

Snipe

BULLETIN



MARCH 1961
Vol X No. 10.



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SNIPES BULLETIN

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

Address all correspondence to:

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

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\$2.00 Per Year.

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

Forms close on the 15th of each month preceding publication. Material received after that date will not appear until a later issue. Contract advertising rates may be had on application. Be sure and notify SNIPES BULLETIN of any change in address, giving both old and new addresses.

Concerning the Cover

The cover of last month's BULLETIN (the green one) excited considerable comment, consisting of diverse opinions. It was a marvellous black-and-white aerial photograph but rather dark in background, so we endeavored to match the emerald green waters of the Carribean. Well, the idea was better than the results, but it was a lot of fun trying!

Incidentally, an active veteran of the Snipe class, Sailmaker Charles Morgan of St. Petersburg, Fla., played a prominent part in this Miami-Nassau race. The race was won by Paper Tiger, a 40-foot yawl that was built by a dare and so became the new queen of the Southern Ocean Racing Conference. Credit is given for the victory to owner Jack Powell's expert handling and to 31-year old Morgan, who was aboard the winner and who designed the boat.

It seems the two men have been fast friends for years and Morgan consistently boasted that he could design a boat that would win big ocean going races. Both expert sailors in small craft, they had never spent much time with the bigger boats. Finally, Powell took Morgan up on the dare and he designed the fiberglass Paper Tiger. It was launched the first of this year.

In its first race of 403 miles, it finished 2nd; it slumped to 21st in the Lipton Cup; but won the Miami-Nassau title 57 minutes (corrected time) ahead of the runner-up and left floundering in its wake numerous bigger yachts that were supposed to beat her by more than three hours. It evidently has a preference for long courses and much is expected of this combination in future races. SCIRA congratulates Charlie!

SPECIAL NOTE - The cover of this BULLETIN, like so many others in the past, was designed by Cleve R. Slauson, Jr.

ATTENTION— All Fleet Captains

SCIRA DUES - This is the final appeal for all delinquent SCIRA members to pay their 1960 dues. After a member has been suspended for non-payment, he can be re-instated only upon payment of dues in arrears and for the coming year. He is ineligible to sail in any official Snipe race unless he can show a paid-up membership card. There are still about 200 Snipe owners falling in that category, so please make an effort to clean up your 1960 business.

The new Snipe sailing season starts April 1st and 1961 cards are now ready. Dues are \$5.00 per year for individual owners and \$3.00 each for co-owners of Snipes. Associate dues are \$2.00; Subscribing Memberships are \$5.00; and Sustaining Memberships \$25.00 per year. The schedule of all fees and dues can be found on Page 42 of the 1960 Rule Book. Don't forget that the primary success of SCIRA depends upon the collection of dues, and since the value of the organization to the individual far exceeds the small amount of money asked in support, don't hesitate to ask for the money. When a man goes to sell his Snipe, then is when he realizes the value of a good organization in a one-design class in protecting his investment. An individual Snipe owner who does not belong to an official fleet and has a measured boat, can send his dues in direct to the SCIRA office. Be sure the boat is properly registered.

Some Miscellaneous Items

SNIPER INSURANCE - Many questionnaires on boat insurance for the Snipe class have been returned and replies are now being tabulated. If you haven't sent yours in yet, you are requested again to do so, for the ultimate group policy offered to the Snipe Class exclusively will depend on the facts gathered from this census. The larger the number, the better the results!

CHICAGO BOAT SHOW - This year dates for the show are later than usual from March 24th to April 2nd. Snipe will be exhibited in booth 46 just inside the main entrance of the new lake front Exposition Center on South Lake Shore Drive and 23rd St. at McCormick Place. A new Lofland fiberglass Snipe will be shown and members of the Chicago Fleet 86 will assist Mr. Lofland in manning the booth and passing out SCIRA literature. You are invited to make this booth your headquarters and your help in any way will be appreciated.

BULLETIN INFORMATION - There seems to be some confusion about extra copies of the BULLETIN going to crew members. When you pay your \$5.00 annual dues to SCIRA, it includes two copies of the BULLETIN, one for you and one for your crew for free, but you must send in the name and address of your crew each year in order to keep this list up-to-date. You should avail yourself of this privilege, for the best source of future Snipe skippers comes from the present crews, and while we are not trying to give away BULLETINS (they cost money!), SCIRA must not overlook this opportunity to publicize the class. Also, most of the crews want the BULLETIN and will appreciate the favor.

There are still some copies of issues back to 1952 of the BULLETIN as offered in January. Many Snipers have completed their files, and one enthusiast got 73 copies. Copies of June and Nov. 1955; Aug. 1957; Oct. 1958, and Jan.-Feb. 1959 are needed and if you have any extras, please send them in. You will get 15 cents for each copy plus thanks from those who want them.

PRINCIPAL SAILING RULES - The new sailing rules adopted jointly by NAYRU and IYRU have been received and Fearon D. Moore of Hawaii is now compiling the 12th edition of his interpretations of these rules. They will be printed in the same form as the 11th edition which was so popular and will be sold again exclusively by SCIRA. Watch the BULLETIN for announcement as to when they are available, which will be in time for use this spring.

PAST SCIRA COMMODORES - All Past Commodores of SCIRA been accounted for except 1935 Commodore A. H. Bosworth, who was living in Florida at that time. If anyone can supply any information or leads at all to help discover his whereabouts, it will be greatly appreciated.

1961 RULE BOOK - There were 27 advertisers in the rule book last year, an increase of 13 over the year before. These were obtained by several people soliciting ads from local sources. If you have any leads this year, now is the time to offer them the chance to take a part in the rule book for \$30.00. It goes to all SCIRA members and to 28 different countries all over the world for less than the postage for one piece of direct mail and it is never thrown away. A fine way to get in touch with Snipers with the same advertising rates in effect in 1953.

VARALYAY BOAT WORKS - Lou announces that he has moved down the street to 1868 W. 166th after being in the same quarters for 15 years. They doubled their shop and yard space and will increase the staff to better serve their many friends and customers. Lou says, "Mrs. Betty G. Zeratsky of Green Lake, Wisconsin, has purchased her fifth Snipe from us during the last 12 years and now she is thinking about the sixth. Mrs. Zeratsky could start her own family fleet with "Varalyay Built" Snipes." All members of SCIRA wish Lou well in his new quarters and hope he enjoys many more years of furnishing Snipes to sailors.

CHANGE OF ADDRESS - There are 143 cards in our Bad Address file belonging to members in good standing who do not get the BULLETIN now because their mail is returned by the Post office. They are "lost" to SCIRA. If you fail to get your BULLETIN in the future, make sure we have your correct new address, for we hate to lose customers.



This is Bob Lippincott . . .

reporting to the Snipe Class Association that the Lippincott Boat Works, in Riverton, N.J., is now building Snipes to the same high standards for which our Stars, Lightnings and Comets are known.

For a real winning Snipe, call, write, or visit us.

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In '61

in a

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Have fun in this improved Snipe that is sailed by more champions than any other snipe in America.
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- Your crew can hike-out with the jib sheet as support without it coming unjammed.
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- Chrome plated bronze alloy, comes complete with screws for mounting on aft end of centreboard box.
- Suitable for all racing classes in which the jib is trimmed manually and where a 1/4" or 5/16" dia. sheet is used.
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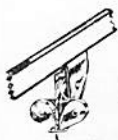
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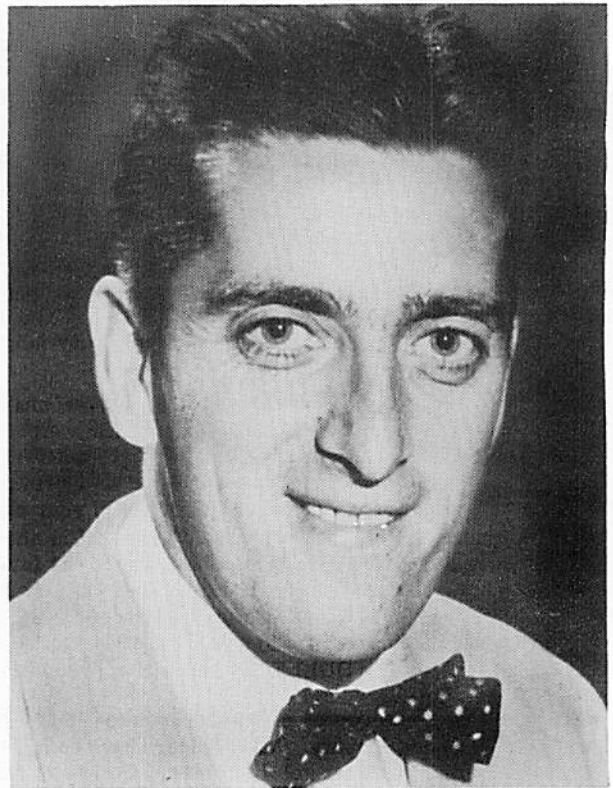
AMATEUR BOAT BUILDING . . . \$4.00

by William F. Crosby

Designer of SNIPE & OTHER SMALL BOATS.

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CLEVE R. SLAUSON, Jr.



On January 21, 1961, all SCIRA lost a beloved friend when Cleve R. Slauson, Jr., drowned in the Illinois River at Peoria while iceboating.

Cleve joined the Snipe Fleet 131 at the IVY Club in 195 and under his personality and leadership things definitely improved. A man of drive and enthusiasm, he introduced many outstanding Snipers to Peoria while acting as Fleet Captain, a position he held for many years. The home fleet would sail against these boats and soon a metamorphosis came about. Old boats were reworked, new boats were bought. Always a great promoter of Sniping, Cleve was largely responsible for the activity and growth, both in quality and number, of the Peoria Fleet.

Cleve was an outstanding competitor and sportsman. He attended interfleet regattas whenever he could and also participated in the 1955, 1957, and 1960 U. S. Nationals. He won many major regattas and local honors. As a member of SCIRA, he was also greatly interested in national affairs and, as a professional printer and lithographer, made many suggestions for the BULLETIN to Bill Crosby, many of which were adopted. The last BULLETIN Bill issued (August 1953) was the first one to use the new cover which Cleve designed, and it was used as the standard cover for many years. He contributed much art work along with many pictures and his assistance was always greatly appreciated and highly valued by the Board of Governors. He served terms as Governor of District 3 and was on the SCIRA Board of Governors for two years.

Cleve was always ready for a good time and everyone had a good time in his company. His unique mannerisms and quick wit will always be remembered. SCIRA has truly lost a good friend!
— Dan Wesselhoft.

The shock of Cleve's sudden passing was felt in Snipe circles all over the country. Many expressions of sorrow and sympathy have been received from Snipers by his wife, Dorothy, and young daughter, and several have suggested that a national SCIRA trophy be established in his memory. The IVY Club has already decided to have a local Memorial Trophy, but approve of the movement to set up an official SCIRA trophy. Many Snipers who have sailed against Cleve, his friends, and acquaintances would thus have an opportunity to express their feelings of appreciation for his contributions to Snipe sailing. Accordingly,

(Continued top of Page 7)

Congratulations to

BERNARD "EASTER" HAYWARD!

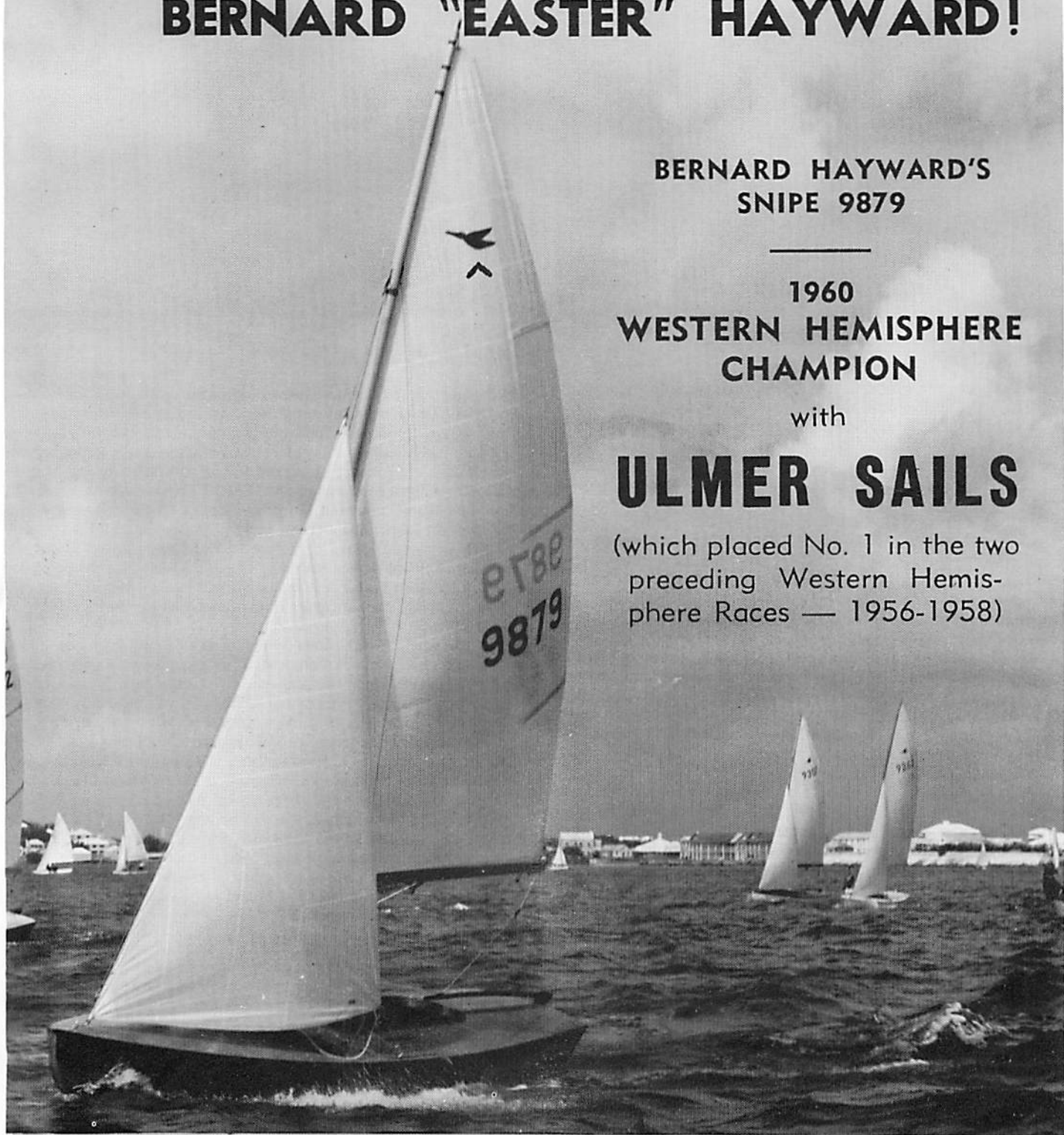
**BERNARD HAYWARD'S
SNIPE 9879**

**1960
WESTERN HEMISPHERE
CHAMPION**

with

ULMER SAILS

(which placed No. 1 in the two
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ARTIE KARPF SWEEPS PRESIDENT'S CUP SERIES SNIPES MAKE FINE SHOWING AT BIG REGATTA



NICE WORK - but you have to be a winner to get it!

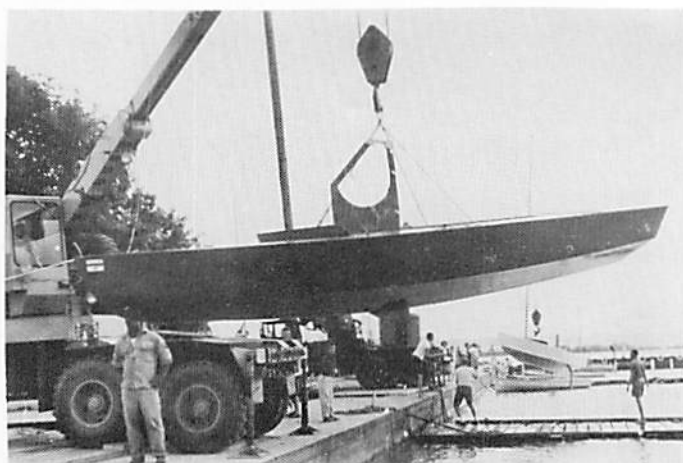
Arty Karpf, Eastchester Bay Snipe Fleet at City Island, New York, won three clear-cut 1sts to capture Snipe honors at the Presidents Cup Regatta held in Washington, D. C., September 24-25th. Bill Ludlum, Wet Pants Fleet of Sayville, N. Y., placed 2nd in all three races. Taylor Brown, Middle River Fleet in Baltimore, Md., was 3rd.

The first race started in light winds and Karpf worked out an early lead, never to be threatened around the two-lap triangular course. Rolf Carlsen of Glen Cove, N. Y., was in a "safe" runner-up position until he attempted to round the windward mark on the second lap. There the wind let up temporarily and the current carried him into the mark. Back in the pack, a race developed between Brown, Weller, Ludlum, Kreuzkamp and Poage to pick up that second place and positions changed often. At the finish, Ludlum got the nod with Brown 3rd.

In the second race, the breeze picked up enough to get skippers and crews sitting to windward and Karpf demonstrated the easy way to win a race by being first at the windward mark and increasing his lead on each leg. Ludlum duplicated Karpf's performance in 2nd spot. And Brown successfully warded off attempts by Carlsen and Betlem to beat him out of 3rd place and they finished 4th and 5th respectively.

Sunday morning the breeze picked up to 10-13 mph with occasional hiking puffs. After the Snipes started, the wind shifted, making the first leg a parade of close-hauled boats and catching the earlier starting classes way down to leeward. A jam of classes developed at the first mark. And out of the scramble emerged two teenage girls - Jane Farrell as skipper with her sister, Gerry, crew from the Deep Creek YC in Cumberland, Md., to lead the pack of Snipes. Positions on the ensuing run changed often as the Farrell star faded to 5th approaching the mark. They swung wide and to leeward of the mess, passed four Snipes and several larger boats in other classes, and again were out in front of the whole pack. The girls, however, fell back again as Ludlum, Karpf, Carlsen, and others passed them. A private battle developed with Karpf trying to overtake Ludlum. When a larger boat blanketed Ludlum as it passed to windward, Artie sneaked in behind to establish the windward berth. Ludlum fought desperately to hold the safe leeward position, but Karpf won out and then proceeded to finish that leg and the remaining lap unmolested. Ludlum held uncontested 2nd place. The teenagers, Carlsen, Kreuzkamp, and Poage saw-sawed back and forth for 3rd spot. The spectacular girls would go from 3rd to 6th and vice versa while your head was turned. Don't ask how! When the spray died down, Carlsen was 3rd and the teenagers 4th. Although Brown finished 7th, he was too firmly entrenched to be dislodged from an overall 3rd. While the Farrell sisters did not take any silverware home with them, they certainly should be nominated for "Honorable Mention."

Sterling silver trophies were awarded to the top three



HARD WORK was eliminated at Washington

skippers and silver ash trays to each of their crews. Miss Washington, D. C., third runner-up in the Miss America contest in 1960, presented the trophies. Our winners, all bachelors, let the Snipes down when they refused to accept the challenge of kissing Miss Washington. Karpf, after much prodding and heckling, reluctantly pecked at her cheek as Miss Maxine Ginsburg, his crew, looked on. During presentation of trophies, the General Chairman, Commander Ed Cotter, congratulated Snipes for having the second largest number of entries (several classes were within three boats) and remarked about the distance Snipers travelled. The BULLETIN also received publicity when Cotter announced he was interrupting the proceedings "for the photographer to take pictures for the Snipe BULLETIN."

The wind, in both intensity and direction, was not to the liking of some contestants, but otherwise the regatta was most successful, being well organized and run. A large fenced off section for contestants' cars, boats, and trailers was patrolled day and night by police. Three travelling cranes with operators and ground crews lifted boats from trailers and almost placed them on the race course. The entire Potomac River was closed to ALL traffic except contestants. Stands were provided where spectators could follow the progress of the entire race. A beer party, buffet lunch, and dance was held on Saturday. An efficient race committee had the final standings and trophies ready for presentation before the boats were tied on the trailers.

From a small turnout a few years ago, Snipe is now a leading class. Join in making Snipe the largest class in the 1961 Presidents Cup Regatta!

— Bill Rushlow

FINAL RESULTS - PRESIDENT'S CUP REGATTA - 1960

BOAT	SKIPPER	RACES	1	2	3	Fin.
10546	Arthur Karpf	1	1	1	1	1
8989	William Ludlum	2	2	2	2	2
10602	Taylor Brown	3	3	7	3	
10292	Gus Kreuzkamp	4	7	5	4	
11810	James Poage	5	8	6	5	
9364	Jane Farrell	9	10	4	6	
11600	Paul Betlem	12	5	9	7	
5894	Dave Weller	6	9	11	8	
7617	Rolf Carlsen	21	4	3	9	
10373	William Stacey	7	13	8	10	
4002	Stewart Brown	10	6	12	11	
7183	Robert Schaefer	8	14	13	12	
10850	Robert Reef	14	12	10	13	
9241	D.E. Haase	13	15	14	14	
12437	Lavann Martin	12	11	21	15	
7421	Don Burns	16	17	15	16	
11536	John Becker, Jr.	11	21	21	17	
4472	Edward O'Brien	21	16	21	18	
9564	Bill Rushlow	21	21	21	19	
11752	Bernard Becker	21	21	21	20	

(SLAUSON from Page 4)

contributions of any sum will be accepted by the Executive Secretary and set aside for the Slauson Memorial Trophy and, whenever a suitable amount has been raised, the Board of Governors and an IVY Club committee will decide on the kind of trophy and the appropriate Deed of Gift. It is hoped that the trophy can be presented for the first time at the 1961 Nationals. Any gift, no matter how small, is acceptable, for a large participation is desirable.

Some District News

DISTRICT 3 - The annual winter meeting was held at the Gull Harbor Inn near Kalamazoo, Michigan, on January 28. following decisions were made:

First, the District 3 Championship Series will be held on Glen Lake near Traverse City, Michigan, on July 28-30th. This will include the Dunphy Team Races on Friday and the Chalmers Burns Individual Championship Races Saturday and Friday as in the past. Sailing conditions are the best to be found anywhere.

Second, the District voted to donate the sum of \$100.00 to the World Championship Regatta Fund in an effort to insure success to the affair and enable U. S. Snipers to be perfect hosts to our visitors from all over the world. We hope that the other district organizations will also find it possible to give similar support to this big event, for we realize no single group of people can support such a large undertaking alone - it takes time, money, and enthusiasm from all Snipers in the country to do the job right.

Third, a resolution was passed expressing sympathy to the family of our beloved friend and Past Governor, Cleve Slauson. Approval was given to raising a fund for a Memorial Trophy.

DISTRICT 1 - Due to a paralyzing blizzard, few members were able to attend the annual winter meeting held at the New York Boat Show in January. Luke Czarny of Fleet 231 and Tom Legere of Fleet 77 were installed as Governor and Vice-Governor, both in absentia.



CONGRATULATIONS are extended to don Hipolito, whose wife has just won the golf championship.
-- by Hormiga Negra (the Black Ant) in YACHTING ARGENTINO.



FOR INFORMATION - APPLICATION - RESERVATIONS

WRITE

J.P. CHIAPPA
BERMUDA NATIONAL SECRETARY,
SPANISH POINT,
PEMBROKE WEST,
BERMUDA.

Bermuda
invites you to
INTERNATIONAL RACE WEEK
APRIL 10-15 1961.
WATERS OF GREAT SOUND, BERMUDA.
for
SNIPER CLASS

Other classes competing include International One Designs - Luders - Dragons - International 114's Fireflys.

FREE - Transportation of Boats from U.S. Ports - NEW YORK, BALTIMORE, & JACKSONVILLE.

GOOD GUEST HOUSE ACCOMODATION from \$6.00 per person per day - modified Bermuda Plan.

Please

EARLY APPLICATION IS ESSENTIAL.



QUASSAPAUG YC MEMBERS on Committee planning for World Championship. Top (l.to r.) John Kunz, John Wolcott, a stand-in for Hi Upson and Ken Cook, John Coe, Harry Allen, and Howard Watts. Seated (l.to r.) - Terry Whittemore, Sol Rowland, Mrs. Malcolm O'Leary.



THIS LITTLE GIRL hopes her Daddy will race one of the 30 Snipes in the World Championship - AND WIN!

ANCHOR and Robe present a

THE 1961 SNIPE CLASS WORLD CHAMPIONSHIP RACES

A REPORT BY GENERAL CHAIRMAN TERRY WHITTEMORE

I am happy at this time to give you a report on our progress in preparing for the Snipe Class World Championship which is to be held at the American Yacht Club in Rye, New York, September 16-22, 1961.

Your Committee has reasons to count on the top team from all SCIRA nations being present for this important regatta. As a result, we have set the basis of planning on the fact that guests from some 30 nations will attend. We sincerely hope so! Housing for the skippers, crews, and official representatives has been arranged at the Westchester Country Club, just a few minutes drive from AYC.

John Wolcott, builder of his own Snipe in which he won the 1958 U. S. Nationals, accepted the responsibility of overseeing the layout, construction, purchase, and delivery of 30 new and identical Snipes in time for this Championship. It was largely through his efforts that the world renowned Lippincott Boat Works agreed to extend their unsurpassed knowledge of marine construction and design to our Snipe Class. It was decided that the first boat to be built would be a pilot model for the other 30. This Snipe is currently employed for promotion and advertising.

As a result, the first Lippincott Snipe was displayed at the New York Boat Show in January. It is a magnificent creation, and interest in our display surpassed all expectations. Herein I would like to thank the Snipe fleet members in and around New York, headed by Past District Governor Ray Kaufman, for managing the booth so ably. They really worked hard for SCIRA!

We are indeed fortunate that the Lippincott brothers themselves (champions in other racing classes) have given our Class the benefits of their vast and unique experience derived from small boat racing knowledge, coupled with precision craftsmanship.

This Snipe, #13000, soon departs for Florida where it will be raced in Miami and Clearwater. Any desirable alterations noted through the heat of the racing will be incorporated in the 30 Snipes to be constructed after this final test.

At the Boat Show, other events transpired which clearly indicate the interest in this championship. Mr. Malcolm Baldridge, President of the Eastern Co., and Mr. Robert W. Ogg, Managing Director of the Danforth Anchor Division of the Eastern Co., at a ceremony at the Danforth Anchor booth, presented one of the 30 shiny new 4-lb anchors donated by them to be used in the World Championship boats. All 30 are now stored safely

in my garage!

Clyde Gischel, Vice-President of the Stanley Works, and a famous Sniper in by-gone days (Akron, Ohio), has arranged to contribute necessary tools for each of the 30 boats.

John Kunz, FC of Quassapaug Fleet 321, along with John Coe, Jr., both working with Anaconda American Brass, have worked in conjunction with Essex Marine to insure that 30 identical dagger boards will be ready for the Championship. All the Pimm Sheets have been contributed, and we believe the same will apply to the paddles and cushion life preservers.

To all these fine people we say, "Thank you - thank you for your wonderful support in this vast undertaking!"

Recently, I had the pleasure of driving with John Wolcott, Harry Allen, and Howie Watts to Winchester, Massachusetts, where we displayed this pilot model at Tom Legere's house. About 40 interested sailors were on hand to extend the warmest welcome we could ever hope for, and I might add, the boat did an exceptional job of selling itself.

Later, another showing was arranged at my house, and besides 60 guests coming from as far away as New York, we were given excellent newspaper and radio coverage. We look forward to showing this boat at various clubs going to and from Florida to the Midwinter Regatta.

Our Committee Secretary, Mrs. Malcolm O'Leary, is also in charge of trophies for this event, and I have reason to suspect that the contestants will be eminently pleased with the results of her efforts. Bud Hook, of Indianapolis, is also doing excellent work in this category. Again, many thanks!

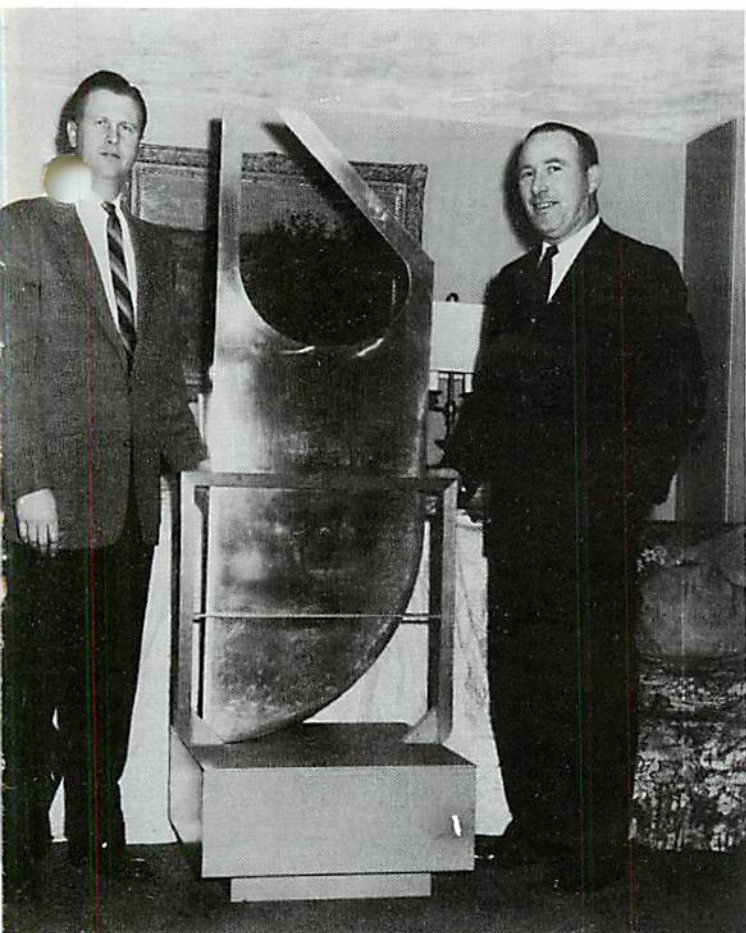
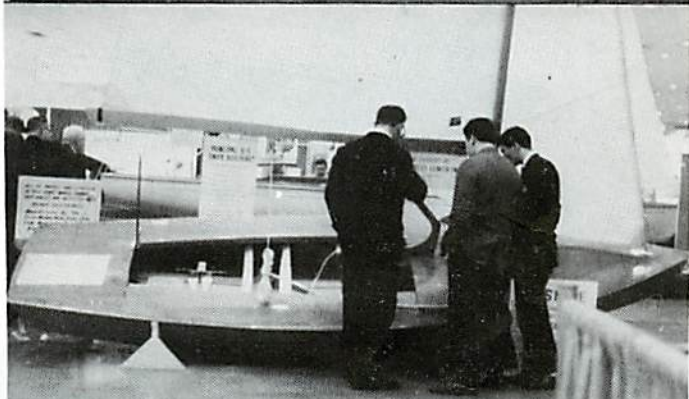
Victor Borge, a relatively close neighbor of mine, is going to assist in setting up one or two evenings of entertainment for our guests. Knowing Victor, I'm sure even the team bringing up the rear in the regatta will have the occasion to forget themselves in mirth and merriment.

To U. S. Snipers, I would like to stress that much has yet to be done, not the least of which is your individual and fleet support of the Chairman of our Finance Committee, Mr. Edmund Daly, 225 Gaylord Drive, Waterbury, Connecticut. What with the Snipe growing nationally and internationally by leaps and bounds, it might well be 56 years or more before our turn to be host to this event comes again. Therefore, I know you'll agree that we must endeavor to do our country and our wonderful class proud.

the maker of the World's Finest Anchor...the World's Finest Bilt



PRESENTATION - Malcolm Baldrige (right), President of the Eastern Co., presents a token anchor to Terry Whittemore (left) at their booth in New York.



CHAMPIONSHIP DAGGER BOARDS - Displayed at the New York Boat Show. These boards are being made by the Anaconda American Brass Co. John [Name obscured] and John Kunz (right), Fleet Captain of the Quassapaug Yacht Club, are both employed by Anaconda American Brass and were instrumental in the design, through the co-operation of Anaconda and Essex Marine, for the 30 daggerboards to be used in the World Championship Races.

SNIPE IN NEW YORK SHOW

LIPPINCOTT WORLD CHAMPIONSHIP SNIPE DISPLAYED.

The SCIRA booth at the New York Boat Show this year was definitely worth while and we feel quite happy with the general results. The beautiful new Lippincott boat attracted many people and aroused interest among all sailors, especially in view of the fact that 30 such boats were in the process of construction for our World Championship Regatta. All agreed it was quite a program and we received many fine compliments on our undertaking.

In addition, we got more publicity this year and received some excellent newspaper coverage. The New York Times had an article describing our organization and all our regattas, with emphasis on the WC Races. The World-Telegram and Sun stressed the fact that the only one-design class to exhibit a boat at the show without a profit was the Snipe and the intent was for volunteer Snipers to publicize the boat and class and answer questions. This year, we distributed several thousand descriptive folders of a special printing and also passed out 3,000 Snipe post cards to "hot" prospects. We attracted lots of attention!

The Ulmer sail company was exceedingly generous in donating a suit of sails, which were displayed on the boat at the show. In order to raise money for the WC Races, we decided to raffle off this suit of sails and chances are available for one dollar each to interested parties. The drawing will take place at the summer meeting at the time of the District 1 Championship July 29-30th. I am holding the bag.

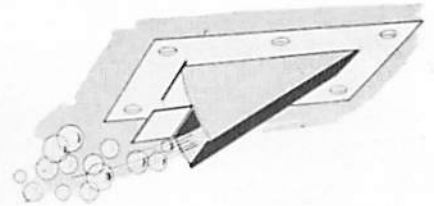
I have been closely connected with these shows for several years now and I can honestly say that the results this year were the best yet.

— Ray Kaufman
Past Governor District 1
69 Davis Rd. Port Washington, N. Y.

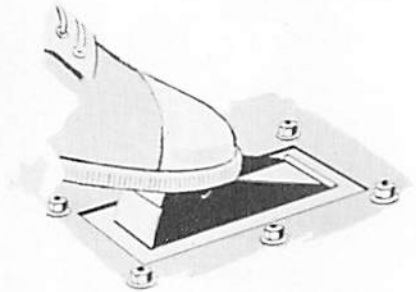
The original Elvström bailer



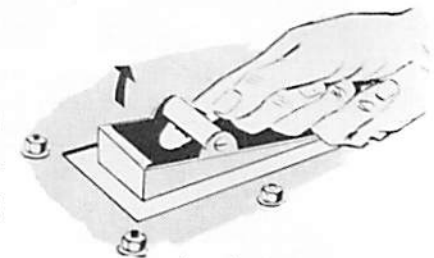
ELVSTROM SAILS
HELLERUP, DENMARK



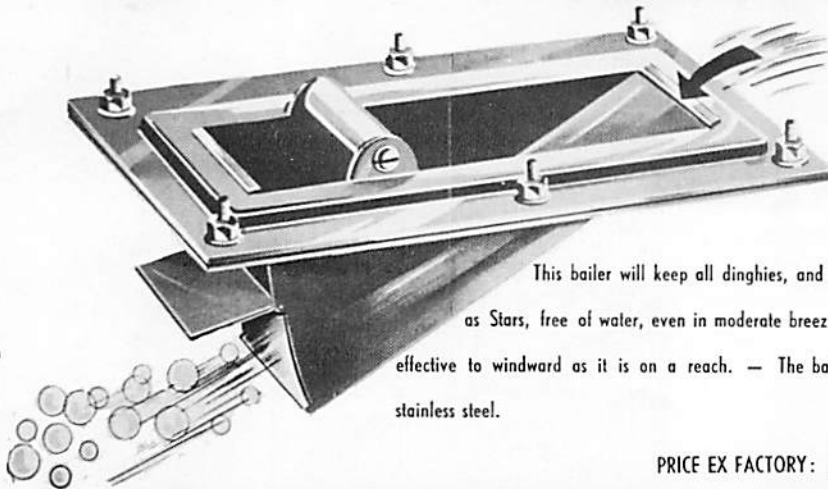
It draws a lot of air under the boat's bottom



It can be opened with the foot.



It can be closed with one finger.



This bailer will keep all dinghies, and keelboats such as Stars, free of water, even in moderate breezes. It is just as effective to windward as it is on a reach. — The bailer is made of stainless steel.

PRICE EX FACTORY: \$ 10.-

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Voice Of The People

WANTS BONUS FOR NUMBER OF BOATS BEATEN IN RACE

" The point system of counting races is very interesting, but we are impressed by the fact that, in a big fleet, it gives a disproportionate injustice to top boats which are equally matched. As you can see, most of the Helsinki races have 18 to 24 starters in each one, and it is easy to count how far down you can fall in a season's standing if you get a DNF or DSQ.

On the other hand, newcomers in a small fleet will always be rated higher than the old masters in a big fleet. I suggest a checking and study of the system with regards to fleets with large numbers of starters in them, i. e. by giving points for boats over which you have won. It is easier to be third in a fleet of 5 than in a herd of two dozen boats. If a small bonus point was given for each defeated boat, and added to the average score, it would equalize matters and make point score standing much more interesting and meaningful, especially when it comes to inter-fleet competition on a national or international basis.

As the system now is, it makes for splitting a big fleet into pieces (many smaller fleets) and then everybody could easily have higher points as a result of having less competitors to race against. But increasing the number of fleets in the same city or on the same small lake is no good - at least, not here! It would mean the end for a good state achieved with much work. The point rules are fine and fair in every other respect except this one and I suggest that the Rules Committee work out some satisfactory formula to apply between fleets when figuring season standings so there will be more equality and fairness to all participants. As it stands now, most sailors realize the chances are against winning it due to the above situation, and surely the Rules Committee can come up with an answer which will preserve this distinctive feature of the Snipe Class. "

— Arno Walli
National Secretary for Finland

HAS A SCORING PROBLEM

" Our fleet would like to know the best system to use for deciding the winner of the series of races we have every fall and spring. Each series runs over a period of 10 to 12 weekends with about 20 scheduled races in each period.

Naturally, the number of boats varies from 3 to 10 (our total fleet), so, in order to keep activity, we have counted a race as official for our local scoring if there are 3 or more boats. We have used the Snipe point scoring system and kept a total of points scored by each skipper. Then we have decided that you must sail in at least 2/3 rds of the races to be considered; and if you sail in more than 2/3rds, you can discard your worst races.

In our opinion, this puts too much premium on attendance. A third place in a 3 boat race gets as many points as 3rd place in a 7 boat race, and the person that sails in all races has a big advantage. Is there any system of scoring that gives credit to the number of boats in the race, but that also gives consideration for the man who sails consistently and doesn't just come out when he knows there will be a large number of boats racing? We would appreciate comments. "

— Frank A. Jones, Jr.
Fleet 407 Memphis, Tenn.

Briefly, the above situation is the chief reason why official Snipe class races must have at least 5 starters to count. That requirement alleviates the injustice and difference between the extreme low of 3 and the top of 10 and, percentagewise, means a great deal in totaling up scores. Awarding of the 10 point bonus for each race participated in should give an advantage to the regular sailor, and if a minimum of 2/3rds of the races are required for counting, it would appear that it would work out pretty close in the long run, for over 20 races the advantages and disadvantages would tend to equalize. But if there are only 3 boats in the majority of the 15 races that count, there is little that can be done about it except to get more participants out.

FIBERGLAS SNIPE

Complete — Ready To Race

SALE --- 30 DAYS ONLY --- SALE

15% DISCOUNT ON THE FOLLOWING OVER - STOCKED PARTS ON ALL ORDERS WITH 20% DEPOSIT POSTMARKED BEFORE APR. 20, 1961

Snipe masts, furnished complete with stain - less track at luff slot entrance; tangs, bolts, and sheaves. Mast step cut to specifications.

2 3/4" round masts of Wells design with stain- less track at luff slot entrance, tangs, bolts, 2 3/4" round masts of Wells design with stain- less track at luff slot entrance, tangs, bolts, and sheaves.

2 pcs. average wt. 19. 5#..... \$95. 50

4 pcs. average wt. 19. 5#..... 121. 50

4 pcs. with 1"plywood core and average weight

of 19. 50#.....124. 75

8 pcs. average wt. 19. 5#.....138. 00

Built in aluminum winches, 2 cranks, 1/16" 7x7 stainless wire halyards, stainless shackles \$45. 00 extra. Bronze winches \$51. 00.

Sanded mast only with hardware, list price less \$11. 00. Tubing for shipment \$10. 00.

New improved wedge shaped boom 1 1/4" thick at track, 3/4" at bottom. 4" x 8'6" average wt. 7#.....\$22. 50

Set of three stays with Race-Lite Turnbuckles to your specifications.....\$23. 50

Combination Boom and Tiller crotch including bracket for \$7. 50

Lathe turned whisker pole with improved 3/8" saddle for \$11. 60.

RUDDERS, TILLERS, and HIKE-OUT STICKS.

A complete assembly with rudder of 3/4" mahogany blade, pintles installed, and choice of spruce or mahogany cheeks; choice of spruce, maple, or mahogany on curved spruce tiller. Wood prefabricated to provide the maximum strength possible..... \$36. 50

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FITTED SNIPE COVERS

Proven designs of heavy Army Duck treated with the best mildew water repellent obtainable. Extras include a bolt rope around edges for added strength, brass grommets, and snaps with double thickness fabric at all stress points.

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|---|---------|
| 1. COCKPIT COVER— Standard | \$14.00 |
| 2. COCKPIT COVER— Fits over the boom | \$20.00 |
| 3. COCKPIT COVER— Over the boom - snap closed front - mast collar to keep rain out with boom tip cover | \$25.00 |
| 4. COVER FOR ENTIRE DECK— Similar to No. 3 Snaps or ties under rub rail including snaps for boat | \$40.00 |
| 5. TRAILING COVER— Covers deck & sides with mast up or down. Has mast collar which closes opening when trailing | \$45.00 |
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Jack Rowe points out boat details to prospective Snipers



WE ADMIRE IT, TOO!

— SNIPE IN LONDON BOAT SHOW —

For the first time, an International Snipe was exhibited in the International Boat Show in London - and it was fiberglass!

And Mylene Demongeot, the famous French actress who was in England for the premier of her new film "The Singer - not the Song", visited the booth of Olympic Boats, Ltd., of London, where the all-glass Snipe #12699 MYLENE I was on display. It was a lovely combination of beauty and the favorable lines of the boat attracted much attention.

The boat is manufactured in France by H. Lawrence of

Decize and has a large amount of built-in buoyancy and expanded polystyrene so that it is unsinkable. The modern deck layout and attractive white hull and light blue deck aroused considerable interest. A large number of visitors, particularly young helmsmen, expressed a strong desire for International Snipe as a class for the 1964 Olympics in Japan. But the chief drawing card is the fact that more international regattas are held on the continent for this class than any other racing class. The boat was also featured in an article in the February edition of the "Yachting World". Peter Harris, FC of Fleet 372, will sail MYLENE I this coming season. — Peter Harris



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ALL FIBERGLASS SNIPE

Molded in Michigan

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Compare — Finish!

Compare — Quality!

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Walled Lake, Mich.

WRITE FOR FULL INFORMATION AND PRICES

SNIFE NEWS IN BRIEF

Many sailors want to know what kind of ink to use for marking sails and fleet measurers are especially interested. Ruth Roberts says they use MARKRITE as it dries very fast and does not run or spread on synthetic cloth. You can probably get it without much trouble. . . . Paul Elvstrom, 1960 World Champion of the Snipe Class and noted small boat sailor, has been a recent visitor in Newport Harbor, California, and expected to sail there in the Midwinter series. Lanny Coon anticipated competition with Eichenlaub, Huggins, Jenks, and Elvstrom with great pleasure, as the opportunity to sail against such great sailors is seldom available. It should be an interesting regatta. . . . Fleet 210 is showing old 2896 right along side a brand new fiberglass hull in their booth at the Denver Boat Show in order to show what a good investment a Snipe can be. Many old boats are in fine condition and are always top contenders in regattas. Recently, #53 popped up down in Texas and is being rejuvenated. Chuck Webster sailed 3929 in 7 New York State regattas last summer and won 2 of them, finishing 2nd or 3rd in 3 others. Mal Price of Denver says. "1960 was the third year of interfleet team competition between the local Jet 14 and Snipe fleets. For the first time, the Snipes were able to beat the Jets, doing so rather decisively in two separate 3 race series. This was due partly to an upgrading of the quality of the Snipe fleet with the acquisition of 6 new fiberglass Snipes. We will have an invitation - al regatta the 6th of August on 11 mile Reservoir in Park County, Colorado, and here is a chance to sail and vacation in the cool, snow-capped Rockies". . . . The Iowa-Nebraska Fleet is working on a group at Spirit Lake, Iowa, and it looks like a new Snipe fleet might be established there. At least, SCIRA Rear-Commo-Hughes is hopeful and, if interested, get in touch with him now. . . . Edmund N. Campbell, 33 Sudbury Rd., Concord, Mass., is anxious to locate a couple more Snipers in his vicinity with the object of forming a fleet. . . . Ken Lacey, Jr., maintained his hold on Snipe class honors when he won the Coconut Grove Sailing Club's fall regatta sailed in winds of 15-25 knots on the

choppy waters of Biscayne Bay in Miami Dec. 6-7th. . . . The Lake Merritt (Cal.) Midwinter regatta was highly successful when run on Dec. 4th with 21 entries. It was marked by unusual good winds and usual stiff competition and was won by Jim Warfield with an elapsed time of 42 seconds in two races over Bob Huggins. This topflight performance by Jimmie, no newcomer to Snipe racing, showed his years in the military service haven't slowed him down a bit. Combined with the recent performance of Jim DeWitt, who won the Trade Boat Regatta the day before, it stresses the fact that these two boys are going to do their part this coming season to raise the already high level of competition which makes Snipe the "hottest" class in the Bay area. (Reported by John Jenks). Don Trask won the first Fall Regatta and then tied for the second with Warfield. . . . Seattle Fleet 444 had their best year yet and interest steadily increases, spurred on by the approaching District Championships in 1961 and the U. S. National Championships in 1962 on Lake Washington. From a small start 4 years ago, there are now 20 registered Snipes in the fleet with 4 new members awaiting delivery of boats this spring. The Snipe members of the Corinthian YC are very active in all affairs there and are a real live-wire bunch. . . . Rudolf Bartnig of Hamburg, Germany, won the two-man centerboard class championship as a representative of the Deutscher Segler Verband at Turku, Finland, last summer and since it was sailed in Snipes, he is quite interested in the boat and hopes to do some more racing in future regattas. All it takes to like Snipe is acquaintance with the boat. Get in a few good races - and win! - and you'll want to do it again. . . . In a new yacht club of 25 members down in Austin, Texas, Snipe is being introduced under the leadership of Dr. Francis E. McIntyre. The American-Statesman devoted an entire full page of news and pictures of the activities on Lake Travis and it is about the biggest splash we have ever seen. Such publicity is bound to pay off. . . . Friends of Carlos Bosch will be happy to know that he, with his wife and young son, is now living in Miami and actively racing with Fleet 7. He left Cuba on the last boat Dec. 26th and can be reached at P. O. Box 4019, Miami 1, Fla.



1959 NATIONAL SNIFE CHAMPIONSHIP

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

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

*Sails
by Watts*

KENNETH E. WATTS

TORRANCE, CALIFORNIA

Wells Wanderings

by Ted Wells



MISCELLANY

EPOXY AND POLYESTER.

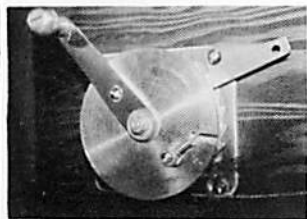
Every now and then, someone writes in wanting dope on the relative merits of these two resins. Here's a brief summary:

Epoxy is much more expensive than polyester resin. It is supposedly a much better adhesive; is supposed to be absolutely dimensionally stable; and must be used on materials (such as styrofoam) which are soluble in polyester resin.

I use the word "supposedly" above as my experience has indicated that some claims for some epoxy resins have originated on Madison Avenue rather than in a testing laboratory. The SCIRA had an epoxy master mockup made for producing molds for fiberglass hulls, and it developed some queer local bulges.

Ratchet Type Winches

Precision Made — No Slipping — Instant Release
No Back Lash — Fool Proof — Port & Starboard



FOR WIRE HALYARDS
ALUMINUM (Wt. 1 lb.) \$ 9.95 ea.
These Winches Proven By 8
Years of Trouble Free Service
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DAGGER BOARDS **\$77.00**

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"Sail the Snipe the Champions Sail"

HARRY LEVINSON
DICK TILLMAN
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CLARK KING

Standard Racer and Deluxe Racer with Self Bail Cockpit.

Aluminum Round-Oval Mast with Internal Stay Fastenings Available.

ALL BOATS ARE CUSTOM BUILT

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CLEARWATER, FLORIDA

— Every Sailor Needs It — SCIENTIFIC SAILBOAT RACING — by Ted Wells —

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.

SIX DOLLARS direct from SCIRA or any book store

DODD, MEAD & CO., 432 Fourth Ave., New York 16, N. Y.

Also, about two months ago, I removed the glass cloth from the keel of 6025 where it had pulled loose as a result of the spruce keel drying out and because I used airplane dope to stick the cloth on. I put the new cloth on with epoxy resin — nothing but the best, having done it wrong once. Two months have now passed. I have had the garage heated over 100°F and the epoxy isn't dry yet. The plastics supply guy who sold it to me assures me that by June or July, when the humidity drops, everything will be fine. I guess 10025 goes to Clearwater and Nassau again.

INGENUITY.

Americans are supposed to be renowned for their ingenuity, but when it comes to dreaming up problems for the Rules Committee, the Europeans have it all over us. Two of the latest are very interesting. In a National Championship, the crew on one boat was also a skipper; in fact, a better light wind skipper than the one entered as skipper. So — comes a drifting match, and they trade places. Not just long enough for the erstwhile skipper to light a cigarette or relax, but for a large part of the race. (At least, this is one side of the story as reported to me). So far, no one has found any rule against this except in World and Hemisphere Championships and a few other regattas where there are specific rules against changing skippers.

Another one is the use of a tiller which can slide fore and aft in a sleeve attached to the rudder. This is simple, and is handy when reaching or running in large waves, and it is desirable to sit near the stern. However, as reported by a visitor from the Western Hemisphere, it can be disconcerting when overlaps suddenly disappear (or appear) or you suddenly find you can't clear a boat you thought you could clear because, all of a sudden, it is two feet longer.

SHEER MEASUREMENT

Sheer height and deck width are measured to the theoretical intersection of the topside and the top of the deck. Some errors discovered in width of hulls have been caused, I am sure, by checking the width before adding the deck, and without allowing for the increase in width due to deck thickness. At frames #1 and #2 particularly, the addition of 1/4" deck thickness will make a large increase in width.

SAIL MEASUREMENT

The status of the drawing "Additional Dimensions for Sails" remains as last year. It is not intended that all of these dimensions need to be checked, or even are applicable to old sails unless there has been an attempt to make a larger sail by taking advantage of the fact that certain dimensions did not exist previously. What it amounts to is that if Paragraph 8 should be invoked, the measurer now has some printed data, approved by the SCIRA Board, to back him up. There is no intention to throw out sails with battens too low or even with an occasional batten too high, if there was no intent to try to make a larger sail. The changes the SCIRA Board approved last year tied this whole situation neatly together with some revised paragraphs, but these were omitted by the IYRU as they did not comply with IYRU paragraphs for newer, less widely used classes (in which fewer people have had time to figure out ways to beat the rules).

The prize suggestion of the year, however, is one that the stripes should be different colors; say, pink for the top one, green for the middle, and purple for the lower one. (The actual colors will be different on different boats depending on the color of the mast). In this way, a race committee member or a competitor who is unable to tell the top stripe from the bottom one will, unless color blind, immediately recognize that a sail should not stretch from pink to purple.

MEASUREMENT DATA SHEETS

A new measurement data Sheet B embodying all recent changes is now available and must be used for all boats after 12600. Sheet A, unchanged, applies to all previous numbers.

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!

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.

FOR SALE: SNIPE 12458. Beautiful late model (1960) Ray Greene fiberglass hull with Gerber accessories; 2 3/4" dia. Wells mast; aluminum safety daggerboard. 2 suits Dacs; jib winch; boom jamb; sling and trailer. ALL FOR \$900.00. Fleet break-up only reason for selling. Harold Beberian, 74 Oakwood Ave., Bayport, L. I., New York. Tel: BA 8-2195J.

FOR SALE: SNIPE 11122. LIKE NEW, measured and registered, dry sailed. Racing equipment, dacron sails, stainless board, trailer. \$825.00. James C. Howell, Rt. 4, Columbia, Tenn. Call EV 8-5019.

FOR SALE: SNIPE 2748 IN EXCELLENT CONDITION. Dry-sailed. All racing fittings, cedar hull, minimum weight. 60-lb board, Ulmer dacrons, all painted and ready to go. A racing WINNER! \$550.00; trailer \$75.00. Ralph Heinzerling, 4 Drury Lane, Port Washington, L. I., New York.

FOR SALE: 1 set ULMER Full Dacron Sails.... \$100.00
1 set HOOD Full Dacron Sails..... 100.00
1 set Cotton ROBERTS Full Main.... 25.00

The above two sets of Dacron Sails used about 10 times each and the Roberts main is in good shape.

Bill Kilpatrick 1800 Devonshire Oklahoma City, Okla.

FOR SALE: VARALYAY SNIPE built 1960. Cedar planked and cedar trunk; mahogany frame under mast step - mahogany mast step. Adjustable side stays located below deck. Cedar deck strip laminated over 3/32" plywood, cedar thickness 1/4". Forward end of cockpit 80" from stem, aft end of cockpit 41" from stern. Side deck averages 13" wide and are curved down for maximum leg comfort. Top of trunk even with sheer line. 80# bronze pivot board. Two sets of floor boards - one set for heavy center board weighs 11# and the other set of teakwood weighs 40# for a lighter type of centerboard. 6 pcs. laminated mast. Varnished deck and inside, varnished transom, white bottom and turquoise topsides. Tee Nee trailer, tie downs; mast and bottom covers. 4" deck crown forward. 2 full draft Watts dacron mains, one jib. All fittings either tailor made or by Mariner. Lippincott bailer. Impossible for boat to ever leak. Price \$1500.00 delivered to 500 miles radius of Indianapolis. Contact Ned Lockwood, 8107 Lantern Rd., Indianapolis 26, Indiana. Phone: Tilden 9-2077.

FOR SALE: SNIPE 10370. If you are a "Fair Weather" sailor, stop reading now! However, if racing is "in your blood", here's your opportunity to buy a real winner. This boat has never had equipment failure. It is a Lofland fiberglass hull decked and fitted out by Asbury Smith. Has the best equipment available and just refinished ready for the 1961 season. Including suit of dacron sails \$1500.00. Custom trailer for boat at \$175.00.

Bill Kilpatrick 1800 Devonshire Oklahoma City, Okla.

FOR SALE: SNIPES - NEW! Complete with Dacron Sails. Mahogany marine plywood, fiberglassed to waterline, optional centerboard of steel or aluminum; Race-lite fittings; rigging stainless steel; 425 lbs. minimum wt.; paddle; official measurement certificate and registration number with your name on the transom. Butler Marine Sales, 5741 Greenlawn Rd., Hamilton, Ohio. Phone TW 5-8613.

AUTOMATIC START TIMER - for the Committee Boat. Operates flags and horn at exact time intervals. Self-powered. Eliminates errors, reduces (or eliminates) committee boat crew requirements. Three flag standard model for \$200.00. Others built to your specifications and priced according to complexity. Write for more information and free circuit diagram. Jesse Aronstein, 113 Second St., Troy, N. Y.

BOAT HOISTS DRY SAIL WITH EASE! For use when not hauling. Write Tom Heckel, Whittington Fabricating Co., 1126 Prospect St., Indianapolis, Indiana.

FIBERGLAS SNIPE 10165 FOR SALE. Trailer and two suits of sails. Built by Lofland. \$850.00. Sam B. Dunn, 3665 Walnut Grove, Memphis, Tenn. FA 7-3285.

FOR SALE: SNIPE 11234. Heckel fiberglass hull and deck; mast with internal winches. All in excellent condition. BOSTON dacron full main and jib and Roberts dacron medium main; also trailer and boat cover. Boat is completely equipped for racing. Jerry Lunn, 207 Austin, Decatur, Ill.

FOR SALE: HECKEL FIBERGLAS SNIPE 11322. Mahogany deck. Race-lite fittings including boom vang. POST spars and rudder. Boat presently located near Erie, Pa. Larsen dacron sails. Price \$850.00. Also willing to sell without sails. Robert H. Lane, Rt. 1 Box 948, Palm Harbor, Fla.

FOR SALE: NEW VARALYAY SNIPE FRAME KIT. Includes frames, deck beams, daggerboard trunk, stem, and transom. \$95.00. F. M. Thayer, Rt. 3, Delton, Michigan.

FOR SALE: SNIPE 11375. HECKEL fiberglass. Watts dacrons medium cut, new 1960. Aluminum daggerboard; Race-lite fittings; permanent pump. Measured. Excellent condition. Steel trailer. \$1000.00. Arnold Cook, 1 Vista Way, Lakewood, New York. Tel: 9122

WANTED - USED SNIPE. Fiberglass hull, mahogany or fiberglass deck, minimum weight. Gerald Willoughby, 1408 Holbrook, Ponca City, Oklahoma. Phone: RO 5-7333.

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

ATTENTION, MICHIGAN SNIPERS! One day delivery service by United Parcel from SAILAND, 4300 Haggerty Rd., Walled Lake, Michigan. Bring your troubles to Leon Irish!

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 Snipe class insignia!

SNIPE POSTCARD IN COLOR showing beautiful scene of Snipes racing in the Western Hemisphere Bermuda Regatta. Appropriate Snipe and SCIRA information on the back - a fine 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.

LOOKING FOR A GIFT FOR A SAILOR FRIEND? Why not send him a year's subscription to the BULLETIN? It is an outstanding class publication and contains many articles and stories which will interest any sailor. Just send in \$2.00 with name and address and we will do the rest.

FOR SALE: BOTVED SNIPE 10034 molded glass hull, plywood deck. Sharpened aluminum daggerboard; Roberts orlon full sails; foredeck cover; 1 3/4" rubrails. With trailer for quick sale \$700.00. Jim Orr, 430 Sea Grape Ave., Melbourne, Fla. Phone PA 3-8398. Also stainless steel board 68 lbs. 22" wide for \$75.00. F. O. B.

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1959 World Championship

ELVSTROM SAILS
HELLERUP, DENMARK

DOUBLE ACTION JAM CLEAT
TO HOLD THAT JIB

- TWO CLEATS IN ONE
- Faster — Smaller — Cheaper
- Cast Bronze
- Stainless Steel Spring
- Mounts on Trunk or Dagger Board

Price \$8.75 postpaid

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SNIPE BULLETIN 655 Weber Ave., Akron 3, Ohio.

— SANCTIONED RACE DATES —

- Apr. 29-30 SOUTHWESTERN REGATTA, White Rock Lake, Dallas, Texas. Snipe Fleet 1 at White Rock Sailing Club. Warren Castle, 7230 Twin Tree Lane, Dallas, Texas.
- May 6-7 COTTON CARNIVAL REGATTA, Delta Sailing Club, McKellar Lake. Wilson Fly, 1617 Vinton, Memphis, Tenn.
- May 6-7-8 SHREVEPORT SPRING REGATTA, Shreveport YC. Raymond R. Flowers, 421 Delaware St., Shreveport, La.
- May 20-21 SOUTHERN CHAMPIONSHIP Regatta, Privateer YC, Lake Chickamauga. John H. Wesley, 2207 Ashmore, Chattanooga 5, Tenn.
- May 27-28 OPEN SNIPE MEETING at Stone, England. Note correction of date. All Snipers welcome. Peter Harris, 22 Hither Green Lane, London, S. E. 13, England.
- May 27-28 DISTRICT 4 CHAMPIONSHIP Regatta.
- June 3-4 FORT WORTH BOAT CLUB Regatta, Lake Worth SC, Eagle Mt. Lake. O. L. Pitts, Rt. 9 Box 191, Fort Worth, Texas.
- June 10-11 OHIO STATE OPEN CHAMPIONSHIP, Cowan Lake YC, Cowan Lake. Frank Suesz, 3763 St. John's Terrace, Cincinnati 36, Ohio.
- July 8-9 MICHIANA Regatta, Diamond Lake & Eagle Lake Yacht Clubs, Diamond Lake. G. L. Perry, 624 West Blvd., Elkhart, Indiana.
- July 8-16 100-YEARS JUBILEE Regatta, NJK Yacht Club, Finland. Get memories of a lifetime from Finland; a week of sailing; and the Finnish steam bath SAUNA. Aarno Walli, Linnankosken 10 A 17, Helsinki, Suomi, Finland.
- July 15-16 LYTLE SHORES Regatta, West Texas Snipe Fleet, Lytle Shores YC. John Crutchfield, 602 NE 22nd St., Abilene, Texas.
- July 15-16 DISTRICT 6 Championship, Mission Bay YC, Pacific Ocean. Ross Harris, 1102 Fleetridge Dr., San Diego 6, Cal.

THE SIXTH ANNUAL
COTTON CARNIVAL REGATTA

MAY 6-7, 1961
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SHREVEPORT
SNIPE SPRING CHAMPIONSHIP REGATTA

MAY 6-7-8, 1961

SHREVEPORT, LOUISIANA.

Write: Raymond Flowers, 421 Delaware St., Shreveport, La.

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