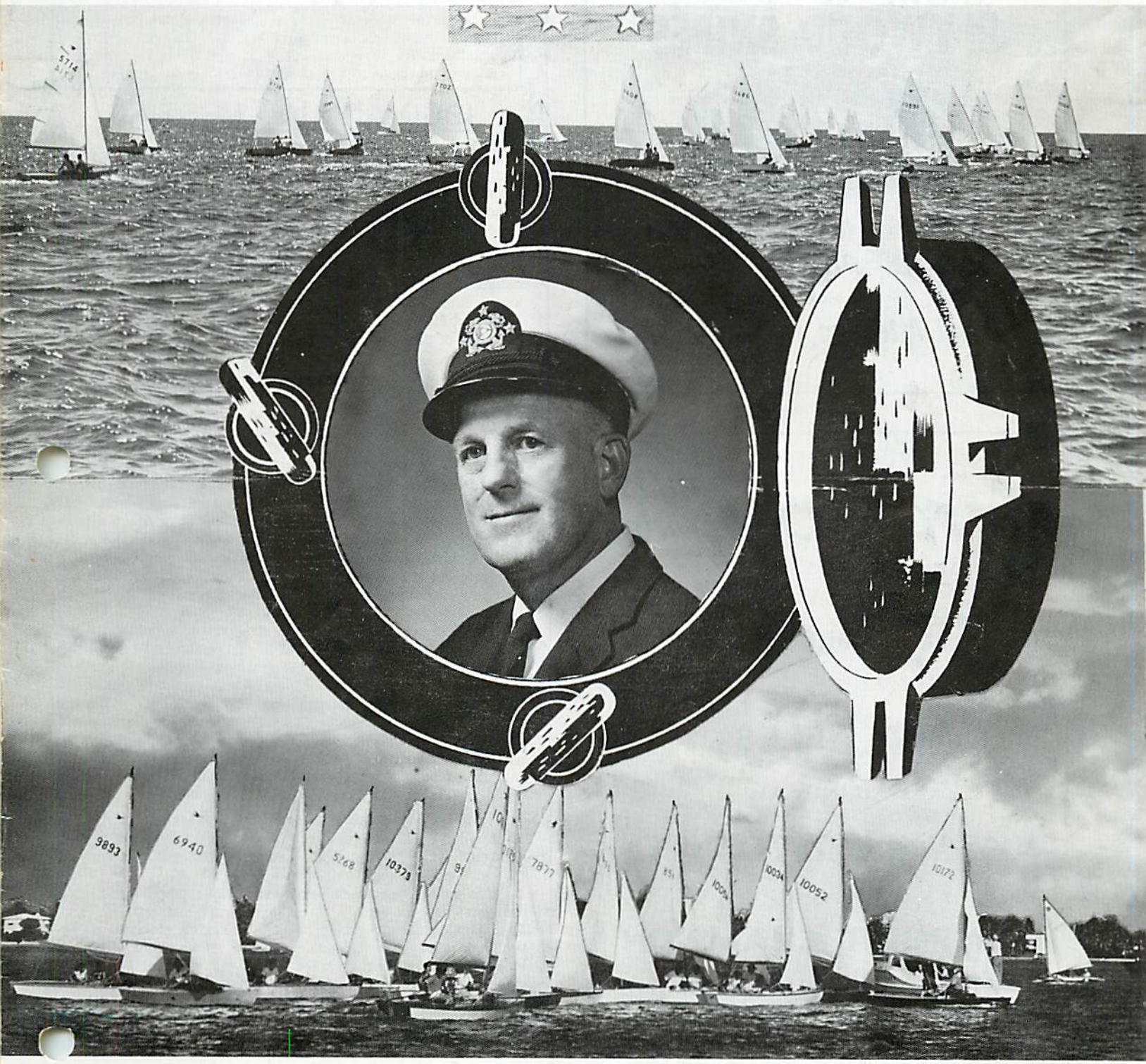


# Snipe

## BULLETIN



MARCH 1960  
Vol. IX No. 10



- EDWARD G. GARFIELD -  
1960 COMMODORE OF SCIRA



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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 SNIPE BULLETIN as part of their membership free.

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**1960 ANNUAL MEETING**

**GARFIELD ELECTED COMMODORE**

With the elevation of Edward Garfield to the office of Commodore in Chicago last month, SCIRA maintained its policy of choosing crack sailors for top leadership.

"Red", as he is commonly known, is a native of Jamestown, New York, where he lives with his wife, Mary, and two young daughters. He is a salesman for a wholesale dry-goods firm and is famous in his home town for his sailing activities. Now in his middle forties, he has been a sailor for 25 years and a member of the Chautauqua Lake Yacht Club Snipe Fleet 124 for the last 15.

He has won many local honors and recalls he got his first big thrill in big-time sailing when he crewed for Dr. du Pan, the Swiss entry in the first genuine international world championship Snipe race in 1946 at Chautauqua. That year, Red acquired "Shady II", the famous boat #3518 sailed to the championship by Bob Davis of California, and he proceeded to establish record for himself. But he sold it a few years ago (Bob Huggins eventually took it back to California) and demonstrated that it wasn't just the boat when he went on to even greater victories. He has been the New York State Champion, which is quite an accomplishment in that old hot-bed of Snipers, and he won the Wells Trophy in 1954 with Commodore Harold Griffith as crew, a combination which has been famous at many regattas in the past.

But Red is justly proudest of his part in developing Junior sailing in his club. As one of the first fleets to encourage youngsters in Snipe sailing, the training program has paid off handsomely. Not only has Fleet 124 maintained its position as one of the best in the country over the years, but can boast of three Junior Championships as well, with Leslie Larson being the current title holder. Such is his way with youngsters that all the boys hail him as "Red" when they meet him on the street. Thus his success and long experience with Snipe well qualifies him for the leadership of SCIRA affairs.

The 28th Annual Meeting of SCIRA was held at the Chicago Yacht Club on Saturday, February 13, 1960. This was the 5th time in 6 years that the affair has been held there and, as usual the two sessions were well attended.

Commodore Levinson presided with all officers and Board members present except Rear-Commodore Penman of England, Jr. Staff Commodore Schenck, and Jerry Jerome. Neither of the General Secretaries was represented although absentee ballots were used in the election of officers.

The first serious business was presentation of the financial report by Treasurer Mills. Again, he reported new records established with total receipts of \$15,820.21 for the year with total disbursements of \$14,728.78 for a net gain of \$1,091.43 in cash. This amount added to other tangible items bought for SCIRA raises the equity account to \$9,690.99 compared to the record high of \$7,137.75 last year. With all bills paid, we ended the year with \$2,101.54 cash in the bank and \$4,000.00 in U. S. Government securities.

Highlights of the Secretary's report, lengthy because of details, revealed: According to available records, 1959 was the biggest of 29 years when 458 new numbers were issued. This compares with 403 last year and the increase of 55 boats is 25 more than the 29 year average of 432 boats per year. 277 of these numbers went to 20 different countries compared with 196 to 13 countries last year. Brazil with 52 took the most; Spain and France with 35 each; Italy with 30; and Argentina with 21 account for the bulk of these numbers. Of the 181 boats for the U. S. , 103 were fiberglass hulls. 468 fiberglass hulls have been built in the U. S. since 1954, the first year of acceptance. This surge of new Snipes can be largely attributed to the unprecedented fine publicity resulting from IYRU recognition of Snipe and the International Snipe Class. Not only the yachting press, but general newspapers, magazines, and other media all over the world found Snipe and its regattas newsworthy and printed very flattering accounts of our activities. More people are interested in the boat than ever before and that fact will show up in future reports.

22 new fleets, 3 more than last year, were chartered, the last one being Fleet 480 at Paranagua, Brazil. 3 of these fleets were in the U. S. and 2 old groups were re-activated here. Fleets as a rule report a steady increase in membership and activity and the tendency is to absorb new members rather than to split into new groups or fleets. Such splits will come when fleet membership gets too big and unwieldy for efficient racing.

Total dues were \$6,426.00, including many outside the North American continent who pay only \$1.00 per boat. This is \$739.51 more than 2 years ago and reflects a steady annual increase. The amount received from 33 countries outside the United States for various items is practically unchanged from last year. For the first time, Colombia, Mexico, and Trinidad evidenced organization plans. Recent enquiries concern Hawaii, the Phillipines, and Rumania. Snipe owners in the Azores, India, Australia, China, Singapore, and Mozambique request class information. SCIRA is truly international -- and getting more so every year! Possibility of being chosen for the 1964 Olympics attract attention from sailors all over the world.

The year was most eventful in important international regattas, starting with the Western Hemisphere Races in Nassau, a most successful and enthusiastic event which rivalled its counterpart, the European Regatta, marking another milestone in our history. Participation in Bermuda Race Week last Spring for the first time was another coveted honor. The sensational victory of the young Brazilian team in the Pan-American Games in Chicago last summer led all sailing events and was an illustrated item in newspapers everywhere. The resulting climax was the great success and impressive brilliance of the World Championship in Brazil in the fall. This was probably the most elaborate small-boat regatta ever held for a one-design class and was a great stimulation to the class, not only in Brazil and South America, but throughout the world. The new summit in international standing is recognized with the increase of our Board of Governors from 11 to 15 members with the inclusion of more Snipers outside of the U. S. so we can face the international situation squarely and meet our greater responsibilities.

The BULLETIN was issued in 12 numbers of 12 pages each for the 4th successive year. Crediting receipts from advertising and subscriptions only, it lacked \$815.77 of paying all printing and mailing costs, which also increased during the period. This is not a bad operation at all and with steady improvement, it still is a unique publication. Recent increases in "outside" ads testify to increasing acceptance and recognition of the BULLETIN in sailing circles and the boat industry. Monthly circulation is over 3000 copies going all over the world! Publication and exclusive selling rights for "Principles of Sailing Rules" not only brought orders in from many famous sailors and yacht clubs with much favorable comment about Snipe and SCIRA, but also a tidy profit for the operation. SCIRA is grateful for the fine voluntary offer from the author, Fearon D. Moore, now of Hawaii, who has been a staunch friend of Snipe ever since his friend, Bill Crosby, designed it.

Fleets and groups participated in local boat shows more than ever last winter. Again, District 1 and fleets around New York (ANNUAL MEETING top of Page 4)

## PAN AMERICAN GAMES 6 STRAIGHT WINS

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

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Suit	\$23.00
Jacket only	\$14.50
Trousers only	\$10.50

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Size	Price Per Ft
1/4 in.	\$0.11
5/16 in.	.16
3/8 in.	.21
7/16 in.	.31
1/2 in.	.40

### NYLON and DACRON ROPE

Stabilized to prevent untwisting and fraying out at the ends when cut — saves valuable footage, makes splicing easier.

Size	Prices per Foot		
	Filament or Spun Nylon	Filament Dacron	Spun Dacron
1/4 inch	\$0.08	\$0.10	\$0.11
5/16 "	.12	.18	.17
3/8 "	.165	.24	.22
7/16 "	.215	.30	.30
1/2 "	.27	.38	.35

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# HARD SAILS, Inc.

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(ANNUAL MEETING from Page 3)

exhibited a Snipe in the N. Y. Boat Show under the able direction of District Governor Ray Kaufman. It was successful, as usual, with a net monetary return to the treasury. SCIRA is grateful to the loyal members who devote time and energy to such projects.

Reports from various district representatives were uniform in optimistic predictions for the coming season. The request of the Texas fleets for splitting District 2 was denied for the present as it was felt there were not enough Snipes or fleets in the proposed new district to warrant recognition as a separate entity. Recognition of the geographical arguments was made by the Board for future consideration. On the other hand, District 6 was divided into two districts as requested by local fleets, the new division being known as North West District 7.

After discussing means of improving the District Championship regattas, these two requirements were adopted:

- (1) All boats must be weighed at the regatta.
- (2) All sails must bear the signature of the fleet measurer and the current year date.

Chairman Ted Wells of the Rules Committee reported on actions taken by the committee during the year; suggestions received during the year; and recommendations to the IYRU and the Board of Governors for adoption. ALL CHANGES IN MEASUREMENT RESTRICTIONS FOR THE HULL AND SAILS CAN BE FOUND IN "WELLS WANDERINGS" ON PAGE 10. Special attention was called to the continuance of the policy adopted years ago by the Rules Committee and this was approved and reaffirmed by the Board.

Commodore Levinson then announced the election of the following new officers:

Commodore Edward G. Garfield - Jamestown, New York.  
Vice-Commodore Dr. Frank Penman - Cheshire, England  
Rear-Commodore Dr. Sam Norwood - Atlanta, Georgia  
Executive Secretary-Treasurer Birney Mills - Akron, O.  
Chairman of the Rules Committee Ted Wells - Wichita, Kansas.

New Governors chosen were:

- 3 year terms: Floyd Hughes - Council Bluffs, Iowa  
Robert Huggins - Stanford, Cal.  
2 year terms: Roy Yamaguchi - Tokyo, Japan  
Basil Kelly - Nassau, Bahamas  
1 year terms: Harold Gilreath - Atlanta, Ga.  
Terry Whittemore - Naugatuck, Conn.

Capt. Vieri Lasinio (Italy), Commodore Rafael Posso (Cuba), and Past Commodores Fred Schenck and Alan Levinson continue as members of the Board.

Juan Manuel Allende (Spain), the 1957-58 World Champion, was appointed to the Rules Committee.

With this enlargement of the Board to 15 members, it will be necessary to elect only two new members to the Board each year for three-year terms, thus affording the organization a reserve of good executives for all purposes. Flag officers chosen do not necessarily have to be members of the Board. It is notable that 5 members of the new Board now come from countries other than the United States; likewise, 3 of the 9 places on the Rules Committee are in the same category.

Many proposals and suggestions were received from the general membership during the open afternoon session. Limitation of entries at the Nationals was raised again and the new Commodore appointed Rear-Commodore Norwood to head up a committee to make alternate recommendations at the next meeting scheduled for Clearwater in August.

A proposal of limiting the total combined weight of skipper and crew plus boat to 725 pounds minimum for the next National Championship was discussed, and, meeting violent opposition from the floor, was withdrawn for the time being.

The O'Brien brothers, who did such a wonderfully efficient job as co-chairmen of the U. S. Nationals at Ft. Gibson, submitted a carefully prepared list of suggestions for improvement of the event. There was not time to give their proposals the consideration warranted, but one item was unanimously adopted, viz:

(ANNUAL MEETING top of Page 6)



HERE ARE TWENTY NEW SNIPES, all exactly alike, lined up for delivery in front of the shop of Alberto Linenburger, master boat builder of Porto Alegre. Ordered by the Sociedade dos Amigos da Vela do Brasil ( Society of Friends of Sailing ), they

were used in the 1959 World Championship Races. SAUEL Presidente Claudio Aydos, an engineer by profession, was in direct charge of this project and completed a difficult task to perfection and the satisfaction of all. — Correio do Povo

## There's No Sport Like Snipe Racing but when it comes to cruising, see the **SILHOUETTE MARK II**

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Write us for information

### BURGEE MASTERS OF AMERICA

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San Francisco

California

(ANNUAL MEETING from Page 4)

The Crosby Series will consist of 5 races regardless of the number of entries. One race will be dropped, including a DSQ. Upon completion of the races, 24 entries for the Heinzerling Series are chosen on the above basis and this series is sailed with the Wells Series as formerly. After these 10 races are sailed by everybody (5 in the Crosby and 5 in either final series), one race will be dropped, including a DSQ, and the remaining 9 races will count for the final score. This brings the scoring system in line with ones adopted in all other big SCIRA events.

Effective in 1960, the following changes effecting the Nationals were adopted in addition to the scoring changes listed above:

- (1) The first three winners in the District Championship Regattas are eligible to enter the U. S. Nationals without further requirements as to fleet membership, activity, etc. (Must only be a paid-up member of SCIRA in good standing.)
- (2) Eliminate the words "or their alternates" from the eligibility paragraph of the Heinzerling Deed of Gift. (Only the top three winners of the Districts can go to the Nationals — no alternates).

Action taken at Ft. Gibson was restated: The defending champion in the following events: The U. S. National Championship; the European and Western Hemisphere Races; and the World Championship is allowed to defend his title with an automatic entry, effective 1960.

Following a recommendation made by the Western Hemisphere National Secretaries in Porto Alegre, Brazil, in October, Japan will be allowed to race in the Western Hemisphere Races in Argentina in 1960.

No bids for the 1961 U. S. National Races were received at this time.

The next annual meeting will be held in Clearwater, Florida, prior to the Championship Races in August. Exact dates will be announced later and much unfinished business carried over from this meeting will be considered then.

After cocktails at 6:30, dinner was served to 70 Snipers with wives and sweethearts in a beautiful setting overlooking cold and icy Lake Michigan. Fired by warm friends and drinks, the traditional good fellowship prevailed, accompanied by some fine accordion music and an occasional burst of song. Buzz Levinson presented his pictures taken in Brazil, followed by Terry Whittemore and his movies of the same event, which were supplemented with a few explanatory remarks by the Secretary. It was a late hour when the final lingering regrets at departure were made. Under the new schedule for annual meetings, it is unlikely that we will be in Chicago under the same circumstances again for some time. "Be seein' y'awl in Cleahwatah."

## THE COMMODORE SAYS

In twenty years of Snipe sailing, it has been my privilege and pleasure to meet and compete with sailors in many places. If the next twenty years are even half as exciting, I will be well satisfied. Wherever you may go, Snipe sailors always offer a friendly welcome, keen competition, and good sportsmanship. I've known this to be true in the United States and during the last year, have found the same good will in Bermuda during Race Week and in Brazil during the World Championship. Without exception all entries were fiercely competitive, yet friendly. Snipe is a fine boat and Snipers are the finest!

It has been a great pleasure for me to work with other Snipe officers and the Board of Governors. Anyone who has served as a SCIRA officer cannot help appreciate the international scope of our Class.

The entire Class owes a debt of thanks to our fine Executive Secretary, Birney Mills. While passing through Akron last spring, I was able to stop and spend an evening with Birney. He is responsible for the finely knit Snipe organization. The monthly Snipe BULLETIN which he edits is a top publication in one-design racing circles. The volume of world-wide correspondence handled by him is unbelievable. SCIRA is most fortunate to have such a capable and dedicated officer.

All over the world, Snipe interest is growing. It is a distinct possibility that Snipe may be in the 1964 Olympics. Such an honor would be most deserved as no other class is so truly international as Snipe.

May I extend my best wishes to incoming Commodore Red Garfield for a successful year. And to all Snipers everywhere - Happy Sailing in 1960!

*Alan Levinson*

Sincere thanks to SCIRA officers and Board Members for extending to me the honor of being Commodore for 1960.

I would like to congratulate and thank our Jr. Staff Commodore Alan Levinson for the fine job he did while in office.

I also congratulate our present World Champions Paul Elvstrom, and his crew, Eric Johansen, for their excellent performance at Porto Alegre.

With the U. S. Nationals coming up at Clearwater, the Western Hemispheres in Argentina, the World Championship at Rye, New York in 1961, the chance of Snipe being in the 1964 Olympics, and many other important regattas all over the world, we have much to look forward to.

I am sure that, with the fine group we have on the SCIRA Board and the cooperation of all Snipers throughout the world, our Snipe class will continue to grow in popularity and maintain our position as the largest and finest sailing class in the world.

*Edward Garfield*

## NEW LAW WOULD BAN BOAT TRAILERS ON WEEK-ENDS

The following information sent out by Jeesse Aronstein, Fleet Captain of the Galway (N. Y. ) Snipe Fleet 412, contains some alarming and discouraging news to all small boat owners. The outcome will be watched with great interest, for it may set a pattern for the future all over the country.

" New York State Assemblyman Charles Eckstein and Senator Thomas J. Mackell have presented companion bills in the New York State Legislature which propose to prohibit the operation of a vehicle with a trailer towind boats on any highway from noon Friday until noon of the following Monday from May 15 to September 30 inclusive. Assemblyman Eckstein's proposals (A. 540 and A. 542) are currently before the Assembly Motor Vehicles Committee and Senator Mackell's (S. 1659 and S. 1662) are before the Senate Motor Vehicles Committee.

There is no logic or justification for singling out one class of highway user for this sort of restriction. The law would interfere with normal activity of bringing the boats to and from water and would prevent most of us from attending invitational regattas sponsored by other clubs.

Do you want this senseless legislation to go through? If not, why not write to your representatives today to urge them to withdraw or kill this unreasonable proposal? Write or wire Mr. Leo P. Noonan, Chairman, House Motor Vehicles Committee and Mr. Edward J. Speno, Chairman, Senate Motor Vehicles Committee, or your district representatives. Address all telegrams or letters to Capital Building in Albany.

Act now so we don't find ourselves road-blocked during the sailing season!"

All New York State Snipers should heed Jesse's warning and do as requested AT ONCE. Tell other sailors, too!

IF YOU CAN KEEP YOUR HEAD IN THE MIDST OF ALL THIS CONFUSION, YOU DON'T UNDERSTAND THE SITUATION!



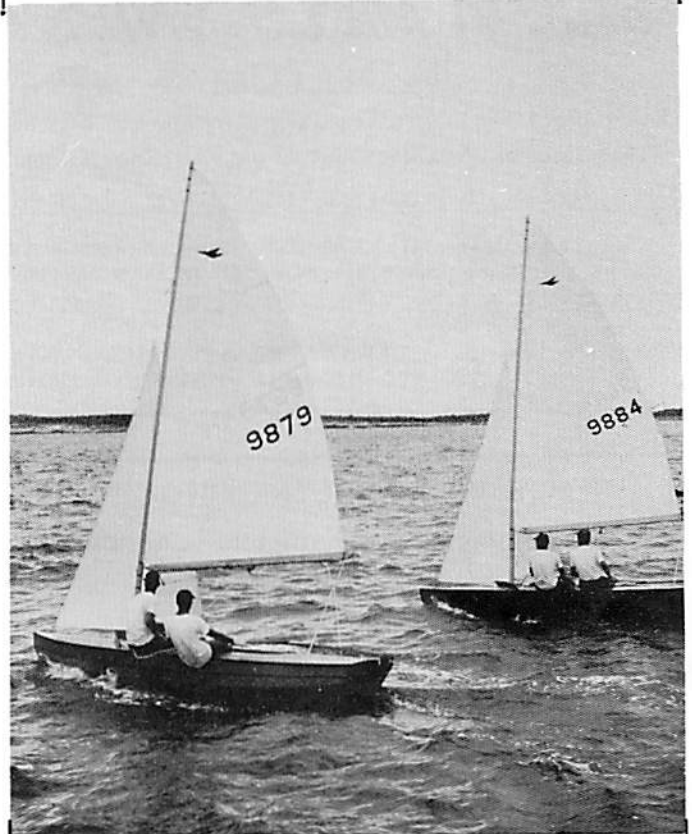
*Snipe Building Plans*

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REVISED JULY 1956

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## ULMER SAILS WIN AGAIN!



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Championship of Spain

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# SAIL A MILLS SNIPE!

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**IS AGAIN BUILDING PLYWOOD SNIPE!**

Through the years, MILLS SNIPEs have been consistent winners. Place your order NOW for an early delivery. Complete Boat Ready to Race (less sails). . . . \$995. 00.

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Capacity of B & J ELECTRIC PUMP  
215 gals. /hr 1 foot lift  
165 gals. /hr 4 foot lift  
**WEIGHS BUT 6 POUNDS!**

THE PERFECT ANSWER  
FOR THE SERIOUS RACING SKIPPER  
INEXPENSIVE, too: Pump alone. \$11. 90  
Complete unit including pump, battery,  
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BOAT SAILING. . . . . \$1. 00

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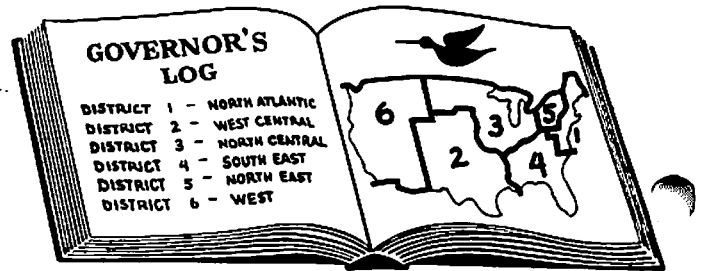
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## NEW DISTRICT GOVERNORS

District Governors elected for 1960 are as follows:

- 1 - Ray Kaufman, 69 Davis Rd. , Port Washington, N. Y.
- 2 - Floyd Hughes, Jr. , 344 Kenmore, Council Bluffs, Iowa.
- 3 - Harry Levinson, 6116 Carvel, Indianapolis 20, Ind.
- 4 - Howard Welch, 1913 Wildwood Ave. , Columbus, Ga.
- 5 - Herbert Nelson, 17 Cherry Lane, Lakewood, N. Y.
- 6 - Lanny Coon, 5481 Alden Rd. , Riverside, California.

## INFORMATION ON NORTH WEST DISTRICT 7

The new North West District 7 will be formally organized as soon as the proper boundaries are determined. Present plans are for a line to be drawn straight across California starting from Avila Harbor ( a short distance from San Luis Obispo) and proceeding across southern Nevada to the intersection of Utah and Arizona, then including the entire two states of Utah and Arizona to the present District 2 lines. Avila Harbor and Lake Mead, Nevada, would be in District 6. Everything north, or the rest of present District 6, would be the new North West District. There is a question of where to place Wyoming (can you imagine sailors, of all people, arguing over that territory?) and as soon as that is settled, the map will be changed accordingly. Lanny Coon remains as the District 6 Governor while Board Member Robert Huggins will be in charge of getting the fleets together in District 7. At a recent meeting of the Northern California Snipe Racing Association, Wayne Smith of Oakland was elected Commodore, which position automatically makes him Vice-Governor of District 6 under the old set-up.

## DISTRICT 1 HOLDS ANNUAL MEETING

The annual meeting of District 1 was held January 22 during the New York Boat Show. Chief business was discussion of the possibility of holding the U.S. Nationals in the area during 1961, and in view of the fact that a bid for the next World Championships in 1961 had already been made by the District, it was felt that two such major events in one year would be inadvisable and since the latter event held precedence, action on the Nationals would be deferred until late summer pending outcome of the WC bid.

A tentative racing schedule was presented and approved.

The following officers were elected:

District Governor Ray Kaufman - Manhasset Bay Fleet  
Vice-Governor Luke Czarny - Quassapaug, Conn.

Sid Horowitz - Sheepshead Bay, N. Y. succeeds Stewart Brown, Middle River, Md. , as Editor of the Newsletter.

(Incidentally, Stu gets the credit for writing the "Wild Idea" article in the last District 1 news in the February BULLETIN.)

All present felt it was a mistake not to exhibit Snipe in the N. Y. Boat Show and agreed that they should enter the 1961 event if SCIRA would lend the usual monetary assistance.

## DISTRICT 3 HOLDS THEIR ANNUAL MEETING

The District 3 semi-annual meeting was held in Indianapolis on January 23rd with Governor John Call, Sr. , presiding.

A surprising credit balance of \$122. 26 testified to the success of the financial policy inaugurated last year and it was decided to add 50¢ per boat in each fleet to the \$5. 00 annual dues paid into the District treasury; thus the budget for the Newsletter would be met safely and that good service extended.

By majority vote, the 1960 District 3 Championship Regatta  
( DISTRICT 1 MEETING on Page 12)



## SNIFE NEWS IN BRIEF

In recent weeks, enquiries have come about Snipe and SCIRA from such far away places as the Island of St. Thomas, Portuguese West Africa, and from Funchal, Madeira Island. Snipe fleets are in existence in both places and increased activity is anticipated for the future. But the outstanding request came from the Rumanian Federation of Water Sports asking about class regulations and requirements for building official Snipes and becoming members of SCIRA. Certainly we would all be greatly pleased to have Rumania as the latest member of the international family of SCIRA nations. This is just another indication of the growing popularity of Snipe throughout the world. . . . Texas seems to be sprouting lakes and possible Snipe fleets every time it rains anymore. J. B. Meissner, Box 2449, Wichita Falls, says there are several good lakes in that area and they feel they need a Snipe fleet down there in order to keep up with neighbor cities. Likewise, Dr. Francis E. McIntyre, Vice-Commodore of the Austin Sailing Club, wants an application blank for a charter so they can get off horses and into boats with the rest of the cowboys. Looks like Texas will someday be known as a nautical state. . . . Old Snipes continually pop up most unexpectedly. Peter Bauer of Norfolk, Conn., says he would like to bring #55 back into the fold. Many other low numbers are being actively sailed after 29 years. Of course, some have been rebuilt, but the point is they are still true Snipes and at no disadvantage when racing as far as hull design goes. . . . The Seattle Fleet wants to inaugurate a Northwest Championship Invitational Regatta. Now that they have their own District, they will be more eager than ever to get one started. . . . Ellie Huggins says that all the Snipe activity in California and Washington gratifies those who were used to seeing 15 boats at the most at big regattas. Now they have 20-25 regulars and several others (like from Seattle) who come every once-in-a-while. . . . According to Dr. George Coates, Alamitos Bay Y. C., the Snipe-Sabot regatta held every Fall is very successful and of interest to other clubs. "There are always youngsters who are beginning to tire of the 8'-10'

dinghies. They dream of a bigger boat -- why not Snipe? Our Snipe-Sabot regatta was in the form of a round-robin, the Snipe owner remaining in his boat either to skipper or crew, whichever seemed best, and the visiting Sabot sailors rotating every race. The day started at 11:00 A. M. and none of the ten boys were ready to quit when we ran out of daylight. The Snipers enjoyed the day, not only because they could extoll the virtues of the boat, but were extending their lists of possible crew members at the same time. ". . . David Greenwood, Box 213, Witten, South Dakota, is another cowboy who "is greatly interested in joining the ever increasing number of people enjoying the Snipe. With the development of hydro-electric power on the Missouri River, we here in South Dakota have a wonderful opportunity to enjoy the sport of sailing." Any other sailors in that area who are interested in helping, get in touch with Dave. . . . Sam Card makes a report, "My plans for getting back into the Snipe Class are rather indefinite now. Although I have done fairly well with my Star boat, I don't care for it at all. Your brains get knocked out every time you tack or jibe. All of the competitive Stars are dry-sailed. It takes three men and three quarters of an hour to get the darn thing in and out of the water. One has to be a gymnast and Olympic caliber athlete to sail it successfully". . . After three seasons, the Chattahoochee Fleet 452 which Pappy Welch started practically single-handed in territory that looked upon sailboats with suspicion, now has ten Snipes and hopes to grow substantially during the coming season. . . . Jim Buruss, 5713 Brooklyn, Kansas City, Missouri, is all steamed up about the fine new 1000 acre Jacomo lake close to Kansas City and he says that, although there are only three Snipes on it now, the potential for a new fleet is there and he is passing out Snipe literature with an eye to combat Flying Dutchman propaganda distributed at the K. C. Boat Show. Now here is a chance for unattached Missourian sailors to help start a new fleet in that garden spot made famous by the one and only Eddie Williams. . . . Iowa-Nebraska Fleet 309 has 4 new fibreglas Snipes on order, making a grand total of 31 boats which can be registered this coming season. Snipe fleets are getting bigger and better all the time!



## 1959 NATIONAL SNIPE CHAMPIONSHIP

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

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

*Sails  
by Watts*

KENNETH E. WATTS

TORRANCE, CALIFORNIA



**EVOLUTION - (Continued ---  
including BOARD OF GOVERNORS MEETING)**

The article last month concerned what could be accomplished with lots of imagination and no control. This report is on the actions affecting rules and restrictions taken by the Board of Governors in Chicago, which I feel can be characterized as imagination plus control.

Some of the changes are fairly major and undoubtedly will not be popular with everyone. The basic philosophy of the Board, however, is not new; it has actually been the same ever since fiberglass hulls were first considered some eight years ago, and can be simply stated as making changes as necessary to insure that no boat or sail can have any racing advantage over any other boat; that no boat or sail will be made obsolete from a racing standpoint, but that the boats must stay modern and steadily improve from the standpoint of utility, availability, and (we keep hoping) at gradually lowering prices.

On the sail subject, I'm a little unhappy about the decision as it means more work, but maybe it is a step in the right direction, which is to toss out all the old measurements using grommet centers and use the IYRU method of overall measurements. This latter has lots of advantage, but it means changing the stripes on all masts and booms. And before we do that, we want to be sure we have the right dimensions. All sailmakers have been asked to furnish the dimensions that they have used in the past. It is not the intent to obsolete any sail that has not been made as a rule beater, but there will be a new sail drawing which is supposed to prevent any possibility of anyone cooking up any way of obsoleting existing sails. Many of the new dimensions will be checked only in case of doubt.

On the deck crown situation, it was decided to just go back to the old 5" maximum crown.

Italy has questioned whether it was legal to use a piece of elastic cord between the sidestays and the mast. The consensus was that the use of elastic or light line between the sidestays and the mast was not a violation of Paragraph 48, but that it should be listed under permissible options.

A new method of constructing plywood hulls was proposed and approved. Some years ago, Commodore Zimmerman tried to get manufacturers interested in molding plywood hulls to get the cost down. There were no takers at that time, but at the meeting in Chicago, an experienced builder presented a method which had been tried out on similar boats and requested permission to build Snipes in this way. The boats would measure to the new IYRU tolerances; the hull weight and distribution weight would be identical to other hulls, but there would be many fewer parts and the quoted cost of a bare hull was appreciably less than any previously available.

Like the fiberglass hull, this method of construction requires good tooling and will be limited to professional builders who evidence the required ability to build a satisfactory hull by the new method. Details are available to all builders, of course.

The restriction sheet on fiberglass hulls will be changed to show the leeway in choice of materials which has already been allowed; to permit the use of fiberglass deck structures, providing they have adequate strength and stiffness; to permit molding all or part of the 1 1/4" sheer molding in the hull mold; and to permit molded glass sandwich floor structures.

It should be noted that, while some of these changes may be major as to construction details, they do not give any racing advantage and make available to skippers lower priced or more utilitarian methods of getting features already allowed.

We have been advised that the changes decided upon by the Board of Governors last August were approved by the IYRU. These are as follows:

**ADD to sub-paragraph 10 under paragraph 8:**

The tack of the sail shall be located so that the bolt rope does not deviate appreciably from a straight line.

(NOTE: By building an unusual type of fitting on the gooseneck, it would be possible to get an increase in sail area while still not stretching the sail beyond the limiting bands on the boom and mast).

**ADD to Paragraph 27:**

Only steel, bronze, or aluminum boards are approved.

(NOTE: No change -- merely clarification).

**PARAGRAPH 45:** Change to read as follows:

Aluminum extrusions may be used for masts and booms. Currently approved sections are as follows:

(1) An extrusion made in the United States, measuring 2.65" fore and aft, and 1.75" athwartship, with a wall thickness of .085". When used as a mast, this section must use diamond stays below the shroud anchorages with a spreader having an overall length of at least 15".

(2) The Ian Proctor extrusion, having a fore and aft dimension of 2.70"; an athwartship dimension of 2.19"; a varying wall thickness; and a weight of .796 lbs. per foot. Swinging spreaders at least 17" long must be used between the mast and the sidestays when used as a mast.

(3) The Ian Proctor extrusion having a fore and aft dimension of 3.0825"; an athwartship dimension of 2.375"; a varying wall thickness; and a weight of .938 lbs. per foot. This section is tentatively approved for a mast without spreaders.

(NOTE: Item (2) previously had only tentative approval. Item (3) is a new section not previously available.)

**PARAGRAPHS 52 AND 58:**

Anchor weight - 4 lbs. minimum

(NOTE: 3 1/2 lbs in latest data sheet is in error.)

During a discussion of the increasing importance of the District Championships, the point was raised that they should be patterned after the U. S. National Championship with more emphasis laid on stricter observance by all entries of SCIRA rules. The first steps in that direction were taken with the adoption of these two requirements:

(1) All boats must be weighed at the regatta.

(2) All sails must bear the signatures of the fleet measurer and the current year date.

The Board also adopted a requirement of weighing all boats and measuring all sails at the beginning of each racing season by the local fleet measurer. Attention is directed to Para. 3 of the Instructions for Fleet Measurers (Page 43 of 1959 Rule Book) which says that any change in the hull, rig, sail, or any part of the boat must be called to the fleet measurer's attention, re-examined by him, and approved before being eligible to race officially again. Strict enforcement of all present regulations on the local fleet level will not only lighten the work at big sanctioned regattas, but also make for a better and happier membership.

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## Voice Of The People

### THIS IDEA MIGHT HAVE MERIT

"The letter by Jackson Cummings in the January BULLETIN is the most provocative yet. Not so much from his views on the weight of the boat, but his suggestions on the weight of the crews.

As a 135 pound 39 year-old weakling, I, too, get discouraged in winds of over a genuine 126 mph, when hanging over the side with only one ankle in the cockpit and with the main half aback, I see all the overweight characters blasting through to windward while still sitting in the boat. For this reason, I'm all in favor of allowing a trapeze for the crew and a sliding seat for the skipper.

But maybe there is some merit in Mr. Cummings' suggestion. The Rules Committee could draw up a measurement specification for the skipper and crew. This would specify the maximum and minimum weights and heights, and, most important, the maximum vertical Center of Gravity position (measured when standing erect and in bare feet). This would disqualify all the long, thin types with heavy thinking-man heads. Ted Wells can burn out a couple of slide rules trying to figure out a way of measuring the strength and endurance of tummy muscles and Snipe can have another FIRST -- the only class with one-design crews!

Or maybe we should recognize that the pendulum swings both ways.

Regarding a weight reduction, I think we all know that within the present limitations of hull form and sail area, the Snipe can never be the fastest boat in the world, but why worry? The class is still increasing in popularity. Time enough to think of changes when registrations start to drop off."

— Jim Young  
Streetsville, Ont., Canada.

### CLASS RULES TO BE STRICTLY ENFORCED

"Our fleet is attempting to be more strict this year about non-legal skippers sailing in the Mid-Winter Regatta as has happened on occasion in the past. It is mostly due to not getting anyone strict enough to enforce the rules for fear of offending someone.

I am in charge of registrations here this year and have been asked to inform anyone registering without a current membership card that he (or she) can not enter this regatta without being subject to protest as the event is officially sanctioned by SCIRA and the Deed of Gift states that each skipper must be paid-up and in good SCIRA standing. So, if you get any angry letters about the Regatta Committee not letting anyone sail, it will be my fault!

Nearly always someone gets real soft and gives in to letting anyone who arrives with a boat sail in the Championship, which seems to be alright UNLESS HE HAPPENS TO WIN! But this is not right and someone has to be unpopular and enforce the rules for the good of the class as a whole. Well, anyway we are trying and I hope it works out."

— Mrs. Francis Seavy  
Clearwater, Florida.

Not only can an illegal contestant be personally protested, but, by allowing such entries, the regatta committee itself can be protested and the whole series be ruled illegal under the Deed of Gift and declared No Contest.

Mrs. Seavy has stated the case well and she has been officially assured that her committee will be upheld in any legal actions taken to uphold the class rules. More power to her -- and may she be an example to all other registration committees this coming season!

### REACHES A LOGICAL CONCLUSION

"It is my desire to build a Snipe Class sailboat and I want to order a set of plans.

My previous sailing was in various small craft as a member of the San Francisco Yacht Club. An analysis of the various classes leaves but one outstanding boat and that, of course, is the Snipe."

— William F. Candrian.

## 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!

**NIPE POSTCARD IN COLOR**, showing beautiful scene of Snipes racing in the Western Hemisphere Bermuda Races. Appropriate Snipe and SCIRA information on the back. A great way to advertise your hobby and the Snipe Class at the same time. You will be proud of the card - use it for any purpose! Obtainable only from SCIRA, 655 Weber Ave., Akron 3, Ohio, for ten cents each or 20 for \$1.00 postpaid.

**DO YOU NEED A NEW MAST?** Get a complete set of plans for the CHAMPION round mast for Snipes, designed by Ted Wells, and build your own. 4 sheets of blueprints with all details for hardware and rigging for only \$1.00 per set. 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.

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

**AT LAST! MADE ESPECIALLY FOR SNIPERS!** A high quality screw button for yachting caps with a crossed anchor emblem. A red Snipe on a dark blue pennant with white enamel background -- all outlined in gold. Can be worn in coat lapel, too. Obtainable only from SCIRA, 655 Weber Ave., Akron 3, Ohio, at \$1.50 each. Fill that empty space on your cap with class insignia!

**BOAT PORTRAITS:** Give the skipper a fine oil painting of his Snipe by "Yachting" cover artist Ralph Heinzerling. Reasonable prices - satisfaction guaranteed. Ralph Heinzerling, 4 Drury Lane, Port Washington, L. I., New York.

**FOR SALE: VARALYAY SNIPE 10155.** Winner District Championship and many regattas. \$800.00 includes trailer, new Irish mast, two suits Ulmer dacron sails, and complete racing equipment. Jerry Jerome, 2840 E. 21st Pl., Tulsa, Okla.

**WANTED: USED SNIPE** in good racing condition. State fittings, registration number, condition of sails, price, etc. Advise where boat may be seen and name of maker; also if trailer available. Write Linda and Erica Johnson, Box 1152, Sparta, N. J.

**WANTED: USED SNIPE** in racing condition. Preferably within 300 miles. State registration number, make, and price. Ted Reissing, 281 NW 5th St., Barberton, Ohio.

**FOR SALE: EMMONS BUILT SNIPE 6765.** Pivot board type in ready-to-race condition. Boat has been a consistent winner. Selling because owner has gone into the Navy. Price \$450.00. Reply to Fred Pownall, 20 Snug Harbor Rd., Milford, Conn. Telephone Trinity 4-2224.

SOMETHING TO BUY OR SELL? USE THIS SPACE!

## — Every Sailor Needs It — SCIENTIFIC SAILBOAT RACING

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The "SNIPER'S BIBLE" has very recently been thoroughly revised, completely reset, and enlarged by some 20% of new material. This new edition includes all the fruits of Ted's experience since he wrote the first one, a matter of an additional eight years of mighty rewarding sailing.

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**— SANCTIONED RACE DATES —**

Apr. 25-30 BERMUDA INTERNATIONAL RACE WEEK on Great Sound, Hamilton, Bermuda. For the second time, Snipe has been invited to participate in this famous event.

Apr. 24 - BAHAMAS REGATTA WEEK, Montagu Bay, Nassau, Bahamas. Snipe is one of 5 classes invited to sail in this preview of the Olympics.

May 21-22 9TH ANNUAL SOUTHERN REGATTA, Lake Chickamauga, Chattanooga, Tenn. Privateer Yacht Club is the host club. Phillip D. Coates, Jr., c/o Gold Point Marina, Hixson, Tenn.

May 28 FRENCH - ENGLISH REGATTA, near London at Stone, Essex, under auspices of Fleet 372.

Over the last 25 years, regattas have been officially sanctioned by the National Secretary and official files are full of sanction applications for previous events. This year, in an effort to avoid duplication and make work easier for all officials, an abbreviated plan will be instituted. Briefly, here it is:

As in the past, the regatta committee will apply to the District Governor for 3 sanction blanks; if the event is an old one with all facts practically the same, it will not be necessary to fill it out in detail -- only put in the changes, if any, plus necessary information and instructions for entries which are necessary for contestants. Return 2 copies to the Governor, who will then approve of the dates requested and assigned; he will keep one copy and send the other to National Headquarters whence will come official SCIRA sanction under class rules. The essentials include signatures of the Fleet Captain, Chairman of the Race Committee, and Regatta Chairman stating that they have read all pertinent class rules and will enforce them.

If the regatta is an entirely new one or major changes have been made in location, sponsors, etc., then all 3 blanks must be filled out in detail. Once that information is filled here, it will not need to be furnished the following year, with exceptions noted above, of course. This plan will be tried this year, at least.

(DISTRICT 1 MEETING continued from Page 8)

will be held in Grand Rapids, July 15-17, with Fleet 137 as host. Newly elected officers are:

Governor Harry Levinson - Indianapolis, Ind.  
 Vice-Governor Dexter Theide - Grand Rapids, Mich.  
 Rear-Governor Bud Hook - Indianapolis  
 Secretary - Bob Biggam, Cincinnati, O.  
 Treasurer Bob Harris - Hinsdale, Ill.

Election of new officers will be held at the summer District meeting in the future to take office immediately after the SCIRA annual meeting. Two District meetings per year will be held at 6 months intervals.

Due to fine work by Bud Hook last year, District records of fleets and members are in excellent shape. A 2-page form is furnished each Fleet Captain at the beginning of the season and all pertinent fleet information (which includes listing the name and address of each Snipe owner) is sent in to headquarters along with District dues. This will constitute a complete local record of invaluable use to future officers. Affairs of District 3 reflect the choice of good business men as top leaders.

**1/2 The PRIVATEER YACHT CLUB**  
**ANNOUNCES**  
**The 9th Annual Southern Regatta**  
*Lake Chickamauga*  
**SAT-SUN-MAY 21-22**  
**REMEMBER THE DATE!**