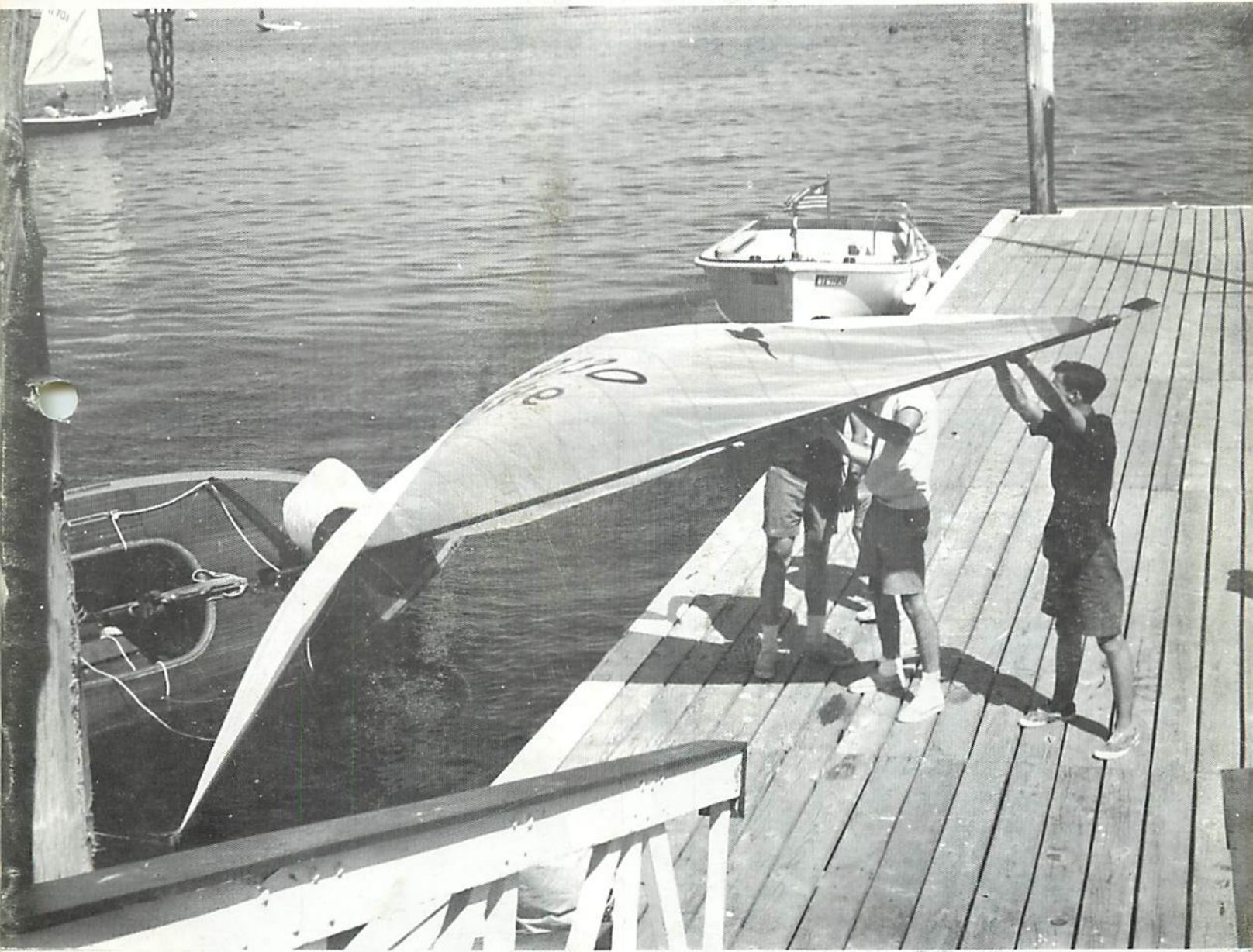


# ***SNIPE BULLETIN***



MARCH 1965

Vol. XIV No. 10

The 1965 SCIRA Annual Meeting  
Regatta Time in Peoria  
Report of the Rules Committee

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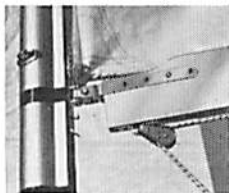
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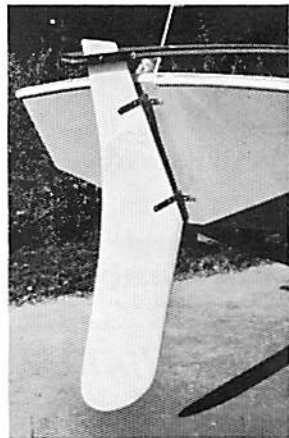


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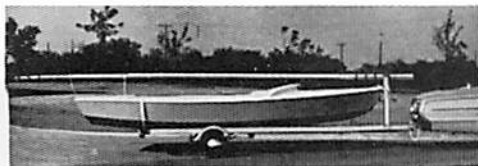


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# SNIPE BULLETIN

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, Ohio 44303, U. S. A.  
Subscription Rates.

\$2.00 Per Year.

\$2.00 of the amount of membership dues in SCIRA are paid for a year's subscription to the Snipe BULLETIN.

Forms close on 10th of month preceding publication. Material received after that date will not appear until a later date. Printed in the U. S. A. at Akron, Ohio. Second-class postage paid at Akron, Ohio. Contract advertising rates on application. Notify Snipe BULLETIN of change in address, giving both old and new addresses complete.

## The Cover

One thing nice about a small sailboat - it isn't necessary to have a boswain chair in order to repair rigging! This shot by Ellen Horan shows some halyard problems being hurriedly solved with some dockside doctoring at the Sea Cliff Yacht Club.

## THE SCORE

Numbered SNIPEs — 15501

Chartered Fleets — 594

The issuance of 41 numbers for new Snipes during January brings the 4-month total up to 147, which exceeds expectations. And the unusual feature is that only two countries were involved. Most pleasing is the fact that England got 12 of them, which indicates results of the fine Snipe promotion by National Secretary Peter G. Harris. The United States took the other 29. No fleets were chartered during the month.

## Hang on to Your 1964 Rule Book

Following approval given by the Board of Governors, the final decision has been made NOT to print a rule book this year. It is not necessary to have a new one every year when rule changes are only going to be made every two years - it would be merely a record of officers' names and addresses, new fleets, and trophy winners. To keep this information up-to-date, a supplementary list will be published before the first of May. From now on, it is not a Year Book.

As a result, the 1964 SCIRA Rule Book will be official for the year 1965 (any approved exceptions will be noted, circularized, and printed in the BULLETIN). Extra copies of the 1964 Rule Book are available for \$2.00.

## Progress of PRINCIPAL SAILING RULES

Fearon D. Moore reports from Hawaii that the main job of revision for his 13th edition of his PSR booklet has been completed and now only the NAYRU permissible changes and additions are lacking. If received in March, PSR will go to the printer in April and should be available about the first of May.

Meanwhile, the NAYRU announces the effective date for the adoption of the new racing rules of the IYRU is April 1, 1965, but the old racing rules may be used until June 1, 1965 if the sailing instructions so provide. Their official Rule Book will also be published in a month or so and SCIRA will have copies available as a service to sailors as in the past.

## Report on SCIENTIFIC SAILBOAT RACING

Seems we have good company in publishing troubles. The 3rd edition of Ted's book was originally scheduled for October with delivery by Christmas. On Jan. 25, S. P. Platt, Jr., President of Dodd, Mead & Co., stated, "Indeed we have been delayed in pushing this new printing. . . . We are pushing it through as quickly as possible and hope to have finished books by mid-February." A little more patience and you should get your book!

# Bud Hook Re-elected SCIRA Commodore

All Snipers will be pleased to learn that Commodore Hook will have his hand on the SCIRA tiller for another year.



This choice follows the recent trend to get all SCIRA activities on a two-year basis or cycle, and we are indeed fortunate to have such an able man head our organization. So why change skippers in the middle of a race when the course sailed indicates eventual victory?

The March 1964 BULLETIN told all about Bud and his many abilities; besides being President of the Hook Drug Co., of Indianapolis (a large chain operation), he has been a leader in chain store organizations, the Better Business Bureau, Kiwanis, "500" Festival, United Fund, etc., on local, state, and national levels. He was also chosen as Indianapolis Man-of-the-Year in 1963.

He was a top athlete during college years and leads an active physical life today. He entered scouting as a boy in Indianapolis in 1920, and his chief joy today has been his role in BS of A Regional 7, comprised of Indiana, Illinois, Michigan, and Wisconsin. He has served in various executive positions in this Council and was President in 1960. Last year, he had the big job of being Chairman of the 1964 National Jamboree Committee and was honored in October with the Silver Antelope Award of the Boy Scouts of America, which is the highest recognition made for noteworthy service to boyhood. All this in addition to heading up the largest sailing class in the world — and many sailors would swear that Bud had no time for anything else except Sniping!

SCIRA extends congratulations to Bud; pledges loyal support; and wishes him the FAIREST OF WINDS!

## THE COMMODORE SAYS

I certainly appreciate the confidence which the Nominating Committee had in submitting my name to be re-elected as your Commodore. I cannot help feeling that many times a person can be unable to accomplish the many things that our fine organization should be doing.

We do have a major problem, primarily, in operating through correspondence all over the world, which adds to the slow progress of accomplishment. I hope, that with the cooperation of the many members of SCIRA, some of the things which were started last year can be increased in activity, and some which just got a fair start can be finished.

It is, of course, an honor to serve, and I am happy to accept the responsibility and the honor, and, with your help, I will try to make SCIRA better than ever.

Sincerely yours,

August F. Hook  
Commodore

*"Bud"*

## The 1965 SCIRA Annual Meeting

HOOK DRUG SERVICE CENTER, INDIANAPOLIS, IND. - JAN. 30

The meeting was called to order at 2:15 P. M. with Commodore Bud Hook presiding. Board members present were General Secretary for Europe Dr. Angel Riveras de la Portilla of Spain; Vice Commodore Basil Kelly of Nassau, Bahamas; Rear Commodore John Wolcott, Doug Keary of Oakville, Canada; Ted Wells, Dr. Sam Norwood, Capt. Dick Tillman, and Executive Secretary Birney Mills. Over 100 SCIRA members including Past Commodore Alan Levinson were in attendance and all gave standing self-introductions, assisted by remarks from Commodore Hook.

(Continued top of next page)

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(ANNUAL MEETING continued from previous page)

A motion to dispense with the reading of the minutes of the 1964 meeting at Chicago was passed.

Commodores Kelly and Wolcott made short speeches of greetings and thanks for support received as SCIRA officials.

Dr. Riveras praised the new spirit of friendship now existing between all Snipe member nations and stated that it was his belief that, while differences of opinion will always exist due to widespread different viewpoints, the Snipe family around the world was more closely knit than ever before.

Secretary Mills made an annual report for the SCIRA year and highlights are given below:

20 new fleets were chartered with Denmark establishing 5; U. S. A. and Finland 4 each; Turkey 2; while England, Sweden Argentina, Puerto Rico, and Mozambique took 1 each - a good representative international distribution.

Numbers went from 14670 to 15354, making 684 the 2nd best year in SCIRA history, surpassed only by 755 in 1962. 621 were issued in 1961 and 586 in 1963. 225 boats over the 32 year average of 459 Snipes a year, which is very encouraging. 278 numbers went to the U. S. ; 70 to France; 67 to Canada; 60 each to Denmark and Spain; 40 to Brasil; 17 to England; and 17 to Turkey; 15 each to Portugal and Argentina; 10 to Sweden; 9 to Venezuela, and the remaining 6 to Bahamas, Uruguay, Austria, and Yugoslavia. Outstanding in significance in these figures are those for Denmark, England, and Turkey in Europe, which are very encouraging for the future of SCIRA. Substance is given to the proposal to establish an Eastern European District from the amount of interest in that area. Likewise, Venezuela now looks like they will have a solid start in the Western Hemisphere along with Puerto Rico's new fleet. The SCIRA family of nations is growing.

The BULLETIN was printed in 3 issues of 16 pages and 9 issues of 12 pages, reflecting cut-back in size to keep printing costs within advertising income limits. Ads should occupy about 55% of space to justify 16 pages; if it falls much below that, then size should be cut in proportion. This means cutting out some regatta stories, which becomes quite unpopular. With a seasonal surge in business recently, we have already printed 4 16-page issues this new year and hope to be able to maintain this standard within reason, for the desirability and advantages of a large and attractive class magazine are well recognized. Our advertising rates have not been increased since 1953 and it is the intention to keep them relatively low to attract more customers. 4400 copies go all over the world every month and demand increases constantly.

The popularity of Snipe continues all over the world and the Western Hemisphere Regatta in Oakville, Canada, the European Championship in San Remo, Italy; and the inauguration of the first South Atlantic Regatta between SA countries along with numerous other international events brought continual excellent publicity to the Snipe Class. Most excellent contacts have been made recently with Canadian Yachting authorities and that country is steadily emerging (along with the Scandinavian countries), as a strong participant in Snipe affairs. Not only the yachting press, but general newspapers, magazines and other media found Snipe newsworthy and printed good accounts of our activities. People are interested in Snipe and the volume of enquiries continues heavy.

The usual number of official sanctioned regattas were held with large attendance and great enthusiasm marked the major events. All districts had successful championships and the U. S. Nationals at San Diego was outstanding in every detail of organization. All countries likewise experienced the biggest and most successful national championships yet held. More junior competition on national levels occurred during the season. Thanks are given to the clubs who organized international events. Snipers travel many miles to participate and their repeat attendance bears testimony to the efficiency of the regatta organization.

After many years, enough interest - or errors - came into the rule book to generate a move to give it complete revision. Dr. Riveras had proposed many changes and suggested an edition separate from the conventional U. S. format.

This was done and now a true international book of 144 pages goes all over the world, while a U. S. and Canadian supplement is added to make a larger book of 198 pages. The U. S. National meeting at San Diego produced an urgent demand for immediate elimination of discovered errors and more clarification of rules as written. When energetic Steve Taylor voiced some definite opinions, Commodore Hook seized the opportunity to get such experienced and efficient help and promptly put him to work. His committee report will produce some visible changes in the near future.

Treasurer Mills reported that total receipts of \$27,946.29 were \$446.42 less than the previous year; that SCIRA closed the year with all current bills paid and with \$7761.73 cash in the bank, an increase of \$941.96. BUILDING A PLYWOOD SNIPE account has been reduced from \$5704.62 to \$2070.58; the net equity of SCIRA stands at \$13,951.13; in addition, there is a balance of \$3376.00 in the USA Snipe Fund account.

The Secretary and Treasurer reports were accepted as read.

All U. S. District officers or their representatives submitted encouraging reports; especially noteworthy was the increase of publicity in the newspapers and yachting magazines; the issuance of area newsletters; the use of TV at local regattas. Dick Elam of District #2 showed a fine short TV movie interview which tied Snipe in a local 5.5 metre sailor of national renown. Dan Elliott of District 6 enthused over the results obtained at the Long Beach (California) Boat Show where Snipe was the only one-design class represented and where 3 to 4 thousand people watched a Snipe movie which he explained at 17 showings. All agreed that Snipe could get good publicity; that the press was well aware of the activities, but would not dig up stories themselves - they must be supplied.

Paul Zent announced the conclusion of the contest for an official SCIRA emblem design and exhibited the top ten best submissions. His committee made no recommendations, as more time is desired for further study before a final choice.

Dick Tillman, Chairman of the SCIRA 1964 Olympic Committee, gave an account of the many articles and letters written by him. He was optimistic of the attention and the response received.

Rear Commodore Wolcott reported he had attended the January NAYRU meeting and the One-Design Magazine seminar in New York as a class representative.

Dr. Riveras gave a very interesting historical review of the efforts to get Snipe into the Olympic Games over the last 8 years. He attended the IYRU meeting in England last November and feels that prospects are the best now since 1960, when Snipe had its best chance and lost by an 8-7 vote; that, while the same 5 classes have been accepted for 1968, he feels it possible to have Snipe chosen as the 6th class, if such an enlargement is decided upon.

Commodore Hook appointed a new permanent committee to study plans for future course of action. Vice Commodore Basil Kelly is chairman, with Dr. Riveras, Dick Tillman, John Wolcott, and Terry Whittemore assigned to work with him.

Announcement was made of the following action taken by the Board of Governors at two previous meetings:

Mills stressed the importance of fiberglass royalties, pointing out the relationship such receipts had to the size of the BULLETIN and other class activities. He stated a voluntary reduction of visible income at this time would be disastrous as it would be coupled with an expected decrease in advertising receipts in the BULLETIN. It was moved by Wells, seconded by Norwood, that a number fee of \$25.00 be established for all numbers issued in the United States, Canada, Bermuda, and Bahamas for all Snipe hulls regardless of the material of which they are made; and that all amateurs receive credit for the purchase price of Snipe blueprints and/or BUILDING A PLYWOOD SNIPE when a number is applied for and issued and that such fees be broken down with appropriate amounts going to the SCIRA general and national treasury. Motion carried.

Dr. Riveras outlined sailing conditions and regatta plans at

Las Palmas for the 1965 World Championship Regatta. Following his recommendation, it was moved by Keary, seconded by Norwood, that the dates of Sept. 4-11, 1965, be accepted for that event. Actual racing will be from the 6th to 10th. Motion carried.

It was moved by Dr. Norwood, seconded by Wolcott, that the Treasurer of SCIRA should keep the General Secretaries of Europe and the Western Hemisphere fully informed of all pertinent financial payments and that these two men be empowered to decide on the eligibility of all nations under their jurisdictions to participate in international regattas after the date of May 1, 1965, and that such decisions shall be made on the basis of the payment of 1964 dues and arrears. This motion was unanimously approved.

It was moved by Tillman, seconded by Keary, that the Chairman of the Rules Committee give official approval to the racing schedule and that he also furnish an official blank measurement certificate to all National Secretaries to use on certifying boats entered in the WC Races; thus they can be spot checked and if any discrepancies are discovered, corrections must be made immediately or the boat cannot participate. Motion carried.

It was moved by Wells, seconded by Mills, that the National Secretary for Argentina be permitted to translate BUILDING A PLYWOOD SNIPE into Spanish on conditions that (1) 10% of the retail selling price be paid on all copies as a royalty to SCIRA; (2) the selling price be the same as the SCIRA price, currently \$7.95 per copy; (3) that a stipulation be printed in the preface that in case of conflict in meaning, the original English text must be final. Motion carried.

Dr. Riveras submitted proposals adopted by the National Secretaries of Europe at their San Remo meeting. Items were subsequently acted upon. He reviewed the long evolution of Snipe in Europe and requested special consideration of a drastic overall weight reduction. After a long discussion, it was agreed that if any country or group wanted to carry out suggested changes, they were free to do so on an experimental national basis only. Lighter boats and spinnakers could be used in local national races but could not be used in any international races. If such a prototype could be presented at Las Palmas, it could be inspected and tested there, with further discussion in order and possible action taken in 1966. The matter was accordingly tabled.

Mr. Wells, Chairman of the Rules Committee, gave a brief and necessarily general report of his recommendations. He stated that the general revision of the rule book was greater than expected and that many changes were of purely mechanical nature. He suggested that the printing of the rule book be omitted this year in line with the policy to make class rule changes every two years; thus the present changes would be finally reviewed at the 1965 Secretary Meeting at Las Palmas and incorporated into the 1966-1967 rule book. This plan was discussed in detail with suggestions to make a supplementary directory for use in the United States for local regatta committees, etc. The current list of class officers and committees would be circularized. Clarifications of existing rules as printed in the 1964 rule book would be issued by the Rules Committee when necessary, printed in the BULLETIN, and circularized to all National Secretaries. This matter was tabled temporarily with decision to be made soon after a more careful study of all factors involved.

Mr. Wells urged the adoption of a "No Tolerance or Tolerances" policy. It was moved by him, seconded by Mills, that no deviations whatsoever be granted on hulls built by professionals and that a limited certificate good for local racing only be granted to amateur-built hulls if they did not meet every specification. This motion carried.

It was moved by Wells, seconded by Dr. Riveras, that the official SCIRA representative for any regatta shall not be a member of any committee, thus freeing him of any possible prejudice or conflict of interest, and that this representative

should be the final authority in the interpretation of all class or SCIRA rules. Motion carried.

It was further moved by Wells, seconded by Wolcott, that the Rules Committee as now constituted be continued in office for 1965. Motion carried.

(See WELLS WANDFRINGS on Page 11 for full details of the Rules Committee Report).

Dr. Riveras described the progress of Snipe in Europe and recommended the formation of a new geographical district there. It was moved by Tillman, seconded by Keary, that (1) that the Board of Governors membership be increased to 17 members with 8 members constituting a quorum; (2) that an Eastern European District be established; (3) that the elected Secretary for Eastern Europe be declared a member of the Board. This motion carried.

The nominating committee submitted a report stating that a two-year term of office for SCIRA officers had been discussed for a long time and they now recommended the adoption of such a policy. On motion by Wells, seconded by Wolcott, the following men were unanimously declared re-elected for another year in office for 1965:

Commodore Bud Hook of Indianapolis  
Vice-Commodore Basil Kelly of Nassau, Bahamas  
Rear-Commodore John Wolcott of Connecticut  
Chr. of Rules Committee Ted A. Wells of Wichita  
Secretary-Treasurer Birney Mills of Akron

The following men were nominated and elected to office as members of the Board of Governors to fill vacancies of retiring members (Keary, Tillman, and PC Norwood) and of one of the newly created spaces;

Paul Betlem from District 5 for 3 years  
Francis Seavy from District 4 for 3 years  
Douglas Keary of Canada for 2 years  
Richard Tillman of District 3 for 2 years

In addition, the men listed below will also serve on the 1965 Board of Governors:

General Secretary for Europe Dr. Angel Riveras de la Portilla of Spain; Secretary for Northern Europe Svend Rantil of Sweden; Secretary for Southern Europe Capt. Vieri Lasinio di Castelvero of Italy; Secretary for Eastern Europe Aleksander Lukez of Jugoslavia; General Secretary for the Western Hemisphere Fernando de Aledecora of Argentina; Dr. Bob Schaeffer of District 6; John Jenks of District 7; and Immediate Past Commodore Floyd E. Hughes, Jr.

Representatives from Burnham Fleet 86 at Chicago and Atlanta Fleet 330 both extended invitations for the U. S. National Championship Regatta in 1966; a letter was read from the Newport Harbor Fleet 94 in California asking for the 1967 event. All invitations were tabled for future consideration.

Approval was given to Uruguay to be the host country for the 1966 Western Hemisphere Regatta.

The San Isidro Fleet 275 at Buenos Aires, Argentina, made a strong bid for the 1968 World Championship of the Snipe Class.

The Nassau Fleet 391 in Bahamas also requested consideration of their bid for 1968 as made originally in Bendor, France. No action was taken on either bid.

Commodore Hook announced that the 1966 annual meeting would again be held in Indianapolis, possibly at an earlier date. Meeting adjourned at 5:50 P. M.

Entertainment consisted of a free beer party and social evening Friday in the beautiful hospitality rooms of the Turbo-craft Co. of Indianapolis. A buffet banquet in the equally attractive quarters of the Hook Service Center was preceded by a cocktail party with Bud as host. A large audience viewed colored slides of the 1963 World Championship at Bendor, France, and the 1964 Western Hemisphere Races at Oakville, Canada.

All-in-all, and in spite of the zero weather prevailing over the weekend, this annual meeting of the Snipe Class was probably the best one ever held.

# Slauson Race at Peoria Always a Good Regatta

It is rather late to tell about a regatta held last summer, but this one is an exception in timeliness, for many U. S. Snipers are now wondering about Peoria and already asking questions about the big National Championship scheduled there the first week in August. So this will give you some idea of what things are like there during regatta weekends.

Fleet 131 has had many years of hosting big events and has the organization and experience to put on a successful affair. Our reputation is such that when we sent out invitations expecting 46 boats, 64 showed up on June 27-28, 1964. This totaled 16 more boats than in 1963 and was the largest number ever entered in a regatta in Peoria (other than the Nationals in 1957). Our regattas have been getting larger each year and this June we expect a record number of sailors trying to get the Slauson Bowl plus valuable experience for the August fight.

We might even have to provide more wind for such a large turnout! Granted that our race was disappointing last year in the lack of wind over the weekend, but Peoria is not the only place that has calm days, for races were cancelled because of light wind all thru the midwest on that same Sunday (including big Lake Michigan). Only the two Saturday races counted.

Because of the large number of entries, the boats were divided into four fleets, racing in two heats.

After taking a third in the first race, regatta winner Bud Leonard of Diamond Lake, slipped into first in his second race, sailing all the way up with the leaders of the first heat which started 5 minutes before him. Bud was pushed by a female team of Jill Carver of Green Lake and her crew and mother, Betty Zeratsky who finished right behind him in the second race.

Danny Wesselhoft of Peoria and his crew and wife Joann placed second in the regatta after a win in the second race.

Fighting to better a fifth place in the first race, Danny fought to first place around the first mark and held it from then on. Dexter Thede of Grand Rapids got off to a good start in the regatta by winning his first race by a wide margin, but hit a mark in the second race and eliminated himself. Lee Thompson of Wadsworth, Ohio, was a consistent threat with a fourth and second place, pushing the leaders all the way.

The Indianapolis team was lead by Jim Richter's fourth place in the regatta with a first and sixth place in his two races. Indianapolis won the garbage bucket from Peoria by losing in total points compared to Peoria. This is a regular side competition between the two fleets whenever they meet at any regattas.

The social schedule was full and the weekend was eventful and well covered by all local news media giving Snipe sailing a good local boost through publicity. — Louis J. Leber

1964 SLAUSON MEMORIAL REGATTA -- Top 20

BOAT	SKIPPER	CREW	CLUB	RACES	1	2	PTS.	Fin
.9299	Bud Leonard	Ron Harris	Diamond Lake, Mich.	3	1	3044	1	
13105	Dan Wesselhoft	Joann Wesselhoft	Ivy, Ill.	5	1	2896	2	
14490	Lee Thompson	Carl Anderson	Akron, Ohio	4	2	2890	3	
13008	Jim Richter	Tom Richter	Indianapolis, Ind.	1	6	2825	4	
11677	Jill Carver	Betty Zeratsky	Green Lake, Wisc.	7	2	2677	5	
13032	Dave Larsen	Wally Broadnax	Crystal Lake, Ill.	2	10	2482	6	
9871	Ed Grier	Hunt Bettinghaus	Peoria, Ill.	3	9	2468	7	
12322	Stan Salzenstein	Sandy McMasters	Ivy, Ill.	5	7	2452	8	
11371	Tim Scanlon	Chris Scanlon	Indianapolis, Ind.	6	6	2450	9	
13440	Stu Griffing	John Crall	Cowan Lake, Ohio	10	4	2330	10	
13234	Wm. Collins	Patsy Collins	Indianapolis, Ind.	2	13	2305	11	
13858	Mark Schoenberger	Grace Smith	Cowan Lake, Ohio	12	3	2285	12	
14330	Lee Kellerhouse	Ann Kellerhouse	Chicago, Ill.	7	9	2180	13	
14769	Bob Bigham	Jim Bigham	Cowan Lake, Ohio	8	8	2178	14	
12641	Dean Jeynes	Diane Jeynes	Cowan Lake, Ohio	10	7	2117	15	
13314	Harry Goldstein	Rod Goldstein	Ivy, Ill.	13	5	2080	16	
14147	Paul Zent	Herb Zent	Indianapolis, Ind.	4	15	2045	17	
13887	Lou Leber	Steve Wagner	Ivy, Ill.	15	4	2045	18	
13629	Jim Menzies	Francis Dasher	Cowan Lake, Ohio	9	11	1924	19	
14305	Bob Wesselhoft	Carl Wagner	Ivy, Ill.	8	13	1873	20	



THE WINNERS - (l. to r.) Stan Salzenstein, FC 131; Bud Leonard and crew Ron Harris of Diamond Lake, Michigan



# Peoria Pictures



The Club House and Dock



The Skipper's Meeting



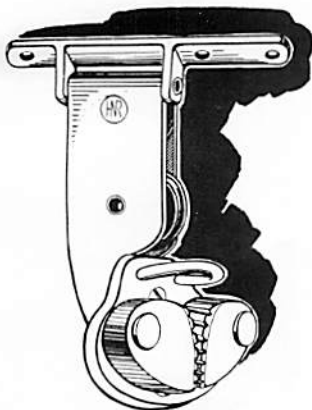
The Race



THE GIRLS!



The Top 5 Teams - (l. to r. skipper and crew) Bud Leonard and Ron Harris; Dan & Joann Wesselhoft; Lee Thompson-Carl Anderson; Jim & Tom Richter; Jill Carver-Betty Zeratsky.



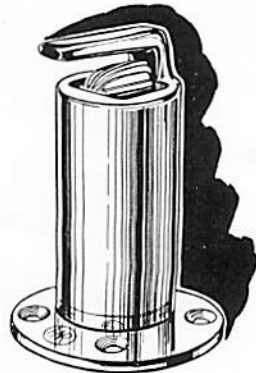
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for the discriminating yachtsman



## Jiffy Jib Jam

PRICE \$18.00 POSTPAID

AS USED BY THE SCHMIDT BROTHERS OF BRAZIL IN WINNING THE 1963 WORLD'S SNIPE CHAMPIONSHIP

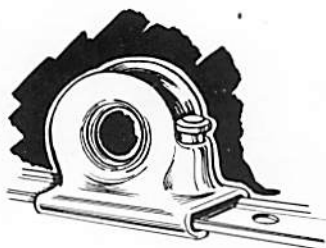
Also used by several National Champions in other classes. This is the fitting most of the top skippers have come to realize as being the ultimate in jibsheets control. Fast and efficient, eliminates fumbling and is a boon to your crew. Double acting cam works both ways, making only the one fitting necessary. Releases instantly with a simple flip of the wrist, saving precious seconds every time you tack. Sheet automatically slides up the tube, engaging the cam, and is held positively and firmly in the desired position. Your crew can even hike-out with the jibsheets as support without it coming unjammed. Adopted as standard equipment by many builders of the Snipe class.

Made of chrome plated bronze alloy and comes complete with fastenings. Mounts on aft end of centreboard box and takes 5/16" or 3/8" dia. sheet. Weighs 11 ozs., height 3-1/2" with a base dia. of 2-1/2"

## Boom-mounted Mainsheet Jam Cleat

PRICE \$18.00 POSTPAID

Smaller, neater, more efficient and weighs less than any comparable fitting on the market. Made of high-tensile bronze, chrome plated, with fibre jam cleat. Takes 1/4", 5/16" or 3/8" sheet. Nylatron sheave. Comes complete with fastenings. Weight 6 oz., width 1-1/4" and extends 4" below boom.



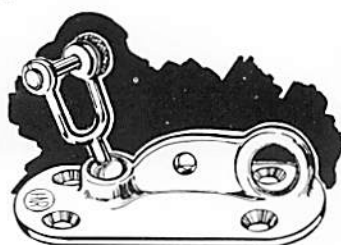
## Jibsheets Fairleads

PRICE \$14.00 A PAIR POSTPAID

The new low-profile streamlined fairlead that you can actually hike-out over without feeling a thing. No protrusions to catch your clothing or you. Only 1" high by 1 1/2" long and weighs but 2 oz. Takes up to 1/2" rope and fits standard 5/8" external type track. Adjusts in seconds with spring-loaded plunger. Made of high-tensile bronze, chrome plated.

(Stainless steel track, polished and drilled for plunger, available on request at \$1.50 per foot.)

The four items depicted here were adopted as standard equipment on all the snipes used in the 1964 Western Hemisphere Championship.



## 4 in 1 Forestay Fitting

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This is the fitting that makes anything else up for'ard, superfluous. Incorporating four fittings in one, you have a mooring eye for up to 1/2" dia. rope, forestay anchorage hole for jaw type rigging terminal, jib tack attachment with no-lose pin, and a ball-joint swivel allowing the jib to swivel freely, eliminating wrinkles, giving your jib the efficiency it was designed to deliver. All this in one small fitting, made of chrome plated bronze alloy, 3" long, 1 1/4" wide, and weighing but 3 ozs. Comes complete with thru-deck fastenings.



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with your SNIPE number \$4.50  
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623 Leonard Pkwy, cuff links  
Crystal Lake, Ill. 60014 \$ 8.50 pp.



*Snipe Building Plans*  
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CLEARWATER, FLA.

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# Wells Wanderings



## BOARD MEETING REPORT



by Ted Wells

Usually I have it easy this time of year - just a few notes on Rules and Restrictions - no effort required. Not so this year! Somehow a contest started to see who could find how many things to change, clarify, reword, correct, etc., in the year book. It was remarkably successful. Items affecting rules and measurements were sent to the Rules Committee for comment, but there was almost no chance for discussion at the Board meetings.

I doubt if Birney will have space to print more than items (1) and (2) listed in the letter below, but everything will eventually show up.

TO: SCIRA Board of Governors  
National Secretaries  
Rules Committee

SUBJECT: SCIRA Board meeting in Indianapolis, Ind.,  
January 30, 1965

The agenda was so crowded that only a very few items were discussed - further comments are requested by mail. Also - the Board agreed last year, at the request of the National Secretaries meeting at Bendor to change the contents of the Year Books and Measurement Data Sheet only every two years - and this is not the year.

I am submitting to you with this letter four lists.

- (1) Items suggested for change which cannot be acted on until after the next National Secretaries Meeting to be held at Las Palmas.
  - (2) Circular letter #2 giving explanations, clarifications, or amplifications of present paragraphs in the Year Book and Measurement Data Sheet published in 1964.
  - (3) Items not affecting measurement data, or corrections of obvious errors, which will be incorporated in the 1965 Year Book if it is decided to print one.
  - (4) Changes affecting U. S. A. only.
- (1) ITEMS SUGGESTED BY CHANGE IN 1966 TO BE SUBMITTED TO SCIRA BOARD OF GOVERNORS AFTER LAS PALMAS MEETING

A general relaxation of tolerances has been requested, usually on the theory that the boat is too difficult for amateurs to build. Discussion in Indianapolis, and comments from some members of the Rules Committee indicate that amateurs don't have much trouble and that professionals will take every 1/32" given them and use it as a measurement, not a tolerance. Consensus was that increasing beam tolerance at sheet from a basic  $\pm 1/4$  to  $\pm 1/2$  might be desirable but no other changes.

Suggestions were received from Teurlay in France and from Varalyay concerning location of the pivot on a pivot board. Addition of the pig tail to stabilize the board some years ago probably permits some changes, since it is much more effective in stabilizing the board than a couple of inches of

plate inside the well. I suggest the following changes:

- (a) The aft edge of either board when completely down shall lie from 94" to 97" behind the stern head.
- (b) The pivot may be as low as 2" from the lower surface of the keel, and the hole in the board in the pivot may be anywhere within 2" of the front edge or top of the pivot board.
- (c) With either type of board, the maximum extension of the board below the keel shall be 33 1/2"
- (d) The pigtail length shall be such that it extends at least 10" into the trunk with the board fully down.

PARAGRAPH 23 - Opinion is divided on removing the 3/4" max limit on thickness of floor boards, with a slight edge toward eliminating this limit.

PARAGRAPH 28 - I don't believe a dowelled rudder has been seen in years. Also - There is now no point in specifically mentioning plywood. Change to: Rudder must be substantially made and tiller must be attached directly to the rudder head. There shall be a suitable means of preventing the rudder from falling off if the boat is inverted.

It should be noted that the present rules permit rudders to be made of anything but metal, providing they are strong enough to stand up. This I believe is satisfactory and it is not necessary to catalog all the possible materials that could be used.

PARAGRAPH 30 - During the annual meeting prior to publishing the 1964 Year Book, it was brought out that as previously worded, this paragraph required knowing certain dimensions on the boat in order to build a rudder. This is undesirable as it should be possible for a builder to make a rudder and ship it to anyone and be sure before he ships it that it will be acceptable. However, the change got into the Year Book but not on sheet B. This actually constituted a change in limiting dimensions on rudders only if the rudder were right on either the + or - 1" limit and was not considered important at the time. Also, at the same time in an effort to supposedly clarify the location on the point of the rudder in relation to the keel the word "horizontally" was added. It is normal engineering practice to project horizontally and vertically in dimensioning drawing and because of this reason the present wording on Sheet A and B, was adopted in 1950 stating "This point projected from bottom of keel". This was interpreted by some as intended, meaning projected horizontally, and apparently by others as meaning that the point lay on a projection of the keel as was stated on the drawing from 1946 through 1949. (There was no drawing in the Year Books prior to 1946). There is agitation to return to the pre 1964 wording of Paragraph 33, and the 1946 - 1949 wording on location of the point on the rudder in relation to the keel. In either case a tolerance of say  $\pm 1/2$ " should be adopted for the location of the point of the rudder in relation to the intersection of the keel and transom - regardless of whether we follow normal engineering drawing practice in locating this point and in dimensioning the rudder.

PARAGRAPH 33 - Delete maximum length.

PARAGRAPH 39 - Delete. Not important.

PARAGRAPH 40 - Delete 3/8" minimum thickness. Difficult to check and not important.

PARAGRAPH 41 - The use of a semi-circular tube to replace a halyard sheave has caused much confusion and also concern about what might happen in the future without regulation. The following addition will do the job, I believe:

If a tube projecting in front of the mast is used for the jib halyard, the tube shall be attached to the mast by a strap running from the front of the tube to the front of the mast,

(CONTINUED top of next page)

(WELLS WANDERINGS from page 11)

the intersection with the mast being between 14'9" and 15'0" above the sheer. The tube shall not project more than 4" from the front of the mast and the forestay and the strap shall form a straight line when the forestay is under tension.

**PARAGRAPH 42** - One inherent disadvantage of the present IYRU imposed spacing of bands on the mast is that if an attempt is made to set the sails between bands, the sail is almost automatically stretched an inch too long but looks O. K. A suggestion has been made that the sail must always be set between corresponding bands (i. e. - below top band at top and above top band at bottom - or below middle band at top and above middle band at bottom). This in effect rules out any position below the middle band. Should we just have the two upper bands, or have three bands, 4-1/2" apart?

**PARAGRAPH 44** - That phrase "Any type boom must equal stiffness of a 2" diameter round bottom" plagues us each year and will continue to do so. And - as has been pointed out - a 3/4" x 4" rectangular boom is not as stiff as a 2" round boom in the horizontal plane. Even though this has been in the rules for years - I'm in favor of requiring booms to be at least 3/4" x 3-1/2". This will throw out some existing booms but it will be worth it. They can be easily modified to comply.

**PARAGRAPH 45 (5)** - If the above change in Paragraph 44 is adopted, change this to "Any aluminum section which complies with the dimensional and stiffness limits for wood booms will be approved".

**PARAGRAPH 51 - Minimum Weight.** Suggestions have been received suggesting lowering the minimum weight to 400 lbs., 375 lbs., and 220 lbs. --the greatest reduction being requested by Europe. The idea is to reduce cost, and make the Snipe more competitive with the 505 and International 14. Both of these hopes are futile. Lofland now puts in an average of 25 lbs. of lead which costs \$4.00. Excessive weight reduction will increase cost (ask any airplane builder). All a 25 or 30 lb. reduction will do is to penalize older boats which are not made of fiberglass, and while I can't say that a reduction in weight won't make a boat go faster, I defy anyone to measure the effect of 25 lbs. off a Snipe as compared to a 505. Comments received from U. S. have generally favored no reduction. Suggestions were also made to try out one or more boats (or whole fleets or countries) to assess the gains, if any, from large weight reductions.

**PARAGRAPH 52** - Again a request has been made to permit use of a 2-1/2 lb. anchor and 2 lbs. of chain rather than the presently specified 4 lb. anchor. Opinion divided as to desirability of this change.

**PARAGRAPH 56** - Delete.

**PARAGRAPH 58** - Delete second, third and fourth sentences. Add "Wearable life preservers shall be carried in the boat for each occupant at all times. Race committees may require wearing of life preservers during races when they consider it necessary".

**PARAGRAPH 64** - A suggestion was made that use of borrowed sails be permitted under certain circumstances. Most comments received opposed this. Reference should probably be made here to Section 18 of the By-laws.

**PARAGRAPH 65** - It has been suggested that we eliminate the minimum weight on sail material as it is impossible to check. The majority of the Rules Committee feels that this minimum just by being there has effectively prevented fiddling with flimsy material in the past and will continue to do so in the future.

**PARAGRAPH 67** - Measuring sails is difficult in a large

competitive regatta. It has been suggested that we should adopt a set of measurements based on total length of luff, foot, and leech, and discontinue measurement based on the grommets.

If grommets were accurately located, the present system would be fine. Even with poorly located grommets, the present system gives easily located reference points to measure to. Where measuring jigs are used for measuring large numbers of sails at large regattas, suitable fittings and gauges can be made to facilitate locating measuring points and ignoring actual grommet location. Any large change in measuring method has many disadvantages.

**PARAGRAPH 70** - A suggestion has been made that the location of the numbers be specified as being 1/3 of the distance from the head of the mainsail,  $\pm 6"$ . Also - this paragraph and Section 18 of the By-laws specify 10" height as they always have. The IYRU now only requires 9" height. Which should we use? IYRU also specified 6" width (except for Figure I and Letter I) which we should adopt.

#### (2) CIRCULAR LETTER #2 REFERRING TO 1964 SCIRA YEAR BOOK AND MEASUREMENT DATA SHEET - Feb. 5, 1965

The following interpretations, explanations, amplifications and comments do not constitute actual changes but provide additional up to date information, or correct inadvertent errors.

**BY-LAWS, SECTION 6** - This section states that final decision concerning issuing of a measurement certificate in case of discrepancies shall rest with "The Measurement Committee of the Association". To my knowledge, there has never been any such committee. Past practice has been for Secretary Mills to submit these cases to the chairman of the International Rules Committee with his recommendations. Boats with minor and obviously unintentional discrepancies have been given certificates good for any racing except National and International Championships. The concensus of the Rules Committee and those attending the Board of Governors meeting was that in order to discourage attempts by professional builders to use the tolerances to try to build a faster hull, no limited certificates should be issued for boats built by professional builders.

**SUPPLEMENT TO MEASUREMENT DATA SHEET FOR FIBERGLASS HULLS:** - Some hulls have shown a bowing or upping across the hull - sometimes concave and sometimes convex - when a straight edge is placed along the outside of the hull in a plane parallel to the station lines, from the chine to the sheer and from the chine to the edge of the keel. It has been suggested that some maximum be specified for this. Actually, plywood hulls forward of frame one show quite a bit of this, and even older planked hulls show some. The concensus of the Rules Committee is that this should be judged by intent. Use of curved frame members is intentional and prohibited (see circular letter #1). Fiberglass is not ideal for the production of single curved surfaces such as exist in Snipe and at present I do not feel that specific tolerances are required as I am certain all builders are trying to get their surfaces as flat as possible.

#### RESTRICTIONS AND MEASUREMENTS

**PARAGRAPH #1, SECOND SENTENCE** - See comment above under Section 6, By-laws. The present disposition is that even minor discrepancies will not be allowed in professionally built boats.

**ON THE DRAWING** - There has been some argument as to how much information should be placed on the one drawing in the Year Book. Probably both Sheet A (for boats prior to 12600) and Sheet B (for boats after 12600) should be in the Year Book and each should be as complete and specific as possible. Putting all information on one drawing would excessively complicate an already complicated drawing. Also - (Top page 13)

(WELLS WANDERINGS continued from page 12)

- (1) Near the top right hand corner - the heading "Keel and Stem" should be just "Keel" (addition of the word "Stem" is in error, Sheet B only).
- (2) Sheer width--reword for clarification as follows:  $\pm 1/4"$ , except any two stations may be  $\pm 1/2"$ , or any two stations may be  $+ 3/4"$  if all others are nominal or - (Sheet B only).
- (3) At present no boat number is specified for the applicability of the  $1-1/4" \pm 1/4"$  above the base line, as an additional limitation on stern shape. This should be on Sheet B, effective after #15000.
- (4) It is implied that the trunk for the dagger board shall essentially be vertical.
- (5) The tolerance on the height of the "Stem Head" is the same as the tolerance on all other points on the sheer,  $+ 0, - 1"$  on sheet B and  $+ 2" - 1/4"$  on sheet A. In the Year Book there is an extraneous figure 2 above the  $27-7/8"$ . This should be eliminated.
- (6) On both Sheet A and B it is the intention that the limitation on radius to which the bow is rounded shall apply anywhere on the stem as it says "at any point".
- (7) No tolerance is specified on the position of the point of the rudder in relation to the point on the boat where the keel intersects the transom. Obviously some tolerance is required as there is no such thing as an absolute measurement. As long as it is reasonably close it is satisfactory (see #30 under proposed changes).

PARAGRAPH 8, OPTION 10 - While it is not so stated, it has always been understood that the position of the gooseneck could be adjusted while racing.

PARAGRAPH 9 - It is the intent here that the old 16 deck beam structure must be used if  $1/2"$  planking is used in the deck;  $1/4"$  plywood may be used either with the 16 deck beam structure or with the simplified structure.

PARAGRAPH 24 - The 4th line and first 4 words of the 5th line should have been omitted last year. The sentence "The area of the bottom covered by the floorboards shall be of at least the width and length of the cockpit" was not meant to prevent cutting a plywood floorboard enough smaller than the cockpit so it could be installed.

PARAGRAPH 25 - Third sentence should read "slot in the dagger board trunk".

PARAGRAPH 29 - It has always been understood that any shape or thickness is permitted below the water line.

PARAGRAPH 33 - Until the proposed elimination of overall length, it should be understood that overall length does not include balyard tube if used.

PARAGRAPH 35 - The size of  $6" \times 8"$  was arbitrarily set without any discussion after the 1963 meeting. There has been correspondence since suggesting any shape hole not over 50 sq. ins. in area; 8" diameter round and 10" diameter round. This is not awfully important as long as it doesn't look like a forward cockpit. 10" diameter (the diagonal of a  $6" \times 8"$  rectangle) will be accepted until a more firm ruling is voted on. This is effective from #15000 up.

PARAGRAPH 37 - Since the top of the mast is usually rounded, this dimension is difficult to check. If the mast is  $1-1/2"$  athwartship at the top stripe this is satisfactory.

PARAGRAPH 42 - The dimension given between top and bottom bands,  $16' 9-1/4"$  are maximum dimensions.



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PARAGRAPH 43 - It is the intention that the dimensions for the stripe location and length of the boom be taken from the aft side of the mast, the aft side including the sail slot and the material enclosing the boltrope, and a projection thereof downward.

PARAGRAPH 44 - The stiffness relative to 2" round boom is in a vertical plane.

PARAGRAPH 45 (5) - An error occurred here between the sketch as approved and the dimension as it was printed. The 1" dimension should have been  $7/8"$ .

PARAGRAPH 51 - Boats have always been weighed with mainsheets included. Since it is unlikely that any boat would use two different mainsheets, this is satisfactory.

PARAGRAPH 56 - Tiller should be included in boat weight.

PARAGRAPH 58 - The sentence "no dead ballast may be carried" is obsolete as it conflicts with Paragraph 54 which is correct. Also - a suction boiler alone is not adequate bailing equipment, nor is a sponge. Hand bailing equipment such as a bucket, can, scoop or pump is required for safety.

PARAGRAPH 66 - The 16 lb. pull specified here for tension on the jib luff while measuring is really superceded by the requirement in Paragraph 72 for a wire to prevent pulling the luff beyond  $12' 3"$  with as much load as required to straighten the luff wire.

PARAGRAPH 71 - There is a typographical error in the Year Book - jib luff is  $6' 5"$  - not  $16' 5"$ . (Sheets A and B are OK).

As predicted by Ted, Sheets 3 and 4 will have to be printed next month. Complete minutes of meetings appear this year due to unusual interest as to "What happened in Indianapolis?"

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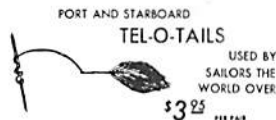
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## SANCTIONED SNIPE REGATTAS—

- APRIL 24-25 SOUTHWESTERN CHAMPIONSHIP Regatta,  
White Rock SC and Fleet #1, White Rock Lake, Dallas,  
Texas. Bob Cummings, 7326 Walling Cr., Dallas, Texas.
- MAY 8-9 COTTON CARNIVAL REGATTA, Delta Sailing  
Club, McKellar Lake, Memphis, Tenn. Frank A. Jones,  
Jr., P. O. Box 265, Memphis, Tenn.
- MAY 29-30 NORTHEASTERN INVITATIONAL Regatta,  
Royal Hamilton YC and the Oakville YS, Hamilton Bay,  
Hamilton, Ontario, Canada. Arch Howie, RHYC,  
Hamilton, or Roger Flawn, Oakville YS, Oakville.
- MAY 29-30 WHITTEMORE-St. JOHN Invitational Spring  
Regatta, Lake Quassapaug, Conn. Quassapaug Yacht  
Club. Dr. Phillip Paul, 23 Summit Rd., Naugatuck, Conn.
- JUNE 5-6 RIFF-RAFF Regatta, Cowan Lake YC, Cowan  
Lake, Ohio. Frank Suesz, St. Johns Terrace, Deer Park,  
Ohio.
- JUNE 12-13 MICHIGAN STATE CHAMPIONSHIP (closed),  
Grand Rapids YC, Reeds Lake, Grand Rapids, Mich.  
Dexter Thede, 1411 Giddings Rd., Grand Rapids 7, Mich.
- JUNE 26-27 CLEVE SLAUSON MEMORIAL Regatta, IVY  
Club, Illinois River, Peoria, Ill. Robert J. Wesselhoft,  
609 W. Crestwood Dr., Peoria, Illinois.
- JUNE 26-27 CONNECTICUT STATE Championship, Quassa-  
paug YC, Lake Quassapaug, Conn. Tom St. John III,  
Timothy Rd., Naugatuck, Conn.
- JULY 30-31 U. S. JUNIOR NATIONAL CHAMPIONSHIP  
Regatta, IVY CLUB, Illinois River, Peoria, Ill.
- AUGUST 1-7 U. S. NATIONAL CHAMPIONSHIP Races  
IVY Club, Illinois River, Peoria, Ill. Details will be  
announced soon. Stan Salzenstein, 213 S. W. Adams St.,  
Peoria, Illinois.
- AUGUST 1-4 NORTH EUROPE DISTRICT Open Champion-  
ship, Fleet 324, Viken, Sweden. Sound Week will take  
place August 4-8 at Skoshoved, close to Copenhagen,  
Denmark, thus affording another week of fine sailing  
and competition. Write to Svend Rantil, Box 115,  
Helsingborg, Sweden.
- August 14-15 BOARD OF GOVERNORS CUP Regatta,  
Quassapaug YC, Lake Quassapaug, Conn. George  
Schwenk, Upper Whittemore Rd., Middlebury, Conn.
- SEPTEMBER 1-11 1965 WORLD CHAMPIONSHIP of the  
Snipe Class, Las Palmas, Canary Islands, Spain. The  
actual racing dates will be Sept. 4-10. Complete details  
will be announced at an early date.

## —ADDITIONAL RACE DATES—

(All in England)

- MAY 29-30 INTERNATIONAL OPEN Meeting, Stone  
Sailing Club.
- JUNE 25-26-27 NATIONAL CHAMPIONSHIP, Whitstable,  
Sailing Club.
- JULY 2-3 SCOTTISH NATIONAL CHAMPIONSHIP, Pent-  
land Firth Y. C.
- JULY 4 BLACKWATER and COLNE REGATTA, Stone  
Sailing Club, Class racing for Snipes.
- JULY 18 MEDWAY YACHT CLUB, Snipe Team Race.
- JULY 22-25 MEDWAY WEEK, Class racing for Snipes.
- AUG 14-15 S. E. SNIPE CHAMPIONSHIP, Marconi S. C.,  
Blackwater, Maldon Y. C.
- SEPT. 18-19 N. WEST CHAMPIONSHIP, Budworth, Man-  
chester Cruising Association.
- SEPT. 25-26 OPEN MEETING, Cliffe, Blue Circle Sail-  
ing Club.

## SOUTHWESTERN CHAMPIONSHIP REGATTA

April 24-25, 1965

WHITE ROCK LAKE

DALLAS, TEXAS

Sponsored by Snipe Fleet 1 and White Rock Sailing Club  
Write: Bob Cummings, 7362 Walling Circle, Dallas, Texas

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**CLASSIFIED ADS. Used Boats and Equipment**

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**FOR SALE: LOFLAND RACING SNIPE 14736.** Dry sailed only three months. **PERFECT-\$1070.00;** with dacron sails by Levinson; \$1195.00. Original cost \$1500.00. W. G. Chase, Hillcrest Ave., Olean, New York.

**FOR SALE: BRITISH BUILT FIBRE GLASS BOATS.** Wooden deck and trims. Three built-in buoyancy compartments. Price complete ex works, ex sails \$592.00. Approximate freight \$154.00. Particulars on request. Lockyears, Boat Builders, Crow Hill, Broadstairs, Kent, England.

**RUGGED ALUMINUM WHISKER POLES** - buoyant, light, strong. Shaped half-moon rubber pad clings to the mast, yet cannot gouge or scratch the varnish. Large, clothes-pin type jaws grasp the jib sheet hard enough to jibe the pole, yet release instantly. \$20.00 Postpaid.

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**NOTICE - INVENTORY CLEARANCE.** Sale of all masts, booms, poles, boom crutches, rudders, and tillers. Up to 60% off list price on second grade masts and booms. Write for list and description. Fred Post, 2020 East 1st St., Tempe, Arizona.

**FOR SALE: FINEST QUALITY TAPERED ASH BATTENS,** varnished. Set of three for Snipe \$2.25 postpaid. Send check or money order to **DON BLYTHE, BATTENS, 804 Euclid Ave., Jackson, Mississippi. 39202.**

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**FOR SALE: ONE NEW SCIRA MODEL SNIPE HULL.** Will complete to suit or sell as is. Light blue deck and white hull. Attractive price to interested party wanting to save. Also available 3 - 65 lb. galvanized steel dagger boards. Varalyay Boat Works, 1868 W. 166th St., Gardena, Calif. 90247

**FOR SALE: ALUMINUM MAST - PROCTOR F-section;** deck stepped. See measurement sheet Paragraph 45(3). \$90.00 without halliards and stays. Stuart Griffing, 1087 Meredith Dr., Cincinnati 31, Ohio.

**FOR SALE: NORTH SAILS** in good condition. Dacron; medium-full main and medium jib. \$85.00. Fred Rammes, 415 Main St., Peoria, Illinois

**FOR SALE: SNIPE 7857.** Fully reconditioned; completely fiberglassed hull and deck; stainless steel racing fittings; aluminum mast; new dacron sails; Holsclaw trailer plus extra mast and suit of sails. Will deliver within 30 mile radius for \$875.00. I weep - but must sell! Write to Bill Thoen, Cedarview Road, Ipswich, Massachusetts.

**FOR SALE: SNIPE 12519.** Fiberglassed hull; aluminum mast; North sails, full cut dacron. Weighs 425 pounds. Fully equipped and ready to race. Home-made trailer. \$650.00 complete. A. D. Jones, 16 Leslie Road, Winchester, Mass. Phone 729-4246.

**FOR SALE: SNIPE 13520.** Never sailed. Hull fiberglass over mahogany plywood. Fully equipped and ready to race. All stainless fittings. New dacron sails with window. Super Gator trailer. First \$1050.00 takes it. William Dunman, 236 S. Moore Ave., Barrington, N. J. 08007.

**FOR SALE: LOFLAND FIBERGLASS SNIPE 12137.** North sails; Proctor aluminum mast; self-bailer. 425 lbs. \$900.00. Bob Lane, 5427 Youngridge Dr., Pittsburgh, Pa. 15236. Phone 655-2068.

**FOR SALE: BALLAS SNIPE JIB,** new September 1964. Fine shape. \$25.00. Martin L. Gleich, 3247 Mission Village Dr., San Diego, California 92123.

**WANTED: SNIPE AND TRAILER** suitable for racing. Will trade Rolliflex camera and many accessories; also enlarger and dark room equipment. All like new. Make offer to J. Preston Cobb, P. O. Box 314, Americus, Georgia 31709.

**FOR SALE OR TRADE FOR PICKUP CAMPER.** Lofland fiberglass Snipe 13857 with trailer, dacron sails, aluminum mast, and daggerboard. Fully equipped and ready to race. Top condition. \$895.00. Everett Abbott, 3515 Pine St., Waco, Texas.

**FOR SALE: EICHENLAUB SNIPE 14603.** This is a natural finished boat which looks like new. It is fully equipped for racing with two sets of North sails; cover. New England Champion 1963 and sailed occasionally in 1964. Always dry-sailed. Trailer. John Forristall, 144 Court Road, Winthrop, Massachusetts. Phone V16-0908.

**FOR SALE: MILLS SNIPE 7876 'Ghoul' - Former National Champion.** North and Watts sails; trailer; cover; aluminum mast. Top condition - \$1100.00. Located at Riverton, New Jersey. John Rose, 120B Copper Beech Club Apts., Secane, Pa. 19019 Phone (215) 544-2374.

**WANTED: USED MEASURED SNIPE** in good racing condition. Fiberglass preferred, but will take wood IF GOOD. Must be reasonably priced for quick sale. Kenneth Bucher, 615 Latham Lane, Apt. 9, Akron, Ohio. Telephone: 644-4044

**FOR SALE: 22 FOOT ALUMINUM MAST** only \$35.00. Suit of full-cut measured dacron sails made by Southern Sailmakers - PERFECT for \$65.00. Herbert Brown, P. O. Box 254, Memphis, Tennessee.

**FOR SALE: SNIPE 13636.** Stamm fiberglass with North sails in excellent racing condition (fleet champion). Price \$850.00. Dry-sailed 3 seasons. Gunnar B. Stickler, 1900 Crest Lane, Rochester, Minn. Boat now located in La Crosse, Wisconsin.

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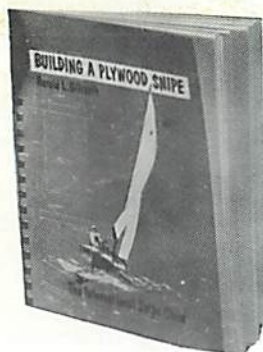
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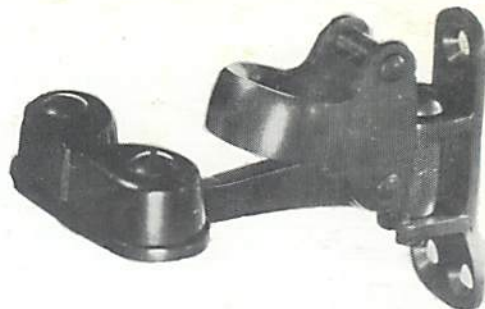
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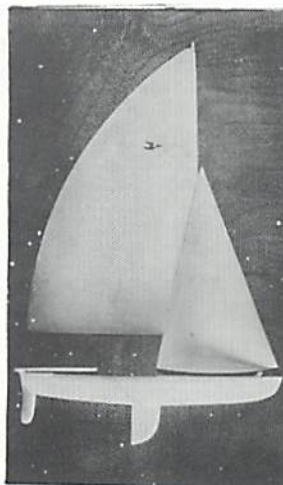
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