

# *Snipe*

# **BULLETIN**



HEADING FOR THE FINISH LINE IN THE BRAZILIAN NATIONAL CHAMPIONSHIP RACES. Galeno Gomes in 5209 finished in fourth place for the series while Luiz Schramm in 10272 was fifth. Photo by Pierre de Mattos.



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# SNIPE BULLETIN

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

Address all correspondence to:

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

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\$2.00 Per Year.

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

Forms close on the 10th 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 SNIPE BULLETIN of any change in address, giving both old and new addresses.

## — THE SCORE —

**Numbered SNIPE-10637**  
**Chartered Fleets — 425**

## The World's Largest Racing Class —

SCIRA has issued 87 new numbers since the score was last published in February and indications are that 1956 will be better than an average year.

The large numbers on our racing sails attract widespread attention and many people are astounded to learn that any of the one-design class of boats has enjoyed such popularity and, naturally, some questions arise. Members of the class should have correct answers for such queries.

It has long been the policy, established by William Crosby, designer of the boat and founder of the class, to issue a number for a new boat "at any time after being completely planked upon application to the Executive Secretary." Numbers cost \$2.00 each and are never withdrawn or reassigned and they remain with the boat forever. This rule as defined in Section 2 of the By-Laws has been rigidly followed and 10637 individual cards in the official files make a complete record. With such a large number of registrations, it has been impossible to keep complete information over 24 years on every boat as some other classes attempt to do with relative small registrations. This is one of the penalties of being THE BIGGEST!

In a recent current article, Gordon K. Douglas, designer and builder of the Thistle, makes the following statement: "Our sail numbers are not as spectacular as those of some classes which, for example, sell numbered blueprints and/or allot large blocks of numbers arbitrarily to geographical areas. Our conservative method of issuing numbers as boats are sold tells how many Thistles have been built. Number one thousand will go into service this summer." "Sandy" has maintained strict control through licensed builders and has done a competent job of developing a new class of racing boats and he is proud of the fact that 1000 numbers have been issued in 10 years. Well, SCIRA has averaged 422 boats a year for 24 years now and the end is not in sight. Our Silver Anniversary Year should be a big one!

SCIRA has never sold numbers with blueprints. We know, at least, that the boat is three-fourths constructed when the number is issued and can fairly assume that it will be completed at that stage. We have never had any "paper" numbers.

As for distribution of large blocks, our world-wide organization has compelled us to establish some system of dividing the supervision and distribution of numbers. This is one of the duties of the 26 National Secretaries established in other countries. They enforce the regulations of the class and keep national records of their own. When these responsible officials order a small block of numbers—usually 10 or 15 at a time—they pay for them and then assign them as needed in their district. They certainly do not get such numbers merely to lay them aside. Brazil, for example, has just recently requested a number for her 249th Snipe. Snipe owners can be assured that there is no abuse of the system.

It is natural for a young father to think the new baby is per-

fect and to decry the habits of other children. But maturity brings more complex problems and experience softens criticism. It is hoped that the above explanations will furnish you a good supply of facts to use to dispel beliefs based on misinformation. You can defend your class with a clear conscience—the title **THE WORLD'S LARGEST RACING CLASS** is rightfully deserved.

The new fleet in Brazil, as announced in the March Bulletin, was chartered as the **Guaratuba Fleet #425** of Curitiba, Parana, Brazil. These are the boys who live in the mountains and must travel 100 miles to the nearest beach. SCIRA welcomes such enthusiastic sailors and hopes to hear from them often.

### Europe Chooses Snipe Again

Capt. Vieri Lasinio di Castelveto sends the important news that the 1956 European Championship for two-man team boats will be raced again in Snipes this year and that the event will be held in Yugoslavia. Since there is no official organization for Snipes in Yugoslavia (as a matter of fact, not even an official fleet), first hand details are not immediately available other than that Pomorsko Brodarski Savez N. R. H. will be in charge of the event. Proper investigation of the number and quality of the boats available will be made. The event was held in Oslo, Norway, last year and suffered somewhat from the fact that the World Championships were held in Spain at the same time. There will be no such interference this year and hopes are high for a successful regatta.

### District Meetings Now in Order

Last year was the first year in which the newly organized districts functioned and the usual weak spots developed in the new plan. But this year, with more familiarity of the purposes of the set-up, there is little excuse for not getting each area established on a good basis. An organizational meeting is most essential and, if fleets are widely separated, business can be conducted by proxies or by mail, using questionnaires if necessary. It is most important that the new governor for 1957 be elected before the U. S. Nationals in August, for it is at that meeting that they in turn choose one of their number to serve on the Board of Governors next year. In other words, all 1957 District Governors, who will take office next year, must be chosen by August first of this year.

Likewise, it is advisable to start a district treasury so that money is always available for the necessary small expenses of any organization. Dues of a few dollars can be assessed on a fleet basis to cover mailing and notice costs and, if the treasury prospers, a movie program for the district might be established to further promote Snipe. Districts 2, 3, and 5 have already held meetings, so there are only 3 left to be heard from.

District #2 is having the first annual meeting at Shreveport, La., during the Shreveport Spring Championship Regatta April 27-28-29th. The purpose of the meeting is to hold election of officers, set a date and place for the district championship races, and to discuss all matters relative to the formation of a permanent "working district government." Representatives from 11 fleets are expected.

Harry Levinson, 5639 N. Meridian, Indianapolis, Indiana, has consented to be permanent treasurer of District 3. The district has established a treasury as of the winter meeting in South Bend last January. With money now being received, the need for a competent treasurer called for immediate action. Harry has graciously consented to give his time to this office.

### Back Copies of Bulletin in Demand

Copies of the Bulletin on the wanted list in the October issue are now in stock and available at cost, fifty cents each. June, July, and September, 1951 copies are worth \$.75 each or \$2.50 for a set of three. This is a good chance to complete your collection and thus have a permanent reference source of your own for all questions and matters concerning Snipe.

### New Rule Books Out in May

The 1956 Rule book will be off the press in May and will be mailed to your fleet captain so he can distribute them to the paid-up members. If you are not a member of a fleet, your copy will be mailed to you direct. All paid-up members of SCIRA get one free copy. Extra copies are available for \$2.00 each.

*Sails by Watts*

World's Snipe Champion

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

KENNETH F. WATTS - TORRANCE, CALIFORNIA

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# SNIFE OUTLOOK IN NORWAY



OLE CORNELIUSSEN,  
NATIONAL SECRETARY  
FOR NORWAY, MAKES



A FINE REPORT

HAKON BARFOD  
NOW MAKING  
FIBERGLAS BOATS.

Corneliusen

Barfod

At the present time, I am trying to organize Snipe activities in Norway and Snipe-og Jolleklubben, Oslo, is willing to use all means to assist me.

Among the members of this club are a lot of very able skippers and crews and 10 of them have ordered new Snipes this year. 15 fiberglass Snipes are under construction by Hakon Barfod, a professional boat-builder with years of experience in fiberglass hulls. Mr. Barfod himself is an enthusiastic Sniper and has held the national championship four times.

My personal feeling is that there is a growing interest for the Snipe class in the Oslo area. We intend to take full advantage of this and will contact the local sailing clubs in the southern part of the country to stir up interest there. Also, the National sailing authorities (K. N. S., i. e. the Royal Sailing Association) look with great favor on the activities of the class, especially after the 1955 European Championship for two-man center-board boats held in Oslo last year.

Our motto this year will be:  
**EVERY SNIPER A SCIRA MEMBER!**

## Lee Thompson Wins Top Prize


Lee Thompson of Alamitos Bay came out on top in a fleet of 27 boats in the 1955 racing season to win the Howard Dickson Hi-Point Perpetual Trophy. Awarded by the Snipe Racing Association of Southern California, the trophy goes to the top skipper of the year.

The Association was formed in December of 1954 to coordinate the racing activities of the four local Snipe fleets—Carillo Beach, Los Angeles Harbor, Alamitos Bay, and Newport Harbor. Fifteen official regattas are selected each year from the racing calendar and each skipper participates in as many as he can. Then he and his competitors pick out their ten best performances and the one with the highest number of points gets the trophy. (A new idea and a good one, don't you think?—Ed.)

The gift of Howard Dickson, Snipe enthusiast and model maker par excellence (he made the trophy himself), the perpetual is a scale model of the Snipe, resting on a trailer and set in a glass case. In addition to this coveted prize, the first place winner receives as a take-home trophy a pair of cuff links which themselves are miniature reproductions of a Snipe. Similar replicas are awarded for second and third places—a tie clip and key chain respectively.

Bill Sweningsen, another Alamitos Bay sailor, copped the honors last year in "Geronimo"; Thompson, as mentioned earlier, took first this year sailing "Leeway Jr.", while his brother Jerry, sailing "Tomahawk", finished second. Third place honors for 1955 went to Freddie Schenck, who, in addition to his active participation with "Chequendque", serves as President of the Association, Captain of the Newport Harbor Fleet, Sixth District Governor, and NOW Rear-Commodore of SCIRA. WOW!

—Dick Lewis.



July 14-15

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## Western Hemisphere Plans Made —

As announced last month, the dates of the 1956 Western Hemisphere Championship Races have been set by the Bermuda Snipe Associates for October 16-20th. These dates were arrived at after checking with airline offices running to Bermuda and it was found that all countries involved can arrive on Sunday, Oct. 14th. Thus Monday, the 15th, will be used for measuring all sails and allowing the skippers some time in getting used to the boats and waters of Bermuda.

The Bermuda Snipe Associates will be hosts from Sunday, the 14th until Sunday the 21st, except in the case of the South American and West Indian countries who can not leave until Tuesday of Wednesday and they, of course, will gain a little rest as our guests.

A tentative schedule has been set up as follows:

|                  |                                 |                           |
|------------------|---------------------------------|---------------------------|
| Sunday 14.....   | Sailors and officials arrive. . | Cocktail party            |
| Monday 15.....   | Sails measured and tune-up race |                           |
| Tuesday 16.....  | One race in the afternoon       | Parties at                |
| Wednesday 17.... | Two races                       | various clubs,            |
| Thursday 18..... | Two races.                      | etc.                      |
| Friday 19.....   | One race.                       |                           |
| Saturday 20..... | Free for all..                  | Dinner and presentations. |

On January 25th, invitations were sent out to 9 countries in the Western Hemisphere having Snipe fleets and at present, the National Secretary of Bermuda has received acknowledgments from Bahamas, Brazil, Bermuda, Cuba, and the United States. since we have to arrange for hotel accommodations and many other details, we urge the other countries to advise us without too much delay if they intend entering the regatta.

The participants are reminded about the recent changes regarding the rules under which this regatta will be sailed and we suggest they read up on the IYRA rules and note carefully the slight differences. More reports will be forthcoming as developments arise and, if anyone wishes more information, do not hesitate to write to T. S. White, National Secretary for Bermuda, Clarendon, Pitt's Bay, Bermuda.

## New Trophy for Long Island —

The Sea Cliff Snipe Fleet #4 has some very important news to announce.

At a meeting this past winter, the fleet decided to retire the Long Island Sound Snipe Team Trophy for the reason that less and less interest in team racing is evident and, also, that a trophy as valuable as this should be put up for a more important cause. It was decided that, since our first interest should lie right here on Long Island, we would sponsor an annual regatta for the individual championship of Long Island, open to measured Snipes from fleets located on Long Island only. To further substantiate our decision, it is interesting to note that, out of the 21 fleets listed in New York State, 8 of them are on Long Island. In fact, there are more fleets listed for Long Island than in most states, including Connecticut, which has only 5 fleets. We will endeavor to encourage more activity in these fleets and to start others.

The trophy is one of the most valuable of all SCIRA trophies and Bill Crosby often called it his favorite trophy. It is also one of the oldest SCIRA trophies. It is a replica of a Snipe made in great detail with hull, rigging, sails, etc. , made of gold and platinum. We have renamed the trophy the Commodore George F. Becker Perpetual Trophy in honor of Mr. Becker who was SCIRA Commodore in 1945 and was greatly responsible for the early growth of the Snipe Class at Sea Cliff.

The date for the first regatta for this trophy has been set for Saturday July 7th at Sea Cliff, New York. This early date will not interfere with regattas scheduled later in the year. We hope this is the start of a revival to make the Snipe Class the most active racing class on Long Island.  
—Bengt Johnson.

## COMMODORE IS ACTIVE.

Atlanta reports that our bachelor Commodore was motor-ing through the suburbs one day when he saw a sign on a new residence reading MODEL HOME.

He slammed on the brakes, pulled up to the curb, and got out of his car.

"Oh boy!" he said. "Maybe she'd like to go out!"



## COMMODORE WILLIAMS GETS A SECRET WEAPON!

It must be admitted that a picture of a steer in a sailors' magazine gives one somewhat of a shock, but just wait until Past Commodore Eddie Williams takes his pet out the first time for a ride on his Snipe! Won't that be sumpin'?

Colonel Eddie (in disguise at the left) can afford to look serious for he just outbid all other contestants for the Grand Champion steer at the American Royal Livestock and Horse Show. Eddie, with a final bid of \$6. 22 @ lb. , became the owner of Eitelmere II, a 1100 pound Angus steer. Eddie broke his own record of \$6. 05 per pound paid last year. What a man!

## CENTRAL STATES REGATTA

FOR DISTRICT 3 CHAMPIONSHIPS



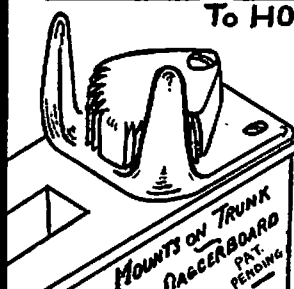
- August 24-25-26!
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# BRAZILIAN SNIPE WEEK BIG SUCCESS

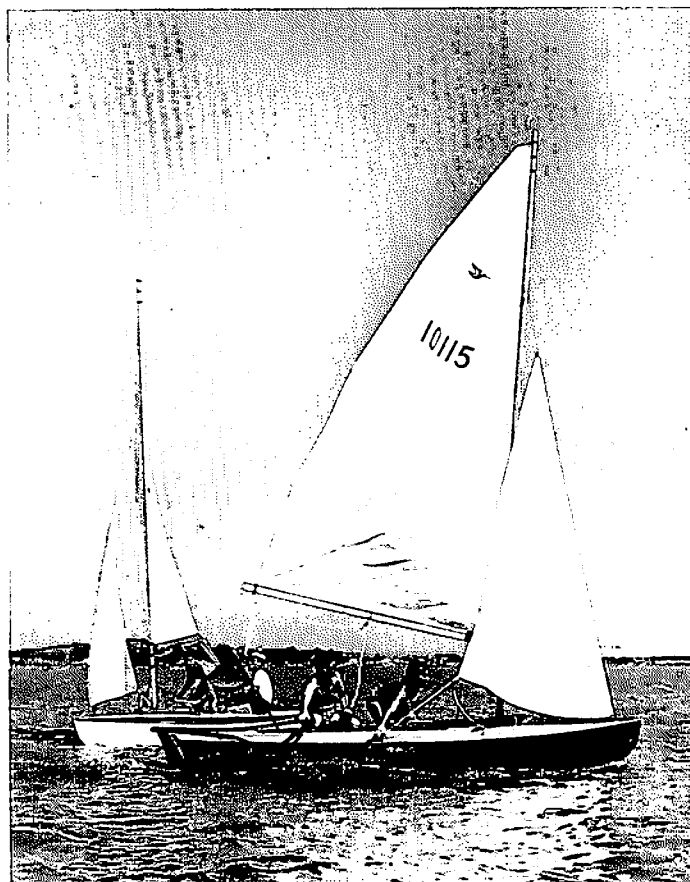
## NATIONAL CHAMPIONSHIP ENDS IN A TIE

The first Brazilian Snipe Week was celebrated in March in Porto Alegre with seven Snipe races. The opening feature race was named after Fernando de Avellar, National Secretary for Brazil, and there were 42 boats on the starting line—the biggest sailing event of one sailing class in South America. The six races for the Pimental Duarte Trophy and the National Snipe Championship were a big success with the Governor of the State of Rio Grande do Sul presiding at the flag ceremony. Boats were there from Rio Grande do Norte which the boys trailed by land for 3728 miles; Pernambuco, with a fiberglass boat; Espirito Santo, Alagoas, Rio de Janeiro, Sao Paulo, the new fleet at Guaratuba, and the local Porto Alegre boys. There were 16 district champions all told. It was the most successful national championship regatta they have ever had. The Championship ended in a tie and the results are given below:

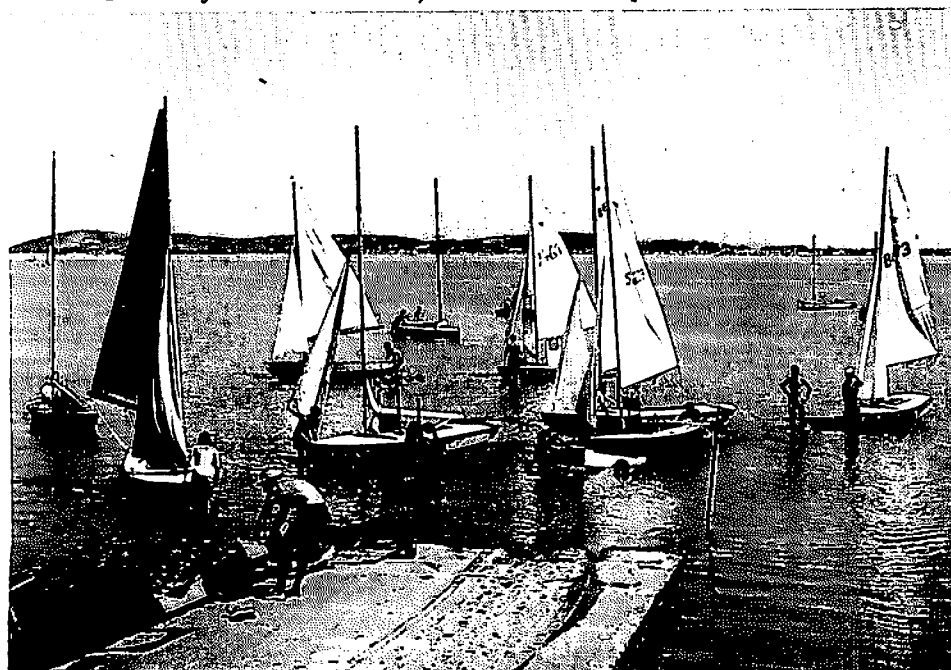
### BRAZILIAN NATIONAL CHAMPIONSHIP

|    |                                     |                     |
|----|-------------------------------------|---------------------|
| 1  | Gabriel Gonzalez-Nelson Piccolo     | Gauchos             |
| 1  | Alfredo & Rolf Bercht               | Gauchos             |
| 2  | Waldemar Bier-Arno Keller           | Gauchos             |
| 3  | Galeno Gomez-Pierre de Mattos       | Cariocas (from Rio) |
| 4  | Luiz Schramm-Eduardo Aharons        | Gauchos             |
| 5  | Emilio C. Salvi-Luiz Brotherhood    | Pernambucanos       |
| 6  | Bibi Juetz-Dora Schneeberger        | Paulistas           |
| 7  | Antonio Costa-Leopoldo Gama         | Alagoanos           |
| 8  | Luiz D. Costa-Peter Lindstaedt      | Alagoanos           |
| 9  | Walter & Roberto Fischer            | Paulistas           |
| 10 | Armando Norman-Luiz Q. Mattosa      | Cariocas            |
| 11 | Claudio Lazlo-Mario Menezes         | Paulistas           |
| 12 | Fernando Pedroza-Ferdinando Costa   | Potiguares (Natal)  |
| 13 | Adhemar Bezerra de Mello-M. Fischer | Pernambucanos       |
| 14 | Marins A. Carmargo Netto-A. Ataide  | Paranistas          |
| 15 | Ary Alecrim & Maurilo Pacheco       | Potiguares          |

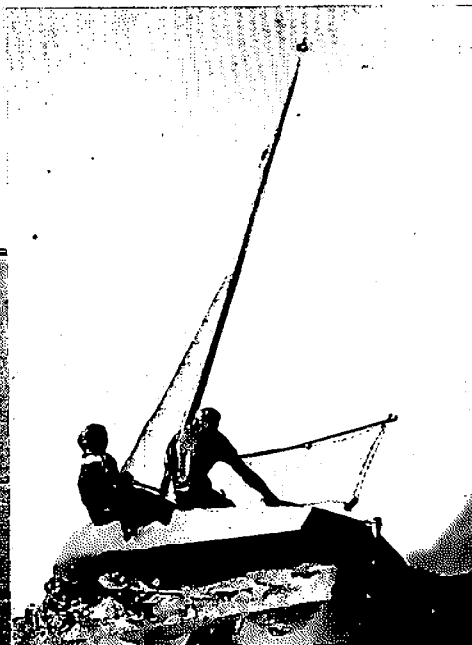
Snipe number 10597 was issued to Brazil for their 249th boat. It belongs to an associate of a yacht club not far distant from the bar where the famous Captain Joshua Slocum lost his ship, the Aquidneck. In Guarakesava, an indentation on the beautiful bay of Paranagua, he built the Liberdade (Liberty), a sailing canoe in which he returned to the States in 1888 with his wife and two sons. — Photos by Pierre de Mattos, ex-National Champion.



**THE WINNERS.** Gauchos ( people from the State of Rio Grande do Sul are called gauchos ) Alfredo Bercht - E. Jacobsohn (crew) in "Cacula" 10115 and Gabriel Gonzalez - Nelson Piccolo (crew) in "Janga II" in the act of rounding a mark. There is an anxious moment waiting for sails to fill on the new tack. This close competition resulted in a perfect tie at the end of the 6 races for the Championship between these two boats. Look at the tiller.



Before the slip of the Club dos Jangadeiros ( jandadeiros are called the men who fish on jangadas - a sort of sailing raft very common on the Northeastern coast of Brazil), promotor of the Championship Races with the help of Porto Alegre's two Snipe fleets and the Federacao de Vel e Motor do Rio Grande do Sul.

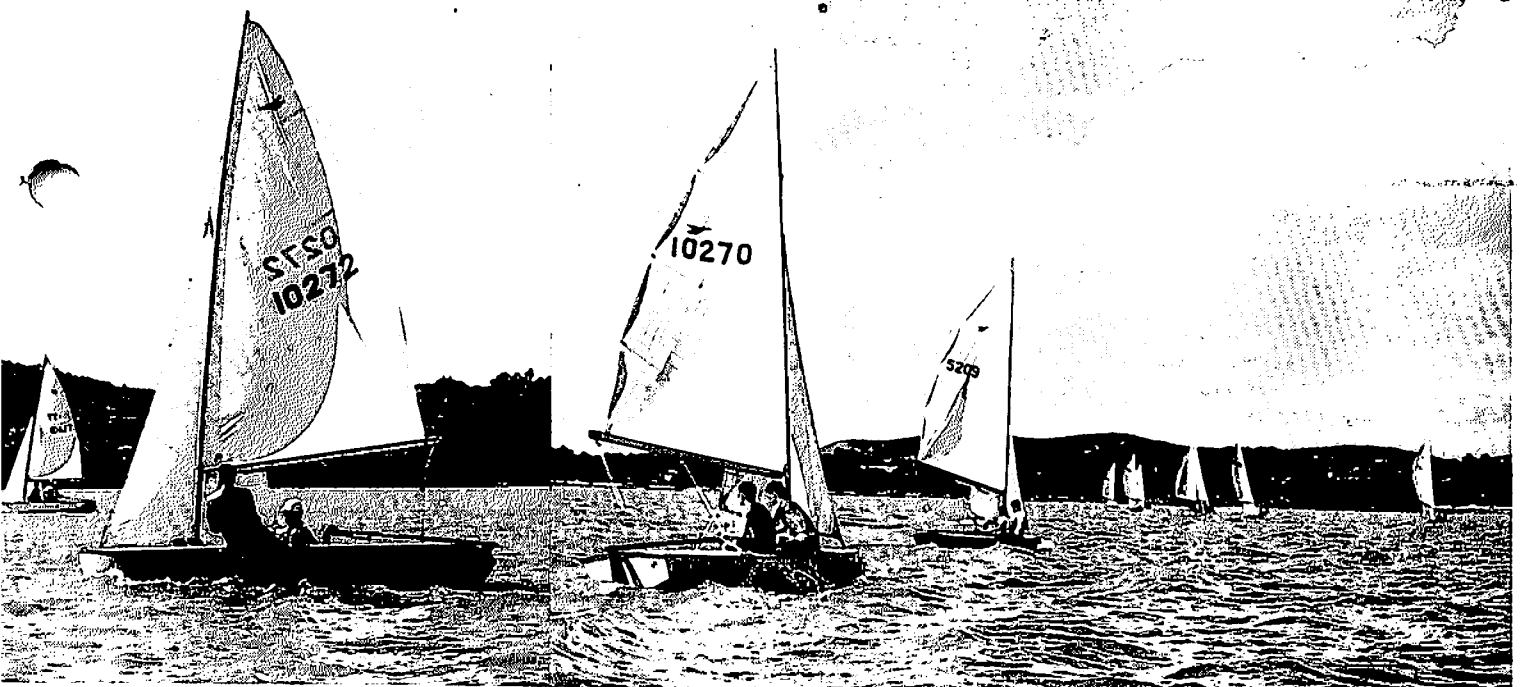


The famed Pimental Duarte Trophy is awarded for the National Championship. It is a beautiful work of art of a Snipe in scale, made of rare wood, a bronze hull, and sails of silver.

"Ali Ba took fifth place in the competition. The winner was at the end of the race."

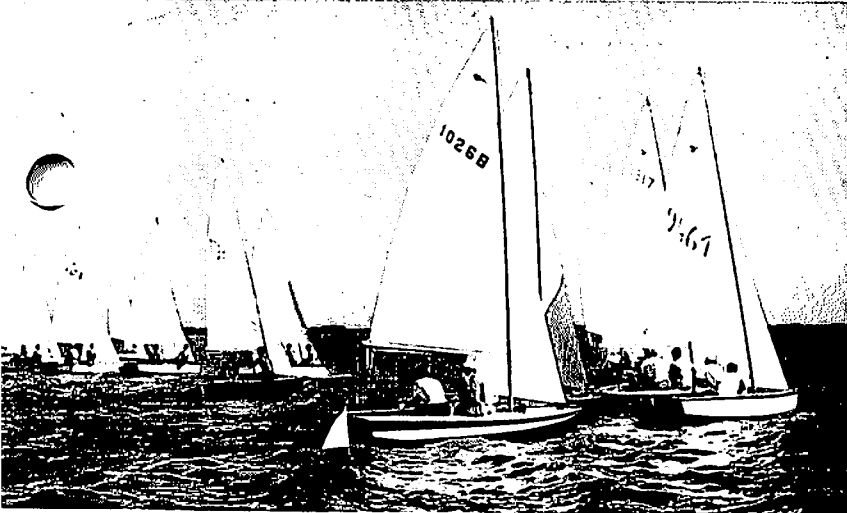
Start of Guiba F

Snipes fifth race general Dis

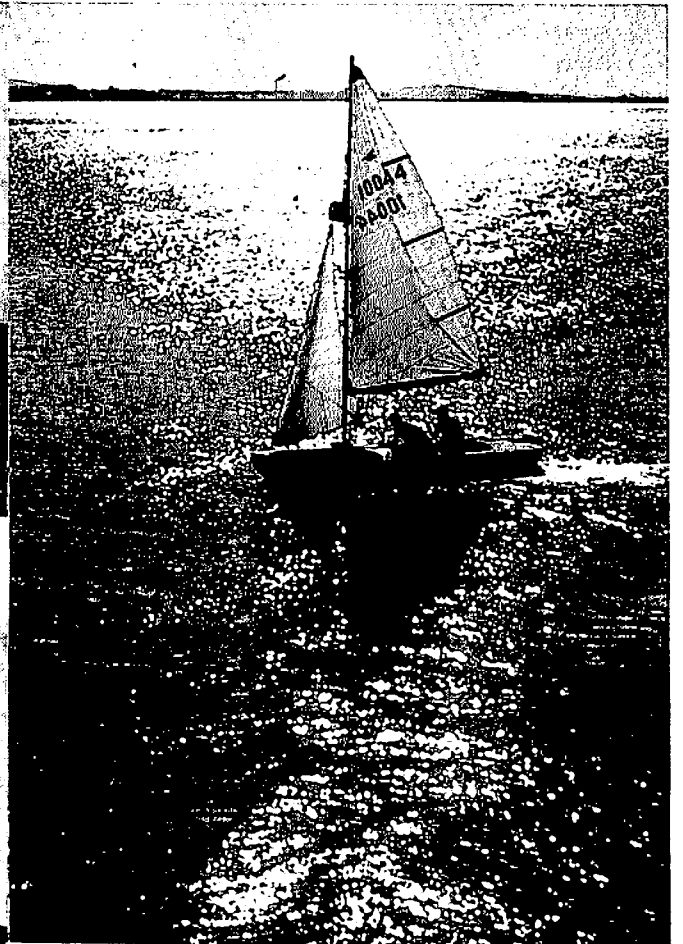


...a" 10272 with Luiz Schramm - Eduardo Aharon...  
 ...h place at the end of the six race series. Each...  
 ...tor was allowed to drop one race—his worst one...  
 ...ds ranged from a good breeze to almost nothing...  
 ...nd of the four day regatta.

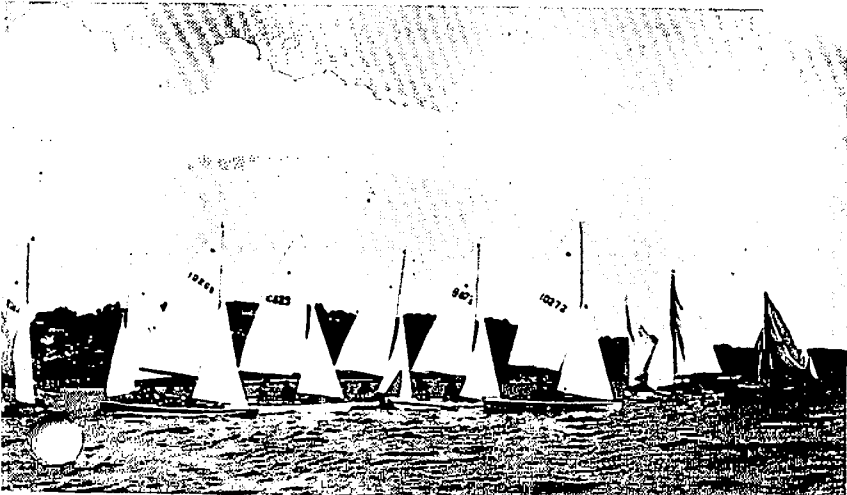
**DOWNWIND CHASING DURING ONE OF THE RACES.** 10270 with Armando Norman at the tiller follows another carioca boat, 5208, skippered by Galeno Gomes. Norman, during a past Western Hemisphere Championship at Havana, Cuba, accomplished the feat of winning a race when Ted Wells fought some bad luck with a poor borrowed boat. Each day -another Snipe was the formula used in Havana at that regatta.



...the fourth race of the Brazilian Snipe Championship at Porto Alegre on the...  
 ...ver.



**BRAZIL'S ONLY FIBERGLAS BOAT.** The "Brasil" from Recife, Pernambuco, flew almost 3000 miles to attend the races. The boat belongs to Luiz Brotherhood, one of the owners of Loide Aereo, the air transportation company. It was skippered by Emilio C. Salvi, the crew of the Brazilian boat at Santander, Spain, during the 1955 World Championship Races. Sixth was his place at Porto Alegre. —All photos taken by Pierre de Mattos, ex-Champion.



...pproach a mark on a downhill run and swing around a marker during the...  
 ...e. There were 17 starters representing 8 fleets from 6 States and the Fed -  
 ...trict ( Rio de Janeiro ).

## Snipe News in Brief

John Rose of Grand Rapids Fleet #137 says: "Snipers in this area have been working to form a new fleet at Spring Lake, Grand Haven, Mich. , --they now have 6 boats (including a new Varalyay and the 1954 Michigan Champ Snipe) and seem quite interested in getting a charter. They are all good friends and we are helping them organize."..... Bud Sommers, Muskegon, Mich. , Fleet 363 writes, "We have 6 Snipes that are now registered and will have our scores in soon. We have 5 new boats in our fleet ranging from homemade to almost every other kind made. Also, we have some radicals with aluminum spars and, too, synthetic sails from 5 different companies. You might call it a testing-ground, etc. , for Snipes. We expect to have a real hot fleet this summer."..... Van Sargent, Fleet Captain of the Encinal Y. C. Fleet #114 in California writes: "The Encinal Yacht Club, which has been in existence for over 60 years, is now threatened with the total loss of their facilities. The Utah Construction Co. , under the name of progress, is now filling in the tidelands on one side of our clubhouse for home development and already it is too shallow to launch a Snipe. By the end of the year, the fill will be complete and we will be surrounded by sand and cut off from the bay. So far, negotiations for another water site with the company have been to no avail. All our racing this year will have to be done in various parts of Northern California, so we are now what you would call a Gypsy Fleet. However, we haven't lost hope and will keep the fleet going and, if possible, growing."..... Roy V. Beach down in Irving, Texas, asks a poignant question, "Does anyone have plans for putting wheels under a Snipe? Our lake is now just about out of water. Even the Dallas rain-maker hasn't come through." It is respectfully suggested that he ask the Wichita experts what they are doing for water..... No wonder the California boys are such good sailors--they get lots of chance to practice! On March 20th, Jules Voerge, Jr. , Captain of Lake Merritt Fleet #92 writes: "With beautiful weather now in California, we are able to begin our racing season early in the Spring. Next weekend, I expect 18 boats out for our first point-score race. We are having trouble finding good racing Snipes for sale. The usual supply of used boats has been depleted. We're looking forward to a good "hot" season." With the U. S. Nationals scheduled in Alamitos Bay this summer, they should get it!..... Mrs. Bobbie Deere, Secretary of the Dallas Fleet #1, sends word of that historic group: "Our annual meeting was one with a great deal of enthusiasm for the coming racing season. With the obstacle of no water and not much promise of change, it is surprising that so much interest is shown, but everyone is looking forward to a big year and lots of racing. Our Splash Day is April 8th."..... The Iowa-Nebraska Fleet #309 at Omaha hopes to have at least 24 active boats this year and schedule not less than 25 races... .. Likewise, Walt Krause of Diamond Lake, Michigan, informs all competitors that they will have about 12 fiberglass Snipes racing in the fleet this year..... And last, but not least, that publicity man PAR EXCELLENT for the 1956 U. S. Nationals, by the name of Dick Lewis, sends in a little more back-ground information on the Alamitos Bay Fleet #218, the host club. He wants us to know that George Walker is the Fleet Captain; and, with over 25 boats, Alamitos ranks as the largest and most active fleet in the Southern California area. Four of their boats--almost all those eligible--participated in the 1954 Nationals at Mentor Harbor, Ohio. We will hear from this group often.

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SAIL BATTENS —finest ash—tapered

Set of 3 "SNIPE" battens..... \$2.00  
(Postpaid in U. S. Remittance with order).

State weight (average or light), width, and length.

Other Battens

Prices on

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Babylon, New York.

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• They twist on or off stays instantly, and can be raised or lowered to the proper height.

• They are colorful — in red and green.

• Are non-tangling — cannot wrap around stays.

• They are made of the lightest known materials — an absolute necessity for sailing in light changing air.

• Cannot corrode — made of bright plated spring phosphor bronze wire.

**ONLY \$2.95 pair**

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Hulls or completed Snipes ————— Write for details.

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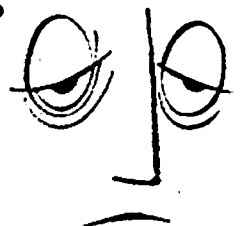
2 Third Places

1810 W. 166 St., Gardena, California

**who me?**

Yes, you

PAID YOUR DUES YET ?





# SNIPE IN OMAHA SHOW



Floyd and Janie Hughes are shown above on duty at the Snipe booth at the Sports Vacation and Boat Show held in Omaha, Nebraska, on March 3-11th. Floyd reports as follows:

"We thought it worth the effort to get a boat on display and to pass out literature. We are most gratified with the results as the total attendance at the show was over 68,000 with considerable interest in our Snipe. In addition to local interest in the Omaha-Council Bluffs area, we had enquiries from Gavins Point, South Dakota and North Platte, Nebraska. Both places have large, new lakes recently formed by river dams and we believe we have the nucleus for two new fleets at these locations.

Our project was under a committee headed by our new Fleet Captain Gordon Freyder and we all worked on a schedule that kept our booth properly manned for the entire period of the show. Our results should spur other fleets to similar activities in their own areas. There is nothing like advertising."

Likewise, Rosser Shelton, one of the charter members of the Atlanta Yacht Club and owner of two Snipes, is exhibiting one of them at the Atlanta Scouting Exposition around the first of May. Atlanta is a hot boat town with another government lake being opened this year. He thinks the porportion of sailing enthusiasts is too low and that the best way to get converts is to let them see what we have. That sounds like a good policy.

## AHOY, WORLD SNIPERS!

MOVING TO NEW YORK CITY AREA?

ASSIGNED?

A LONG VISIT?

On Long Island, within 20 miles of mid-town N. Y. C., Manhasset Bay Snipe Fleet #258 would like to meet you!

May find you a Snipe, mooring,  
—or even HOUSING!

Manhasset Bay Snipe Fleet, c/o 45 Central Drive,  
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*"Just Yacht Sails"*

## Southern Sailmakers

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## SNIPE RACING SAILS

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

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

Prices are as follows:

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

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

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

REMEMBER

**"JUST YACHT SAILS"**

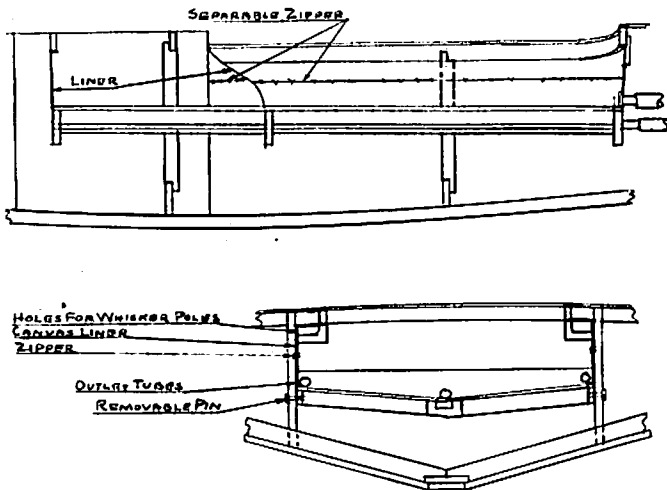
# Wells Wanderings by Ted Wells



## SELF-BAILING COCKPITS

After several sad experiences as a result of taking on lots of water when racing where the waves were high, I have threatened for a long time to make a self-bailing cockpit and finally got around to doing it this winter. The only opportunity so far to give it any kind of a trial was in the first race at Clearwater where it seemed to work satisfactorily. At first, you feel as if your knees were going to hit your chin every time you move, but after awhile, it isn't so bad. I made mine so that I could unzip the lining, pull four pins, and drop it down to the normal floor level when the winds were light and it wasn't needed; but I don't believe that I will bother about doing that.

The floor structure consists of 1/4" plywood, split in the center so that the floor forms a slight V. This floor, of course, is cut out to go around the centerboard trunk and also I left space behind the centerboard trunk for a pump—just in case. There are three cross frames under this floor structure: one at the front of the cockpit, one at the back of the cockpit, and one at the back of the opening behind the centerboard trunk. There is also a fore-and-aft member on each side of the floor structure to which these cross frames attach. There are four vertical members, two on each side of the boat on No. 3 and No. 4 frames, and the floor structure is attached to these by four removable pins. Three drain tubes are used, one in the center and one on each side running back to the transom. The center of the floor structure at the front is about 8 inches above the keel batten and it has a downward slope of one inch toward the rear.



All around the outer edge of the floor structure and around the centerboard trunk, there is a liner of either waterproof canvas or some similar waterproof material. The construction of the cockpit can be simplified greatly if no attempt is made to fit this liner tightly at the top. I did make an attempt to make the cockpit more or less waterproof all the way around by attaching the liner at the top to the cockpit molding. This complicates the installation quite a bit and necessitates the use of zippers all the way around the lining. If I were doing it again, I would merely put some grommets in the lining at the top, run shock cord through the grommets, and hook the shock cord over some hooks on the deck beams.

Immediately under the deck beams there are two holes in the lining at the back edge of the cockpit through which the whisker poles are poked. This requires slightly accurate aiming on the part of the crew in stowing the pole and occasionally things got jammed up in trying to set the pole, but after a little practice, we didn't have too much trouble.

The difference in weight between the self-bailing cockpit and the original floor structure was about 7 pounds. Part of this difference can be saved by omitting the bilge pump after the self-bailing cockpit has clearly proven itself. Incidentally, I found that it took quite a few applications of No. 900 sealer where the fabric lining joined onto the floor structure in order to stop all leaks. Also, if you plan on getting by without a pump, it is necessary to have a very good seal around the mast as it is surprising how much water can come in even with a fairly good seal.

Whether all of this is worth the effort remains to be seen, however, there have been several occasions on which I have spent quite a bit of time hanging onto a submerged Snipe waiting for somebody to fish me out of the water, when I am convinced that I would have been back on dry land if I had had a self-bailing cockpit.



ONCE AGAIN, TED DEMONSTRATES HIS ABILITY TO CAPTURE THE BIG ONES. —Hattie Carver, Green Lake, Wisc.

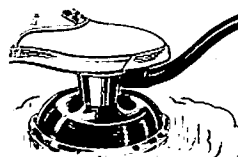
## HALYARD WINCHES

Limited Supply Aluminum Alloy Winches, wt. 1 lb. 10 oz. Immediate delivery. Price \$15.00 each p.p., cash with order or C. O. D. If ordering one, state port or starboard.

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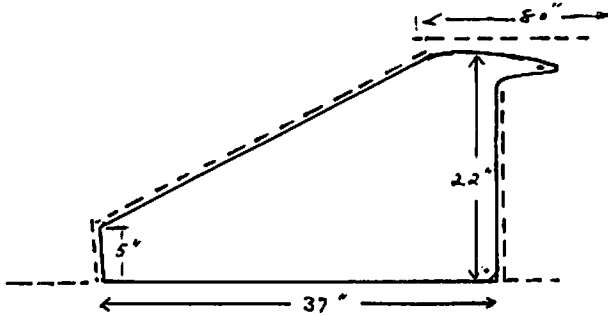
# Voice Of The People

## WANTS DIFFERENT SHAPE PIVOT BOARD.

"I've read several comments in the Bulletin about daggerboards, and, after a couple of seasons of manhandling one, I agree that it's the one deterrent to a more rapid expansion of the class.

Of course, a pivoted board is provided for in the plans. However, with the cockpit shortened to 80 inches, the trunk just about fills up the cockpit.

It's possible to allow a more sensible arrangement without violating the rules and without lowering the top of the centerboard trunk to below the sheer. This can be done by adopting one of the shapes shown in the plans—the non-rounded daggerboard shape—cut down for use as a pivoted centerboard.



This reduces the lateral area of the board somewhat; but if it is O.K. for daggerboards, why not for pivoted boards?

Thus the after edge of the centerboard trunk would drop in a straight line to the floorboards, vastly increasing the mobility of the crew when tacking.

All the leading classes have made the centerboard trunk as unobtrusive as possible. This is one way Snipe can do it and still remain within the rules and, at the same time, provide more comfortable cockpit space for those who prefer the pivoted centerboard. I know the experts swear by the daggerboard (or at it!) but we all can't be experts.

Metal plate of about 20 pounds to the square foot will make a board that comes near the 80 pound limit. Of necessity, such a board would not provide access from the deck. But it would be far neater than either of the two arrangements in use. And for my part, I wouldn't mind up-ending my Snipe a couple of times a season to work on the board if I could have the extra space in the cockpit."

— Peter G. Nickles  
Potomac River Fleet #60.

## ENTHUSIASTIC ABOUT SNIPE

"I have sailed my Snipe #3050 for eighteen years and it is still in fine condition. I do not belong to a fleet because there are not many Snipes hereabouts, mostly Comets. I give these a good beating when the wind freshens up a bit. I enjoy reading the Bulletin and keeping up with Snipe affairs. Enclosed is my two dollars for a year's subscription."

— Martin J. De Mask, Richmond, Massachusetts.

## MEDWAY FLEET #277 VERY ACTIVE IN ENGLAND

"We have had a very successful season for 1955, better than in 1954, due mainly to the better sailing weather we experienced and also to more enthusiasm in the fleet. You will notice that in 1954 only four score sheets were sent in with a maximum number of 6 races, whereas for the 1955 season, there are 11 score sheets and the maximum number of races entered are 17. Our fleet increased by one, now making a total of 22 boats, and, it is hoped to get a few more boats racing regularly next season.

Our fleet has been chosen to organize the 1956 British Snipe Championships within the Medway Yacht Club, and we are aiming to get 30 boats entered; in any case, we shall do our utmost to make this an outstanding event. We are also purchasing a very good silver trophy cup which will be open for competition by invitation to all Snipe fleets in the country, the trophy to be held for one year only. We feel this will create even more enthusiasm, particularly in the southeast of England."

— J. Briggs, Fleet Capt.

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

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

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

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

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

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

**FOR SALE: SNIPE #7433--Ultra light weight.** Stainless board. Full-cut Watts sails plus hard Boston main. Reasonably priced. R. C. Cornell, 1103 South Higby, Jackson, Michigan.

**FOR SALE: REGISTERED SNIPE #8656.** Excellent racing condition. Newly finished linen-covered hull. Full-cut Watts sails plus heavy weather main. Stainless steel centerboard. Fully equipped with jam cleat racing rigging, whisker pole, anchor, soft cushions, paddle, etc. Spare mast and boom. Trailer and tarp--all for \$700.00. Ken Holtby, 1133 N. Ridgewood, Wichita, Kansas.

**FOR SALE: TWO NEWLY FINISHED VARALYAY DE LUXE SNIPEs #8066 and 8067.** BRONZE CENTERBOARDS. EACH WITH COTTON AND DACRON SAILS BY WATTS. ALL IN PERFECT CONDITION. ALSO ONE TWO-WHEEL TRAILER. ADDRESS C. B. SAWYER, 17485 Shelburne Rd., Cleveland Heights 18, Ohio. BOATS LOCATED NEAR PAINESVILLE, OHIO.

**WANTED: ONE SUIT OF GOOD USED SNIPE SAILS.** Please send description and price to Don Robinson, 213 E. Arlight St., Monterey Park, California.

**WANTED: A GOOD SNIPE--**Reasonably priced. Send complete information on age of boat, weight, make of boat, sails, record, etc., to V. T. Noland, 736 Holly St., Memphis 12, Tenn.

**WANTED: SNIPE** either fiberglass or wood hull covered with fiberglass. Vicinity of Lower California. Must be clean. John Smith, Box 2285, Las Vegas, Nevada.

An ad this Size Costs  
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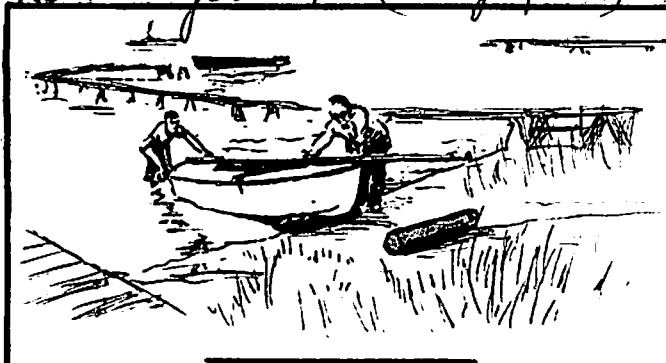
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**Additional Race Dates**

- JUNE 2-3 **IVY INVITATIONAL** Inter-District Regatta, Ivy Club, Peoria, Illinois. R. McMaster, 421 Merle Lane, Peoria, Ill.
- June 23-24 **MICHIANA** Regatta, Eagle Lake, Michigan. #30293  
T. W. Holt, 1120 N=Main St., Elkart, Indiana.
- July 7-8 **BRIODY MEMORIAL TROPHY**, Oak Orchard, New York.
- July 7-8 **GREEN LAKE** Invitational, Green Lake Y. C., Green Lake, Wisconsin.
- July 8-12-15 **BERMUDA NATIONAL** Championships.
- July 14-15 **HEART OF AMERICA** Regatta, Lake Quivira, Kansas. First Annual event. Merrill Hoyt, Quivira Lake, Kansas City, Kansas.
- July 21-22 **WEED & MAYER** Trophies, Olcott, N. Y.
- July 27-28-29 **CENTRAL NEW YORK STATE**.
- July 30-Aug. 1 **DENMARK NATIONAL CHAMPIONSHIP**. Horsens, Denmark
- Aug. 3-6 **SCANDINAVIAN CHAMPIONSHIP** for Finland, Norway, Sweden, and Denmark, Horsens, Denmark. Cai Marckman-Hansen, Rigensgade 21, Kobenhaven K, Denmark.
- Aug. 17-18 **JUNIOR NEW YORK STATE**, Newport, N. Y.
- Aug. 18-19 **NEW YORK STATE & DISTRICT 5** Championship, Newport, N. Y.
- Aug. 18-19 **NORTH ATLANTIC** Championship, Stuyvesant Yacht Club, City Island, N. Y. Eugene Thorman, Fleet Captain Eastchester Bay Fleet, 104 Fordham St., City Island 64, N. Y.
- Aug. 24-25-26 **CENTRAL STATES REGATTA** for District 3 Championship and Dunphy Team Races. NOTE CHANGE TO THIS LATER DATE. Portage Lake, Michigan. George Cartland, 1704 Cambridge Rd., Kalamazoo, Mich.
- Aug. 25-26 **SODUS BAY** Invitational, Sodus, New York.
- Aug. 26 **SHEEPSHEAD BAY** Invitational, Miramar Y. C., Sheepshead Bay, Long Island, N. Y. Jesse Aronstein, 1924 Homecrest Ave., Brooklyn 29, New York.
- Oct. 16-20 **WESTERN HEMISPHERE** Championships. Spanish Point B. C., Spanish Point, Bermuda. T. S. White, Glarendon, Pitt's Bay, Bermuda.



Airollers are heavy canvas cylinders 9 1/2" dia. by 48" long, neoprene rubber lined and inflated by mouth only. They're used to roll boats up on shore, and are rated for sailboats and outboards up to 1200 lbs. Airollers roll without "sinking in" or "stalling" over sand, pebbles, rocks, mud, ramps and paved surfaces with amazing ease. Low pressure and frictionless they will not damage the finest racing finish. Snipe skippers have found Airollers wonderful for bottom cleaning, end-of-season storage, rolling up the beach to the trailer, temporary mooring float, fenders, and emergency life preservers. When deflated they stow in a small space. An illustrated folder will be sent free upon request.

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

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**ANNUAL INVITATIONAL SNIPE REGATTA**

**MAY 26-27, 1956**

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