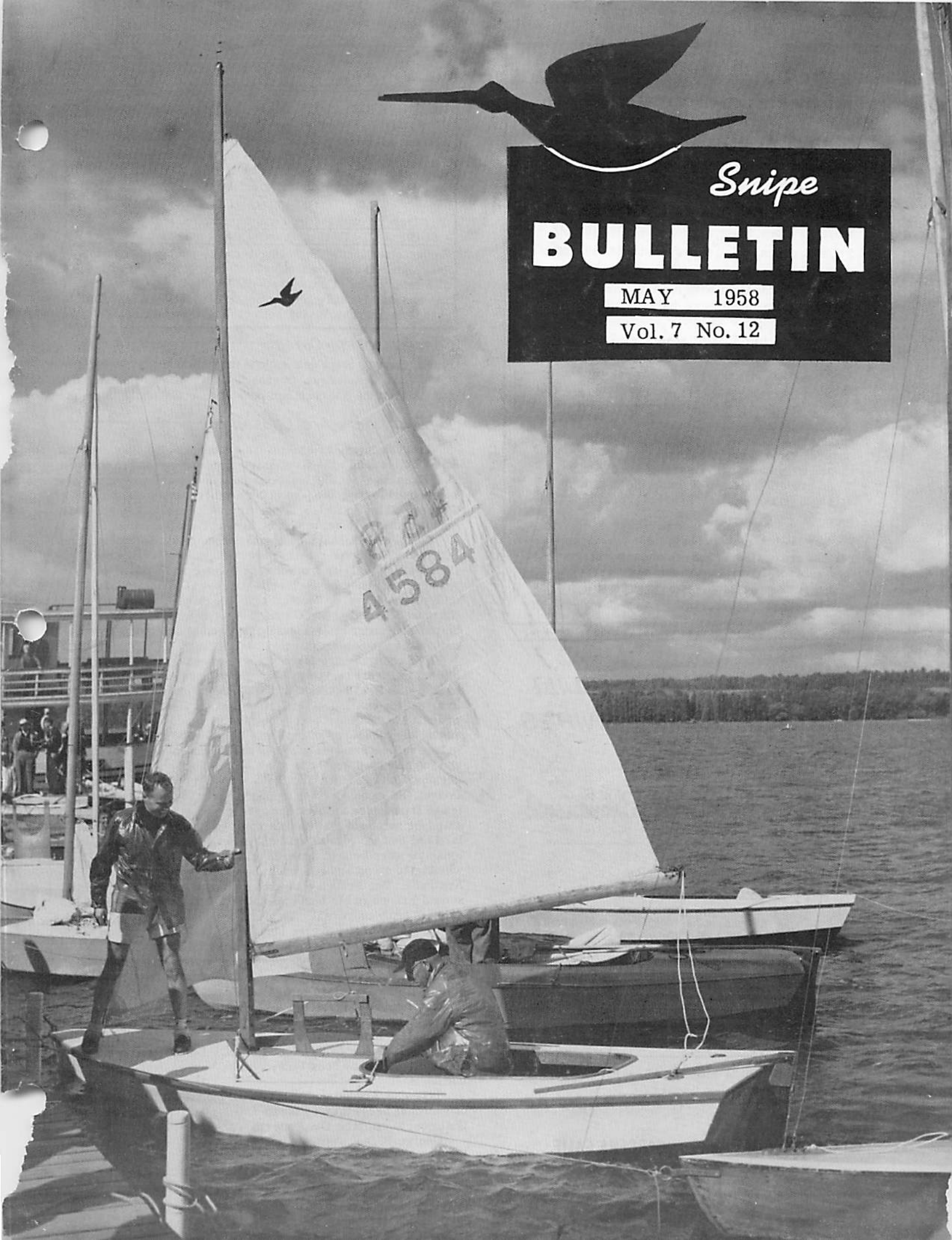


Snipe

BULLETIN

MAY 1958

Vol. 7 No. 12



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SNIPES BULLETIN

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

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Concerning the Cover

John Hayward's Snipe gets a close inspection at the 1946 Nationals at Lake Chautauqua. Scenes like this will be repeated this August when the Nationals are held there again for the third time.

New Officers Are Chosen

Two years ago, Aydin Koral, a graduate of the University of Missouri, founded the first Snipe Fleet in his native Turkey. The Kalamis Fleet 422 has been quite active and now Aydin has stepped aside from the post of National Secretary and Mr. Ilham Filmer, Birlik apt. 19/5, Lamartin cad., Taksim, Istanbul, has succeeded him to represent SCIRA in Turkey.

Capt. Viero di Lasinio, General Secretary for Europe, informs SCIRA that the Snipe owners of Monaco have recently separated their sailing activity from that of France and wish to affiliate with SCIRA. They have elected Mr. Rene Clerissi, Yacht Club de Monaco, 6 Ave. de Monte Carlo, Monte Carlo, as their first National Secretary. Mr. Clerissi is a lawyer and a very ardent Sniper and, under his leadership, Monaco is expected to become quite active in Snipe affairs.

Two changes have taken place in recent months in France. Michel le Pivert resigned, after many years of devoted service to Snipe, as the President of the Association of French Snipes. In an article entitled "A President Resigns - A Snipe Sailor Remains", Mr. le Pivert points out that, at his age, he is ready to accept the pleasures of sailing a Snipe without further duties. In farewell, he presents warm, personal pictures of Snipe sailing and the associations he has made. He is happy with the French organization of SCIRA and the constructive work of Secretary Donval. He rejoices at the numbers of regattas and the memories of friendships all over Europe. In noting official championships, he mentions that the champion of Europe in 1956 is England and that the regatta was held in Belgium. The World championships were held in Spain in 1955 with Mario Capio of Italy winning, to go on and represent his country at the Olympics in Australia. The French champion of 1954, Poissant, also represented France in his boat "Solitaire". Thus the popularity of Snipe is truly universal.

He pointed out (for the benefit of uninformed Europeans) that Snipe is an integral part of American life, noting that more than 11,000 boats have been registered throughout the world. This picture is magnificent and the spirit and friendliness of Snipe sailors are more vital than ever. It will always be the largest numbered class in the world and he is confident of the future. This was a real down-to-earth talk by a fine Snipe sailor!

Just this month, Jean Donval, National Secretary for France since 1954, announces that Jean Dumas, 9 Bis Avenue de la Belle Gabrielle, Fontenay Sous Bois, Seine, has taken over his official duties.

Likewise, Argentina announces the election for the new term of National Secretary of Isaac J. Gil, Casilla de Correo 43, Quilmes, to replace Dr. Roberto Garcia Guevara.

George B. Duff, representing SCIRA in Scotland for the past few years, reports that lack of recognition by the Yacht Racing Association there has discouraged his efforts to establish Snipe on an official basis. He has resigned his post and H. J. Crispin,

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National Secretary for England, is proceeding to try his hand at the task. We wish him success!

Finally, District 5 has re-elected Robert Vreeland as Governor for another year. His address is 2619 Oakview Dr., Rochester, New York.

SCIRA extends official thanks and gratitude for services to these old-timers as they step down from official duties; in the same breath, we welcome the new-comers and wish them great success in their future efforts for the Association.

THE COMMODORE SAYS

The 1958 racing season has started and, since we have just completed the annual "Wear and Tear" inspection on CHEQUENDEQUE, perhaps some of you would be interested in our findings. We know from past experience that every part of a Snipe's equipment is important, but there are a few items that we always check carefully and these we have listed below:

MAST AND RIGGING

Main and Jib halyards for wear; check the halyard sheaves and axles; check the shackles.
Tangs for the headstay and shrouds.
Swag fittings at the neck checked for cracks.
Goose-neck track screws tightened.
Shrouds and headstay for broken strands.
Clean and lubricate turnbuckles.
Entrance to sail slot.
Whisker pole fitting.

BOOM

Shock cord on the "Ted Wells" go-fast.
Aft end of groove for splits.
Clean and lubricate blocks.

HULL

Headstay fitting on deck; also below deck.
Screws on chainplates.
Lifting sling eyes.
Tighten nuts on the gudgeons on the transom.
Inspect traveler for wear.
Pin that holds your daggerboard up.

RUDDER

Tighten pintle screws.

SAILS

Bolt rope on foot and luff.
Batten pockets.
Eyes in jib luff.

GENERAL

Dog-jam cleats cleaned and lubricated.
Hiking straps
Nut and bolt on tiller extension.
Bailing equipment.
Life preservers to see if they float.
Anchor and line. Replace all worn lines on boat.



FLASH TO THE BULLETIN: Taylor Brown of Baltimore, Maryland, 1957 Junior National crew, eagerly follows the Commodore's sage advice and tunes up ALIBI 4002 for the 1958 season on a lovely Spring day in April.



Congratulations to Fred Schenk, 1957 National Snipe Champion! Watts dacron sails, with their superior finish, took four of the first five places in this national championship series.
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LONG ISLAND SAILORS CHECK SNIPE EXHIBIT AT N. Y. SHOW

Probably no other industry has experienced such a great change-over in both materials and construction methods as the small boat industry has in the last 20 years. After centuries of wood beams and planks, the period has gone from hulls of planks and oakum caulked seams to "glue and screw"; to plywood planking; to molded plywood; and finally, to fiberglass -- and also, to first place position in all sports and hobbies!

As an old Snipe owner and fleet measurer, I have noted every step; as a visitor to the New York and Chicago Boat Shows for the past 4 years, I have been a ground floor witness to the acceptance of fiberglass as a prime hull material. Each year sees more ground gained by the glass industry. This year at New York, there were 121 molded fiberglass boats in the show compared to 81 in 1957 and 39 in 1956. In 1955, a fiberglass Snipe hull was a sensation in Chicago. And for the first time, fiberglass passed aluminum in New York. A molded plywood hull in a racing class which has been constructed by a professional builder is really a beautiful thing to see, but it is significant that each year sees some commercial builder switching over to fiberglass.

There were 55 sailing craft in the New York show, ranging from the 11 1/2' Penguin up to a 41-footer. An outstanding and popular boat was Luder's handsome L-16, a 26-footer with a new dress and look. Up to this year, the L-16 has been built of molded plywood, but now she is glass constructed. The method used embodies an inner and outer skin of the plastic with a buoyant cellular layer of watertight compartments between.

The 41-footer is a California boat which came out a year ago. Built by the Coleman Boat and Plastic Co., it is now in assembly line production. It is a Bounty Class fiberglass auxiliary and the largest synthetic ever displayed at the show. It was my privilege to inspect the boat in company with a prospective purchaser and it was a revelation indeed.

It is made entirely of fiberglass with metal and plastic trim and fittings. As I recall, I saw no wood at all. It is truly a watertight shell and a look at the engine compartment and bilge was staggering to anyone who had ever pumped out and cleaned up the bilge on a more-or-less leaky wooden hull. Light gray in color, with no seams, cracks, or sharp edges, it looked like a modern kitchen. Will sailors go for that improvement? They will!

But the most significant feature was the fiberglass mast and boom. The mast is the first of its kind and rises 55 feet, weighs 250 pounds, about half the weight of a comparable wooden one. It has been thoroughly tested, both in the laboratory and at sea. Recalling present problems and recent decisions of our own Rules Committee on the use of aluminum, I couldn't help thinking that perhaps the question is not too important. If a boat costing from \$22,000 to \$28,000 (according to equipment) adopts such plastic material, surely the time is not too far away when a boat like Snipe will have fiberglass mast, boom, and rudder. Then, NO UP-KEEP AT ALL!

However, changes naturally come slowly and gradual adoption harms no one. SCIRA has been foremost in progress in one-design classes and certainly no one can say either the boat or organization has suffered from such leadership. Wooden boats will always be built by the amateur home-builder and will prove very satisfactory as they have in the past. These comments are not intended to discourage building such hulls. As a matter of fact, there has been an increasing interest displayed in using 3/8" plywood planking on a kit frame and covering with fiberglass cloth. But one should always be aware that glass will soon dominate the industry. — Birney Mills

IN CASE YOU TIP OVER

Some sage advice from Lee Thompson, Sr., of Alamitos Bay, Cal.:

- (1) Take care of yourself and crew.
- (2) Make sure your dagger board is secure and will not fall out the trunk. A safety chain should always be fastened to it.
- (3) Take your sails down. Secure all floating gear to the boat.
- (4) Right the boat, if you can, and stay with it. When the tow line comes to you, tie it securely to the mast, preferably through a forward cleat on the bow. Keep your anchor handy, for it will hold you until someone comes. Be sure you have plenty of line.



NEW YORK BOAT SHOW VISITORS INSPECT VISUAL AIDS BESIDE SNIPE. Barse Miller (right) points to colored map showing nations with Snipe fleets indicated by flags. Onlookers, left to right: Mr and Mrs. George Henrich and Mrs. Walter Chaskell, all of South Shore of Long Island, N. Y., listen to North Shore's Miller of Manhasset Bay.

— Photo by Ted Cronyn

1958 SKI-YACHTING REGATTA

The Ski-Yachting Regatta was held in Cannes, France, this year starting January 23, with races for three classes of boats — the 5-0-5s, the F. D. s, and the Snipes.

This annual event always offers a wonderful chance to compare the merits of the competing classes because they always sail the same courses and start within a few minutes of each other. 126 starters from 10 nations participated and many of the top European helmsmen, as usual, were there. However, the major dinghy-racing nation, Britain, had no representatives there.

The first day was calm. The 2nd day it was blowing Force 5 when the 5-0-5s started and it soon increased to Force 7 with a sea that wrought havoc among the fleets. The last 3 races the next day were in winds around Force 3 to 4.

The results confirmed previous conclusions that the 5-0-5 is superior to the Flying Dutchman in light and strong winds. THE SNIPE SHOWED UP EXTREMELY WELL, FIFTY OF THEM PUTTING UP A GRAND SHOW ON THE SECOND DAY IN HEAVY WEATHER WHEN ONLY TWO F. D. s GOT HOME SAFELY. Actually, 3 F. D. s finished, but one was disqualified for missing a buoy.

Briefly, results are summarized as follows:

On the first quiet day, elapsed time for the 5-0-5s was less than the F. D. s. With smaller sail area, Snipe was behind both classes.

On the windiest day, in the first race, 5-0-5s led the way, but Snipes beat the F. D. s in elapsed time boat by boat. In the second race, 50 Snipes finished behind the 5-0-5s while only 2 F. D. s made it.

On the other hand, when the wind was around Force 3 to 4 on the next day, the larger sail area and the greater length of the F. D. came into play and they led the 5-0-5s in three heats, with Snipe considerably behind both classes. It was a most interesting regatta and the results show again that the relative speeds of the 5-0-5 and the F. D. depend on the wind and sea conditions.

---- Condensed from YACHTS and YACHTING (England).

SNIFE NEWS FROM CANADA

SOME 1957 HIGHLIGHTS:

The Bowring Sailing Club of Newfoundland joined SCIRA as Fleet 441 and took part in the Maritime and Canadian National Championship for the first time.

Dave and Don Scarfe of Armdale Yacht Club, Halifax, represented Canada at the World Championship Races in Portugal.

Snipe Racing in Eastern Canada made Front Page News as reports and photos of the Dominion Regatta hit the front pages of daily papers; also, TV and radio gave first-class coverage. Due to such publicity, interest was very high and there is a possibility of a new fleet in the making in the area for 1958.

National Secretary for Another Year is Steve Astephen, P. O. Box 73, North Sydney, Nova Scotia. So, for 1958, let's hear from ALL SNIFE FLEETS in Canada -- not from just a few in the Maritimes. Clubs in the Eastern section of Canada report '57 as a great year and for 1958, things look even better.

1958 HIGHLIGHTS:

Armdale Yacht Club held a Frost-Bite Series the 2nd day of February with 6 crews exchanging boats for every race. Sailing in Nova Scotia in February is SOMETHING as anyone in Canada knows and you can be sure this event brought out a large crowd of spectators. The series was won by Rear-Commodore Bill Martin and crew, Fred Goode, with three 1sts, a 2nd, a 3rd, and a 5th. Bill is also a very strong Snipe worker and I thank him for his co-operation.

Dominion of Canada Championship. Armdale Y. C. of Halifax will be hosts to our 3 big regattas -- the Canadian, Maritime, and Nova Scotia Championships. This will be the first full week in August, the 3rd to 9th. Sailors, this is the date you want for your vacation this summer! The Halifax club is going all out to give us one of "the busiest and merriest weeks of sailing" in all Snipe history. Eastern Canada will turn out for the Championship. A winning Snipe, 8388, that sailed out of Dobson Y. C. has changed hands and will be sailing for the Bowring Club

of Newfoundland. You can be sure they will attend -- let's hear from you other clubs!

The first in a series of Snipe meetings was held at the Royal Cape Breton Y. C. with one of the largest crowds in attendance. The National Secretary showed 2 pictures and it is hoped he will be able to show Snipe pictures at the next affair. Meetings will be held regularly until sailing and, with such a mild winter, it is hoped to get started in May, which would be a record for Cape Breton. At Armdale Y. C., interest in Snipes is remarkable this year. There is not one boat for sale; some of the old ones are being refitted; and many skippers are ordering new dacron sails.

I am happy to report that a new fleet has been formed in Shelburne, N. S., with Dr. Ron Campbell as Commodore. The South Shore Gazette Co., of Shelburne, contributed a trophy to be raced for in the waters of Shelburne Harbor with entries from Shelburne or County participating. For 1957, this trophy was won by Danny Bower with a score of 7921. Dr. Campbell was 2nd with 7378, while the next 3 places were won by Sam Rudolph, Tim Sutton, and Jerry Bower. It's good to have Shelburne back in the Association. Although this is a new group with new blood, it is still Shelburne, and sailors down that way have always given a good account of themselves. It would be nice to see the boats in Halifax this year taking part in the Dominican Regatta.

My thanks to all clubs and sailors (and anyone else) who helped in any way to make our sailing season an outstanding success. Special appreciation goes to Dobson Y. C., host for the Dominion. They really knocked themselves out! — Steve Astephen.

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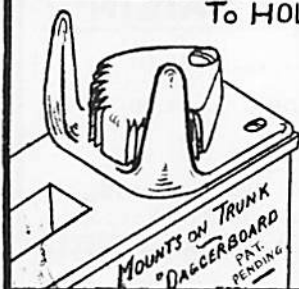
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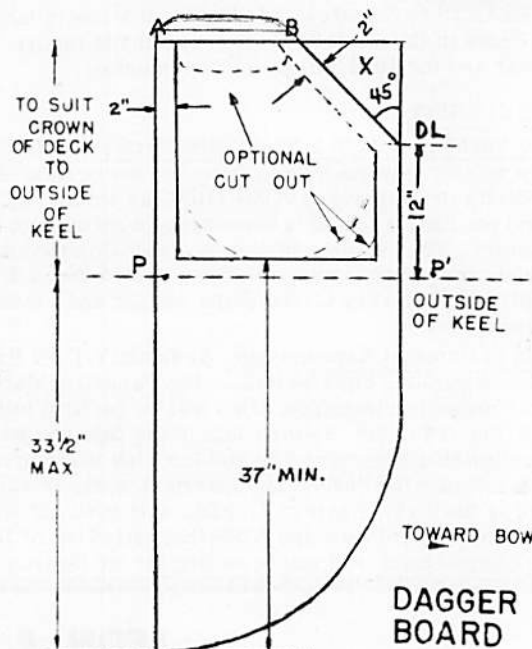
THE DAGGERBOARD

NEW OPTIONAL CHANGE IN SHAPE EXPLAINED

Of general interest to all Snipers is the new ruling allowing the top of the front leg of a daggerboard to be sloped back at an angle not greater than 45 degrees, starting at a point not less than 12" above the centerpunch mark 33 1/2" from the bottom of the board.

Approved as a safety measure, this feature allows a sudden jibe or swing of the boom when the board is up without the vang or "go-fast" catching on the top front corner of the board with resultant danger of a capsize.

Since application will probably be general, more details are supplied in the diagram below:



At the point P (counterpunch mark on the aft side of the board), a square should be used to determine a corresponding mark on the fore side of the board (P'). Then measure up 12" to point (DL), at which a 45 degree angle line is drawn to the top of the board (DLB). The resultant corner piece (X) is the maximum amount which can be taken off.

If the diagonal is established at the minimum 12" mark, the length left for the handle (AB) is approximately 10" on a board fitted for a boat with a 5" crown deck. As the distance (AP) will vary according to the crown, so will the length of the handle (AB) change in reverse proportion. Furthermore, since the width of the legs have a 2" minimum restriction, the amount left for your hands after a cut-out will be about 6", and if your hands measure 9" in width when grasping a stick, there is a minor problem which can be remedied as follows:

- (1) A metal bar handle 10" long can be attached at A and B with no cut-out at all, if desired.
- (2) Come up more than the minimum 12" in establishing the DL. The longer DLP', the longer AB will be.
- (3) Using less than a 45 degree angle will give a longer handle at AB.

The amount of the cut-out can vary as indicated in the drawing, but not to exceed, of course, the original maximums already in effect. The amount of cut-out will determine the weight of the board while the shape will be determined largely by the metal used. The cut-out will, in most cases, be quite small for the aluminum boards with added strength resulting from more metal being carried in the trunk.

Five new aluminum boards have been made in Akron to these specifications and all who see them approve of the change. However, a minor difficulty was experienced in that cutting of the boards from the blanks evidently released some of the original

(Continued on page 7)

W. R. DARBY METCALF PASSES AWAY



March 6th, 1958 will be a date long remembered by all the Yachtsmen who had the pleasure to know Darby, as he was called by all his friends. He was one of the most outstanding skippers ever produced on the West Coast and the Metcalf family has long been acknowledged as the backbone of Sniping in this area.

Darby won every major Snipe Trophy at least once and, in many cases, several times. He participated in five Snipe World Championships, winning the 1940 and 1941 regattas. The "Old Natural" (as a few of us called him) was mainly responsible for the Varaluy hull design.

I shall never forget when Darby called me in 1950 and asked if I would crew for him in the point score races, as he wanted to enter the U. S. Nationals to be held at Long Beach that year. He had not raced a Snipe for several years, but "Old Natural" borrowed a Varaluy and the Los Angeles Harbor Fleet entry at the big event would have been Darby if it hadn't been for a broken shroud in the last leg of the final race. Again, he proved briefly that this Sniper as, by far, the tops in the class.

After the war, he raced other classes such as: International 14's, Stars, different Dinghy classes, and ocean racing yachts. No matter where he participated, he was always regarded as a top competitor.

I would like to say that, if it hadn't been for Darby Metcalf, I wouldn't be sailing Snipes today, for he it was who caused me to notice the stiff competition in the class.

Darby Metcalf will be greatly missed by all Snipers.

— Fred Schenck

(THE DAGGERBOARD continued from page 6).

metal tensions acquired when the sheets were originally rolled out under stress. Consequently, all the boards had a slight bend lengthwise (about 1/4"). While minor and probably of no great consequence, it was both questionable and aggravating to a perfectionist. Fortunately, this bending can be removed by reverse bending at a well-equipped machine shop for an additional cost of \$3.00. It is something to watch for, as the boards were made from different material specifications and both 3/8" and 5/16" thicknesses were used. It seemed to be a common fault.

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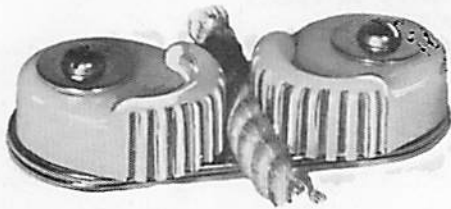
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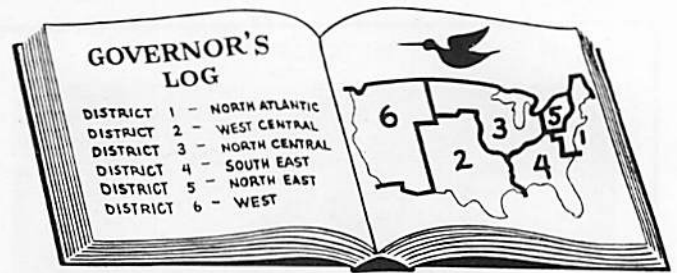
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GOVERNOR'S LOG

DISTRICT 1 - NORTH ATLANTIC
DISTRICT 2 - WEST CENTRAL
DISTRICT 3 - NORTH CENTRAL
DISTRICT 4 - SOUTH EAST
DISTRICT 5 - NORTH EAST
DISTRICT 6 - WEST



DISTRICT 1 BRASS -- Top men in Snipe sailing in the East meet in the Snipe booth at the N. Y. Boat Show. Left to right: Past Governor Bengt Johnson of the Sea Cliff Fleet; the new District Governor William E. Rushlow of the Potomac River Fleet; and newly-elected Vice-Governor Ray Kaufman from Manhasset Bay, N. Y. Rushlow, a U. S. Government engineer, formerly a Narragansett Bay yachtsman, has been sailing Snipes since 1951 and his wife, Yvette, crews for him. He heads a ten state district with 22 fleets in it. The district annual meeting is held every year during the Boat Show, supplemented by a second meeting during the District Championship regatta. Snipe sailing is expected to expand under the leadership of these capable men throughout the entire area.

The Baltimore Yacht Club Snipe Fleet has formally withdrawn their invitation to SCIRA for the 1959 U. S. National Championship Regatta. The invitation, presented to SCIRA at Chicago, was tabled for consideration at the Chautauqua meeting next August. The Baltimore Fleet, after more consideration, decided they needed more time for preparation and could swing the event to better advantage and satisfaction to all at a later date.

DISTRICT 4.

Things are really humming in District 4 and South Snipedom is rising again! Governor Stevenson has contacted all known (and some unknown) groups of Snipers and plans to get them all into a strong district organization. He wanted some sort of newsletter for all District 4 Snipers to call their own; to circulate news and views, and hold the gang together. Capable Pappy Welch volunteered (?) his services and now the SNIPE FOUR'ARD is in existence. A single blue mimeographed sheet with a format showing Snipes flying around a marker (bird #4 in the lead, of course), it will be issued bi-monthly. The first 3 numbers are very interesting and entertaining. A fine idea for all districts.

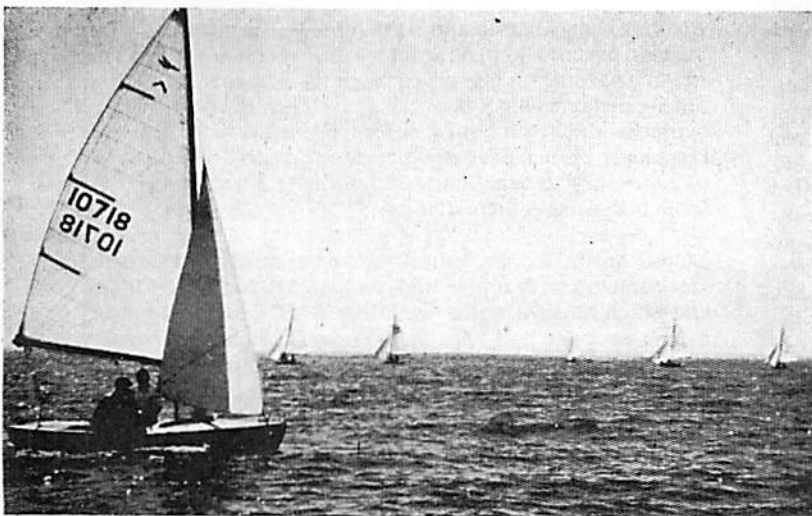
SNIFE NEWS IN BRIEF

Robert M. Steward, 4436 Ortega Blvd., Jacksonville 10, Fla., is a news correspondent for RUDDER magazine and he wants all the Snipe fleets in Florida and adjacent areas to know that he will be glad to publicize their major activities in his column. Send any items to him at least a month ahead of publication. . . . The next in line for information on the success of the Snipe fiberglass hull is the Lightning Class, whose committee on fiberglass hulls has asked us for full and complete statistics on our experience since 1954, even to how many fiberglass hulls have participated in how many races and how many won over how many wooden hulls, etc., etc., ad infinitum. Extreme caution is their watchword and it all looks pretty silly when you really digest what has happened in the boat industry as seen in the Boat Shows over the past 5 years. While SCIRA likewise believes in protecting the investments and interest of its members, it still has been a pioneer in following progress and is recognized as a leader by other one-design classes. . . . A bill introduced in the Michigan state legislature would require every boat operating on a county lake in that state to affix his name and address to the bow of his craft in "3 inch block letters". Stanislaus Gormanndowski, Willow Creek Way, Grind Stone City, Michigan, thinks he will have a tough time to obey the law! . . . W. A. Steele, 1004 N. Oak St., Creston, Iowa, visited with members of the Iowa-Nebraska Fleet at Lake Manawa last summer and fell in love with Snipe and the ease with which it handles. Now he is building a Snipe and will use it to lure enough other sailboat enthusiasts at their Green Valley Lake to form a new fleet, if possible. GET YOUR FRIENDS IN SNIFE--still a good slogan and the best way to get a convert! . . . The Iowa-Nebraska Fleet reports they have 28 races scheduled for 26 boats this season. . . . Naomi Seavy says, "The local Clear-water Fleet started right after Christmas this year with Sunday races. Francis and Frank Levinson share the wins. Most of the Snipers are young men who are learning fast. When I ask Francis who sailed, he replies, "Me, Frank, and all the kids." He forgets he was a kid once and learned much from Don Cochran, Sr., Ted Kamensky, and Guy Roberts--real veterans in my opinion." . . .

John Rose was the high-point scorer at Grand Rapids last year with 1648.92 points, with only 0.12 point between him and Bob Frahm with 1648.80. Now John has taken a job with Du Pont and will sail with the Middle River Fleet 219 at Baltimore. Walt Klie has also left for New Jersey with Sherwin-Williams Co. and will sail at Lake Parsippany. The two boys will do much to pep up the New Jersey State Championship and revive competition in that area. John thinks the holding of a championship regatta is really the clincher as far as keeping a fleet active and strong; he has found that such an occasional event keeps the boys together much more so than one in which members go to regattas but do not sponsor one. . . . The Medway (England) Fleet 277 reports it was only possible to run 11 races out of 20 last season due to very bad weather conditions. The fleet remains stable at 23 boats, with many of them new ones replacing the very old Snipes now in the fleet. They find that Terylene sails give considerable improvement over the cotton type. . . . Fleet #1 of Dallas says that now they have plenty of water and things are really looking up. They registered 6 Snipes with 4 new boats to be measured and a possibility of 4 or 5 more. They are trying to get every owner out and racing. "It is going to be a sight to see so many boats on White Rock Lake again." . . . Romeo H. Guest of Greensboro, headed a committee to get a Snipe in the Sail Boat Show there in April. They hope to drum up enough new sailors to form a fleet there. After the show, Mr. Guest entertained all interested people with an outdoor supper at his home. A real Snipe enthusiast and we all wish him success! . . . Every once-in-a-while, a real old number pops up, like 1411. E. S. Pennebaker, Jr., the original owner at Corpus Christi, wants to get back into the sailing business with his Snipe. He has the hull and the urge and wants to bring his boat up-to-date as he has been out of touch with what has gone on in Snipe circles in the last 20 years. Welcome back, Old-Timer! . . . The very enthusiastic Indianapolis Snipe Fleet had two races Sunday, April 13th, to open the season. Brrrr! . . . The North Cove Snipe Fleet in mountainous New Hampshire held 21 official races last year. Jim Cunningham, the perennial winner, is now threatened by a newcomer, Colby Kelly, ex-Winchester sailor. A new crop of teenagers are in the making--all Snipers!

JUAN MANUEL ALLENDE, WORLD CHAMPION S.C.I.R.A., 1957 FAR AHEAD AT CASCAIS, PORTUGAL, WITH ULMER SAILS

. . . . (the mainsail of which was used in every race of this series)



"GAUDALIMAR", Juan Manuel Allonso Allende, owner.

THESE SAILS ARE THE SAME AS THOSE
USED BY HUNDREDS OF SNIFE SAILORS IN
ALL PARTS OF THE WORLD, INCLUDING

VIERI LASINIO

1957 - Italian Champion

EUGENE SIMMONS

1956 - Western Hemisphere Champion

GONZALO POVAR

1957 - Spanish National Champion

TERRY WHITTEMORE

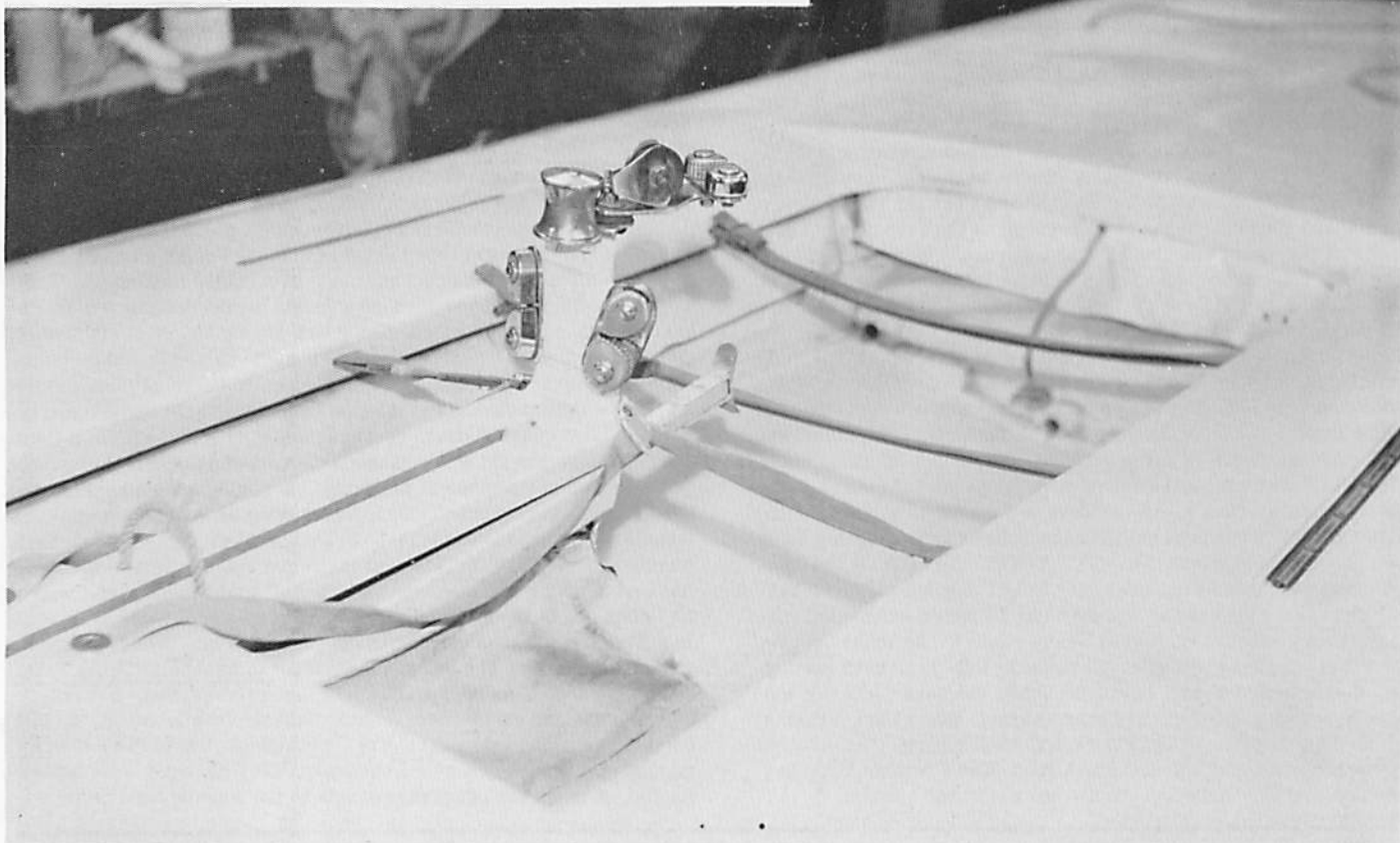
1957 - 3rd place National Championships
USA with more firsts in this series
than all other entrants.



CHARLES ULMER, INC. *Sailmakers*

City Island 64, NY
City Island 8-1700

Annapolis, Md.
Colonial 3-5020



(In the January 1958 BULLETIN, Ted suggested a solution to the problem of stowing whisker poles. Now, in characteristic fashion, he gives you the advantage of his experience with his idea).

The picture shows the latest cockpit arrangement on 6025. I didn't learn as much about it as I anticipated at Clearwater because it is hard to draw conclusions from only 2 races, but, with the exception of one improvement which I would make, it seemed to work very well indeed.

The improvement is in connection with stowing the whisker poles. The basic idea was fine; however, I made the installation so that when they were slid all the way forward, the front end hit the keel at about the point where the chine intersects the keel. This enables the poles to go forward so that they do not project behind the centerboard trunk, which makes a very neat appearance but really doesn't prove anything. It has the disadvantage of making the poles pull out at a fairly flat angle and, on occasion, there was some interference with the tiller. Putting a little more slope on the tube into which the pole is inserted would make the pole stick out a little bit behind the centerboard trunk but would eliminate the interference with the tiller.

I couldn't tell any difference in performance of the boat with the mast stepped on deck as compared with my previous arrangement where the mast was stepped on the keel. The mast did a little bit less bending, which was anticipated, and as far as I can see at the moment, there are no disadvantages to stepping the mast on the deck.

A little simplification is in order on my last month's statement on where to sit while planing. The subject of moving farther back while planing is not new. Everyone does it. However, I think it is possible that many people do not move far enough back when planing on fairly high waves or fairly heavy chop. Basil Kelly

did not agree at Clearwater that moving back exceptionally far did any good. He said that he tried sitting farther back than he normally did and found that it didn't work. He is undoubtedly correct in this but he is quite heavy and would not have to move back nearly as far in order to achieve the same weight shift as a lighter skipper and crew would have to. On smoother water such as would be found when planing on small lakes, I don't believe that it would be desirable to move nearly as far back.

Another thing that should be pointed out is that all of this discussion pertains to planing on a broad reach and is not referring to surfboarding on big waves when the skipper and crew will be sitting as far back as they can get to keep the boat from running over the wave; nor am I referring to the condition which is frequently encountered when running directly downwind where it is necessary to practically sit on the transom to keep the boat from becoming a submarine.

Lowell North, who has sailed Stars extensively and successfully, has come up with a new idea on sail making which looks good and which he says works well on a Star. Instead of sewing on a dacron or nylon bolt rope on the main, he bonds neoprene tubing to dacron fabric, then sews the works on to the sail by machine. This saves the hand labor sewing on the bolt rope, so the sail costs no more; and by adding two grommets, one on the luff and one on the foot of the mainsail near the tack, he flattens a full sail by pulling these grommets closer to the tack. Maybe this is the solution to the one-sail-for-every-wind problem. Probably not perfect, but it should help.

● SHAPING OUR DESTINY

To each is given a bag of tools,
A shapeless mass, a book of rules;
And each must make, ere life has
flown,
A stumbling block or a stepping
stone.

Voice Of The People

RECOMMENDS HOLDING THE U. S. NATIONALS

" New Snipers include John Canterbury and Jock West, both eager high-school boys with good boats. Dan Wesselhoft rejoins us from the Marines and has bought a good boat. Thus the Peoria Fleet is growing since the 1957 Nationals.

A new addition to the club house is now about completed. The 1st floor has been completely torn out and rebuilt and a new area approximately 40x80' now extends toward the river and is all glass walls. This is the new bar and dining area of the club. We hope to be able to show it off to our old friends coming back this month to the IVY Regatta over Memorial Day.

To those fleets who have often thought of bidding for the Nationals, our comment here is that the enthusiasm left over from such an event rubs off on more people than you think, leaving in its wake, new growth and greater strength. "

Cleve Slauson.

SCIRA is always open to bids for prominent regattas from all yacht clubs and the door is never closed to a bona fide invitation. How about the 1959 U. S. Nationals ?

A SAILOR IS A SAILOR, WHEREVER HE MAY BE!

" It may be interesting to know that last year the spring overhaul on my boat was done by two Turkish sailors, Dogan Hisim and Orhan Ozen, of the Turkish submarine TCG 'Sakarya', which was in port for routine overhaul.

After we completed the work, Dogan Hisim sailed with me for most of the summer. I wonder if there were any other Snipes in this country that raced with a foreign sailor as crew. He developed into a natural sailor, although it was somewhat confusing for me to receive orders in Turkish when Dogan had the tiller!

If recognition by IYRU means that home-built boats must be built to micrometer measurements, I am against pursuing the matter. It would be almost impossible for the amateur to follow professional tolerances, although it is fairly simple to follow the present measurement standards. Snipe is and has been the boat for the masses and we should not make it too tough for the fellow who wants to build his own boat. " — John Gates

New London, Conn.

O TEMPORA! O MORES!

" I have finally received your dun for SCIRA dues. I have been in Japan the past 18 months with the Marines and they interfered with my Snipe sailing.

At the present time, I am leaving on a sailing trip through the South Pacific on a yacht I built while stationed over here. The trip will take about 2 years, so I will not be able to sail my boat until I return, when you will hear from me again, for I will always be a true Sniper at heart. "

— Allen T. Farmer.

Mr. Farmer, from Elkhart, Indiana, is now in business under the business title of "Adventure Unlimited" and his equipment is the yacht "TORA". He offers services in diving, photography, flying, undersea research, and solicits unusual assignments.

After reading the above, are you filled with a slight misgiving for your own mis-spent youth? Do you have a dark brown taste in the morning when you prepare to leave for the old rut or rat race, whichever it may be? Are you ennuied? Why not chuck the whole works, get yourself some good imagination, read up on how to do it, and start out on a new life of—Oh well, forget it! Someone has to keep the organization together so these young fellows can learn how to handle a boat!

ALL IN THE DAY'S MAIL!

" I have Snipe #xxxx and you wrote to me last year and told me that it was 50 lbs. over weight and I would appreciate it if you would send me some information on how to lighten it. the boat leaks pretty bad can you give me information on how to fix the leaks the boat is ship lapped and I didn't know how to caulk it. and will you send what kind of caulking compound to use. and how many things do I have to pay for to join the snipe association and to have the boat eligible for competition and how much will it cost. thank you. "

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.

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

FOR SALE: SNIPE 10223. Dry-sailed for three summers. Excellent condition; natural mahogany finish; oak frame. 1 suit dacrons and 1 suit of cottons. Aluminum pivotboard. Extra steel board. Cover and trailer -- \$900.00. L. N. White, 102 Hornby Drive, Painted Post, New York.

FOR SALE: SNIPE 6915. Varalyay Built with minimum weight. Pear mast; natural deck; 80 lb. iron board. One suit of cotton Watts sails. \$675.00. Write to Allen Gates, 2131 Rose St., Berkeley 9, California. Phone ASHberry 3-9430.

FOR SALE: SNIPE 9604. 1957 MICHIGAN STATE CHAMP. Emmons custom built in excellent condition. Watts dacrons and Larsen cottons. Trailer; Sagen all steel haul-out rig; canvas boat cover; complete racing equipment. All equipment in excellent condition. \$995.00. John Keyser, Jr., 2910 Bronson Blvd. Kalamazoo, Michigan.

WANTED: Present Snipe owner is interested in purchasing another Snipe to use exclusively for racing. Please give all particulars about boat, equipment, etc. Write directly to J. P. Forristall, 144 Court Road, Winthrop, Mass.

FOR SALE: SNIPE 6675. Dry sailed and in good condition. Weight of hull 240 lb. Aluminum dagger board; two suits of cotton sails; canvas cover. \$450.00 with trailer. John L. Carleton, 620 Colorado Ave., Baltimore, Maryland. HO 7-8550.

WANTED: GOOD USED SNIPE. Must be fully equipped - 7000 or newer. Should be located in Michigan or nearby. Give complete information in first letter. Earle J. Watterworth, 640 Cambridge Blvd., Grand Rapids 6, Michigan.

FOR SALE: Snipe 7346, minimum weight, dry-sailed. Three times District 3 champion, 2nd place Junior Nationals, 1957. Complete with Roberts orlon sails, only \$600.00. Tim Scanlon, 5246 N. Delaware St., Indianapolis, Indiana.

FOR SALE: EMMONS Daggerboard Snipe 9370. Mahogany plywood deck. PIGEON spar and boom. WATTS dacron sails. Boat has been dry-sailed and is in excellent condition. Trailer included. FIRM. Bruce F. Murphy, 318 Edwin Ave., Kalamazoo, Michigan.

FOR SALE: Snipe 6269, spruce hull, cedar deck, daggerboard. Pigeon mast, built-in pump. Two sets of sails, Watts cotton and Norge synthetic. Always dry-sailed. Top condition and ready to go. \$400.00---with trailer, \$50.00 more. Vic Andersen, 316 Storer Ave., Akron 2, Ohio.

The man stood on the curb and watched the steam roller run over his prize cat.

He didn't say a word, but he certainly had a long puss!

SEQUOYAH YACHT CLUB

ANNUAL INVITATIONAL SNIPE REGATTA

MAY 31-JUNE 1, 1958

on beautiful Lake Yahola, Mohawk Park, Tulsa, Okla.

EVERYBODY COME

Write: Jerry Jerome, 2940 E. 21st Pl., Tulsa, Oklahoma.

1958 DISTRICT 4 CHAMPIONSHIP

ANNUAL REGATTA

The Florida Yacht Club — Jacksonville, Fla.
St. Johns Regatta dates... June 14 - 15.

This is the largest and oldest yacht club in Florida. In 1957, they made possible a most successful and memorable event for DISTRICT 4.

For specific details, write to: Ted Addy, 5073 King Richard Road, Jacksonville 10, Florida.

Let's Have a Big Turn-out!

WHY NOT PLAN A VACATION AT THE SAME TIME?

AT LEAST, make every effort to be there!

BALTIMORE YACHT CLUB



SNIPE CHAMPIONSHIP
of the
CHESAPEAKE BAY
Fleet 219

Middle River, Maryland.

Write: Stovy Brown, 5711 Falls Rd., Baltimore 10, Md.

DON'T FORGET —

CANADIAN CHAMPIONSHIP

NATIONAL SNIPE REGATTA

August 4th-9th.

Armdale Yacht Club --- Halifax, Nova Scotia

"The Ocean Playground"

Don't Miss the Boat --- Plan Your Vacation Now!
(Write: National Secretary, Canada)

ATTENTION

DISTRICT #3 SNIPERS

DISTRICT 3 CHAMPIONSHIP and DUNPHY TEAM RACES

will be held August 22-23-24
Gull Lake, Richland, Michigan.

Gull Lake Snipe Fleet

Write: Roger Brussee, 5140 Bronson Blvd., Kalamazoo, Mich.

WANT ENTRIES FOR YOUR REGATTA?

Why not help Snipe Bulletin and Your
Fleet by advertising here.

— SANCTIONED RACE DATES —

(including four dates approved for sanction)

- May 30-31 IVY INVITATIONAL - Inter District
June 1 Championship, Illinois Valley Yacht Club.
3 Races on the Illinois River. Welles
Elsesser, 118 S. Madison, Peoria, Ill.
- May 31-June 1 INVITATIONAL REGATTA, Sequoyah Yacht
Club, Mohawk Lake, Tulsa, Okla. Jerry
Jerome, 2940 E. 21st Pl., Tulsa, Oklahoma.
- June 7-8 INVITATIONAL REGATTA, Wichita Sailing
Club, Santa Fe Lake, Wichita, Kans. Ted A.
Wells, 755 Edgewater Rd., Wichita, Kans.
- June 14-15 DISTRICT 4 CHAMPIONSHIP Regatta,
Florida Yacht Club, Jacksonville, Fla.
Ted Addy, 5073 King Richard Rd.,
Jacksonville, Florida.
- June 28-29 CHESAPEAKE BAY CHAMPIONSHIP, Balti-
more Y. C., Baltimore, Md. G. S. Brown, 5711
Falls Rd., Baltimore 9, Md.
- June 28-29 WINCHESTER SAILING TROPHY REGATTA,
Quassapaug Y. C., Middlebury, Conn. Tom St.
John III, 50 Joycroft Rd., Waterbury, Conn.
- June 28-29 OKLAHOMA CITY, Lake Hefner. (date only
approved).
- July 4-5-6 IOWA-NEBRASKA, Council Bluffs, Ia. (date
only approved).
- July 5-6 LONG ISLAND CHAMPIONSHIP, Sea Cliff Y.
C., Sea Cliff, N. Y. Henry Ramella, Todd Dr.,
Glenn Head, N. Y.
- July 12-13 MYSTIC LAKES Invitational Regatta, Win-
chester B. C., Winchester, Mass. James A.
Newman, 22 Ginn Rd., Winchester, Mass.
- July 12-13 MICHIGAN STATE CHAMPIONSHIP, Grand
Rapids, Mich. (date approved only)
- July 12-13 DECATUR INTER-CITY REGATTA, Lake
Decatur, Decatur, Ill. Tom Palmer, 3 Edge-
wood Ct., Decatur, Illinois.
- July 19-20 DISTRICT I CHAMPIONSHIP, Quassapaug Y.
C., Middlebury, Conn. Tom St. John III, 50
Joycroft Rd., Waterbury, Conn.
- July 19-20 QUIVIRA, Kansas City, Kans. (date only).
- July 26-27 COLSON SERIES, Sayville, L. I., N. Y.
Harold Berberian, 74 Oakwood Ave., Bayport,
N. Y.
- July 26-27 MICHIANA Regatta, Eagle Lake Y. C., Eagle
Lake, Edwardsburg, Mich. Formerly, the
Eagle Lake and the Grand Rapids Snipe Fleets
conducted separate invitational regattas. Now
they have combined these 2 events into one
big regatta to be known as the MICHIANA, and
alternating as hosts. J. P. Makielski, 54125
Maple Lane, South Bend, Indiana.
- July 26-27 MARYLAND STATE CHAMPIONSHIP, Deep
Creek Y. C., Deep Creek, Md. Walter R.
Decius, 1701 Park Line Dr., Pittsburgh, Pa.
- Aug. 16-17 SHEEPSHEAD BAY INVITATIONAL, Brook-
lyn, N. Y. Henry Berkowitz, 3069 W. 2nd. St.,
Brooklyn, N. Y.
- Aug. 16 -17 NEW JERSEY STATE CHAMPIONSHIP, Pine
Beach Y. C., Kermit Nicholson, 40 Cunning-
ham Ave., Floral Park, N. Y.
- Aug. 23-24 LONG ISLAND SOUND INDIVIDUAL CHAMP-
IONSHIP. Peter G. Knight, Keyser Rd., West-
port, Conn.
- Aug. 22-23-24 DISTRICT 3 CHAMPIONSHIP and DUNPHY
TEAM race. Gull Lake Y. C., Gull Lake,
Mich. Roger Brussee, 5140 Bronson Blvd.,
Kalamazoo, Michigan.
- Aug. 31-
Sept. 1. CRACKER BARRELL Regatta. District 4
Team Championship. Chattahoochee Snipe
Fleet, Bartlett's Ferry, Georgia. Hamilton
Clark, 1141-13th. St., Columbus, Georgia.
- Sept. 3-7 MANHASSET BAY FALL SERIES, Port Wash-
ington, N. Y. Ted Cronyn III, 45 Central Dr.,
Plandome, L. I., N. Y.