to get a fleet established soon. . . . Canadians are quite pleased and excited over the new fiberglass hulls now being turned out by Grampian Marine, Ltd., of Oakville, Ontario. A 25% duty made U.S. boats prohibitive, but Dick Kneulman and John Burn are experienced boat builders and their product is excellent, according to Howard Richards. This chance to get good boats will boom interest in Snipe in Canada. One newcomer is John Robertson, who, in 7 years competing in the Lightning Class World Championship Races, never placed worse than 4th, which is quite a record in a 40-50 boat fleet. So it looks like international competition is going to be tougher! . . . Dick Epler is the only Sniper in Honolulu and he competes under a handicap system with other classes. Says Dick, "It's frustrating to come in first and finish 5th. But last Sunday, I raced a Cat with no handicap and although he had me by 200 yards turning the final mark, he goofed and I beat him by one second! What a thrill! and what a pleasure! And also good publicity for Snipe." . . . Carlos Bosch says, "Believe it or not, we are still managing to do some Snipe racing in Santiago." They have built a new boat house and started a junior program. Augustin "Jordy" Gil is the new fleet captain and while the number of boats racing is small, they hope to gradually resume their old activity. . . . Oakville Yacht Squadron has a good, active fleet of about 20 Snipes and are doing a lot to promote Snipe racing in their area by attending regattas in District 5 and, in turn, would like more boats from the U.S. to come to their big Molson Trophy Regatta August 13-14th. They hope to take the New York State Championship home with them this month, thus attracting U.S. sailors to come after their top award in revenge. . . . Lake Merritt Fleet 92 had finished 5 tune-up

races by the middle of March this year, with 14 boats in each race for the best performance ever. They get lots of practice out there. . . . Hans Nienstadt of Caracas, Venezuela, requests all possible information on Snipe and SCIRA so they can consider the class in forming a new fleet. Sure would like to see Venezuela join the Snipe family of nations. . . . Middle Tennessee Fleet 440 has added one more boat to their fleet with more hot prospects for used boats than ever before. Things are looking up for them. . . . P.G. Harris, FC of the Stone Sailing Club Fleet 372 in England, reports, "At our exhibit at the National Boat Show I had several people who said there were many Snipes racing in Egypt and perhaps an effort should be made to get fleets organized there. Also, in Singapore there are Snipes being raced by four prominent yacht clubs. There appears to be an increasing demand for Snipes here at the moment, I hope due to the increased publicity of recent weeks. However, the builders do not have boats in stock and that must be overcome before we can get very far. I intend to do all I can to get Snipe really built up on this country." Enthusiastic and hard-working sailors like Mr. Harris are what makes SCIRA tick. . . . The Sea Scout program at Abilene is paying off for the West Texas Fleet with one boy already graduating into a boat of his own. They all appreciate free copies of the BULLETIN. This will be the best racing year for the West Texas Fleet and they expect two entries at the Nationals this year. . . . Sven Rantil says the coming season promises to be the greatest ever in Sweden and promises to send in complete reports. . . . Looks like a provisional fleet may be formed at the Leatherlips YC on the Mohican Dam in Ohio by Donald Black, 3093 Ruhl Ave., Columbus, Ohio. They have four now and a 5th coming in, so if you want to get in on the ground floor, get in touch with Don. . . . Mr. Be Wie Go of Sematang, Indonesia, writes on behalf of the local yacht association "PORAS" asking for complete instructions on building a Snipe and facts about SCIRA. When we became the International Snipe Class, we attracted attention in faraway places and stirred up interest to the point of investigating how to get in on the fun. If Snipe gets into the 1964 Olympics in Japan, chances are mighty good that we will have a Far East District some of these days!



1959 NATIONAL SNIFE CHAMPIONSHIP

Recognize these winning grins? These happen to be worn by the new National Snipe Champion, Richard Tillman, and his crew, Beth Norwood. Had we the space we would like to display many more such winning smiles, including those of the Jr. National Snipe Champion, Leslie Larson.

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

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BAHAMAS REGATTA WEEK

Last year 6025 got a long ride to Bermuda; this year, my fiber-glas boat 10025 rode 3800 miles on the highway and about 380 miles on a passenger liner to race 50 miles in Nassau, Bahamas.

Unfortunately, Bermuda and Nassau both scheduled regattas at the same time this year. The fact they were at the same time probably didn't keep anyone from going to both regattas as I doubt that anyone could go to both anyway, and probably not very many could go to either one every year. This problem will be settled, I believe, by holding each regatta every other year in the future. They are both beautiful places to sail and are excellent regattas, well worth hoarding time and money to be able to go.

For awhile, it didn't look like I would get there either, but by going to Miami the hard way (which is to go by way of Omaha) and taking advantage of the frequent overnight boat shipping facilities, I got to Nassau. It was quite a regatta! The winds varied from fairly strong in two races (including a thunder-storm which struck near the end of one of them) down to almost drifting conditions during short intervals in two races. Most of the time, there was a beautiful sailing breeze, which was a good thing for the two old men on 10025. (Floyd Hughes, SCIRA Board Member and Governor of District 2) who flew down to crew for me, may object to this remark, but there were times when his tummy muscles would have agreed.)

Never have I seen better demonstrated the truth of the adage, "The regatta isn't over until the gun fires on the last race." Terry and Bob Whitemore were very slightly ahead of us at the start of the beat to the finish line of the last race. Our bitterly complaining tummy muscles fortunately held out long enough for us to get out from in under to win by 6 seconds — and those 6 seconds represented the difference between first and fourth place in the regatta! Dick Tillman and Basil Kelly were in second and third by an extremely small margin regardless of how this particular duel worked out.

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GUY ROBERTS

SNIPE RACING SAILS, Inc.

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There were seven races with one being dropped, and the scoring was the Olympic system which puts a terrific premium on higher places. As it turned out, neither dropping a race nor the scoring system proved much, mainly because the four top boats split up the top places pretty well. Floyd and I had 2 firsts and 2 seconds; Dick Tillman had 2 firsts and 1 second; Basil Kelly had 2 firsts and 1 third; and Terry had 1 first and 2 seconds. The Olympic scoring did mask the closeness of the finishes. If we had counted all seven races and scored using the Snipe system, we would have had 9992 points to 9976 for Basil. Dropping one race and using Snipe scoring, Basil would have moved back to fourth place with 8751 points, with Tillman staying in second with 8757 points. Terry is in between with 8755 points.

To those of us who sail in the middle of the country, discussion of the relative merits of different types of courses is purely academic in most places. We use what little water we have, and as many marks as necessary to get as much windward work as possible. We were supposed to sail Olympic courses in Nassau, but ended up by sailing Gold Cup courses, which are two-thirds of an Olympic course. This type of course, which combines a triangle and a windward-leeward course in a single race, has only one disadvantage — there are some sea conditions where a triangular course is safe and a down wind leg which is dead before the wind may be decidedly unsafe. Also, unless modified, these courses give a very short beat to the first mark after the start. Both in Nassau and in Bermuda, modified Gold Cup courses were used with the start and finish about one fourth of the way up the windward leg.

While we were in Nassau, they changed the courses for the later 5.5 Meter and Star Class races to correspond with what is rumored to be the future Olympic course. In this course, the start is at the bottom of a flat triangle (45-90-45 degrees) which is the first lap; the second lap is windward-leeward, but in the meantime the Race Committee has moved to the end of the windward leg so the race consists of two laps plus a beat over the full windward leg to the finish. In moderate winds, I would like that; in high winds, I'm afraid my tummy muscles would rebel. Of course, where total course length is fixed, this requires less water. Since we are gunning for admission to the Olympics, maybe we should try this type of course where we have the water (we have been using a minor modification of this for years in Wichita at our regattas with two full laps each consisting of two beats, two reaches, and a run, plus a beat, a reach, and a beat to the finish. Five marks on the course.)



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Thomas Paine

Voice Of The People

COULD BE A SOLUTION

"Since it's evidently impossible to run reports of all regattas the month after they happen (there being not enough space to go around), how about this:

Why not run a monthly column listing winners and runner-ups only? Name the regatta and the top five finishers. Call it "Top Five", if you choose. Reporters could wire the results and mail a longer story later."

— Dick Elam, Abilene, Tex.

ANOTHER CONVERT

"I recently acquired a new fiberglass Snipe and I have learned a lot! It might interest you to know the U.S. Navy (so help me!) took delivery of eight fiberglass hulls just like mine destined for Guantanamo Bay, Cuba. You can't imagine how astonished I was at the sight of a load of NINE Snipes when I went down to get mine. Unfortunately, I didn't have my camera to record this historic event, so you will have to take my word for it. (The truth! - Ed.)

I have read a lot about the reduction of the minimum weight in the last two years, but now I have a different slant on it and I want to add my voice in support of those who favor reducing the weight minimum.

This is a problem which never bothered me before, but here I am face to face with the actual situation and I can see where it must be resolved if we are to avoid dissension in the troops.

To cite an example: My new boat is very substantially built, having a fiberglass deck. Many half-round stiffeners running the entire length of the hull are used both under the deck and on the bottom, eliminating the "oil canning" and warping characteristics of some early hulls. In addition, there are closely spaced flooring supports of fairly heavy material. In other words, this is about as heavy a hull as can be constructed without going completely overboard in strength, yet, with an aluminum board, I am faced with the prospect of adding about 15 pounds of lead to this thing. I believe this would be a problem with 3/8" plywood hulls, also.

Looking at some of the other classes, we find the Thistle minimum weight is 375# and Jet-14 165#, making the handling of these boats easier. It looks to me that we have adopted all the modern materials and methods of construction (and done an outstanding job compared with most classes!) but neglected to take advantage of the properties gained by insisting on keeping the old weight minimum established 29 years ago when boat building was entirely different. We have changed almost everything else and kept Snipe and SCIRA alive with 1960 standards of materials and workmanship, but neglected the opportunity of eliminating one of the chief objections to Snipe — its heaviness. I am fully aware of the necessity of protecting boats already in existence. But "Once a Snipe, always a Snipe" reminds me of "Once a Dinosaur, always a Dinosaur" and their fate due to inability to meet changing conditions. And I believe there are very few boats that couldn't manage to take off a few pounds here and there.

Possibly the answer lies in the suggested gradual reduction as has been proposed by other Snipe owners - say 10 pounds a year for 5 years. There are many older boats at 425 pounds with 80 pound boards which could lop off 50 pounds in going to the easily handled aluminum board. And once they make the switch, they will be glad they did so!

May I take this opportunity to say that the BULLETIN is better than ever and that the class management is doing a great job, in my humble opinion."

— Harold Beberian
Bayport, L. I., N. Y.

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FOR SALE: VARALYAY built Snipe 10482. Fiberglass-covered hull and rudder. Two sets of dacron sails by Watts. Top and bottom covers with tiedown rig for traveling. Trailer included. Excellent racing record as fleet champion for last 3 years. Please write Lyle Hasty, Superior Hone Corp., 1605 Elreno St., Elkart, Indiana.

WANTED: Used aluminum mast and boom or/and fiberglass boat. M. H. Diels, Box 2591, Phoenix, Arizona.

WANTED: A GOOD SUIT OF USED SNIPE DACRON SAILS, medium cut. State make, age, and price. Don Foster, 1323 Waverly Dr., Kalamazoo, Michigan

FOR SALE: SNIPE 11122. Like new, registered and measured, dry-sailed. Racing equipment; dacron sails; new trailer. Will deliver within 250 miles. \$875.00. James C. Howell, Rt. 4, Columbia, Tenn. Phone EV 8-5019.

FOR SALE: DUNPHY SNIPE 4711 in good condition, mahogany plywood deck; new aluminum dagger board; Ulmer full cut dacron sails (new late summer 1959); complete with trailer for \$550.00. Write or call George W. Cullen, 1609 Lowell, Springfield, Illinois. Telephone Lakeside 8-1956.

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WANTED: USED SNIPE. Reasonably priced. Call or write giving details. Richard Owen, 1412 Hill St., Rocky Mount, North Carolina. Telephone GI 6-7701.

FOR SALE: SNIPE #21. Planked hull, mahogany deck, pivot board. Good Boston dacrons, boat cover, excellent trailer. Measured in 1958. A real conversation piece and a real boat. Needs yearly refinishing. Jim Gregg, 3759 St. Johns Terrace, Cincinnati 36, Ohio.

WANTED: A suit of Snipe sails to use for pleasure sailing during our vacation days in Casco Bay, Maine. Cotton sails in any reasonable condition would be adequate. Wanted AT ONCE! James Bywater, Elm St., Groton, Mass.

WEAR SNIPE INSIGNIA. A good quality emblem 2 1/2" x 1 1/2" suitable for wear on caps, pockets of blazers, jackets, sweaters, shirts, etc. A bright red Snipe embroidered on dark blue felt surrounded by yellow braid. Very attractive — shows up good! Advertise the fact that you own the best little boat in the world and belong to a grand organization. Get them for \$1.00 each from SCIRA, 655 Weber Ave., Akron 3, Ohio.

ONLY A FEW MORE LEFT! Copies of the picture of Ted Wells planing in his Snipe (see October 1958 BULLETIN cover) can still be obtained for \$1.50 postpaid. Specify either glossy or dull black and white. An excellent photo of a modern Snipe sailing at its best; use for commercial or decorative purposes

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Startling prices? Why? Direct, **manufacturer-to-skipper sales only!** At these prices, manila is obsolete.

size	price	breaking strength
1/4"	6c ft	1150 lbs
5/16"	11c ft	2000 lbs
3/8"	14c ft	2600 lbs
7/16"	18 1/2c ft	3700 lbs

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 1810 S. Orchard Knobb Chattanooga 4, Tenn.

— SANCTIONED RACE DATES —

- July 9-10 MYSTIC LAKES INVITATIONAL Regatta, Winchester Boat Club, on Mystic Lakes, Winchester, Mass. T. Dawson Blamire, 455 Mystic St., Arlington 74, Mass.
- July 9-10 LYTLE SHORES Regatta, West Texas Snipe Fleet, Lytle Lake. Dick Elam, Box 979, Abilene, Texas.
- July 16-17 DISTRICT 1 Championship, Mystic Lakes, Winchester, Mass. T. Dawson Blamire, 455 Mystic St., Arlington, Mass.
- July 15-16 DISTRICT 3 Championship Regatta, Reeds Lake, -17 Grand Rapids, Mich. Keats K. Vining, Jr., M. D., 934 Princeton St. SE, Grand Rapids, Mich.
- July 23-24 LONG ISLAND SOUND Individual Championship. Cedar Point Y. C., Long Island Sound. Charles E. Remlin, 128 Imperial Ave., Westport, Conn.
- July 23-24 MICHIGAN STATE Championship, Gull Lake, Mich. William Ticknor, Clinton St., Kalamazoo, Michigan.
- July 23-24 DECATUR INTER-CITY Regatta, Lake Decatur, Decatur, Illinois. Commodore Decatur Y. C., Eldon Hufford, 1556 Buena Vista, Decatur, Ill.
- July 30-31 MICHIANA Regatta, including the Diamond Lake Invitational, Eagle Lake Snipe Fleet 145, Eagle Lake, Edwardsburg, Michigan. Dr. M. O. Lundt, 521 S. Second St., Elkhart, Indiana.
- Aug. 26-27 LAKE MOHAWK Invitational Regatta, Lake Mohawk Y. C., Lake Mohawk, N. J. Robert Anderes, Jr., 29 Park Rd, Sparta, N. J.
- Sept. 24-25 PRESIDENT'S CUP Regatta, Potomac River, Washington, D. C. E. H. O'Brien, 713 N. Fillmore St., Arlington 1, Va.

OTHER RACE DATES (as yet unsanctioned.

- July 2-3-4 Council Bluffs, Iowa.
- July 23-24 PACIFIC COAST Championship, Los Angeles Y. C., Los Angeles, Calif.
- July 30-31 Maryland State Championship.
- July 30-31 Rocky Mountain, Denver, Colorado
- Aug. 13-14 Sheepshead Bay, N. Y.
- Sept. 7-11 Manhasset Bay Fall Series
- Sept. 10-11 Manhasset Bay Weekend Series
- Sept. 17-18 Lake Lotawana, Missouri
- Sept. 17-18 Overboard Regatta, Long Island, N. Y.
- Oct. 29-30 San Antonio, Texas.

Details of your regatta will not nor can not be published in the BULLETIN unless complete information is received through specified channels according to class rules.

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JULY 9-10, ABILENE, TEX.