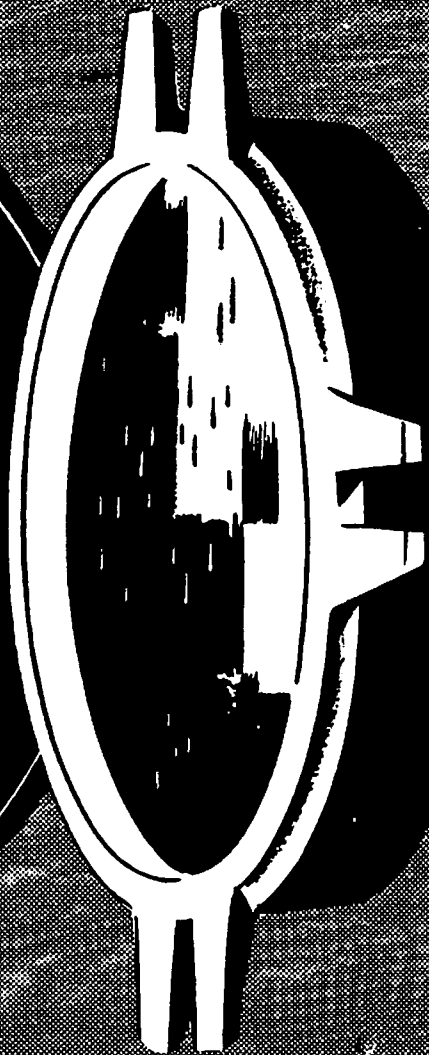
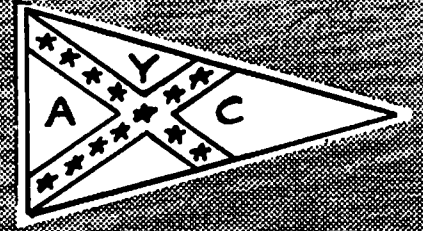
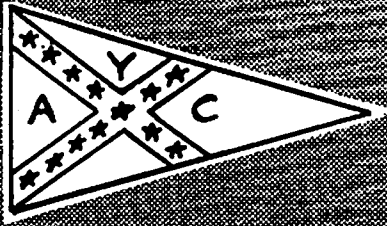


*Snipe*

**BULLETIN**



— INTRODUCING THE NEW COMMODORE —

Harold L. Gilreath of Atlanta, Georgia.



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

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## 1956 ANNUAL MEETING GILREATH ELECTED COMMODORE

Harold L. Gilreath, 1955 Vice-Commodore, was chosen to head the Snipe Association for 1956. The new Commodore, a young bachelor, is a member of the Atlanta Fleet #330 of the Atlanta Yacht Club and sails, when home, on Lake Allatoona, scene of the U. S. Nationals.

He first came to national attention as a protege of the late Commodore Owen E. Duffy at the Privateer Club at Chattanooga, Tennessee and, at once, became an ardent Snipe. Later, he extended his winning record sailing with and against the Champion, Ted Wells, at Wichita, Kansas, while working as an aeronautical engineer at Beechcraft; about 2 years ago, after taking a new position with the Lockheed Corporation at Marietta, Georgia, he started coping off the honors again down in Dixie. An excellent sailor who works just as hard as he sails, he has proven his ability by contributing much time and energy to the discharge of the duties connected with the many offices he has held in SCIRA and he rightly deserves the present honor.

The 24th annual meeting of the Snipe Association was held in Chicago on Feb. 11th at the Chicago Yacht Club. For the 2nd consecutive year, there was quite a large attendance at the two sessions starting at 11:00 A. M. and lasting until 4:30 P. M., with an hour out for lunch.

In spite of a blizzard bringing 16 inches of snow to the Chicago area, all meetings started on time, with Commodore Eddie Williams presiding. After a brief review of the accomplishments of his regime, he called for the report of the Rules Committee. About 18 different subjects were presented with recommendations and, after a general and specific discussion by all present, action was taken on most of them. Nothing of great importance resulted, and Wells' Wanderings on page 10 of this issue touches on the most important decisions, while a complete detailed report of the entire proceedings by Ted Wells, newly-elected Chairman of the Rules Committee, will be in the April issue.

Ted Wells reported a most successful year in international activities with 22 new fleets being organized outside of the U. S. Snipe is now active in 22 different countries and indications are for 1956 to be the greatest year all over the world.

The financial report presented by Secretary Mills was quite gratifying as it showed total gross receipts of \$13,106.32 with disbursements of \$12,818.52, leaving a cash balance in the bank of \$3,330.08 as compared with \$3,042.88 the previous year. This in spite of considerable expenditures for old obligations and capital or non-recurring items. This amount also is the net available to SCIRA with no funds held in escrow, as last year. To the great delight of all, the BULLETIN returned a profit of \$427.30 for the year's activities, thanks mainly to our loyal advertisers. Let every member of SCIRA show the same loyalty and support to them, our good friends! Receipts for SCIRA for the fiscal year increased \$1,635.16 over 1954, with a net increase in the bank balance of \$287.80. The net equity of the Association is now \$4,484.02.

The Secretary's report showed 26 new fleets chartered during the year, with 97 in the U. S. This drop from the 24 year

annual average of 422 numbers was due to several factors and does not reflect the fact that more members paid dues last year than ever before, or \$1.235.31 more than in 1954. As an indication of 1956, 184 new numbers have already been issued in the first three months of the new year, only 58 behind the 1955 total.

As SCIRA enters its 25th year—a Silver Anniversary milestone—it faces a bright future with activity of the Association at a new high in keeping with the rapid growth of all small boating. All old financial obligations are out of the way; with the reasonable expectation of a new high in gross receipts, some new and necessary office equipment can be purchased; the booklet, HOW TO BUILD SNIPE, last printed in 1949, is being revised to include all new materials and methods of modern construction and should be printed soon; plans to advertise and exhibit Snipe in boat shows for the first time officially have been made, testing that method of publicity and promotion. All sails are set for a steady run!

Commodore Williams, after reading a letter of resignation from Treasurer Hub E. Isaacks, conducted the election of officers with the following results:

Commodore Harold L. Gilreath, Atlanta, Georgia.  
 Vice-Commodore Terry Whittemore, Naugatuck, Conn.  
 Rear Commodore Fred Schenck, Newport Harbor, Cal.  
 Treasurer Carl D. Zimmerman, Akron, Ohio.  
 Executive Secretary Birney Mills, Akron, Ohio.  
 Chairman of Rules Committee Ted A. Wells, Wichita, Kansas.

Board Members: Alan Levinson, Indianapolis, Indiana.  
 Harold Griffith, Chautauqua, New York.  
 Provision was also made to include the General Secretaries for Europe and the Western Hemisphere (excluding the U.S.) on the Board of Governors, thus increasing the membership to 11. These men, with Immediate Past Commodore Eddie Williams, will constitute the Board of Governors for 1956.  
 Fred Schenck will also represent the 6 District Governors on the Board, being chosen by them at Atlanta last August.

Ted Wells reported a steady improvement in the quality of fiberglass hulls and now, that the first Snipes with complete fiberglass hulls and decks are on the market, predicted universal acceptance and enthusiasm for the product. With 4 builders now advertising fiberglass hulls, a better Snipe at more popular prices can be expected in the future. This fact, coupled with a plentiful supply of good used boats available, assures SCIRA of continual growth. Many suggestions were made by SCIRA members present and several proposals were referred to proper committees for later reports.

The invitation of the Alamitos Bay Snipe Fleet #218 to hold the 1956 U. S. Nationals at Alamitos Bay, Long Beach, California was accepted, the dates to be determined in the immediate future. A bid from the Ivy Club, Peoria Fleet #131 for the 1957 U. S. Nationals was received with thanks and filed with the Diamond Lake Fleet #158 bid received last year for possible determination at the Nationals in August. Bermuda's bid for the 1956 Western Hemisphere Races was re-affirmed, while approval was given to Portugal to hold the 1957 World Championship Races.

Since this, the second meeting in Chicago, was larger and better than last year, it was unanimously decided to return to Chicago again for the annual meeting in 1957 and the second Saturday of the Chicago Boat Show was chosen as the convening date. The beautiful new addition to the Chicago Yacht Club will be available at that time and all members of SCIRA are urged to attend. It will be worth your while.

After cocktails at 6 o'clock in the lounge and bar rooms, dinner was served to 54 people, again to the music of a wandering accordionist. The singing, however, was no better than last year! Tributes were paid to a few distinguished guests present—one Star sailor—and Terry Whittemore displayed his color movies of the World Championship Races at Santander, Spain. His running comments were exceptionally entertaining and everyone determined to try harder to be the U.S. Champ. All present were impressed by the good fellowship in the appropriate and cozy atmosphere of the CYC on a snowy winter night and, at a late hour, mutual promises were made to return next year to this most pleasant and important SCIRA function.

*Sails by Watts*

World's Snipe Champion

Watts' dacron sails took first and second place in the 1955 Snipe World's Championship Series at Santander, Spain. Mario Capio placed first, sailing Dr. Luciano Brambilla's "Portorose," #9701, from Milan, Italy. George Mantilla, of Havana, Cuba, placed second, sailing "Roxon" #9733.

KENNETH L. WATTS - TORRANCE, CALIFORNIA

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A NEW BUILDER OF FIBERGLASS SNIPES BY AN EXPERIENCED BUILDER OF FIBERGLASS MOTOR BOATS.

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# THE COMMODORE SAYS

I am greatly honored to be your Commodore for the coming year, and I want to assure all Snipers that I will execute the duties of this office to the limits of my ability.

The coming year offers Snipers the chance to reap the benefits of many years' work in Snipe hull development. Never before have there been so many building good Snipes. We now have qualified builders of planked hulls, plywood hulls, and fiberglass hulls. Snipes in almost any stage of completion are available from numerous builders in various parts of the world. Sails, rigging, fittings, spars, and other related miscellaneous items are easily obtained. Due to new boat availability, there is a good used boat supply at moderate, even low, prices.

Of course, this condition did not develop overnight or by itself. A great number of interested Snipers over the years have contributed their efforts and are largely responsible for the development. To them, we owe our thanks and assurance that this work will continue.

As in the case with any organization, we can't stand still. We are either moving forwards or backwards. Forward movement is possible only through a conscientious growth effort. Therefore, we should give our full attention to a definite expansion program to further Snipe activities and thereby insure the continued growth of SCIRA. Due to our increased supply of Snipes, we now have the best opportunity to expand that we have ever had.

To utilize our advantage, I propose that we carry out the following program:

- (1) Set a definite objective.
- (2) Formulate an advertising program.

As a main objective, each district in the United States and each country other than the United States should establish ONE new Snipe fleet during the coming year, and more if possible. I believe that one new fleet per area (district or country) should be a minimum. If only the minimum are established, it will be a growth of 28 new fleets, and that will be a good gain.

For an international objective, we should investigate the possibility of establishing new fleets in countries which presently do not have Snipes or are unorganized. This will be handled through the office of the European General Secretary, the South American General Secretary, and the Executive Secretary with the co-operation of the various districts and national offices. Since these objectives are intended to activate each individual district and country into a steady, controlled, and organized growth, it is consolidation as well as expansion.

Starting a new Snipe fleet is fairly easy and is an extremely enjoyable project. You will get a great deal of personal satisfaction in helping a new fleet get started. The exact procedure will vary from place to place, but basically it is as follows:

A study is made of an area to determine whether or not it is suitable for the operation of a Snipe fleet. The general requirements are a body of water, not necessarily large, and a concentration of people (city) located nearby. Once an area has been established as a suitable Snipe fleet location, general information and pictures are sent to the local Chamber of Commerce (or equivalent organization) and newspapers. This continues until the newspaper becomes interested and publishes some of the information. Various approaches may be used to interest them. Once that is accomplished, it is easy to have the paper publish a notice of a meeting and arrange a place for it to be held. Then, it is necessary for a few Snipers located nearby to go to the meeting and talk Snipes. Usually there are enough local people who will become interested and follow through to promote a new fleet.

For general Snipe promotion and, in particular, to support the formation of new fleets and consolidation of existing ones, an extensive advertising program is being formulated. Several ideas for this program are:

- (1) To have local fleet (point scores) races written up each week in the local newspaper.
- (2) Publish a monthly or bi-monthly district or National Snipe news letter to supplement the Bulletin.
- (3) Have more Snipe articles in magazines.
- (4) Present more Snipe displays.

These are a few ideas. If you have others and would like to help put them in effect, please write to me about them. More information on this program will be published in the next issue of the Bulletin.

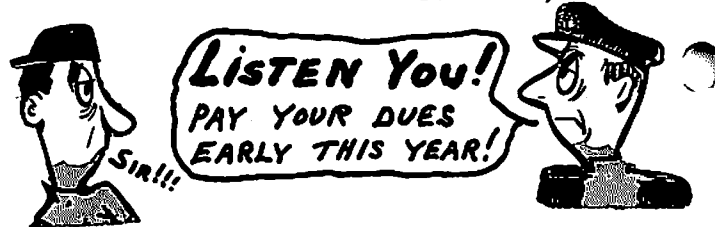
In order that we increase the SCIRA film library, which has been sadly neglected for the past few years, and to increase the international aspect of SCIRA, I have proposed that each country other than the United States and each district in the United States make a moving picture of the Snipe activities in their area. Mr. Terry Whittemore, our new Vice-Commodore, will be in charge of this project. If this program is successfully completed, it will enable Snipers on one side of the world to see at first hand the Snipe activities on the other side. Any ideas that you have will be greatly appreciated.

For efficiency, it will be necessary to coordinate all our program through our District Governors and National Secretaries. They will have the responsibility of carrying out these programs and others as they develop. The degree of success will depend on their organizations and how much you support them.

There have been several suggestions that the royalty on fiberglass Snipes be reduced. This subject was discussed by the Board of Governors at Chicago, but to date, no alternative plan has been discovered or proposed to supplement a reduced fiberglass Snipe royalty fee. I have appointed Alan "Buzz" Levinson to further investigate this royalty and, if possible, determine a program for its reduction.

I would like to wish all of you "Good Sailing" for the coming year!

---Harold L. Gilreath  
Commodore, SCIRA.



The collection of dues is most important to the vital success of SCIRA and, with an ambitious promotion program outlined for 1956, it is most essential that every owner of a Snipe make his small annual contribution and pay his dues promptly. The new season starts April 1st and after that date, you must have a 1956 membership card to participate in all official races. Dues are \$5.00 per year for owners and \$3.00 each for co-owners of Snipes, and that includes 2 subscriptions to the Bulletin for a year. Really a big bargain! Don't forget that a strong treasury means more activity and a stronger class, so, get right with SCIRA before you "die, burn, sink, or blow away."

**FLEET CAPTAINS: 3 THINGS TO DO DURING MARCH!**  
Send in: (1) Dues (2) Names of officers and important statistics for the new 1956 Rule Book (3) 1955 point scores.

Let us furnish all the material to complete your next  
**FIBERGLAS HULL**

For Fine Boat Construction

DECK BEAMS  
SPRAY RAILS



RUDDERS  
SPARS, ETC.

**CUSTOM BUILT SNIPES**

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State your needs - write for prices

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

# Rodriguez Sails to Third Straight Jr. Snipe Crown

## MARCIA HARTSTONE SECOND IN FLORIDA STATE EVENT



—Richard Velt, Miami.



—Miami News Bureau

Miami, Florida—Rodriguez and Marty Andreas, crew, watch for the starting gun for the second race of the senior series Sunday morning. Marcia Hartstone in 9030 wants a peek, too!

Talented Carlos Rodriguez will celebrate his 18th birthday June 18th and practically every teen-age skipper in Florida can hardly wait to wish him "Happy Birthday."

The curly-haired Spanish youth, who was born in Madrid and makes his home in Panama, dominates the Junior Snipe fleet with the same determination that Rocky Marciano rules the heavy-weight division and he gave a sailing lesson to 11 teen-age rivals to win his third straight Florida State Junior Snipe Championship in the 8th annual Coconut Grove Sailing Club regatta off Dinner Key Nov. 19-20th, 1955.

Carlos, sailing his Make Way, didn't give his rivals a chance. He made a clean sweep of all three heats in weather which ranged from a virtual dead calm in the morning to gusty breezes in the afternoon. And each time he won going away. During the morning spin, which took two hours to complete due to a calm over Biscayne Bay, it appeared that Robbie Wilkerson was going to give Carlos real competition, but the young Spaniard beat Robbie to the finish line by more than 50 yards. Robbie was never a contender after that and wound up in fourth in the overall standings, a good record considering Robbie is a recent graduate from the Pram fleet and that this was his Snipe debut.

In both of the afternoon heats, Marcia Hartstone of Boston finished behind Rodriguez to take second place in the standings. Lucia Guest of Greensboro, N. C., was third. Fifth place went to Loretta Robinson of London, while Joyce Ramel of Kansas City, sailing BUOY CRAZY, got sixth. With the exception of Wilkerson, all are students of West Palm Beach's Graham-Eckes School and members of Snipe Fleet #413.

While Carlos' contemporaries will be glad to see him move up into the Senior class and stay there, the idea is not relished too much by the seniors who will have to compete with him. In the three race series for seniors which followed the junior contest, Carlos again won all three races handily to finish way out in front in a fleet of 17 contestants. But this time, Lucia Guest

Receiving his Junior State Championship Snipe trophy from Commodore John Cook of the Coconut Grove Sailing Club is Carlos Rodriguez of Madrid and Panama. Marty Andreas is his crew.

came in ahead of Marcia Hartstone in all three events to take a comfortable second place, with Clint Hamilton of Coconut Grove S. C. taking 4th. Since Jim Orr got an 8th and Steve Bellows a 14th, that day, at least, was definitely reserved for YOUTH!

### 1955 FLORIDA STATE JUNIOR CHAMPIONSHIP

BOAT	SKIPPER	CLUB	RACES	1	2	3	Pos.
8569	Carlos Rodriguez	Graham-Eckes S.	1	1	1	1	1
9030	Marcia Hartstone	" "	1	2	2	2	2
6246	Lucia Guest	" "	3	4	4	4	3
10034	Robbie Wilkerson	Miami Y.C.	2	6	7	7	4
9893	Loretta Robinson	Graham-Eckes S.	7	3	6	6	5
10177	Joyce Ramel	" "	9	5	3	3	6
9584	Chuch Chance	Coconut Grove	5	7	9	7	7
9592	Michele Clark	Graham-Eckes S.	8	9	5	8	8
8687	Dick Walsh	" "	6	8	8	9	9
6913	Ronnie Smith	" "	10	10	10	10	10
6623	Earl Petersen	Coconut Grove	DNS	11	11	11	11

Snipers at Chicago were unanimous in their desire to see the BULLETIN go on a 12-page issue basis. 6 eight page and 6 twelve page numbers were put out last year and it is hoped to do better this year, **BUT IT ALL DEPENDS ON THE MONEY THAT COMES IN.** Encourage every ad you can and **PAY YOUR DUES!**

### FOR SNAPPY SNIPE SAILING!

BOAT SAILING.....\$1. 00  
 SMALL BOAT RACING.....\$2. 50  
 AMATEUR BOAT BUILDING....\$4. 00

by William F. Crosby

Designer of SNIPE & OTHER SMALL BOATS.

The Rudder Publishing Co., 9 Murray St., New York 7, N. Y.



## SNIPE AT CHICAGO BOAT SHOW

For the first time, SCIRA had an official booth at a major boat show and the exhibition at Chicago was a huge success. 480 sq. ft. of floor space at the end of an aisle, affording three open sides, made an ideal spot for displaying three Snipes, as the photo shows. The one on the left is a new Lofland fiberglass hull complete with fiberglass deck, the first one he has made, and a beauty; the middle boat is Stan Salzenstein's Varalyay; while Buzz Levinson (far back with glasses) gazes at his new fiberglass boat with a fiberglass deck just completed by Ray Greene & Co., of Toledo. Botved occupied a space just across the aisle and showed one of his beautiful fiberglass hulls with a plywood deck.

District #3 was responsible for the task of conducting the exhibit and the fleets gave wonderful support to Buzz Levinson, who, as District 3 Governor, was in direct charge of all arrangements. He and Cleve Slauson of Peoria started early on the physical equipment and, when the show opened Feb. 3rd, they were all set. For 10 days the booth was manned by volunteer Snipers and literally hundreds of interviews were made. Among those who donated at least a day of their time were Nate Whiteside, Cleve and Dottie Slauson, Ed Grier, Bob Harris, Jay York, John Rose, Bob and Ann Frahm, Ron Frances, Dr. Elmer Koehler, Stan Salzenstein, George Cartland, Mrs. Alan Levinson, the Zeratsky family, Charles Flint, and Harry Levinson. There were probably others who assisted in the jam.

The new complete fiberglass Snipe was the sensation of the

Show among sailors, as Snipe is the first racing class to actually attain such a boat. It was the envy of other classes for they, like the Lightning, for example, are still arguing about covering wooden hulls with fiberglass cloth. Compliments for the progress made by the Class were received from many parties in the boating industry. Pictures were displayed and a new descriptive folder was passed out to serious enquirers and a long list of names was compiled for future follow-up. Actual results will be evaluated in time, but present expectations are for a continuance of such advertising and promotion. Snipe is also in the Baltimore and Miami Shows this winter, which makes three appearances as compared to none last year. It is not too early to consider your own local sport or outdoor show next winter and to make plans to participate. At least, you can talk it up this summer.

Once again, SCIRA has demonstrated the kind of sailors who make up the membership--they can take on a strange and cult job with typical Snipe enthusiasm and produce results which are the envy of other classes. Our caps are tipped to Buzz!

Incidentally, the folders used in Chicago are quite attractive and tell the story of Snipe in an interesting way plus all the pertinent information as to procedures, fees, etc. They would be ideal to pass out to your local friends who become inquisitive about Snipe as they answer all the questions. SCIRA will sell them to you at cost--1 1/2¢ each--or \$1.50 per 100. Get a few of them to keep around your club house for convenience!

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Send for Free Lumber Booklet

Ask about **BoatLIFE** finishes, available in Plasticlear and colors. The fastest, toughest most durable finish your boat can have.

Ask for free folder

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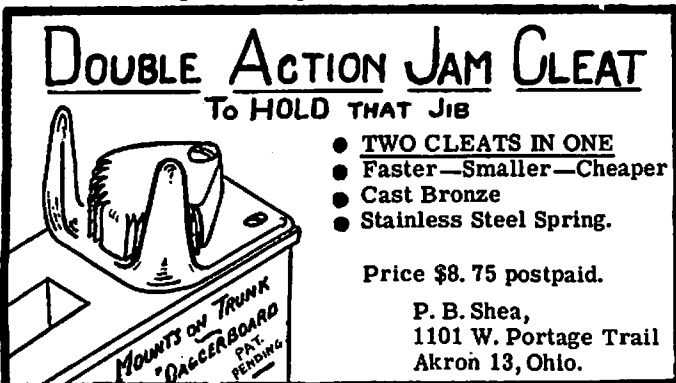
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- TWO CLEATS IN ONE
- Faster—Smaller—Cheaper
- Cast Bronze
- Stainless Steel Spring.

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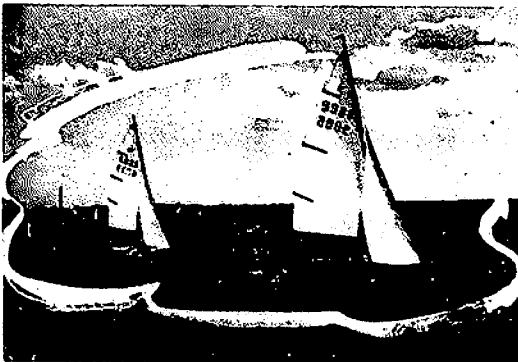
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*The New and Improved*

# LOFLAND SNIPE

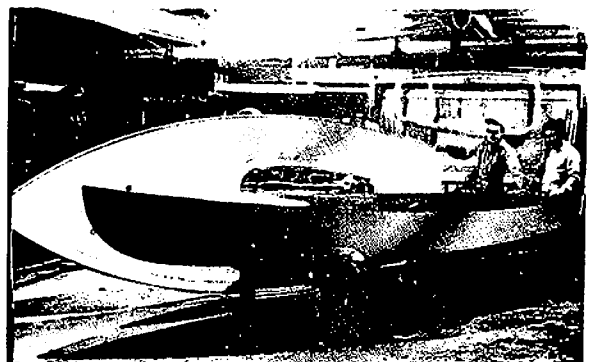
*A Beauty with Style and Speed*

A WINNER



First  
in  
the  
Field

THE FIRST SNIPE WITH A FIBERGLASS DECK



Lofland is first again. Here is our 1956 model snipe complete with fiberglass deck. Flotation is laminated into deck structure.

Boats can be purchased in any stage of completion, and as much attention as possible is given to customer preference, making each boat a custom made job.

Included with your Snipe is a molded in center-board trunk, chain plates, mast step, and forestay. The finish of your Snipe is permanent. Your days of refinishing will be over when you own a Lofland Snipe! The up-keep of our boat is reduced to a minimum.

Our hulls and decks come out of the mold permanently finished in any color of the customer's choice, including white.

For further information and prices contact:

*The Lofland Co.*

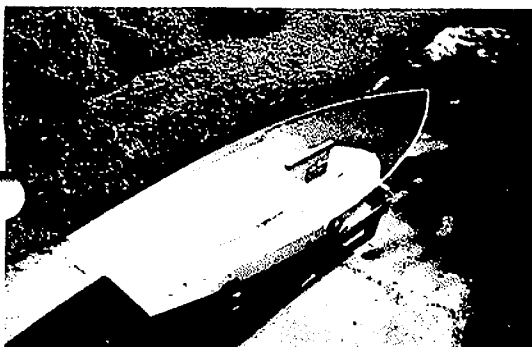
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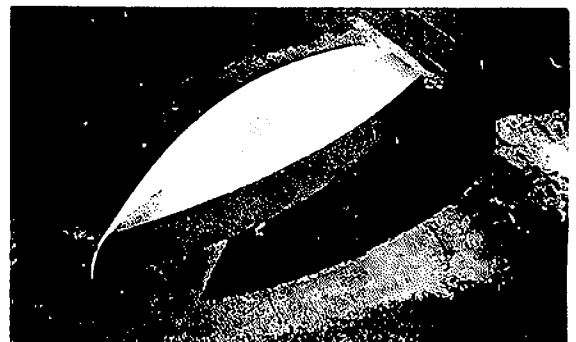
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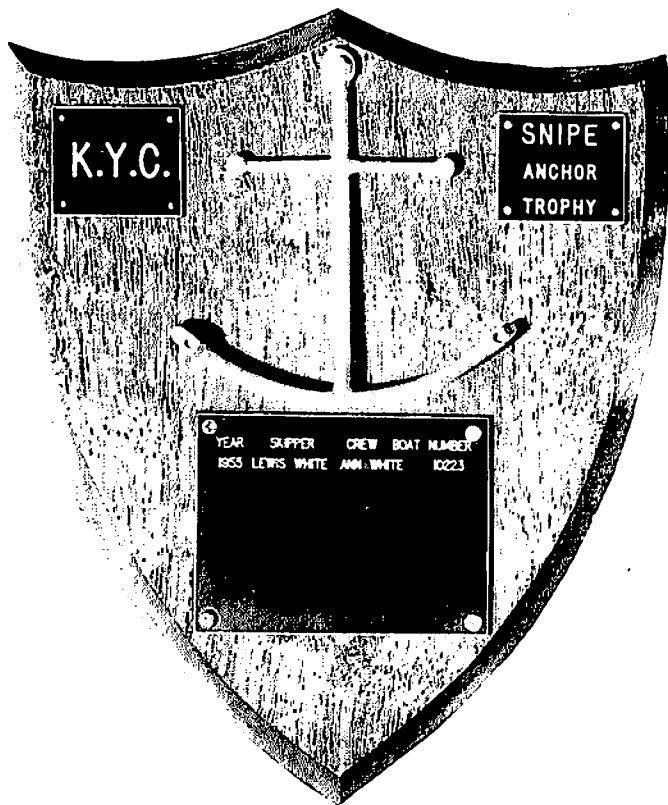
FIBERGLASS CONSTRUCTION THROUGHOUT



Ask the  
Man  
who  
Sails One

STREAMLINED FOR DURABILITY AND SPEED





This is the new Anchor Trophy which the Keuka Snipe Fleet #382 at Hornell, New York, inaugurated this year. It was awarded at the annual banquet on December 29, 1955 to the skipper and crew who worked the hardest and did the most for Snipe sailing during the season—who tried the hardest to win, but yet got the least in return. Lewis White and his wife, Ann, sailing their new Snipe #10223, sailed every race of the 1955 season. He built the boat completely himself and did a beautiful job and this token is a proper recognition of his enthusiasm and the appreciation of his competitors. This is an excellent idea and would make a very interesting addition to the walls of any trophy room or Snipe Club house. Such prizes sharpen up racing immensurably.

### Snipe News in Brief

..... "We have 19 owners of measured boats in our Portage Lake (Michigan) fleet, however, I feel I might be able to add a few more as we have some odd boats on the lake which are not members as yet. We are very happy to have been chosen the host club for the 1956 Great Lakes Championship Regatta and all are looking forward to making this event the highlight of the racing season." so writes Bud Tomlinson, Fleet Captain of Fleet #85. .... Gustav Reinholdt, 3504 Wallace Drive, Grand Island, New York, writes, "I am a member of the LaSalle Yacht Club, Niagra Falls, N. Y., where we have a fair-sized sailing fleet consisting of several classes. There are 6 Snipe owners here with at least 3 of them enthusiastically interested in racing and could form the nucleus of a new fleet. It is also known that there are several more individual owners in the vicinity who might be interested in joining a chartered fleet. We would like to have an organizational meeting around the middle of March." If you live in that vicinity or know how to help Gus out, there is a chance to really do something for Snipe and SCIRA. New York State Snipers, please take notice! .... And business is picking up, for Cyril H. Cook, 7006 Mayfield Ave., Madeira, Ohio says, "There are 4 of us sailing Snipes on Lake Cowan about 35 miles northeast of Cincinnati who are eager to add to our numbers, so that we can become a racing fleet. We are only 100 miles from Indianapolis and could race with them occasionally. Our lake is only 6 years old and about 3 1/2 miles long, but last year we averaged 37 boats in different classes in each race. The second race of our fall series, we started 47 boats, so you can see what we expect this coming season. The lake has the largest Thistle fleet in the country (18). However, much to the

Snipe sailors delight, the Thistles found the Snipes hard to beat in the fairly strong fall winds." This sure sounds like a natural for District 3 to add to their numbers, so get busy, boys! ..... And Fernando de Avellar, National Secretary for Brazil, reports, "There are 5 boats being measured now for a new fleet at Guaratuba. All the owners live in the mountains in Curitiba, the capitol of the fast growing state of Parana. They must travel some 100 miles to the nearest sea beach in the beautiful bay of Guaratuba. (Fleet #1 please take notice!) Our friends, the gauchos (as we call our compatriots from Rio Grande do Sul) are cooking a big Brazilian Snipe Week to be raced between the 4th and 11th of March. Some 50 boats are waiting to sail in the opening event, which will take my name. Every outside competitor will receive free hospitality for 9 days. (Boat schedules may be obtained at any travel agency - Ed.) The Rio Grande do Sul Motor Sail Association is supporting this great event."

Upon extensive investigation, we learn that spelling rules remain exactly the same as last year. No matter how you spell it - DUZARDU.....DEWSERDEW.....DUES ARE DUE!

## FIBERGLAS

### SNIPES HULLS and DECK

TEL-O-TAILS

SNIPES JEWELRY

WIND FEATHERS

FIBERGLAS BATTENS

Write for information

*Ray Greene & Co.*

Byrne Rd. at South St.

Toledo 9, Ohio

**VARALYAY BUILT SNIPES**

*"The Choice of Champions!"*

**1955 NATIONALS**

2 First Places

2 Second Places

2 Third Places

1810 W. 166 St., Gardena, California

### CORRECTION!

In Oct. 1955, the Southern Sailmakers informed the Bulletin that prices on their sails were increased \$10.00 and the ad was changed accordingly, as printed in the Nov. and Dec. issues. But by error, the old plate was used in the Jan. and Feb. issues, causing considerable confusion and trouble to Mr. Caldwell. The ad on the opposite page is the correct one. We beg universal pardon!



**"Just Yacht Sails"**

# **Southern Sailmakers**

Lighthouse Point

Fort Screven, Georgia

## **SNIPE RACING SAILS**

The finest hand finished Snipe racing sails that money can buy, made of the finest materials in the market and in a quality of workmanship never surpassed.

Available in ORLON and DACRON, Conventional cut or MITRE CUT, in your choice of FOUR special cuts designed for various conditions by our own Aerodynamist with the assistance of some of the greatest Snipe Skippers of all times.

Prices are as follows:

Mainsail and Jib, DACRON .....	\$110.00
Mainsail and Jib, ORLON .....	\$140.00
*For mitre cut mains add.....	\$ 10.00

Above prices are for sails complete with all hardware, class emblem, numbers, bag and battens.

Complete information, specifications, fabric samples and order forms will be forwarded at no obligation.

**REMEMBER**

**"JUST YACHT SAILS"**



**HELPFUL HINTS FOR REGATTA COMMITTEES**  
**INTERNATIONAL RULES COMMITTEE REPORT**

**Mooring and Launching Facilities.**

Having a big regatta with lots of boats is fine if your mooring and launching facilities are adequate to handle the number of boats that you will have; however, your regatta will not stay popular very long if people who have hundreds of miles to drive home on Sunday afternoon have to spend a couple of hours waiting to get their boats out of the water. A hoist is a fine thing providing there are not too many boats to get out at one time and providing that people are not allowed to tie up the hoist while they are fitting their boat covers. Some member of the local fleet should be given the job of creating as much order out of chaos as possible in the operation of launching and hauling out boats; and if you are trying to get lots of boats in a number of different classes and want people to come back again next year, the only safe thing to do is to provide a double width ramp so that two trailers at a time can be handled and then have an adequate traffic control system and parking area so that the boats can be kept moving out of the water.

**Trophies**

The subject of trophies is probably out of place in a series of articles the whole gist of which has been to pay attention to things which are important from a racing standpoint, but this is too good an opportunity to miss to put in a plug for one of my favorite ideas. This idea is simply that trophies do not need to be fancy, nor do they need to be numerous; but if a skipper is given a trophy for a place in the regatta, his crew should get one too. If there is only enough money available for a trophy for the first place skipper, well and good; but divide that money in half and buy a trophy for the crew, too. Everyone likes to take something home to show off what they did in a regatta, and I think that the Crews' Union is completely justified in taking a dim view of regattas where the skippers collect all the hardware and the crews are looked on as one of the lower forms of marine life.

**Epilogue**

This polishes off the subject of regattas (except for compiling a set of rules and regulations for international regattas which will not be published because of its limited application), and I presume that I have made some people mad at me. If I have injured any feelings as a result of people thinking that I was casting aspersions on their good intentions, I apologize. As I said in the beginning, the purpose of this series of articles was first: to provide the people in Bermuda with a guide for the Western Hemispheres and second: to provide something in print (and therefore automatically authentic) to direct good intentions along lines which would win the most friends and influence the most people among regatta participants.

**International Rules Committee Report**

The complete report of the annual meeting of the SCIRA and of the International Rules Committee in Chicago cannot be compiled until the next issue; however, here are a few of the most important things which may be of immediate interest.

It was decided that all international regattas would be held under the rules existing in the country where the regatta is held. In connection with this discussion, it was brought out that the use of reaching poles is in violation of the International Yacht Racing

Union rules, in addition to being in violation of the North American Yacht Racing Rules; and since, if we ever expect to get these bodies to help us get the Snipe into the Olympics, it might be desirable if we as a class abided by their rules instead of making some of our own, it was decided that the special ruling adopted several years ago to allow the use of reaching poles (or of the whisker pole on the leeward side of the boat) would be repealed and in the future we would comply with all racing rules.

In order to provide an easy means for owners of old boats to reduce the weight of their boats and to assist those skippers who sail with their children, wives, or girl friends, it was decided to permit the use of aluminum center boards. There was considerable discussion about the effect of this on the stability of the boats, and it was finally decided the increase in stability provided by a heavy board was largely of academic interest since, at small angles of heel, it is only necessary for a skipper and crew to move themselves out another inch and a half to make up the difference between a 25- and an 80-pound centerboard and that, when the boat has gone all the way over to the point where the mast is horizontal, it is not going to come back up anyway unless somebody stands on the board to make it come up. The use of these aluminum boards will not be permitted in Western Hemisphere, European, or World Championship races. The minimum weight of 425 pounds must still be met with built-in structure—not with ballast.

The rules committee also decided that they goofed several years back when they ruled out all spreaders on masts. Spreaders have been found necessary on aluminum masts and they are apparently rather universally used in Europe where masts must be made of pine instead of spruce.

**ALUMINUM CENTERBOARDS**

Weight restrictions on centerboards in the Snipe Class have been 80 lbs. maximum and with no minimum for several years, but with additional restrictions imposed on the material used, it has been almost impossible to get a light board which would also be satisfactory in rigidity. Now that permission has been granted to use aluminum in all boards, here are the specifications for those who want to try it:

- 24 ST 4 ALUMINUM ALLOY, heat-treated aircraft aluminum with a strength of 68,000 lbs. per sq. in. and a yield of 48,000 lbs. per sq. in.
- 3/8" stock with 5.35 lbs. weight per sq. ft.
- 1 blank piece 22"x 60" weighs approx. 50 lbs.

- 1 piece costs . . . . \$47.40
- 4 pcs. . . . . \$40.40 each.
- 6 pcs. . . . . \$38.40 "
- 10 pcs. . . . . \$35.10 "

Radius cutting should be done on a Do-all type hand saw. Cost. . . \$1.50. After the board is cut, it will weigh between 40-42 lbs. depending on the amount cut out at the top for hand room. That doesn't need to be a lot. The edges can be bevelled back 1" by hand with rasps and dressing files, or possibly, by machine. Corrosion resistance by anodizing (electrolytic oxide coating). . . . approx. \$3.50 per board.

This is the market in Akron for Reynolds Aluminum, but you should be able to duplicate the above any place in the U. S. from various sources.

FOR TOPSIDE PROTECTION TRY COUSIN FRED'S  
**RUBBER RUB-RAIL**  
Black \$7.00-----White \$8.00  
Additional for cockpit coaming  
Black \$3.00-----White \$3.50  
Postage Paid—West of the Rockies, add 25¢ for postage  
Fred Pember . . . 877 Beaverbrook Dr. N. W. . Atlanta, Ga.

## Voice Of The People

### OPPOSED TO THREE BOAT FLEETS.

"Snipe Fleet #1 would like to go on record as being definitely opposed to 3 boat fleets. We feel 3 boat fleets would not increase activity but would lower the standards of the Association and lessen the enthusiasm of individual skippers.

In a recent letter to the Association, our Fleet was used as an example of the necessity of smaller fleets. Apparently, the writer overlooked the major problem of this fleet during the past year. The problem was not and is not lack of boats or skippers, but strictly a lack of water. Even with this problem, which the enclosed pictures show, we managed to hold 5 races. Under these conditions, the 5 official races were a fete, rather than a poor showing due to a lack of enthusiastic skippers.

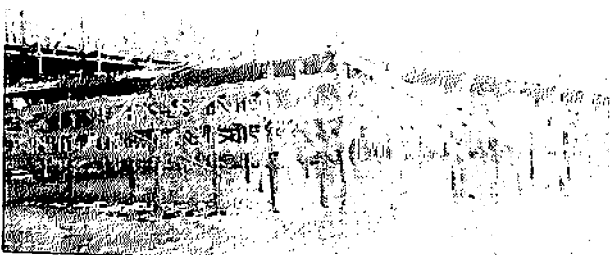
In 1954, this fleet sailed 26 official races averaging 7 boats to a race. When the water situation is improved, we feel certain that our showing will compare favorably with any other fleet. We will have 9 registered boats this coming year, all of which will be active PROVIDED WE HAVE THE WATER. At the present time, we are planning, with the permission of the Association, to sail on Lake Worth in Ft. Worth, Texas, if our lake is dry. With the situation of driving approximately 100 miles per round trip to sail, we will still maintain our standing in SCIRA.

Let's keep our fleets strong and avoid 3 boat fleets."  
--Bob Cummings, Fleet Captain  
Snipe Fleet #1.

There's a real Texan spirit we can all emulate! Don't ever be foolish enough to sell Texas short, especially good old Fleet #1.



View of White Rock Sailing Club from east shore.



The club sailing pier. Ladder steps were installed in 1954.



Pier view of what should be a broad expanse of water.

The above pictures are evidence of the great drought in the Southwest for the past three years. A rather discouraging outlook, isn't it?

## 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 blueprints 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: DRY-SAILED EMMONS SNIPE #9328.** Weight 425 lbs. Boat in good condition with plywood deck. Completely equipped and ready to go. ONLY \$350.00, without sails. Call or write Ben J. Ansley, 754 Canyon Trail, Akron 3, Ohio.

**WANTED TO BUY: One good 80 lb. dagger board.** Let me know what you have, finish, and price. Ben J. Ansley, 754 Canyon Trail, Akron 3, Ohio.

**WANTED: A GOOD SNIPE--Reasonably priced.** Send information on weight, age, make of boat, measurement certificate, record, etc., to B. M. Weyand, 436 Canisteo St., Hornell, New York.

**FOR SALE: SNIPE #8076,** 4 years old, for \$450.00. Good condition; two suits of cotton sails; minimum weight; Peoria Champ '53 and '54. Tim Scanlon, 5246 North Delaware, Indianapolis, Indiana.

**FOR SALE: TWO NEWLY FINISHED VARALYAY DE LUXE SNIPEs #8086 and 8077.** BRONZE CENTERBOARDS. EACH WITH COTTON AND DACRON SAILS BY WATTS. ALL IN PERFECT CONDITION. ALSO ONE TWO-WHEEL TRAILER. ADDRESS C. B. SAWYER, 17485 Shelburne Rd., Cleveland Heights 18, Ohio. BOATS LOCATED NEAR PAINESVILLE, OHIO.

**FOR SALE: REGISTERED SNIPE #8589** built by Emmons. Dry-sailed. Two suits of sails. Refinished hull complete this year. Ready to race. Sails and boat measured. Price \$535.00. Write or phone Lyle Hasty, Eagle Lake, Edwardsburg, Mich.

**FOR SAIL: DRY-SAILED SNIPE #8049** by Emmons. Two suits of sails, one set new DACRON medium wind. Very good racing record. Hull in excellent condition. Ready to go. Price \$575.00. Write or phone Jerry Hasty, Eagle Lake, Edwardsburg, Michigan.

**FOR SALE: DRY-SAILED SNIPE #2727** built by Skaneateles. Plywood deck, mast, Larsen sails—all three years old. New boom. Trailer. Good racing record. ALL FOR \$550.00. Pete Rushworth, 23 Ohio Ave., Lakewood, N. Y. Phone 8-084.



### Snipe Building Plans

BOOKLET . . . \$2.00

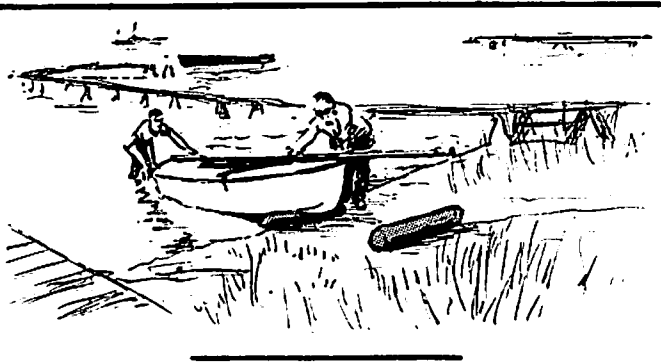
BLUEPRINTS . . \$5.00

SCIRA 655 WEBER AVE. AKRON 3, OHIO

## — Every Sailor Needs It — SCIENTIFIC SAILBOAT RACING

— by Ted Wells —

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



Airollers are heavy canvas cylinders 9½" dia. by 48" long, neoprene rubber lined and inflated by mouth only. They're used to roll boats up on shore, and are rated for sailboats and outboards up to 1200 lbs. Airollers roll without "sinking in" or "stalling" over sand, pebbles, rocks, mud, ramps and paved surfaces with amazing ease. Low pressure and frictionless they will not damage the finest racing finish. Snipe skippers have found Airollers wonderful for bottom cleaning, end-of-season storage, rolling up the beach to the trailer, temporary mooring float, fenders, and emergency life preservers. When deflated they stow in a small space. An illustrated folder will be sent free upon request.

Standard Airollers . . . \$15.00 each  
 \$30.00 a pair boats up to 1200 lbs.  
 Junior Airollers . . . . . \$9.00 each  
 \$18.00 a pair boats up to 400 lbs.

**THE AIROLLER COMPANY**  
 Boston Post Road, Corner of Fair St.  
 Guilford, Conn.



Svend Rantil, National Secretary for Sweden, thinks Terry Whittemore put his fur coat on a little too early, for, as he enquires, "Where's the ice?" He sends this card with best wishes for a Happy New Year to Snipers all over the world from Swedish Snipers and especially from Norrköping, where this photo was taken on January 1, 1956.

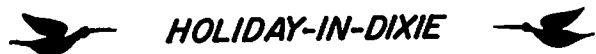
### Sanctioned Race Dates

The 1956 U.S. Nationals will probably be held during the first week of August as in the past. When choosing your regatta dates, pick those that do not conflict with any important events, especially in your own District.

- Apr. 27-28-29 HOLIDAY-IN-DIXIE Regatta, Shreveport, La. Bob Lawton, 22 Ward Bldg., Shreveport, La.
- May 26-27 SOUTHERN Championship, Lake Chickamauga, Tenn. G. E. Randall, 928 McKellar Dr., Tullahoma, Tenn.
- June 23-24 MICHIANA Regatta, Eagle Lake, Michigan. T. W. Holt, 1120 N=Main St., Elkart, Indiana.
- July 7-8 NEW JERSEY State Championship, Money Island Yacht Club, Toms River, N. J. C. W. Moore, MIYC, Toms River, N. J.
- July 14-15 MICHIGAN STATE Championship, Grand Rapids, Mich. Frank Fehsenfeld, 748 Ethel S. E., Grand Rapids, Michigan.
- Aug. 17-18-19 CENTRAL STATES Championship and DUNPHY TEAM Races, Portage Lake, Mich. George Cartland, 1704 Cambridge Rd., Kalamazoo, Michigan.
- Aug. 18-19 NORTH ATLANTIC Championship, Stuyvesant Yacht Club, City Island, N. Y. Eugene Thorman, Fleet Captain Eastchester Bay Fleet, 104 Fordham St., City Island 64, N. Y.

April 27-28-29

SHIPE SPRING CHAMPIONSHIP REGATTA



SHREVEPORT, LOUISIANA.

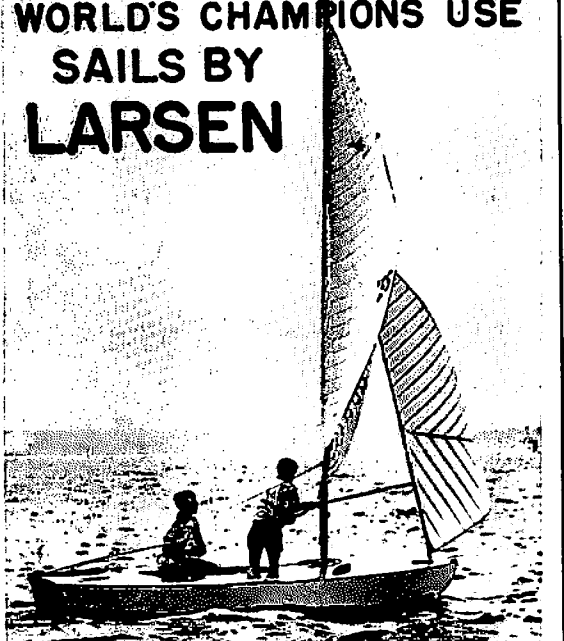
Write: C. O. Hardey, 1118 Richmond Circle, Shreveport, La.

**WANT ENTRIES FOR YOUR REGATTA?**

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

**STEP-ON-IT BILGE PUMP**  
 Leaves hands free!  
 BRONZE-3 LBS.-5 FT. HOSE-410. 95  
 POSTAGE 50¢  
**HUNT-MILLER CO. 508 ST. PAUL ST. ROCHESTER, N.Y.**

**WORLD'S CHAMPIONS USE SAILS BY LARSEN**



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

**LARSEN CHAMPIONSHIP SAILS**

**LOUIS J. LARSEN, Yacht Sailmaker**  
 WARREN STREET NEW YORK, 7, N.Y.