

Snipe **BULLETIN**



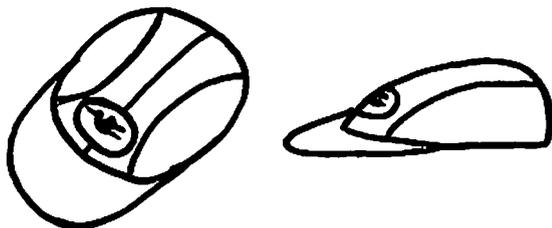
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SNIPE BULLETIN

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

Address all correspondence to:

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

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\$2.00 Per Year.

Owners of measured and paid-up Snipes receive
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1957 ANNUAL MEETING

WHITTEMORE ELECTED COMMODORE

Harris E. Whittemore III, better known as Terry, was elevated to the top position of the Snipe class for 1957.

The new Commodore, in his early thirties, is married with two children and lives in Middlebury, Connecticut. He is the Secretary of the J. H. Whittemore Co., a holding and investment firm and is also connected with the aircraft and greenhouse industries.

He first started sailing in 1936 and got his first Snipe in 1949 and immediately started to make an impressive record as a member of the Lake Quassapaug Fleet 121, where the Whittemore family has been quite active for several years. He has maintained a sailing duel with Harry Allen. 1955 U. S. Champion and such keen competition has led Terry to many honors, usually ably assisted by the crewing of his brother, Bob. Terry was on the U. S. team in the 1954 Western Hemispheres; he won the Long Island Sound Individual Championship for the years 1953-1954; represented Snipe in the One-of-a-Kind Regatta in 1955; crewed for Harry Allen at the 1955 World Championships in Spain; and can boast of 1 second place and 2 third places in U. S. National Championship Races.

Commensurate with his sailing and executive ability, the new honor is a just reward and recognition of his many valuable contributions to Scira.

The 25th Silver Anniversary meeting of Scira was held at the Chicago Yacht Club in Chicago on February 16th. For the 3rd consecutive year, there was a large attendance at the two sessions starting at 11:00 A. M. and lasting until 4:30 P. M.

This year, the weather was nice (for a change) and no difficulty was experienced with the schedule. All officers and Governors were present except Harold Griffith of Chautauqua, New York. Rear-Commodore Fred Schenck made an unexpected arrival from California Friday night to the great delight of all. And for the first time, the meeting took on an international flavor as Gonzalo Melendez, Captain of the Havana Fleet, attended as a representative of the newly elected General Secretary of the Western Hemisphere, Commodore Rafael Posso, who was unable to come. His genial presence was greatly appreciated as it marked a milestone in the organization.

Commodore Gilreath presided and, after a brief review of the accomplishments of his regime, called for a report of the Rules Committee. Chairman Ted Wells presented a list on many subjects with definite recommendations which were accepted and passed by the Board. A complete report will be in the April Bulletin. No changes of importance were made in Snipe itself, but a few minor adjustments were made in tightening up tolerances. A \$25.00 entry fee for the 1957 U. S. Nationals was approved, with the extra ten dollars going to the host fleet to help defray expenses; optional permission was granted to divide large number of Crosby Series entries into more than 3 fleets, for a period of one year, only professional boat builders will be allowed to make fiberglass hulls, thus eliminating, for the time being, amateur home builders; electric bilge pumps were approved.

The financial report presented by Secretary Mills made pleasant reading as it showed a new high in total receipts of the year of \$14,142.33 with disbursements of \$12,530.28 with a cash balance in the bank at the end of the year of \$4,942.13 as compared with \$3,330.08 the previous year. This was accomplished in spite of the fact we spent about \$1,000.00 for an IBM typewriter for the Bulletin and advertising of Snipe in the Boat Show in Chicago.

We received \$1,232.01 more in 1956 than in 1955, but our expenditures were \$91.24 less, which demonstrates continual improvement in operation and, considering the times, is rather remarkable. As a consequence, the net worth of Scira now stands at \$6,278.31, a net gain of \$1,794.29 for the period. We were never in better financial shape!

The monthly Bulletin was stepped-up to 12 pages per issue for the first time (6-8 pages and 6-12 pages in 1955) and, as a result, we had an operating loss of \$281.51 for the year. In addition to the larger size, the cost of paper, ink, printing, and postage all increased steadily. Efforts will be made to maintain the present high standards of the Bulletin and no increase in advertising rates are anticipated.

The Secretary's report showed 417 new numbers issued against the 25-year average of 432, an improvement over 1955 with 242 numbers. Royalties of \$25.00 each were paid on 83 fiberglass hulls, which largely accounts for our healthy treasury and ability to finance projects for the general good of the class. 12 new fleets were chartered, the last one #432. There was an increase in membership of 80 in the U. S. alone and more dues were received from all classes of members than ever before.

Snipe's world-wide publicity was never better and with new blood in some national organizations, interest was never higher. Turkey and Japan established their initial fleets and correspondence is now carried on with Yugoslavia, Germany, Poland, and Roumania. With 24 countries now active, the World Championship Snipe Races at Lisbon, Portugal this summer should be the largest and best ever held.

Carl Zimmerman proposed that the offices of Executive Secretary and Treasurer be combined in recognition of an existing fact; his resignation from the Board of Governors was accepted with expressions of regret and thanks for his many years of active service and contribution to Scira. Commodore Gilreath then conducted the election of officers with the following results:

Commodore Terry Whittemore, Naugatuck, Conn.
Vice-Commodore Fred Schenck, Newport Beach, Cal.
Rear-Commodore Alan Levinson, Indianapolis, Ind.
Executive Secretary-Treasurer Birney Mills, Akron, Ohio.
Chairman of Rules Committee Ted A. Wells, Wichita, Kans.
Board Members: Cleve Slauson, Peoria, Illinois.

Larry Wheeler, Akron, O., representing the 6 District Governors.

These men with the two immediate past-Commodores, Harold Gilreath, Atlanta, Georgia, and Eddie Williams, Kansas City, Kansas, along with the two newly-elected General Secretaries for Europe and the Western Hemisphere, Capt. Vieri Lasinio di Castelvero, Italy, and Commodore Rafael Posso, Havana, Cuba, will constitute the Board of Governors for 1957.

Ted Wells reviewed progress made in the manufacture of fiberglass hulls in this third year of existence. He recommended that a new master-mock-up be made of epoxy, which is completely stable and has no shrinkage, be purchased to replace the old wooden one, now showing signs of wear. In conjunction with an exhaustive report previously presented to the Board by Carl Zimmerman, he also advocated that the manufacturing of fiberglass Snipe hulls be limited for the coming year to professional boat builders only, thus affording more time to study and devise means to meet the recent increasing demands for molds from amateur groups. The new master mock-up, the property of Scira, is a must before proper molds could be made anyway, it is impossible to take a true mold off of another fiberglass hull alone and is forbidden by the Rules Committee. Both recommendations were adopted unanimously.

Carl Zimmerman reported an increased interest in home building of wooden boats by amateurs and gave a detailed report on the possibility of short pieces of plywood with the compound

curves of the garboard strake planks at the bow being molded in and made available for plywood construction. This, with detailed instruction in a new booklet HOW TO BUILD SNIPE, would go far in encouraging the do-it-yourself movement, which is the rock upon which the foundation of Snipe was built.

Terry Whittemore deplored the slow start made on the film library and announced that arrangements had been made for some professional help and management for the coming year. Further announcements of the program will be made in the Bulletin.

Many suggestions and proposals came from the floor, notably from Walter Krause of Diamond Lake, who submitted a splendid study and analysis of the point-score system with recommendations for overhauling and improving this feature of Scira. Time did not allow study of the proposition and it was referred to the entire Board for future action and consideration; likewise, he presented arguments for a larger and stronger aluminum mast and boom, showing by his figures that struts and side-stays could thus be eliminated and the mast be made in two folding pieces for easy transportation. Present specifications for the aluminum mast are for minimum restrictions only, so any other ideas or improvements will certainly be given careful consideration when presented as an accomplished fact.

The invitation of the Chautauqua Lake Fleet 124 to hold the 1958 U. S. Nationals on Lake Chautauqua, New York, was accepted. This was the scene of the first real international Snipe regatta when, in 1946, 4 countries participated. The Chautauqua Lake Yacht Club was last host to the U. S. National in 1949.

The Nassau Fleet 391 of Nassau, Bahamas, asked for the 1958 Western Hemisphere Races and their bid was accepted with great pleasure.

The great success of this Chicago meeting with the largest attendance at an annual meeting in recent years made it imperative to return to Chicago for the event next year and the second Saturday of the Chicago Boat Show was so designated.

Scira now closes the year with few worries. All old financial obligations are out of the way and our net worth is the highest yet. We have more to work with than ever before and good advertising of our chief asset, the wonderful little Snipe, should make this year ahead of us the best ever.

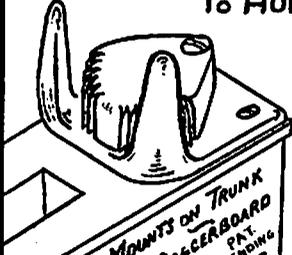
Cocktails and dinner were served that evening in a private room overlooking Lake Michigan in the beautiful new addition to the Yacht Club. 67 people responded to toasts to Past-Commodore Gilreath, Gonzalo Melendez, and Fred Schenck, drunk in wine provided by Commodore Whittemore. Remembering the old rule of an African tribe that a man can talk only as long as he can stand on one leg, speeches by various Big Shots were appropriate for the festive occasion. It was late when the last Snipe departed, vowing to meet again in Peoria. It was a grand two-day party--the fine Boat Show on Friday and the Snipe gathering on Saturday. You don't know what you miss until you go there -- and may that be next year!

Rule Book Advertising

Scira members greatly appreciate the fine support given by some of our loyal friends who advertise in the annual Rule Book. However, there is always room for more and there is still time left to get into the 1957 Rule Book, which will go to press soon. If you haven't sent in your ad or know of someone who should be in the book, please get the copy here promptly and Scira will guarantee good results--and cheap, at only \$30.00 per page. This little book goes all over the world!

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DISTRICT NEWS



Birney Mills, Executive Secretary, (left) officially congratulates Bengt Johnson on his election as Governor of District 1 while Terry Whittemore, Vice-Commodore, smiles his approval.

NORTH ATLANTIC DISTRICT 1

One of the outstanding features of the New York Boat Show was the official District #1 meeting held in the Coliseum on Friday evening, January 25th. A fairly representative group from New York and New England turned out and Executive Secretary Birney Mills was also present. Conducted by Vice-Commodore Terry Whittemore, it was really the first District meeting of the fleets and marked, it is hoped, the beginning of a well-functioning District organization as established by Scira.

One of the main reasons for the meeting was to elect a District Governor and Vice-Governor. Since this District covers a large area and really has two segments, each centered in a populous area (the New York, Long Island, New England area and the Baltimore, Philadelphia, Washington, and Annapolis area), it was decided to divide the district into two A and B groups, in recognition of the fact that one Governor would find it difficult to attend all area meetings properly. Also, the amount of work encountered getting the organization started is great and problems vary in each local area.

It was decided, therefore, to elect a Governor from the A (New York) area this year and the Vice-Governor from the B area--each to hold office for a year. Then the Vice-Governor will automatically become District Governor next year and area A will elect a new Vice-Governor then. Thereafter, each area will elect a new Vice-Governor on alternate years while the old Vice-Governor moves up to Governor. Bengt Johnson of Sea Cliff was chosen for District Governor for 1957, while the election of the Vice-Governor was referred to area B (the Baltimore, etc. group). This is similar to the plan adopted in District 6 in California where like geographical problems exist and is intended for management purposes only.

The necessity of holding a District Championship Series was disposed of by naming the North Atlantic Cup (Lake Mohawk Trophy) emblematic of the District Championship. It will be contested by all the fleets in both A and B at City Island, Long Island on July 20-21 and the winner will be eligible to go to the U.S. Nationals on his own right under the new eligibility rules.

After a lively discussion (pepped up by a few drinks) of Terry's self-balling cockpit in his new boat, some Snipe pictures were shown. Then all dispersed for dinner and return to the crowded Snipe booth, which was under full sail.

NORTH CENTRAL DISTRICT 3

As there has been no news coming in from District 3 fleets, it might be best at this time to pass on to all midwestern sailors the highpoints of the recent District 3 meeting held at the La-Salle Hotel in South Bend, Indiana, on January 12th.

The fleets represented were: Diamond Lake, Gull Lake, Glen Lake, Grand Rapids (all in Michigan), Portage Lakes Yacht Club, Ohio; Ivy Club, Peoria, Ill. ; and Indianapolis, Indiana.

From this meeting, which for some lasted into the early hours of Sunday morning, emerged some important information which all District 3 members should know.

First, it looks as if we're all in for a big regatta year. Start the season with the Ivy Invitational at Peoria, Illinois on June 1-2. (Here's a chance to get some good practice for the Nationals). From there, as a resident of Michigan, you can go to the Michigan State Championships at Gull Lake, July 13-14th.

Practice for the Central States Championships by attending the Diamond Lake Invitational on July 27-28th and then go down to the big one at Peoria. After a little rest, take in the District 3 Championships at Diamond Lake on Aug. 23-24-25th.

Don't forget the Michiana Championships at Eagle Lake June 22-23. If there are any other fleets planning regattas for the summer, have them confirmed through the District Governor. Newly elected Fleet Captains were requested to send names and addresses to the District Governor. Buzz Levinson gave a report of the Snipe Booth for the Chicago Boat Show. Governor Wheeler appointed Cleve Slauson as Chairman of the Nominating Committee. Cleve then named John Keyser, Gull Lake; Paul Zendt, Indianapolis; and Dexter Thede, Grand Rapids, to serve on his Committee.

A vote passed the move to replace the present Dunphy Trophy. The fleets of Gull Lake and Grand Rapids offered to replace the Dunphy Trophy. This offer was accepted providing Mr. Dunphy doesn't wish to replace it himself.

From this meeting, Governor Wheeler was directed to take the following recommendations to the National meeting at Chicago:

- (1) Increase of the National Entry fee from \$15.00 to \$25.00 with the purpose of helping the host fleet defray the expenses of holding the event.
- (2) Walt Krause's proposed bonus system be adopted by Scira in order to allow for a more equitable adjustment of points for different levels of competition in the fleets.

If you have any news about your fleet and want it included in the District 3 news column in the Bulletin, please send it to Ron Francis, Publicity Chairman, 2044 W. 103rd. St. , Chicago, Ill. Please send material not later than the first of the month.

DISTRICT 2 SNIPE CHAMPIONSHIP REGATTA MAY 26-27, 1957

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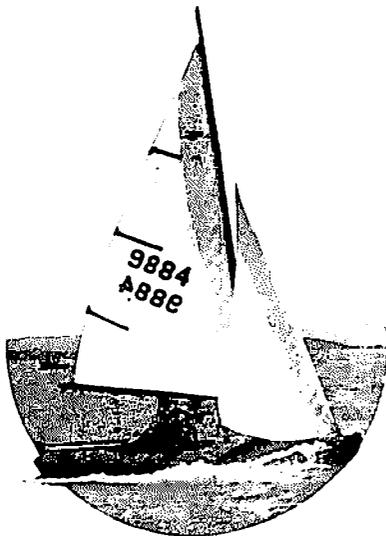
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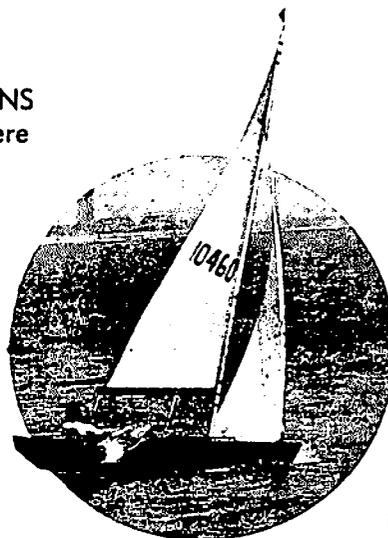
— Photo by Jesse Aronstein

Here is a close-up of Terry Whittemore's new boat, which attracted much attention at the N. Y. Boat Show. The hull is of fibreglas. The mahogany plywood deck and the self-bailing cockpit are continuous as evidenced by the cockpit coaming. The cockpit is watertight with exhaust hoses leading to the two outlet holes seen at the bottom of the transom. The slots near the deck are hand hoists to facilitate lifting. The cards in the cockpit are supported at the top by a big, black compass. The woodwork is a beautiful specimen of handicraft by Hermann Gerber of City Island. The mirror-like finish and the shallow cockpit will probably necessitate plenty of straps within easy reach of both skipper and crew.

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—Photo by Jesse Aronstein

The Snipe Booth at the N.Y. Boat Show was a tremendous success. Almost abandoned when Terry got suddenly ill in November, the responsibility of management was quickly assumed by the personnel of local fleets--mainly Eastchester and Sheepshead Bay--and, under the capable leadership of Jerry Sachnoff, a most gratifying performance ensued. The 20 x 20 space in a splendid location on the 4th floor, was open on 3 sides and decorated with flags from 27 different countries and yacht clubs where Snipe fleets exist. A folding display board with hand-out literature and register were in a prominent place. Hundreds of thousands of people visited the Coliseum and Snipe was an outstanding attraction of the sailboats on display. Scira is deeply indebted to the men who spent so much time and money for love of their sport--especially to Jerry, Jesse Aronstein, Hal Winston, Sy Label, Ted Cronyn for his fine publicity work, and many others. There were 3 to 4 people on duty 12 hours per day. Such loyalty is our very life-blood and the secret of Scira's success!

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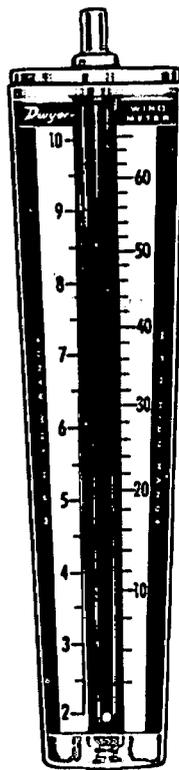
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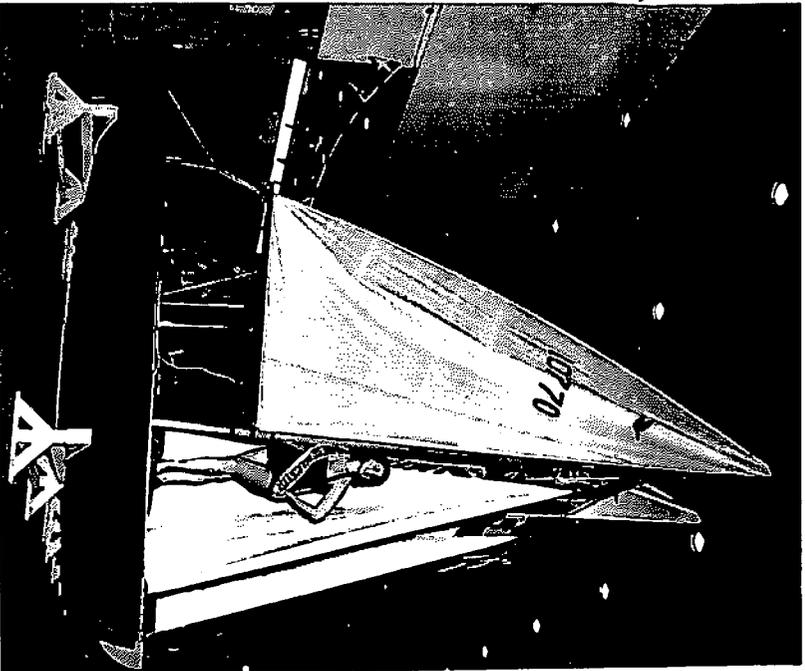
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This is what the boys saw in the Snipe Booth at New York--- three beautiful Snipes lined up in a row, the complete fiberglass hull in the foreground, the fiberglass hull with wooden deck in the middle, while the wood boat is almost concealed. Can you find it? It is the FANTASY in the picture opposite. Big crowds surrounded all three boats continuously. It was a nice display, and many sailors were astonished at Snipe and Scra's vitality.

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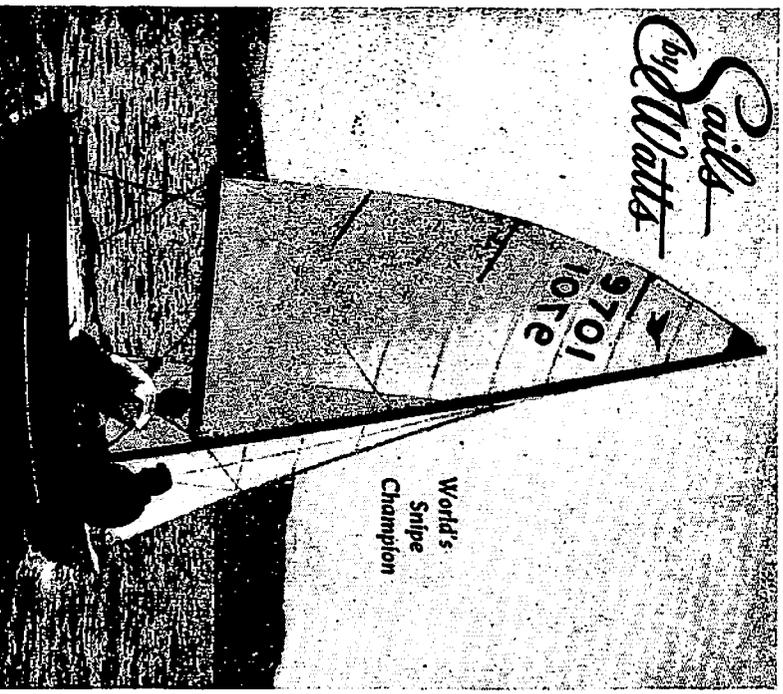
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Watts' dueron sails took first and second place in the 1955 Snipe World's Championship Series at Santander, Spain. Dr. Luciano Brambilla's "PORTOROSE" #9701 from Milan, Italy placed first. George Mantilla, of Havana, Cuba, placed second sailing "ROXAN" #9755.

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During the past year, a timely question most frequently asked when discussing one-design racing classes was why the largest and most popular class in the world has never had their boat in the Olympics, and what were the chances for the 1960 Games? Well, one obvious explanation is that no class (other than the Star) which has ever originated in the United States has been chosen for that world-wide event.

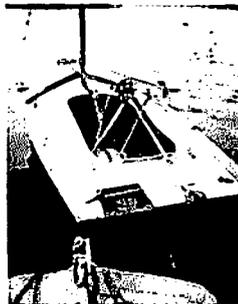
Selection is made by the International Yacht Racing Union and is determined by votes from national delegates, divided as follows: U. S. A., Canada, France, Spain-Portugal, Italy, Low Countries, South America, Russia, and the President of the IYRU have one vote each, while Great Britain, Central Europe, East Europe, and Scandanavia have 2 votes apiece. This adds up to 17 votes and the majority rules. After the choice narrows down to two classes, the votes of the United States and Canada are given to the class numerically larger (hence, activity) in that country.

Rumor has it that the IYRU will definitely select the two-man centerboarder in November of this year and that the choice will lie between the Flying Dutchman and the 5-0-5, with the FD favored to win. These two comparative new classes vary in characteristics--the 5-0-5 is a lively, sensitive craft whose sole purpose is racing, while the FD is a steady, more stable boat of equal speed but also a family utility boat.

The FD argues that they should be selected, saying that the greater number of boats existing makes possible choosing teams experienced in handling the craft; they claim a strong American Class organization with fleets totalling around 200 boats in 15 different states. If a class that scarcely exists in this country (as the 5-0-5) is chosen, the American Olympic sailors will be at a distinct disadvantage, as they were in the 1956 Olympics in the 12 square meter Sharpie. So argues the FD class--and with justice, too!

But now let's take a look at the Snipe Class. Here is a two-man centerboarder which has been in existence for over 25 years with 10888 numbers issued for an average of 432 boats per year. It is scattered all over the world on every continent in both hemispheres. 434 Fleets have been chartered and today there are over 100 active fleets in the U. S. alone with strong national organizations in 23 other countries. The International class organization is strong in every way and truly world-wide as witness the fact that 17 countries participated in the last World Championships in Spain in 1955. The FD figures look puny in comparison and it is with considerable curiosity that we ask "Why is Snipe so patently overlooked?" when it has all the desirable qualifications for a perfect choice. More sailors throughout the world have had sailing experience in Snipes than any other racing craft and many of the trials for the 1956 Olympics were conducted on a local level in Snipes, but the finals in Australia were in Sharpies. Does that make sense? Perhaps it would be too easy an answer for the IYRU committee to take the most logical and universal boat.

Ted Wells has requested all the National Secretaries to acquaint their delegates of Snipe's qualifications and our campaign will not be over until the final vote is taken. Some have claimed that Snipe is "not enough boat"--that they wanted a larger boat with more sail area, but such a boat will prove hard to find that can compare otherwise with Snipe and Scira. We really would like to hear the bona fide arguments against Snipe!



A real secret weapon!

Occasionally a request is made for official specifications for attaching an outboard to a Snipe and the restrictions on its use during racing. Needless to say, the reply has been along the horror-stricken lines that we never heard of such a thing, so you can imagine the surprise when this old picture of 4900 popped up in the files with a well in the aft-deck for an outboard for family cruising and emergencies. But times have changed since those early days and now it is never hard to find a tow at the first request.

SNIFE NEWS IN BRIEF

Many a Snipe regatta in the Midwest has been enlivened by the sweet music of that Wandering Minstrel, Dave North, as he played on his ocarina ("sweet potato" to you, suh!). His recent absences are explained by the following letter from 4519 90th Ave., SE, Mercer Island, Washington: "Since I now live in the land of the tall spruce trees, I have in mind building a new mast for my Snipe 10600. I'm in need of a set of those famous Wells round mast plans. I live now on Mercer Island which is surrounded by the water of Lake Washington. I plan to join and sail with the Corinthian Y.C. on this lake. There doesn't seem to be a lot of Snipes around here now, but maybe I can revive the class with a little help from the ex-Wichita Snipers that have moved back here as Boeing employees. I sure would have liked to attend the annual meeting in Chicago, but I'm too far away. Hurry with the drawings, as I sure have the fever to build." . . . The Quivira Fleet 121 of Kansas City paid its 1957 dues and reports they expect 7 to 10 more boats in the fleet than last year. That is growth! . . . Commodore Posso, General Secretary for the Western Hemisphere, was kept in Havana by the Mid-Winter International Star Class Championship Series and he participated in the delivery of trophies Saturday night, the 16th, which was the same night of the annual Scira banquet. . . . Another old-timer, James A. Newman, purser of Fleet 77 at Winchester, Mass. sent in charter fees with the report that "Looks like a good season here. Two of our boys have bought fiberglass boats. We have got a real young sailor for Fleet Captain, Tommy Legere, Jr., who led the fleet last year. Enough of these old fogies (like myself). Quite a bunch of our boys went to the New York Boat Show and thought it was terrific, especially the Snipe display. If Terry was the instigator of this idea, it was certainly a grand one and he deserves plenty of credit. Ought to add many boats to the fleet this year". . . . Herbert Nelson was elected Fleet Captain of that famed Chautauqua Fleet 124 over in New York State. He says they have already had two enthusiastic meetings since the first of the year and expect several new boats. (They just paid the royalties on 3 new fiberglass Snipes purchased at the Chicago Boat Show-Ed.). . . . The mountain state of New Hampshire has a Snipe Fleet (much to the amazement and envy of Clarence Borggaard over in Winchester, Mass. See page 11 April 1956 Bulletin). But what is more, they report some growing pains. Frank J. Barber says: "Our fleet is really growing and it is beginning to look like we might have to race in two divisions this year. We have a minimum of 12 boats now and several possibilities. Last year proved our fleet is becoming more evenly balanced as Ray De Ruisseau, our perennial leader, was unseated for the top honors by Jim Cunningham, while yours truly, who never finished higher than 6th, drew third place over another unbeatable. We picked up 3 new members last year. It is agreed by all that the Bulletin goes a long way toward keeping our interest keen. Fleet 127 sends its appreciation along to those who contribute to make the Bulletin so effective". . . Bebito Smith, an expert boat builder of Havana, Cuba, has undertaken the building of SEVENTEEN new Snipes for a group of young men at the Club Nautico de Varadero, located a few miles from Havana. One of these days, you will get the details of a new fleet there. . . . The Indianapolis Fleet 409 publishes a two page news letter and their winter activities and enthusiasm are enormous. In Jan., they reported that (1) a beautiful silver and antique-black trophy had been presented by Frank Levinson for the club championship. (2) the fleet is now large enough to have two class sailing commonly and courteously called "A" and "B", but really, "champs" and "chumps". (3) They are raising money to help out financing the 1957 Nationals with the Peoria Fleet by selling Tip and Twinkles (whatever they are!); Snipe caps as advertised on page 2 of the Bulletin (they are really very fine caps and worth the money); subscriptions to Lakeland Yachting Magazine; and bags of assorted sizes of light bulbs, which is a mighty good deal as explained in Chicago. In addition, Harry and Buzz Levinson have volunteered to sponsor a weekday racing class for beginners, youngsters, ~~and their wives~~, wives, and others. And to top it all off, they even report that love microbes seem to be working on certain fleet members and official condolences are expressed. Certainly sounds like a live-wire bunch having a great time with their hobby. Owning a Snipe is a lot of fun and the companionship couldn't be better. Get your friends in Snipe!

ATTENTION: Amateur Snipe Builders

Pre-assembled Snipe Frame Kits

Hollow Masts and Booms

We specialize in unfinished hulls with the trunk bolted in. Can furnish the same with deck frames in place — also with deck laid. Either rough finished or ready to paint.

We believe that, if a man, somewhat familiar with tools, completes his own boat, it tends to engender confidence in his boat and confidence has much to do with winning sail boat races.

IT IS A LOT OF FUN — AND SAVES COSTS

Emmons

Rt. 1 Box 54
Central Square, N.Y.

FOR SNAPPY SNIPE SAILING!

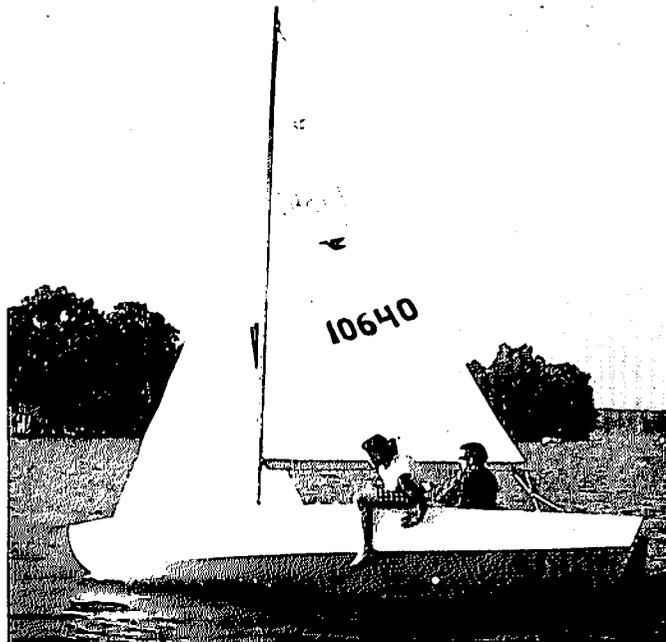
BOAT SAILING. \$1.00

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by William F. Crosby

Designer of SNIPE & OTHER SMALL BOATS.

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



The New and Improved

LOFLAND SNIPE

A Beauty with Style and Speed

Stamm BOAT CO.

Designers and builders of sailing craft for over 20 years

DELAFIELD, WIS.

Wells Wanderings by Ted Wells

Psychology in Sailboat Racing.

Since the editors of Life Magazine apparently thought that a series of articles on psychology and the general public was a good idea, it seems that the Snipe Bulletin should have at least one article on psychology and the Snipe racer--so here it is!

Leaving out all of the fancy fifteen-letter words which serve primarily to impress the reader with the writer's vocabulary and leave him thoroughly confused, the whole subject boils down to the simple statement that a racing skipper's mental attitude frequently has a lot to do with his racing performance.

You have all seen skippers who sail a perfect race now and then and a perfect series less often, but who never seem to end up on top at the end of the racing season. If these skippers could sail every race as well as they do some races, they would be unbeatable. There is also another group of skippers who can make their boats go just as fast as anyone's boat when they are merely playing around or sailing in some race which has no importance, but who never manage to make the grade in tough competition.

Luck, of course, enters into these performances to some extent, but in the long run the breaks will be about even and it must be something else that causes this kind of results. This something else is the state of mind or mental attitude of the skipper.

The mental attitude of the skipper who wins consistently must always be one of complete confidence in the ability of his boat and his sails to win the race if he only handles them right; courage tempered with just the right amount of conservatism (an excess of either of these will get him into trouble); and a calm and cool appraisal of the constantly changing situations arising during a race (I didn't really try to pick words all of which began with a "c", but it turns out that way and should make the lesson easier to remember)

Confidence consists of constantly remembering that you have proven on numerous occasions that you can go just as fast as the other boats, on many occasions that you can go faster, and being convinced that you are going to win the race.

Courage consists of taking calculated risks when the odds look good enough, after applying just enough conservatism to be sure that you are being courageous and not just plain reckless, when it comes to picking a good spot on the starting line even though it is crowded; tacking off for a safe leeward position instead of going behind another boat; cutting inside of a boat on a mark when it has rounded it sloppily, etc.

Coolness consists of keeping off the panic button when things don't go the exact way you planned them and remembering constantly that the race is not over until you cross the finish line and a regatta series is neither won or lost until the last race is finished.

It's all very simple and logical and has been proven to be all true, but unfortunately the whole thing is a bit easier said than done.

Mast Stiffness.

Synthetic sails require stiffer masts and, since the stiffness of spruce is highly variable, it is safe to start out with a mast that is sure to be stiff enough and then take some wood off if you want to. The round mast for which drawings may be purchased from Scira was originally 2 1/2" in diameter, which was alright for cotton sails unless very light spruce was used. The drawings were changed to 2 5/8" diameter for synthetic sails, but if the

spruce happens to be light, this may not be enough, so the drawings are now being changed to 2 3/4" diameter.

(N.B. The revised drawings are now available for \$1.00. They have been sent out on all orders filled after February 15th. If you received an old set recently, replacement will be made gratis upon request. B. M.)

Some stiffness may be added to an existing mast by having the side stays intersect below the jib stay intersection. (This helps only in the fore and aft direction. It will make lateral bending worse.) Covering a mast with unidirectional fiberglass cloth will cut deflection by about 1/3rd. Covering with ordinary fiberglass cloth will not cut deflection enough to be worth the effort.

The side stay intersection with the mast can now be 4" below the jib stay intersection with the mast.



Here is the other half of the Whittemore team -- the Commodore's brother, Bob, often regarded by competitors as the real "secret weapon" on the boat.

CUSTOM BUILT SNIPES

MASTS-BOOMS-RUDDERS
CENTERBOARD LIFTS

THE FAMOUS
MAIN SHEET JAM
-our specialty- \$12.00
Patent no. 2-627,834

DUFFY and ROBERTS
1810 S. Orchard Knobb Chattanooga 4, Tenn.

Voice Of The People

WANTS ACCURATE TERMINOLOGY

Re. Page 11 Vol. 6 No. 9 February Bulletin:

"There will be much confusion over that Beaufort scale tabulation which does not correspond with the terminology employed in official reports of the U. S. Weather Bureau stations on radio or TV and newspaper reports.

I suggest you check into the ranges indicated by the very similar terms of the Weather Bureau, which is what 95% or more of our sailing enthusiasts depend on.

You are probably hearing from many others on this one."

— Fearon D. Moore, 3 Tuxedo Rd., Glen Ridge, N. J.

Fortunately, this is the only letter received on the subject to date. Mr. Moore, erstwhile Chairman of the Rules Committee of Scira, is very well known to many Snipe skippers as a racing authority, for he has offered a graphic interpretation of the official NAYRU racing rules annually which have been very popular. Mr. Akin did not submit his vernacular as official, but probably as used by Tennessee sailors and it must be admitted that it is easily understood and applied. As Mr. Moore intimates, anyone can get the official scale from the Weather Bureaus. Incidentally, the small hand wind gauge advertised in this issue for the first time by the Belco Enterprises of St. Louis, Mo., looks like it might be the answer to the average small boat sailor. It is certainly handy and can be carried for use at any time and will give you ample warning as to what suit of sails to use. It is reasonably priced and probably will become standard boat equipment one of these days.

WANTS MORE INFORMATION

"When I look through the race results in the Bulletin, I often get the desire for more information--what kind and type of boat a certain guy is sailing--what kind and make of sails he uses--heavy or light board--etc. I bet many skippers do, too. Perhaps the following system might make the results more interesting:

BOAT	Skipper	Crew	Races.
7878 VW	(Varalyay boat-Watts sails)	(code interpretation)	
9897 ES	Emmons boat--Southern sails.		
5642 SL	Stamm boat-Larsen sails		
5432 OU	Owner built-Ulmer sails		
7432 GR	Gerber boat-Roberts sails		

This code could be expanded to include other features of the boat and sails to infinity, if desired. But I am sure this would prove interesting in comparing winners' boats and may add an incentive to the sailmakers and boat builders. Incidentally, I think the SNIPE BULLETIN is excellent!" Stan White, New Milford, Conn.

WE THINK SO, TOO!

"Please begin my subscription to the SNIPE BULLETIN immediately. Being interested in the Snipe Association, I think the magazine is the best source of information for sailing that I can get."
—Dennis Williams, Amityville, N. Y.

USES BULLETIN TO GOOD PURPOSE

"Those extra copies of the BULLETIN which I regularly receive are certainly appreciated. I'm careful to give them only to those whom I feel are good prospects. More than anything else, those BULLETINS enable me to prove what Scira is and has to offer.

Recently, I took my Botved boat into a local boat works for minor repairs on the fiberglass hull. It attracted so much attention and kept me so busy answering questions about sailing that the owner asked for copies of the Bulletin and the rule book. It is easy to indicate the potential market for Snipe in the southeastern states. People in this area of our nation are slow to adopt new ideas, but when they do, it is a terrific race from there on. It is rather difficult to get them interested in small boat sailing (Snipe is easily the choice), but if my theories are correct, watch a fleet grow here once it catches on."

—Howard Welch, Columbus, Ga.

No one could have a better ambassador than Pappy Welch!

WANTED AND FOR SALE DEPARTMENT CLASSIFIED ADS. Used Boats and Equipment

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

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

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

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

SCIRA, 655 WEBER AVE., AKRON 3, OHIO.

NEED A GOOD TRAVELING COVER FOR YOUR SNIPE ?

Snipe sailors have designed and will make for you a one-piece traveling cover to fit the entire boat from 13 oz. pre-shrunk, mildew-proofed duck with a full length zipper. Also, mast and boom cover. All for \$80.00 -- boat cover alone, \$60.00. Shipped parcel post, prepaid; allow three weeks; include check with order. Write Charles A. Harris, Jr., 1939 Dellwood Dr. N. W., Atlanta 9, Georgia.

FOR SALE: VARALYAY 9750. The army won't let me take her to Korea, so here she is for sale --Guaranteed perfect in every detail--ready for the 1957 racing season--Kenneth Watts mainsail--Roberts jib--Boom jack and all the gear including canvas cover--First \$750.00 offer takes her--New Gator trailer \$100.00. Russell Greene, 2787 Peachtree Rd., Atlanta 5, Georgia. Call Cedar 3-4455 if in a hurry.

"GHOUL" FOR SALE. Mills hull, Varalyay spars with ALL new or reconditioned fittings and gadgets. WINNER 1950 and 1956 U. S. NATIONAL CHAMPIONSHIPS. Trailer, cover, three suits Watts sails (1 new medium Dacron, 1 new full cotton, and 1 old medium cotton). \$1000.00 F. O. B., Los Angeles, Cal. Write: Clark King, 800 Arbor Rd., #4, Menlo Park, California.

FOR SALE: Emmons 8591 and trailer. Two suits of sails. (Watts) cotton and NEW suit of Dacron. Minimum weight. Going into Air Force. Write: Don Drabeck, 5318 N. Delaware, Indianapolis, Indiana.

FOR SALE: EMMONS SNIPE 9441. A minimum weight boat with mahogany deck. This boat has always been dry sailed and comes complete with trailer, Watts medium cottons, one season old Roberts full Orlons; two booms; two rudders, travelling cover, and one month old spar. Excellent racing record. Details from Lance Caston, 3841 Duchess Ave. SE, Grand Rapids, Michigan. Phone CH 3-7497.

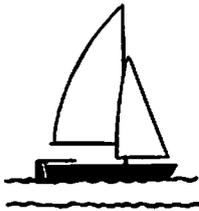
FOR SALE: SNIPE 4349 in excellent racing condition. Dry sailed with new stainless steel rigging. Watts and Larson sails, also canvas cover. Mel Nichols, Route 7, Jackson, Michigan.

WANTED: SEVERAL GOOD SECOND-HAND RACING SNIPEs.

We are anxious to form a new fleet at Kerr Lake, North Carolina, next season and will need some good additional boats for new sailors. The boats must be in sound condition and fairly good shape and priced between \$250.00 and \$500.00. Also, they must be within a reasonable distance of our area and available for inspection before purchase. Describe your offers in detail, please, to Romeo H. Guest, Box J-1, Greensboro, North Carolina.

FOR SALE: IMPROVE YOUR RACING RECORD with these excellent Watts sails. Two season second-placer, medium full; or like new, a medium, slightly flatter suit, both finest Egyptian cotton. Sold to the best offer by April 15th. Send in your bids to Dr. Elmer G. Koehler, 416 W. Lexington Ave., Elkhart, Indiana.

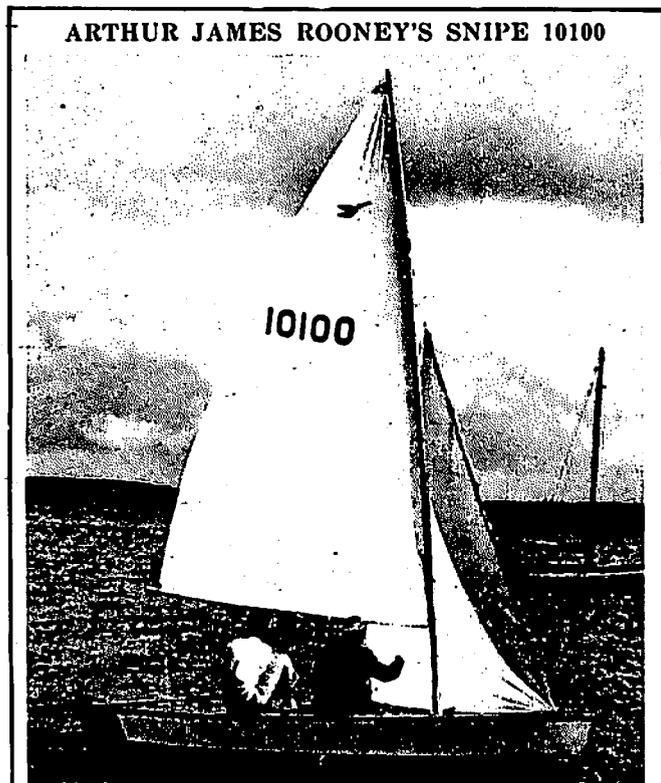
FOR SALE: VARALYAY SNIPE 8657. Excellent Condition. Watts sails, trailers, extras--all included in the special price of \$550.00. Can be seen in Akron, Ohio. Write to David Roush, Dartmouth College, Hanover, New Hampshire.



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OUTSTANDING CANADIAN SNIPE
WINNER OF MANY CHAMPIONSHIPS

Dominion Championship — Mining Society of Nova Scotia —
Walter McKinley — Bras d' Or Club — Ontley — Kenora —
2nd Merchant Memorial — Uses Synthetic and Cotton Sails By

Louis J. Larsen Yacht Sailmakers
50 Warren St., New York 7, N. Y.

Sanctioned Race Dates

- May 11-12 COTTON CLUB Regatta, Delta Sailing Club, McKellar Lake, Memphis, Tenn. Dr. Malcolm E. Stevenson, 1469 Poplar Ave., Memphis 4, Tenn.
- May 25-26 SOUTHERN CHAMPIONSHIP, Lake Chickamauga, Tenn. Privateer Yacht Club, 1043 Dartmouth St., Chattanooga, Tenn.
- May 25-26 DISTRICT 2 CHAMPIONSHIP Regatta, Sequoyah Yacht Club, Lake Fort Gibson, Western Hills Lodge, Wagoner, Okla. Jerry Jerome, 2940 E. 21st Place, Tulsa, Okla.
- June 1-2 ILLINOIS INVITATIONAL CHAMPIONSHIPS Peoria, Ill.
- JUNE 22-23 MICHIANA Regatta, Gull Lake, Michigan. E. L. Hasty, 408 Eagle Lake, Edwardsburg, Michigan.
- July 6-7 LONG ISLAND INDIVIDUAL CHAMPIONSHIP, Sea Cliff Yacht Club, Sea Cliff, New York. Bengt Johnson, 10 Edgewood Ave., Glen Head, L. I., New York.
- July 10-12 DENMARK NATIONAL CHAMPIONSHIP, Espergarde, near Copenhagen, Denmark.
- July 13-14 INTERNATIONAL Regatta, Espergarde, Denmark. Write Danish National Secretary.
- JULY 13-14 MICHIGAN STATE CHAMPIONSHIP, Gull Lake, Michigan. John Keyser, 2910 Bronson Blvd., Kalamazoo, Michigan.
- July 13-14 WINCHESTER (Mass.) Regatta, Lake Quassapaug, Connecticut.
- July 20-21 DISTRICT 1 (NORTH ATLANTIC) Championship Regatta for the Lake Mohawk Trophy, City Island, New York. Hal Winston, 1392 Madison Ave., New York 29, New York.
- July 27-28 DIAMOND LAKE INVITATIONAL Regatta, Diamond Lake, Michigan.
- Aug. 3-4 U. S. JUNIOR CHAMPIONSHIP, Peoria, Illinois.
- Aug. 3-4 U. S. JUNIOR CHAMPIONSHIP, Illinois River, Ivy Yacht Club, Peoria, Illinois.
- Aug. 5-9 U. S. NATIONAL CHAMPIONSHIP, Illinois River, Ivy Yacht Club, Peoria, Illinois.
- Aug. 17-18 SHEEPSHEAD BAY Invitational Regatta, Brooklyn, New York.
- Aug. 23-24-25 DISTRICT 3 CHAMPIONSHIP Regatta, Diamond Lake, Michigan.
- Aug. 31 and Sept. 1-2 SOUTHWESTERN REGATTA, White Rock Lake, Dallas Fleet #1. Fred B. Deere, 9441 Northcliff, Dallas 18, Texas.
- Sept. 4-8 MANHASSET BAY FALL SERIES, Port Washington, New York.
- SEPT. ? WORLD CHAMPIONSHIP RACES, Lisbon, Portugal. Dates have not been set yet for this important event, but it is hoped to have it the first week in September.

MAY 11th and 12th
COTTON CLUB REGATTA
(2nd Annual)

Meet Your Friends in Memphis

For details:
Dr. Malcolm Stevenson, 1469 Poplar Ave., Memphis, Tenn.

Y'ALL COME!

SOUTHERN CHAMPIONSHIP

SNIPES REGATTA

MAY 25th and 26th

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