

SNIPE BULLETIN

MARCH 1955

VOL. 4 NO. 10



—MEET OUR NEW INTERNATIONAL COMMODORE—

Eddie W. Williams of Kansas City, Kansas.

THANKS— from the LOFLAND CO.

"WE, of the LOFLAND COMPANY, wish to express our sincere appreciation for the wonderful response to our entering the Snipe building field professionally. On the first anniversary of our venture, we feel we have deeply planted the roots of a growing enterprise. Progress reports from enthusiastic customers lead us to believe we can maintain our position as **"FIRST IN THE FIELD"**. WE are determined to remain first in progress in producing the finest and smoothest snipe hulls on the market! Our years of experience in fiberglass work is back of our progress. Since customer preference indicates a desire for color choice, we are now producing hulls in any color."

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SNIPE BULLETIN

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

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 655 Weber Ave., Akron 3, Ohio, U. S. A.

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EDDIE WILLIAMS ELECTED

COMMODORE OF SCIRA

The 23rd annual meeting of SCIRA was held in Chicago on February 5th, 1955 at the Chicago Yacht Club. There was quite a large crowd in attendance for the two sessions starting at 11:00 A. M. and lasting until 4:30, with an hour out for lunch.

After formal articles of incorporation were submitted and approved for final completion, International Commodore Ted A. Wells conducted the annual election of officers with the following results:

Commodore Eddie W. Williams, Kansas City, Kans.
 Vice-Commodore Harold R. Gilreath, Atlanta, Ga.
 Rear-Commodore Terry Whittemore, Naugatuck, Conn.
 Treasurer Hub E. Isaacks, Fort Worth, Texas.
 Executive Secretary Birney Mills, Akron, Ohio.
 Board of Governors: Carl Zimmerman, Akron, Ohio and Robert Vreeland, Rochester, N. Y., were re-elected to the Board and these men with Ted Wells, Immediate Past Commodore and Frank Levinson (who automatically went on as the first chosen representative of the 6 District Governors) will constitute the Board of Governors for 1955.

The financial report submitted by Secretary Mills was quite gratifying as it showed total gross cash receipts of \$11, 471. 16 with disbursements of \$9, 862. 56, leaving a cash balance in the bank of \$3, 042. 28 as compared with the sum of \$1, 433. 68 the previous year. However, \$825. 00 of this amount is held in escrow for use of the U.S. representative at the World Championships in Santander, Spain, this year. He reported that the Bulletin broke about even for the fiscal year, with excellent prospects of making a profit in 1955. Receipts for the Association increased \$2, 525. 65 over the previous year with an increase in disbursements of only \$132. 07, thus reflecting an improved operation for the period. The net equity of SCIRA now stands at \$4, 749. 25, which is the best condition we have ever enjoyed.

The Secretary's report showed 545 new numbers issued during the year, which is well above the 22 year average of 469 boats. This reflects the continual interest and the healthy growth of the class. 1955 is predicted to be a record year for all Association activities.

Harold Gilreath, Chairman of the International Rules Committee, reviewed many proposals referred to his committee and submitted recommendations, which, after considerable discussion by Board members and others present, were passed upon. Of most general interest was (1) the final unanimous approval of the unlimited use of synthetic sails for all Snipe races (2) approval of both aluminum masts and booms. His complete report is given elsewhere in this issue.

Ted Wells reported that interest and acceptance of

fiberglass hulls was steadily increasing with both manufacturers and sailors making enquiries concerning them. With an improvement in manufacturing methods and the finished product, it was felt that fiberglass hulls for Snipes have now become a reality and the experimenting days are over. Carl Zimmerman reported that little progress had been made on molded plywood hulls and it was a general feeling that the necessary higher price for such a hull would keep it out of a competitive market with fiberglass. At all times, the meeting was open to audience participation and many worthwhile suggestions were made, but it was noteworthy from the comments that there was a universal desire to improve SNIPE, keeping up with new manufacturing methods and materials and maintaining a leading position with new competitive one-design class boats. It was hoped that constant research might result in a better boat for less money over the years.

The invitation of the Atlanta Fleet #330 to hold the 1955 U.S. Nationals on Lake Allatoona (near Atlanta) was accepted and the following dates have been set: August 5-6 for the Junior Nationals and August 8-12 for the U.S. Nationals. Bids were also received from Diamond Lake Fleet #158 and Alamitos Bay Fleet #218 for the 1956 U.S. Nationals. No action was taken at this time. The Spanish Point Boat Club Fleet #361 of Pembroke, Bermuda, asked for the 1956 Western Hemisphere Races and their bid was accepted.

Due to the successful turn-out of mid-western Snipers and the enthusiasm displayed, decision was made to return to Chicago for the annual meeting in 1956, setting the second Saturday of the 1956 Chicago Boat Show as the convening date.

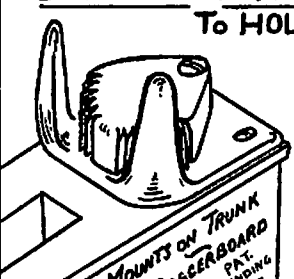
Following cocktails at six o'clock in the lounge and bar rooms, 49 people sat down to dinner to the strains of a wandering accordion player. Naturally, some singing resulted—some of which wasn't so good. Terry Whittemore displayed his excellent sound and color movies of the Western Hemisphere races taken at Havana last November. A very pleasant and informal evening resulted with a bright winter moon-lighting up the frozen waters of Lake Michigan on one side of the club-house and famed Michigan Ave. and the Chicago sky-line on the other. It was quite an attractive spot, and the hour was late before the last skipper left, vowing to return next year to make it bigger and better than ever.

RULE for MEETINGS: Stand up straight and be seen; speak up clearly and be heard; shut up promptly and be respected.

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THE COMMODORE SAYS

Having traveled over most of the United States, participating in Snipe Regattas and meeting so many of you fine people, it is indeed a real pleasure to be your newly elected Commodore.

As your Commodore, I solicit your comments and help in making 1955 our most Successful in terms of New Snipes and New Fleets. Share your pleasure with some one who has never owned a Snipe. Take them for a sail and you will be amazed at the interest we can create.

If each of us would take just one new person for a sail! We all know where a few snipes are anchored, never racing or belonging to a fleet. Take time out to sail by and tell them the advantages and fun of belonging to a fleet, participating in races and regattas. Let's sell the Association!

Your officers have accepted the following appointments and will be most happy to help you with any problems you may have.

1. Ted Wells to continue his work with all National Secretaries and fleets outside of the United States as a liaison and corresponding representative.
2. Harold Gilreath in addition to his chairmanship of the Rules Committee, to revise the blue-prints and the booklet HOW TO BUILD SNIPE in order to bring both productions up to date and simplify them for amateur use.
3. Frank Levinson to be the official representative of the District Governors for SCIRA and to act in the capacity of a supervisor and co-ordinator of all intra and inter-district affairs with the objective of enlarging and improving such activities.
4. Carl Zimmerman to head a committee to investigate all suggestions and criticisms of the snipe itself and, through research, make recommendations to the Rules Committee and the Board in an effort to improve the boat and class and thus maintain its leadership in the field of new competitive boats, concentrating on a better boat for less money.
5. Alan Levinson (Governor District 3): Chairman of a Committee to arrange for space and display of a Snipe in the 1956 Chicago Boat Show.

My crew (my good wife, Eleanor) joins me in wishing you Clear Sailing and Safe Anchorage.

Sincerely yours,

Eddie Williams



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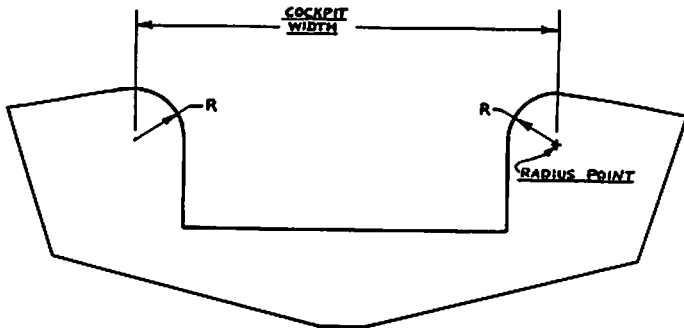
Luff-slot entrance ash-reinforced on both

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

ANNUAL MEETING OF THE RULES COMMITTEE

At the annual meeting on Feb. 5th, 1955, a number of rules, proposed rules, and rule changes were discussed and, after recommendations, adoptions were made by the Board. The following is my report:

SELF-BAILING COCKPITS: There was no rule change in connection with this type of cockpit, and, since there is no rule at present prohibiting it, they will be considered perfectly legal. It was the general opinion of the Board that the advantages just about balance the disadvantages and that no particular racing advantage is gained by using them.



If the edge of the cockpit is rounded as shown in the diagram, then the width of the cockpit will be determined from radius point to radius point. This width must not exceed the dimension given for maximum width of the cockpit. Also, the floor of this type of cockpit fulfills the requirements for floorboards. Therefore, no additional ones are needed.

FLOTATION IN FIBERGLAS HULLS: The flotation requirement for fiberglass Snipes has been reduced from 8 to 6 1/2 cubic feet. This rule change removes the requirement for 1 1/2 cubic feet of flotation material that was originally added for an extra margin of safety.

WIDTH OF SHEER ON FIBERGLAS BOATS: The tolerance on the width of the sheer on fiberglass boats is plus 1/4", minus 1/8", with the additional allowance of plus or minus 1/2" at any two stations.

CHINE STRIP IN PLYWOOD BOATS: The chine strip in plywood boats will now be 1 x 2 inches, rather than 1 1/2 x 1 1/2 inches. The 1 1/2 x 1 1/2 inch strip proved too difficult to install. The 1 x 2 inch strip provides adequate bonding area and is much easier to install.

HEIGHT OF THE CENTERBOARD TRUNK: This rule was clarified. It states that the height of the centerboard trunk will not be less than the height of the sheer at Station # 3. This rule applies to any depression or cut-out that may be in the trunk.

REDUCED PLANKING THICKNESS: At the annual meeting in 1954, the Board provided for a reduction in planking thickness in countries where suitable light weight wood could not be readily obtained. This reduction in planking thickness is now defined as follows: Upon appeal by the national secretary made to the International Rules Committee, the use of 1/2 inch Mahogany planking (unit weight of .0185 pounds per cubic inch or greater) will be allowed. It will also be required that the frames, keel, keel batten, stem, and centerboard trunk be made of the same material.

WEIGHT LIMIT: The rule on weight states that, if a boat when ready to weigh, does not weigh 425 pounds, weight must be permanently added to make the boat weigh 425 pounds. It was decided that the permanent addition of ballast attached immediately under the deck would satisfy this requirement, providing that the amount isn't too large.

SYNTHETIC SAILS: The present restrictions on synthetic sails were removed and Orlon and Dacron sails are now legal for unlimited use in all races.

ALUMINUM MASTS AND BOOMS: Both aluminum masts and booms were approved on the basis that a suitable extrusion could be obtained. This will require a new set of restrictions which will be made in the near future. The reason for approval is cost and maintenance. The aluminum mast is cheaper than a wooden one.

DEFLECTORS: Deflectors are not legal. Any rub rail which protrudes from the side of the boat more than 5/8 inches will be considered a deflector.

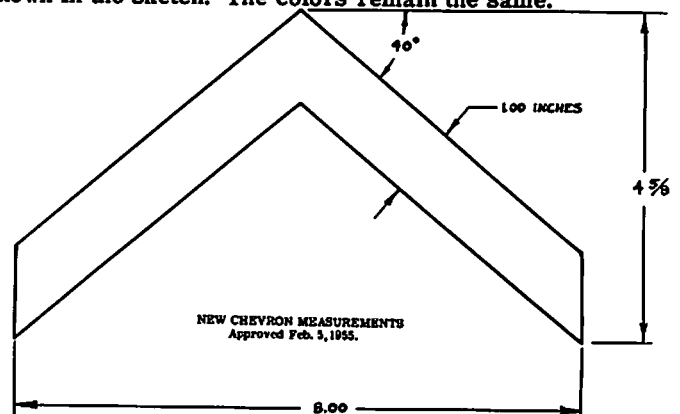
STARTS: To eliminate confusion, it was decided that all Snipe races will be started on the bow, rather than the mast. This rule will over-ride the existing NAYRU definition of when a boat starts.

START SIGNALS: The standard Snipe starting signals will be changed to agree with the NAYRU starting signals (White, Blue, and Red), and all race committees are encouraged to use them.

MEASURING IN AT NATIONALS: In the past few years, measuring entrants at the Nationals has become a major problem. Measuring in fifty or sixty boats in a couple of days is a chore that is no picnic. In order to reduce this job, a measurement card will be issued for boats that have been measured and passed twice at the Nationals. The owners of these boats will be required to verify that no changes have been made or to notify the measurement committee of changes so they can be checked. Of course, any boat is liable to being measured at any time during any sanctioned Snipe event.

TIME LIMIT ON RACES: In the Nationals, a time limit on races was established to be 2 1/2 hours for the first boat finishing. There will be no shortened courses. Boats that have not finished within one hour after the time limit, may be given the position that they occupy at that time by the race committee. This rule is to prevent all-day drifting matches. Although these rules are intended primarily for the Nationals, Hemisphere Championships, and Internationals, they will be considered valid for all other Snipe races, depending on the various race committees.

CHEVRONS: The size of the chevron is now increased as shown in the sketch. The colors remain the same.



The subject of substitution of crews for the Nationals was discussed and left as presently stated. This means that crews may be substituted with Race Committee approval.

A suggestion to reduce weight limit by 3 to 5 pounds per year was turned down.

A proposal to allow 3/16 inch plywood and 1/16 inch fiberglass for decking was turned down.

A suggestion to allow aluminum or plastic rudders was turned down.

If you have any questions or suggestions on these or other rules, please write to the Chairman of the International Rules Committee, Harold Gilreath, 203 Richard St., Marietta, Ga.

OUR COMMODORE GETS AROUND!




left to right: Ned Linscott, Commodore Eddie Williams, Mrs. Eleanor Williams, and Mrs. Lucy White.



WELL, YOU NEVER CAN TELL WHERE A SNIPE WILL TURN UP, but an airport and a theater lobby are miles apart and noted for lack of water. Above, our International Commodore Eddie Williams of Kansas City, Kansas, is flying his boat to a regatta, while the lower picture shows the same intrepid sailor close-hauled in a local theater lobby for the benefit of the Girl Scout Mariners. Needless to say, this exhibit caused quite a bit of comment. Nice work, Eddie!

Boat Landing by Ted Wells



BELATED ADVICE TO PAINTERS.

By the time this appears in print, you should have your boat completely painted and ready to put in the water (assuming you have any water to put it in—which I haven't); but, since most people don't start to do anything about refinishing their boats until it is time to start sailing, this article is probably right on schedule.

In case you have bought a new automobile and your wife is tired of the color scheme of your old boat and thinks you should paint the boat to match the color of the new car, don't just go down to the dealer and pick up some of the automobile paint to do it. If your new car is one of the makes which is painted with enamel, this is fine; but if it is one of the makes which is painted with lacquer, you may get into a lot of trouble trying to put lacquer on top of enamel.

If the enamel is fairly new, chances are pretty good that the lacquer will simply lift the enamel in large areas of bubbles.

If the enamel is fairly new, chances are pretty good that the lacquer will simply lift the enamel in large areas of bubbles. If the enamel is old, the lacquer will probably start peeling off after a month or two. Du Pont and I presume many other paint companies make enamel to match all of the lacquer colors used by the automobile companies, and it is better to use the enamel and be safe instead of sorry.

There are, probably, still a few things that I haven't done wrong at one time or another in doing my own spray painting on a boat, but I don't think there are too many. I am convinced that the best thing to do is to take the boat to an automobile paint shop and let them do the job, yet I continue to do my own painting each season. Listed below are some of the better mouse-traps to avoid if you insist on doing your own painting.

One of the most important things is to thin the enamel properly, using a fast drying thinner if you are spraying in cool or cold weather. Don't try to make any improvement on the percentage of thinner recommended by the paint manufacturer. If it doesn't flow through the gun properly, don't just add more thinner hoping that will make it work. The chances are either the vent hole in the suction cup is closed up or that one of the small internal passages is plugged up if the gun does not spray properly with the recommended amount of thinner. Even when the paint comes from a brand new can and has been thoroughly stirred, it should be strained through a regular paint strainer or a discarded nylon stocking, because there are bound to be small pieces of indissolved pigment which will stop up the gun.

If you try to spray with too much thinner, the enamel will go on beautifully but it won't cover very well and, in an effort to make it cover, you will get nice big sags.

The other extreme of not using enough thinner will produce even more disastrous results. When you have used too much thinner, at least the paint dries rapidly and you can sand out the sags and start over again; however, if you use too little thinner with the theory that you will use higher pressure and get more paint on faster and cover better, you will accomplish all of that, except the stuff won't dry before next summer sometime.

Even with the proper mixture, the amateur painter spray painting only occasionally has difficulty in deciding how close to hold the gun to the surface being sprayed. If the gun is held too close, particularly when the surface has quite a slope, the material will be very wet when it goes on with a tendency toward sagging. If the gun is held too far away, sags will be avoided but the final paint job will have a lot of orange peel in it (the best way to do this job is still to take it to an automobile paint shop).

One thing on which everyone agrees is that no polishing should be done on new enamel in less than a month and preferably six weeks. Some people say that the enamel can be sanded sooner than that and others say no. I think it depends on whether or not the enamel you are using has metallic pigment in it. On an enamel without metallic pigment, I know that you can sand fairly shortly after painting and that this will hasten the time in which you can polish. With metallic pigment in the enamel, I am not sure that it is a good idea to sand at all, although they claim that, if the enamel has been properly applied, the metallic pigment will be evenly dispersed in the coating of enamel, and sanding, followed by polishing, will result in a good-looking job. If the enamel has not been properly applied, you may get spots where all the metallic pigment was on the surface but now is on the garage floor.

If you have decided to use metallic pigmented enamel, it is a good idea to decide at the same time to let a professional spray it (in about two more weeks, I will be polishing the metallic pigmented enamel which I sanded after it had been on only one week—final report in the April Bulletin). Another thing that may convince you to let an automobile paint shop do your next job is having the female member of the family find overspray on some highly treasured stuff stored in the garage which looked like junk to you, and therefore you didn't cover it. That'll learn yuh!

ATTENTION - all fleet captains!

The 1955 Rule Book will go to press April 1st. This is the last request to send in the names of your new fleet officers for inclusion in the book; otherwise, last year's names will be repeated. ALSO, SEND IN YOUR POINT SCORES NOW!

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1954 NATIONALS	1st. — TOM FROST
	2nd. — TED WELLS
	3rd. — TERRY WHITTEMORE

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As Others See It

Voice Of The People

WANTS NEW COLUMN IN THE BULLETIN.

Congratulations on a very interesting January issue of the Bulletin. It was good to read of all the Sniping going on in the world. I was especially interested that the students at Graham-Eckes turned in such a fine performance.

I have an idea which you can throw out the window if you don't like it, but, if you pick up a copy of most any sporting magazine, you will find a column or pages devoted to letters to the editor. I like it! Some letters, of course, are downright slanderous, but most of them are either seeking or giving information which can be very valuable to all concerned. I know myself, at times, that I have had things to say but felt I was just sticking my neck out where it didn't belong.

Now we both know that one man can't cover every bit of knowledge there is to be gleaned about sniping—one could live a life-time and still be looking for a better way to sail a faster boat, etc. SO, in the interest of the class and for the purpose of getting the weight off of someone's chest or giving someone a chance to find the answers to a tough question, how about a page for letters? This might necessitate a larger Bulletin, which would be fine if you can get the "fill". I, myself, will do all I can to help you.

JULIUS KROEGER.
Newport Fleet 103.

A FINE IDEA, which has been under consideration for some time. We receive many letters asking for information, making suggestions, and criticizing the boat or class and have often felt that the merits of proposals made should be up for general discussion and hashed out by the membership before passing on to the Rules Committee for consideration. SO, Mr. Kroeger, you have started a new feature of the Bulletin and, from now on, there will be space allotted to the "commun peepul" to air their views and we promise, in the best tradition, to print everything without fear or favor. (Hm!)

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This famous boat is in excellent condition and completely equipped ready to race. The present owner, George McGown, Jr., Commodore of SCIRA in 1938, has given it loving care for several years and now is willing to pass it on to another sniper who will likewise (1) appreciate its historic value and carefully preserve it and (2) sail and race it.

IF YOU CAN QUALIFY, BETTER HURRY UP AND WRITE:
George Q. McGown, Jr., 1211 Continental Life Bldg., Fort Worth, Texas. This is the chance of a life-time!

FOR SALE: BLUDWORTH RACING SNIPE # 5840. In good condition and fully equipped. 3 suits of sails, steel trailer, and winter cover. ALL FOR \$400. 00. Call or write to Dan Barnard, 590 Parkside Dr., Bay Village, Ohio.

FOR SALE: Medium-wind Watts main and jib in excellent condition \$80. 00. Heavy-wind Murphy & Nye main and jib for \$50. 00. Pete Leach, Jr., 755 Algoma Blvd., Oskosk, Wis.

WANT SENIOR SAILING INSTRUCTOR FOR ESTABLISHED WEEKDAY JUNIOR SAILING GROUP PROGRAM AT WELL-KNOWN WESTERN LONG ISLAND SOUND YACHT CLUB. Summer 1955. Excellent pay for qualified man. Please give complete data and experience in your first letter. Contact J. F. Bledsoe, Jr., 24 Bayview Terrace, Manhasset, N. Y.

BUILD YOUR OWN TRAILER: Get a blueprint and detailed instruction sheet for a trailer especially designed for your SNIPE from SCIRA, 655 WEBER AVE., AKRON 3, OHIO. ONLY \$1. 00 postpaid.



Watts Sails finished 1-2-3 in the Western Hemisphere Snipe Championship Series sailed at Havana, Cuba. First place went to Terry Whittemore, second to Dr. Clemente Inclan, third to Jorge Mantilla.

Make your next suit of Snipe sails Watts sails!

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HIGH POINT SCORES.

HERE ARE THE FIRST RETURNS of the top of the 1954 high point scores. Bengt Johnson gets away to a good start ---but can he hold it? Only time (and more reports from laggard fleets) will tell the tale! These performance reports are compulsory and must be in by April 15th deadline.

BOAT.	NAME.	CLUB.	RACES.	POINTS.
8571	Bengt Johnson,	Sea Cliff, N.Y.	20	1742.1
8186	O'Brien Bros.,	Iowa-Nebraska	19	1733.3
4140	James Newman,	Winchester, Mass.	16	1724
6929	Jules Voerge,	Lake Merritt, Cal.	13	1717.2
7183	Bruce Munro,	Lake Mohawk, N.J.	12	1710
8800	H. Allen,	Lake Quassapaug, Conn.	15	1698
9801	John Heskett,	Portage Lake, Mich.	17	1695.1
6774	Harry Levinson,	Potomac River, D.C.	15	1694.6
8038	Charles Webster,	Oak Orchard, N.Y.	12	1693.8
9870	E.C. Leach, Jr.,	Green Lake, Wis.	14	1689.6
7873	Vic Larson,	Chautauqua, N.Y.	15	1682.2
7192	Bob Vreeland,	Newport Y.C., N.Y.	14	1679.3
8663	Frank Dannenberg,	Newport Y.C., N.Y.	16	1677.3
7432	Terry Whittemore,	Lake Quassapaug, Conn.	7	1670
8570	Harold Griffith,	Chautauqua, N.Y.	16	1661.8
7908	Dwight Westholt,	Missouri Y.C. #49, Mo.	13	1658.1
6837	Donald Landauer,	Oak Orchard, N.Y.	16	1657.6
9740	Joe Ramel,	Missouri Y.C. #49, Mo.	14	1656
9321	G. Schwenk,	Lake Quassapaug, Conn.	22	1655
6025	Ted Wells,	Wichita, Kans.	5	1650
3518	Robert Huggins,	Lake Merritt, Cal.	7	1647.7
9308	Chuck Greaves,	Portage Lake, Mich.	11	1645.9
9443	Burton Eaton,	Miami, Fla.	14	1641.5

Race Dates to Come

- May 14-15 SOUTHERN Championship, Lake Chickamauga, Tenn. Dan Williams, 1721 Auburndale Ave., Chattanooga, Tennessee.
- May 20-21-22 SPRING CHAMPIONSHIP Holiday-in-Dixie Regatta, Shreveport, La. Charles O. Hardey, 118 Richmond Circle, La.
- July 16-17 MICHIGAN STATE Championship, Grand Rapids, Mich. John D. Rose, 902 Lakeside Dr. S. E., Grand Rapids, Mich.
- July 23-24 NEW JERSEY STATE Championship, Lake Mohawk, N. J. Roswell W. Chandler, Box 271, Caldwell, N. J.
- July 30-31 SNIPE INVITATIONAL, Diamond Lake, Mich. Vince Hoehn, 1443 Sunnymede, South Bend, Indiana.
- Aug. 5-6 U. S. JUNIOR Championship, Lake Allatoona, Georgia. Frederic P. Pember, 877 Beaverbrook Dr. N. W., Atlanta, Georgia.
- Aug. 8-12 U. S. NATIONAL CHAMPIONSHIP, Lake Allatoona, Georgia. Frederic P. Pember, 877 Beaverbrook Dr. N. W., Atlanta, Georgia.
- Aug. 28 — Sept. 1 1955 WORLD SNIPE CHAMPIONSHIPS at Santander, Spain.

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