

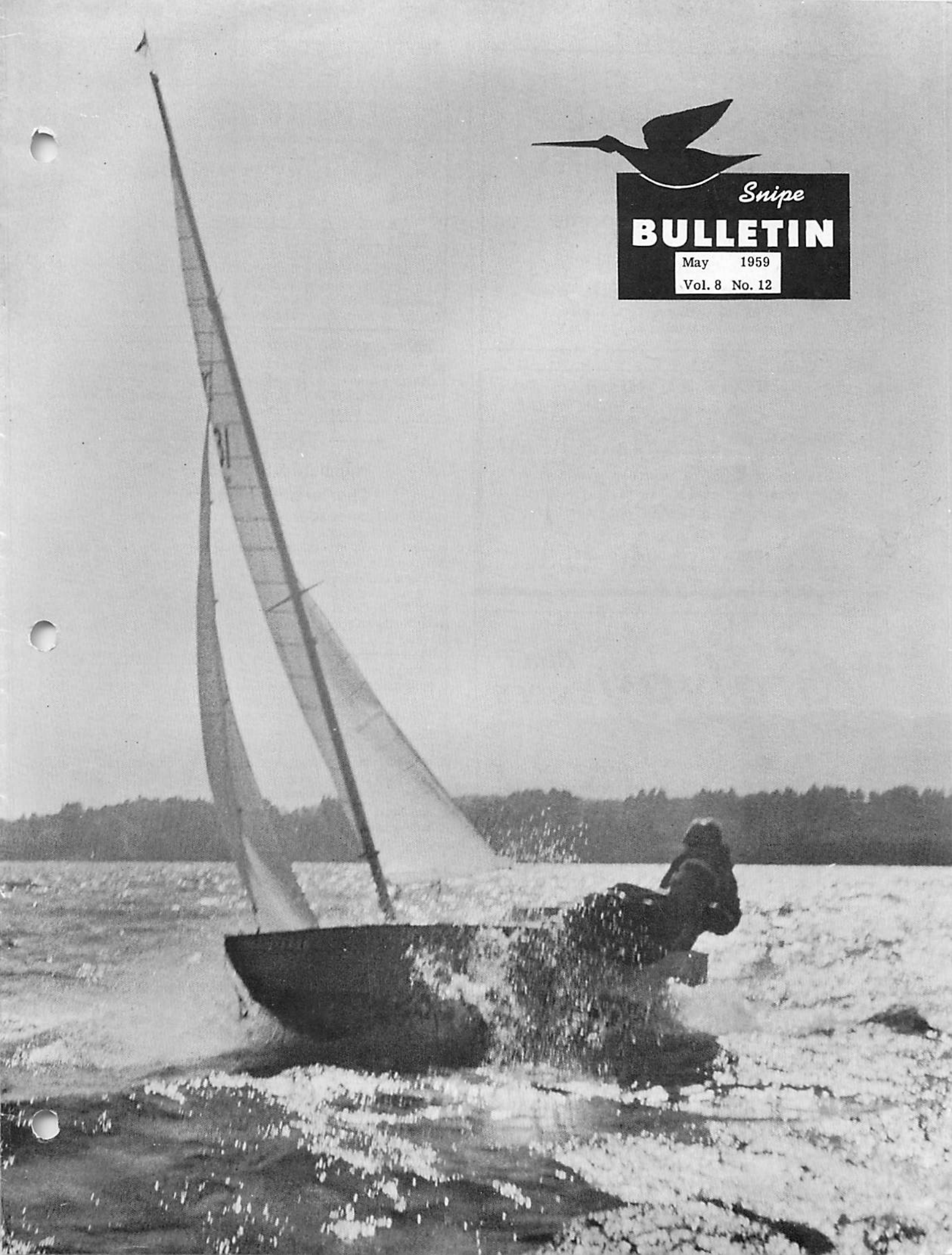


Snipe

BULLETIN

May 1959

Vol. 8 No. 12



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SNIPES BULLETIN

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

Address all correspondence to:

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

Subscription Rates.

\$2.00 Per Year.

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

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tion. Material received after that date will not appear un-
til a later issue. Contract advertising rates may be had on
application. Be sure and notify SNIPES BULLETIN of any
change in address, giving both old and new addresses.

Concerning the Cover

Here is another fine picture of a Snipe "making the water
boil" on a plane. A. Bestry and A. Kocher show how to do it
in #7931, FOLICHONNE II, on Lake Lemán, near Nyon, Switzer-
land. Photo taken by Ed Berger of Nyon.

THE SCORE

Numbered SNIPES — 11854

Chartered Fleets — 475

30 days later; 36 more Snipes; and 11 new fleets! Sounds
pretty good, but with a 27-year average of 431 boats, the above
number merely hits the average on the nose. As for the fleets,
Italy brought her roster up-to-date, which necessitated issuance
of 9 new charters.

After several years of wishing, Romeo Guest, Box-J, Greens-
boro, North Carolina, finally obtained his objective of enough
local boats to form a fleet at the Carolina Sailing Club and
already they have a sanctioned regatta scheduled. Mr. Gues-
is the new Fleet Captain of the Tobacco Road Fleet 465 and, if
he is as good a sailor as his daughter Lucia (who competed as
a Junior in Florida), he will also be the first Fleet Champion.
Welcome to another SCIRA fleet, even though it is below the
Mason-Dixon line, which District #4 respects so much.

Charter 466 went to the new Chascomus Fleet at Buenos
Aires, Argentina. They are getting ready to celebrate their
Silver Anniversary next year and hope to host the 1960 West-
ern Hemisphere Races there.

The Italian Fleets are:

Capo Nero..... 467 Garda.... 470 San Giorgio... 473
Capo Verde..... 468 Imolo.... 471 Sistianna.... 474
C. R. A. L. Aniene. 469 Milano... 472 Verbanò..... 475

AND SO SCIRA CONTINUES TO GROW!

Ordinarily, we don't publish these figures so often, but a
current advertisement by George O'Day Associates, Inc., of
Boston, Mass., needles us to the point of action. Advertising
the 5-0-5 boat for sale, they say, "The class is still the fastest
growing international class in the world with registration num-
bers over 1200." That Statement, to Snipers all over the world,
constitutes a challenge!

The 5-0-5 is a relatively new boat, first attracting attention
in 1954 by using a trapeze. So, 1200 boats in 6 years, say,
averages 200 a year against Snipe's 431 long-time average.
403 numbers were issued last year (a poor one), but even then
we daresay that was a larger number than 5-0-5 enjoyed.

Many designers, builders, and sellers of one-design boats
like to think their "baby" is the biggest and the prettiest.
Reminds us of a bunch of fond Mothers -- and we don't care
to join them! Three years ago this month, Sandy Douglas made
a similar boast of his Thistle when he issued 1000 "genuine"
numbers after 10 years. Figured on a percentage basis of
100/1000, that would be greater than 431/11800. Perhaps this
is the way George O'Day figured it, too. But perhaps he has
been too busy trying to sell International 14s and 5-0-5s to
really know what has been going on in other classes. We can

imagine that Lightning will be interested in his claim, too.

SCIRA has always published the facts and figures about the boat and the organization; the records are here to prove our statements, which we will gladly do to qualified parties. All we ask is proper recognition of our fine history and present international status; like the BBB, we ask competitors to prove their claims when they go overboard. So we politely ask Mr. O'Day or the 5-0-5 Association, if they have one) to please substantiate the statement now so widely advertised. We are sure he has no desire to mislead possible customers nor does he wish to expose himself to lengthy and windy arguments every time he meets a Sniper, so we will be glad to hear from him -- and publish his explanation!

The Pan-American Games

NATIONAL SECRETARIES: PLEASE NOTE!

Inclusion of a series of yacht races in the Pan-American Games for the first time is an innovation this year. Some of the most international one-design classes were invited to participate and Snipe was so honored. Several of the eligible countries have already finished their elimination series to choose proper representatives, but some have been slow in responding to the event. A fine showing by Snipe is expected by all officials of the organization and it would be a reflection on SCIRA if it does not materialize; we should do at least as good, if not better than other participating classes. You are urged to get entries in as soon as possible, as time is now getting short. Incidentally, all boats will be drawn by lot by every participant, so that no country has any conceivable advantage over the other. Details of the drawing will be announced in due time. SCIRA officers expect to see a good Snipe turn-out!

Some Miscellaneous Items

The time of year when addresses change is rapidly approaching and notice is hereby given that, if you fail to get your BULLETIN, it will be because (1) you haven't paid your 1959 dues (2) you failed to send in your new address. Nothing irritates like a bunch of returned mail, so, if you are leaving school, going to the summer cottage, or moving the family to another town, just drop card telling about it and we will all be happy.

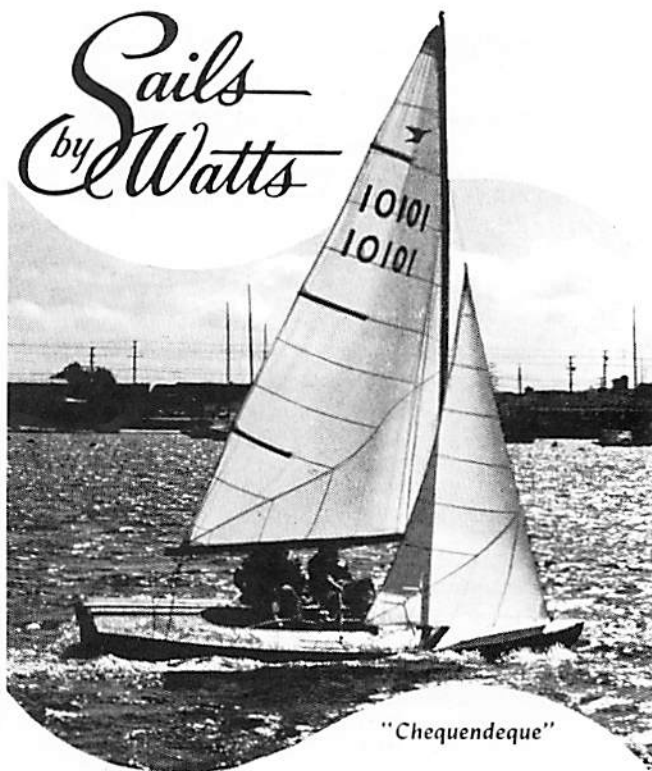
While on the subject of mail, the answer to the request for more airmail service by our correspondents is: SCIRA will be glad to send anything by airmail if the additional postage is furnished. The recent postal rate increases show up in the postage budget by about 25% increase, so it is an item we can't ignore. We intend to use post cards in simple acknowledgments, etc., thus cutting down 25%, so don't be surprised if your answer comes back on a card. If you want an airmail answer, enclose the proper stamp or additional postage.

Many Snipers request information concerning the handicapping of racing boats of different classes. The formula for determining the top speed of sailing yachts is: To determine the theoretical maximum speed of a boat in nautical miles or knots, multiply the square root of its waterline length by 1.34. To convert the result into statute miles, multiply by 1.15.

The new Rule Book went to the printer late in April and you should get your copy by the first of June, provided your dues for 1959 have been paid. The little yellow membership card is mighty important property for a Snipe owner; the cost is small; and the support of SCIRA is a necessity. There are many things SCIRA can do to further the popularity and growth of Snipe and the only limit is the one imposed by financial resources. Our main source of income is the annual dues collected by the Fleet Captains, although there are many independent individuals who also contribute an important sum. Collect dues from every Snipe owner you know and "Get Your Friends in Snipe" to the great benefit of all.

ATTENTION—all Fleet Captains

Point score totals for the year 1958 (or comparable period) will be published in full in the July issue of the BULLETIN. Many have been received, but if you haven't sent yours in yet, there is still time to get them filed. Write for the special forms furnished free to use in reporting them and thus comply with SCIRA By-laws.



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. Make your next sails Watts dacron sails.

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THE COMMODORE SAYS

ON GOING TO REGATTAS.

Going to regattas is a lot of fun! Participants also pick up a lot of tips on racing by competing against skippers from other fleets and districts.

As a general rule, regattas that are strictly Snipe events are best to attend, if skippers are intent on serious racing. This fact is not accidental, but is due to the fine class organization in Sniping, and SCIRA, which governs and formulates rules to make Snipe regattas even better. The Snipe eas designed as a lively two-man racing boat which could easily be transported and stored, yet would be sturdy enough to be sailed under almost all types of conditions. It has more than fulfilled the hopes of the builder as evidenced by its growth into the largest racing class in the world.

But as Terry Whittemore pointed out in a recent article, the local Snipe fleet is most important. Without good strong local competition, SCIRA would soon be a defunct organization. The great majority of Snipers are unable to attend regattas often, so a strong local fleet means they will get more enjoyment out of sailing and be valued SCIRA members.

What makes for good fleet racing? There are many different things which contribute to enjoyable fleet racing, but two basic items are evenly matched boats and then skippers who like to race. If a fleet has the boats and avid skippers, they still may or may not have good racing; but as these are most important, I would like to discuss the first, postponing until a later article other items which improve local racing.

It is most important to get all boats as near minimum weight as possible. Since I started Sniping in 1939, I have sailed 9 different boats, none of which varied too much in performance except the first one, which was very heavy. Points such as tuning the rigging and mast should be carefully checked with accepted practice. (Best source is SCIENTIFIC SAILBOAT RACING by our own Ted Wells -- get it from any book store or direct from SCIRA for \$6. 00). It is easy enough to get measurements off other boats for optimum tuning.

Personally, I do not believe a half-inch here or there in setting tracks or adjusting stays is nearly so important as other factors. One which should not be neglected is the use of cleats, winches, and other fittings to make for more efficient handling of the boat by the skipper and crew. As wind velocity increases, a poorly rigged boat is a terrific handicap. Some items to check are:

1. Are hiking straps installed?
2. Are cleats placed for maximum efficiency?
3. Are heavy enough sheets used? (5/16" or 3/8" is best for heavy winds).
4. Is boom-jack installed and easy to operate?
5. Are the tiller and tiller extension of proper length?
6. Are decks and floorboards sufficiently non-skid?
7. Is bailing equipment adequate if on open water?

After the boat and rigging, come the sails. The sails are the engine, quite naturally most important. I believe sails become more important as wind velocity decreases. The weight of the skipper and crew as well as wind velocity should determine what draft your sails should have. It is often possible to improve a sail by recutting it. Many mainsails which are full cut tend to fall off along the leech after being sailed a number of times. This can easily be corrected by a sailmaker. Jibs frequently have a hook on the leech which can also be corrected by recutting. Analyzing sails is difficult, at best. Often easing or tightening halyards or outhauls slightly will give a sail considerably more power.

Enthusiasm for racing among beginning skippers is usually high. Whether it lasts or not depends on whether the skipper gets to be a good competitor or is so far back all the time that he cannot read the numbers on the top boats. There is much a skipper can do to pull himself up by his own bootstraps, i. e. observing the better skippers closely, by reading, and by trial and error. Then plenty of good old practice! However, it is also important for the better and more experienced skippers

(Continued at bottom of Page 11)



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TOM AND JUDY HEAD WIN A TITLE



THE WINNERS: (l. to r.) Champions Tom and Judy Head; Stan Salzenstein and Dick Schusler, crew, 2nd; Buzz and Winnie Levinson, 3rd. — Photo by Beatty.

The Labor Day Mid-States Championship Races held on Springfield Lake, Springfield, Ill., was a very successful affair. The fleet of 24 Snipes was the largest class among the 89 boats racing. We had 325 people for our banquet Saturday night, so you can see we aren't exaggerating.

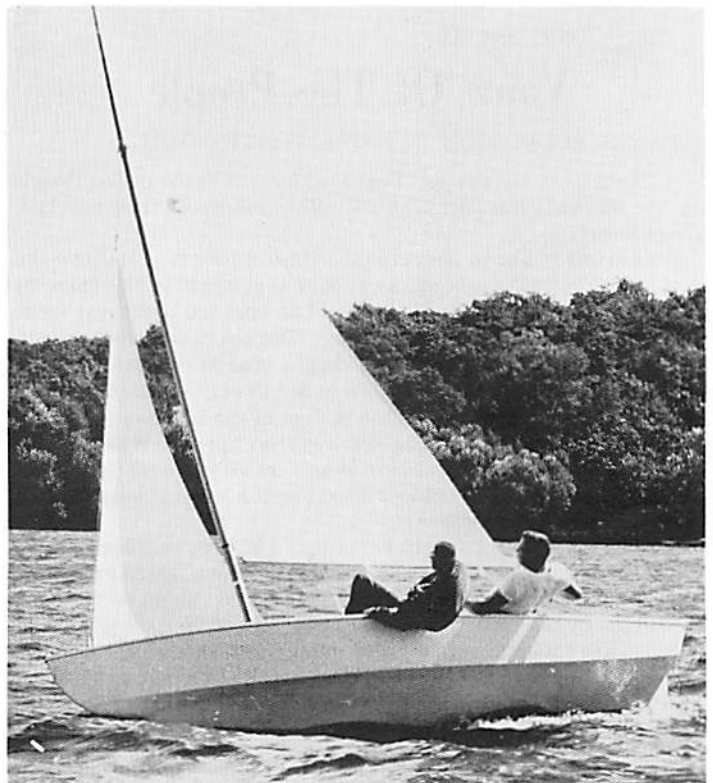
The first 2 races were held Sunday, Aug. 31st, with good 15-20 mph wind. Buzz Levinson was unbeatable in these two races, finishing well ahead of the rest of the fleet. The big contest developed among the 2nd, 3rd, and 4th place finishers, with the positions in contention all the way to the finish line. Labor Day had light fluky winds for the start of the last race. The wind finally dropped to nothing, causing the race to be shortened, and produced some unusual results. With 7 classes racing, the Race Committee had set up two race courses, but with one common mark. The wind chose to quit when all these classes were approaching this one mark. Snipes, Thistles, Inland E Scows, Stars, Lightnings, Celebrity Ks, and Penguins were all trying to round the same mark at the same time and when 87 boats do that, it is interesting, to say the least. Rather more like a circus! One Snipe found himself directly in front of a barely moving Star, and by frantic tiller work, kept himself there for the whole leg. He was bumped all the way around the mark. The Star, hardly able to keep moving, was afraid to change course the least bit, so just kept nudging the Snipe. The prow of the Star and the transom of the Snipe were slightly (?) the worse for wear, but both finished among the top positions.

The wind finally did pick up, but with a 180 degree shift. To say that some boats were "down the drain" is putting it mildly. The weather did co-operate to the extent we had bright sunshine and warm temperatures, but followed the same pattern as the last 2 years with 2 races in fine winds and 1 in fluky stuff. All in all, we were quite encouraged with our regatta.

— Carl Carter, Jr.

MID-STATES CHAMPIONSHIP REGATTA Springfield Lake. . . Aug. 31-Sept. 1

BOAT	SKIPPER	CLUB	RACES	1	2	3	PTS.	Fin.
11220	Tom Head	IVY Club	3	5	1		4340	1
10239	Stan Salzenstein	IVY	2	4	3		4334	2
11353	Buzz Levinson	Indianapolis	1	1	8		4289	3
9361	Cleve Slauson	IVY	6	3	5		3965	4
10007	D. Wesselhoff	IVY	9	2	4		3914	5
9871	Ed Grier	IVY	5	7	6		3677	6
4711	Sam Chapin	IBYC	7	6	7		3537	7
11467	Larry Evans	IBYC	13	16	2		2930	8
10667	John McCall	IBYC	10	12	13		2586	9
10953	Tom Palmer	Decatur	15	11	10		2537	10
11530	Mal Price	Denver, Colo.	14	8	15		2494	11
5935	Tom Cofer	IBYC	11	10	16		2486	12
11385	Don Anderson	Decatur	4	13	DSQ		2442	13
10657	Frank Castelli.	Decatur	8	9	DSQ		2402	14
5107	Harry Pauls	Decatur	12	DSQ	11		2101	15
7196	John Canterbury	IVY	17	14	14		2034	16
9541	George Poulos	IVY	20	19	12		1766	17
11234	Jerry Lunn	IVY	18	15	18		1734	18
7870	Carl Carter, Jr.	IBYC	19	17	19		1544	19
11159	Jay Parr	IBYC	21	18	20		1370	20
5888	Bob Grover	IVY	-	DNF	9		1313	21
9434	Susan Erskine	IBYC	22	20	21		1202	22
10960	Dave McMaster	IVY	16	-	17		1202	23
11207	Norman Baker	IBYC	23	DNS	DNS		324	24



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Let us build you this SCIRA APPROVED new DELUXE FIBERGLAS SNIPE with quality fittings and equipment.

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- * Choice of Aluminum or new larger diameter Ted Wells designed spar.
- * Choice of aluminum or chrome plated steel daggerboard.
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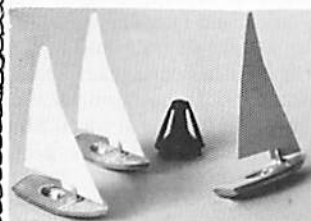
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Accurate 2" scale Snipe. Tacks port and starboard. Excellent for studying racing rules and tactics. Protest committee can duplicate protest situations in scale. You can make a beautiful 3-dimensional diorama of your racing fleet for your clubhouse or home, experiment with color schemes. Specify Snipe, Blue Jay, Thistle, Lightning.

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5 Boats for \$5.00

BOB KRONENBERG

108 East 81st Street, New York 17, New York

Voice Of The People

WANTS REDUCTION IN SNIPE WEIGHT NOW

"This is in answer to "Boat Builder" in Voice of the People in the March 1959 BULLETIN. We discussed it at our last Snipe meeting.

I certainly am in agreement with his ideas. I believe the Rules Committee could safely reduce the weight of the Snipe by at least 25 pounds and nobody would be hurt too badly, for most of the hulls are underweight now. The extra weight is made up in heavier floorboards, heavy dagger boards, or even carrying around 20 to 30 pounds of lead in order to stay within the weight limit. I don't believe the basic design of the hull would have to be changed nor would any lighter material have to be used in the construction of the hull. Nor would there be need to adopt a lighter mast, boom, or rudder to achieve a weight reduction. It is much simpler than that!

All Snipes could safely be reduced 25 lbs. in floor boards and center boards. The switch to an aluminum board or a thinner steel board weighing not more than 55 lbs. would do the trick in itself. By the time we get a 4 1/2 lb. anchor, 50 ft. of line, sails, paddle, life jackets, pump, foul weather gear, tools, etc., plus a pack of cigarettes as Mr. Wells suggests, we have added another 25 lbs. Thus our total weight based on a 400 lb. minimum complete boat weight would be about 425 lbs. actual sailing weight. Weight may not be a handicap in strong wind, but the extra 25 or 30 lbs. make Snipe a sitting duck for such craft as the Jet 14 or Moth on a light day. The 25 lb. reduction should cause no particular hardship, but one of 40 lbs. might make a lot of boats too heavy and hopeless.

I have a fiberglass boat and am carrying around 5 lbs. of lead with a 65 lb. stainless steel board. I would like to go to an aluminum board but don't feel like carrying 30 lbs. of dead ballast of lead rattling around on the bottom. I also have 30 lbs. of floorboards which I could lighten up. Our standard 4 1/2 lb. anchor doesn't hold the boat in a 15-20 mph wind. A North hill anchor which weighs around 2 or 3 lbs. and holds 100% better could be used. "

— Jim Morris.
Miami Fleet #7.

Mr. Morris expresses sentiment often discussed whenever Snipers gather. The Rules Committee has always hesitated to do anything which would handicap existing boats in any way, and thousands of boats must be constantly considered when any action is taken. When fiberglass hulls were approved, hull weight was kept up so these boats would not make older wooden hulls obsolete; however, the adoption of aluminum boards has provided an easy means for a general reduction for everyone, as Mr. Morris points out. But Snipe specifications have been based on the use of the maximum 80 lb. board for years and many sailors still prefer it. If the total weight is reduced to 400 lbs., those sailors would simply have a 25 lb. handicap if they still used the heavy board and could not take the reduction off some other way. But with the gradual increase in popularity of the light board, more and more demand for such logical reduction will result. The Rules Committee is well aware of the problems involved and no action will be taken until the matter is thoroughly threshed out with the Board of Governors.

With the success of the Catamarans in the One-of-a-Kind Regatta, it is interesting to note that the cat hulls are deep and narrow, contrary to the flat egg-shell or pancake shapes which have been considered essential to quick and fast planing. Also, the winning cat has a total sailing weight of only 300 lbs., and this factor is considered one of its chief advantages. Ideas of hull, design, and weight change rapidly with performance and Snipe should take advantage of any possible forward steps whenever applicable. Snipe has the narrow hull -- the weight question can be solved to the satisfaction of all.

However, bear in mind that no hasty action on any important rule change is possible in SCIRA. The Rules Committee can only make recommendations to the Board of Governors and they have the deciding vote. They consider such recommendations only once a year, so the next time will be in February 1960. In the meantime, let's have your opinion on the subject!

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All sails mitre cut.

Above price is 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.

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JOHN CALL WINS 1st BIG REGATTA HEAD 1st ILLINOIS STATE CHAMP

I am quite pleased to make this report of our Regatta which was held July 12-13th on Lake Decatur at Decatur, Illinois. This was an invitational affair and included boats from Indianapolis, Indiana; Cincinnati, Ohio; Peoria, Springfield, and Decatur, Illinois. But an added feature was the origination of the Illinois State Championship Trophy, which was presented to the highest scoring Illinois boat and skipper. This trophy was the end result of a lot of work done by Cleve Slauson of Peoria and our hats are off to him as we extend our thanks. The first winner of this honor was Tom Head of Peoria, who had an actual 3rd place in the regatta.

There were 28 Snipes entered and the opener Saturday A. M. was a drifter. This race was called and ~~run~~ again in the afternoon in the same no wind condition. But the race was completed in the time limit with Snipes finishing up with the Thistles and Lightnings in a complete mess. After some unscrambling, Ned Lockwood of Indianapolis emerged the winner, followed by his fleet-mate, Bud Hook, in 2nd and Tom Head in 3rd.

Sunday morning, two races were run with a real good wind. Tom Head was the only one up in front, closely followed by John Call of Indianapolis and Ed Grier of Peoria. Head was in the favored top spot as the 3rd race started.

But this event turned out to be an exclusive Indianapolis affair with Ned Lockwood, John Call, and Buzz Levinson taking the 3 top spots in order. When it was all tabulated up, none other than John Call was the winner — and a mighty proud one at that! He said he had won many second and third place trophies in his 25 years of sailing, but this was his first winning trophy in a major regatta. Second place went to a real good sailor from Indianapolis, Ned Lockwood, while third went to the new Illinois champ, Tom Head. This trophy will be sailed for next year at Springfield and the following year at Peoria.

All in all, it was a good regatta and now that we have made a start, we hope to have a better one next year. —Henry E. Pauls
Commodore DYC.

ILLINOIS STATE CHAMPIONSHIP RACES

BOAT	SKIPPER	CLUB	RACES	1	2	3	Pts.	Fin.
10668	John Call, Sr.	Indianapolis, Ind.	4	2	2	2	4411	1
10791	Ned Lockwood	"	1	8	1	4	4289	2
11220	Tom Head	Peoria, Ill.	7	1	6	3	3981	3
11353	Alan Levinson	Indianapolis	5	6	3	3	3965	4
10660	A.F. Hook	"	2	4	9	3	3914	5
9871	Ed Grier	Peoria	9	3	4	3	3837	6
11385	Don Anderson	Decatur, Ill.	8	5	5	5	3671	7
10007	Dan Wesselhoft	Peoria, Ill.	3	9	14	3	3197	8
10239	Stan Salzenstein	Peoria	6	7	13	3	3165	9
10787	B. Collins	Indianapolis	11	10	12	2	2702	10
8600	Paul Zent	"	15	11	10	10	2537	11
10770	Tom Heckel	"	10	15	15	2	2313	12
8076	B. Bigham	Cincinnati, Ohio	19	13	11	2	2168	13
11038	P. Schultz	Indianapolis	13	12	19	2	2109	14
10966	R. Payne	"	16	DSQ	7	1	1925	15
5935	T. Cofer	Springfield, Ill.	22	20	8	1	1891	16
7196	J. Canterbury	Peoria	12	24	16	1	1755	17
11066	W. Patton	Springfield	14	18	22	1	1619	18
9541	George Poulos	Galesburg, Ill.	18	16	21	1	1554	19
4711	Sam Chapin	Springfield	20	21	17	1	1417	20
11109	A. Buschmann	Indianapolis	21	17	20	1	1417	21
10667	John McCall, Jr.	Springfield	23	14	23	1	1371	22
10657	F. Castelli	Decatur	25	19	18	1	1269	23
5888	Bob Grover	Peoria	16	DSQ	DNF	1	994	24
7870	C. Carter	Springfield	28	23	DNF	1	718	25
8591	B. Fisher	Decatur	27	25	DNF	1	677	26
11234	G. Lunn	Decatur	26	22	DNS	1	586	27

Under the leadership of the strong Peoria Fleet 131, Snipe activities in Illinois are increasing steadily. There are 4 fine fleets in the state now. A big boost was the big success of the Snipes in the big 27th Chicago Daily News Regatta on Lake Michigan last August when more than 100,000 people watched Bob Harris of Crystal Lake Fleet take the John S. Knight Trophy for small yachts by turning in the best performance in B Class. 303 craft competed in 34 races, divided into Classes A and B, so the Snipe victory was really impressive. Perhaps we will have a Chicago fleet on Lake Michigan one day soon.

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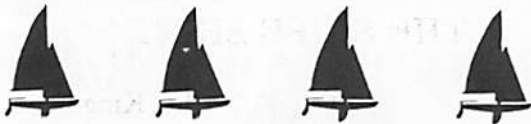
NEW SNIPERS ARE WELCOME!

Racing against 19 starters for the Colson trophies last year resulted in a clean sweep for Bill Ludlum when he got three 1sts. Barse Miller was 2nd and Gordon Thorne. 3rd.

Fog prevailed for both days with the visibility down to about a quarter-mile at times, making it necessary to resort to following the leader and hope that he knew where he was going. Such tactics made it hard to get there first, but fortunately, Bill Ludlum knew where those marks were, and we followed him.

Incidentally, it might be of interest to those in this region to know that the Wet Pants Association provides a full season of racing for a mere three dollars membership dues per year! They have done a terrific job of promoting sailing around here for the past 24 seasons. Their motto "The most sailing for the least money" is best illustrated by the fact that the dues have been the same for 20 years. Membership is open to anyone, so Snipers! — please note that we have an active fleet!

CONTACT: Harold Berberian, 74 Oakwood Ave., Bayport, N. Y.



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JULY 11-12

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JULY 25-26

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Perpetual and Individual Trophies

Previous winners: 1953 Wm. Rushlow; 1954 Harry Levinson;
1955 Stovy Brown; 1956 Larry Wheeler; 1957 Jules Kroeger.
The 1958 Champion, Howard Richards, of Toronto, Canada,
will defend his title.

SPECIAL AWARD: In order that the 1959 State
Champion will surely be a Maryland property owner,
one-half acre of land on the crest of Backbone
Mt. (elevation 3300') will be deeded immediately
after the races to the winning skipper, his or her
heirs, successors, and assigns in fee simple for-
ever. Texans, please take note!

W. R. (Dick) Decius, 1701 Parkline Dr., Pittsburgh 27, Pa.

SNIPES NEWS IN BRIEF

The Maryland State Championship has been a prominent regatta for a good many years, attracting sailors from far and wide. The Marylanders are perfect hosts, but now they find themselves in a spot similar to Kentuckians and the Derby -- they would love to see a local entry win the big event. In the last 6 years, Stovy Brown won the honor once, but "outsiders" have taken the cup the rest of the time and last year, to add insult to injury, a "foreigner" from Canada came down and showed them how to sail. So they are out for blood this year and they have devised a novel way to stop all these foolish insults. See their invitation for the big event on page 8 and get a laugh! The Pacific Coast lost one of their fine Snipers when Lee Thompson, Jr., and his bride moved to Lodi, Ohio. P. L. Y. C. 110 at Turkeyfoot Lake, Akron, will probably get another "hot" sailor in their fleet of 19 boats. With the addition of 3 new fiberglass hulls, a new plywood hull, and Lee, the fleet expects a banner year and Carl Zimmerman now goes around with a frown on his face -- or is it a pleased smile over the growth of the fleet? The Detroit News of April 16th carried a column on the formation of the new Snipe fleet at Windmille Pointe Y. C. Starting with 6 Snipes, they expect to pick up quite a few more in that area and anyone interested can get in touch with Fleet Captain Burton Eaton, 23440 Geoffrey Ct., Oak Park 37, Mich. It was grand publicity. . . . Dallas Fleet #1 had 10 boats turn out for their "Splash Day" the first week of April for the first race of the year and they expect a really nice fleet this year. All Texas fleets are making a big comeback with the return of water after the Big Drought. . . . A new fleet might be started at Grand Lake, Celina, Ohio, with encouragement from the energetic Indianapolis group. George Caw, 322 E. Fulton St., Celina, is the local man to contact. . . . Talk about growth! Young Fleet 433 at Cowan Lake, Ohio, now has 16 paid-up members and 5 more to come. Another fine harvest for the Indianapolis farmers. Seems like they like to come over into Ohio. More power to them! Fred Schenck's famous CHEQUENDEQUE (10101) took a long trip across the country and now is owned by the famous father and son team, Belford Russell and Belford, Jr., of Lake Chautauqua, N. Y. They were the only team at the Nationals last year who also sailed together when that event was held on the lake in 1949. . . . The Nassau Snipers were not able to attend the Bermuda Race Week for they wanted to stay home and help entertain the Duke of Edinburgh, whose visit there was a conflicting date. . . . Helmut Stauch, Pretoria, South Africa, writes, "I have had a busy sailing year in 1958, once more attending the European regattas in the F. D. That boat has been popular here since it was proclaimed the Olympic class. Yachting is limited here owing to limited water, but with the building of more inland dams, more people are becoming interested and little yacht clubs are springing up like mushrooms. (U. S. all over again. Ed.) I am often approached for advice and never fail to recommend the Snipe. It is quite likely that more Snipes will be built and we hope thus to increase our fleet. We will sail against our Portugese competitors at Lourenco Marques in July. I have hopes of making the World Championship Races." Fleet 440 at Tullahoma, Tennessee, had their 1st regatta last summer and surprised everyone with their fine sailing lake-- "One of the best I've ever seen. Preferable to Atlanta and Chattanooga. Has the makings of a sanctioned event and will greatly stimulate additional fleets in the TVA lake area." So says one of Gordon Randall's competitors! Good news, indeed! Eddie Williams thinks the new 1 1/4" splash rubrails are terrific and that they improve the boat wonderfully in heavy seas. . . . Elmer Ellsworth, 1909 Greenwood Dr., San Carlos, Cal., would like to reinstate Fleet 317 at the Sequoia Y. C., Redwood City. Although there are still 9 Snipes around, he anticipates trouble in getting them organized and needs help. . . . It has been established that the European Championship of 1960 will be held in Landskrona in Sweden and in 1962, the regatta will be in Spain at Palma di Maiorca. Italy has made a bid for the 1963 World Championship, but, so far, the 1961 date is open for invitations. There is some talk of the United States being interested, but nothing definite has come of the rumor. Argentina has requested the Western Hemisphere Races for 1960 and decision will be made in August in Oklahoma.

ULMER SAILS WIN AGAIN!



Bernard Hayward, 1958 Western Hemisphere Champion, leading Eugene Simmons, 1956 Champion, both using Ulmer sails.

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TERRY WHITTEMORE

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Comm. Harold Griffith Trophy

Heinzerling Trophy—2nd Place

RAY KAUFMAN

Wells Trophy

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Bells Wanderings by Ted Wells

CITRUS CIRCUIT COMMENTARIES

The Midwinter International Regatta at Clearwater, Florida, is always a very interesting one. The skippers from Yankee territory haven't sailed for months, and the lake skippers have had no experience with heavy chop, waves, and tides since they were in Clearwater the year before. They are about to find out how much they have forgotten -- and against top-notch competition, too!

A permanent alibi has been established for lake sailors at Clearwater in the new edition of SCIENTIFIC SAILBOAT RACING on pages 177 and 178 of Part IV where the problems of developing and keeping the necessary techniques are discussed. SSBR also makes a statement that, in one-design classes, there is not enough difference between maximum and minimum permissible hull dimensions so that there can be any significant difference between boat performances. Quite a few people don't agree with this statement, so I decided to really stick my neck out and take to Clearwater my fiberglass boat and the English aluminum mast with spreaders.

Some years ago, there was much controversy over the performance of Mills hulls as compared to that of Varalyay hulls, the Mills hull taking full advantage of all tolerances (including some stem dimensions that weren't supposed to be tolerances) to make the water line as long and as flat as possible, with the chines as wide and low as possible. The Varalyay is extremely close to the nominal dimensions, the only deviations being that the chines were, in some cases, higher and narrower than nominal, and the offsets to the stem gave slightly less water line length than nominal, because the sheer line was raised, thereby shifting the measurement stations forward after the boat had originally been lofted, using the exact median of all dimensions. The early Mills hulls also had a large radius on cross sections of the stem, giving large volume forward -- a feature used on some boats built in Tulsa in 1939 to make the side planks easier to put on. These Tulsa boats, in the hands of John Hayward and Bill Green, won lots of races. There was much screaming to the effect that this was because of the cross section of the bow, so Bill Crosby set a one inch radius as the maximum and the boats were rebuilt. Unfortunately, this dimension was not put on the drawing, so Mills got caught the same way on his early boats. Also, there was a lot of screaming about the depth of the bow and the long waterline length of the Mills hulls, so additional restricting dimensions were added effective on #9800 and after.

Currently, there is, in some parts of the United States, some very heated discussion on the relative merits of the fiberglass hull compared to others. From the standpoint of hull lines, all dimensions on the fiberglass hull are nominal, except that the 9" dimension to the keel 15 3/4" aft of the stem head is minimum to give maximum waterline length, and the radius of cross sections of the bow are about half way between those of a Varalyay and a Mills. Also, since the original master mockup for the fiberglass hulls was made of plywood, the curvature of cross sections about half way back to Station 1 is slightly convex on the bottom instead of concave as on planked hulls, and slightly more convex on the sides than planked hulls. In the Middlewest, fiberglass hulls have won enough regattas so that there is no controversy concerning their performance on lakes in anything from a drifting match to a 35 mph wind -- but no fiberglass hull has ever won a race where there was chop or large waves.

I have raced both my fiberglass hull (the third one built #10025) and my Varalyay (#6025) enough to convince myself that they are identical as to hull performance. 10025 has a Danish centerboard which is neither very sharp nor very staright and the rudder is not as sharp as it should be, which

puts it at a slight disadvantage. It doesn't have the cockpit edges dropped down on a radius as on 6025, which is why I generally use 6025 in regattas. I have raced 6025 against many Mills boats and have sailed borrowed Mills boats a few times. It is my opinion, based on this experience, that, especially on the older Mills boats prior to 9800, in the range of wind velocities one-half mile per hour either way from about 16 mph, the Mills will plane or surfboard better on a broad reach. Above this velocity, other hulls will reach just as fast, and in very light winds, maybe a little faster. To windward, I don't think there are any conditions in which they are superior. It should be recognized also that Francis Seavy and Clark King could take a barn door and beat most of us in waves.

After sailing the whole Citrus Circuit - Miami, Clearwater, and Mt. Dora - my conclusions have not changed. Whether I convinced anyone else remains to be seen, but here's the evidence, Anyway.

Winning the 2nd race at Miami and the 3rd race at Mt. Dora didn't prove anything, as the winds were light and there was no chop, even in Miami. Winning the first two races at Clearwater, where the wind was moderate (10-12 mph) and toward the shore, with quite a heavy chop, added proof to the old adage that the best way to win races is to get a good start and steadily improve your position -- and that 10025, at least, had not heard that a fiberglass hull would not go in heavy chop.

The 3rd race in Clearwater was perfect Mills weather; a 15-17 MPH wind and fairly good-sized waves. On the first beat, when going from starboard to port tack to lay the mark, it would have been questionable whether we would clear Basil Kelly or would go behind him, but the question became academic when my life preserver got tangled in the main sheet as we came about, and everything fell apart. Fortunately for me, Francis Seavy created a traffic jam at the windward mark by getting hung up on it, thereby letting me pass all the boats that had passed me and get back into second place, but just barely. The reach was just right for the Mills boats. It was also just on the lower limit of wave size and wind velocity for "boching" to be effective, and one Varalyay passed me this way. (I'm still afraid someone will protest me on "boching", but I guess I might as well start doing it, as everyone else does.)

On the second windward leg, our lummy muscles gave out, so we didn't catch any of the boats ahead of us, but we didn't lose any, either. Just at the finish, another Mills surfboarded when we didn't, which made three of them that had gotten us on the reaches. This does not, in my opinion, condemn the fiberglass hull. The conditions were perfect for the Mills; the Varalyay crew was "boching" (I don't remember about the Mills crew) and this particular wind and wave combination has always given me trouble at Clearwater (for alibi see next to last paragraph, page 178, Part IV, SSBR -- Advt.).

The fourth and fifth races at Clearwater were on Friday the 13th and I should have stayed in bed. The wind was light and there was no chop, but there was a heavy ground swell and a strong tide which makes it seem like you are sailing uphill - conditions which magnify the evils of pinching and the benefits of footing. Conditions which I love, and I should have gone like crazy! I did, but in the wrong sense - starting by being over the line early on the leeward end. This in itself wasn't bad; it has happened many times, and all you do is jibe, cross behind the line early on the leeward end. This in itself wasn't bad; it has happened many times, and all you do is jibe, cross behind the fleet, and generally come out beautifully. Then the roof started falling in! Being obsessed with the desirability of taking a starboard tack early because the wind was shifting that way, I went back on starboard and joined the parade. The parade ended where Bud Hook was still hung up on the mark at the end of the starting line after an unsuccessful effort to wish his way around it. I got out of the mess with only Bud behind me. I wasn't pushing the panic button - I was impaled upon it! I sailed that race like a complete idiot and the next one not much better.

Unfortunately, you can't build brains into any hull - Mills, Varalyay, or fiberglass. Incidentally, Eddie Williams did an outstanding job of getting just the right combination of sail trim and course on the last beat of the last race. He went off

(Continued top of Page 11)

(WELLS WANDERINGS from Page 10)

and left Terry Whittemore and me like an A scow after rounding the leeward mark in 4th place. And to think that highest on my list of New Year's resolutions were to quit doing stupid things in races because of pushing too hard and to quit sailing into flat spots that were private. I did the latter in Miami and got a fourth in the regatta; I did the former in Clearwater and got a third; I did neither at Mt. Dora and got a first. Believe me, if there were a way to build a hull which would take care of any or all of the skipper's deficiencies, I'd have one by now!

Comments from the Rules Committee

The aluminum mast made by Ian Proctor in England and imported by George O'Day Associates was given provisional approval a year ago, subject to testing. The section presently listed in the Rule Book and Measurement Data Sheet is approved with spreaders. It must not be used without them

There is also a new, larger Proctor section which may be used without spreaders. The weight of these two masts is in the same range as presently used wood masts (20 to 24 lbs.) and the costs are comparable, FOB Boston.

These masts can be purchased with winches, and they are sealed so they will float. The spruce plug currently used on the butt of the mast gets beaten up quickly and should be cut off flush with the metal mast tube and a maple plug glued on or preferably, a maple or similar hard plug should be furnished.

Comments on the new future tolerances indicate some concern on the part of some home builders who fear they may not be able to keep within such narrow restrictions. Professionally built boats may be easily held within these tolerances, and home builders should not have trouble if they try to hit the middle of the tolerances, and not try to jiggle them. The slope of the transom has always caused home builders trouble, and these tolerances were not reduced.

Sheer width tolerances may turn out to be bothersome. All fiberglass boats are already held to sheer width tolerances closer than the new ones. Also, all Varalyay hulls and hulls built by others in the past will meet the new tolerances unless an effort was made to use the tolerances to make what they hoped would be a faster boat.

Boats built prior to adoption of the new tolerances will, of course, remain legal for racing except in the Olympics, and with some possible future limitations on use in World and Hemisphere Championships.

The minimum weight of the anchor has been reduced from 4 1/2 lbs. to 3 1/2 lbs., as there are very capable anchors of that weight now on the market which hold as well or better than the heavier anchor. Of course, you can carry a heavier anchor and as much line as you think necessary for your local waters and sailing conditions.

(THE COMMODORE SAYS from Page 4)

of the fleet to notice the novices and help them improve. It is no thrill to beat someone with an inferior boat or one who lacks sailing skill. "The more the merrier" is an old expression which could well be applied to good skippers in a Snipe fleet.

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

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FOR SALE: Snipe #11559 built by Al Kroeger. Guy Roberts sails; plywood hull covered with fiberglass and painted with epoxy coating; mahogany deck; Racelite fittings. 6 months old in perfect condition for only \$1100.00. Trailer included. Jerry Guardiola, 3155 Ponce de Leon, Coral Gables, Florida.

EXCELLENT OPPORTUNITY — We are offering you the last of our Snipe inventory at half the original price: White Egyptian cotton racing sails, medium weight, \$75.00. Mast and boom including stainless wire halyards, stainless steel stays and tangs, \$65.00. Botved Boats, 767 High Ridge Rd., Stamford, Conn.

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Geves Kenny says, "The results from my ad were wonderful! I got calls from Vermont, North Carolina, Atlanta, 2 from Cincinnati, and 4 from Michigan. I sold the boat in 24 hours, and could have sold 5 more." Ham Johnson had the same experience.

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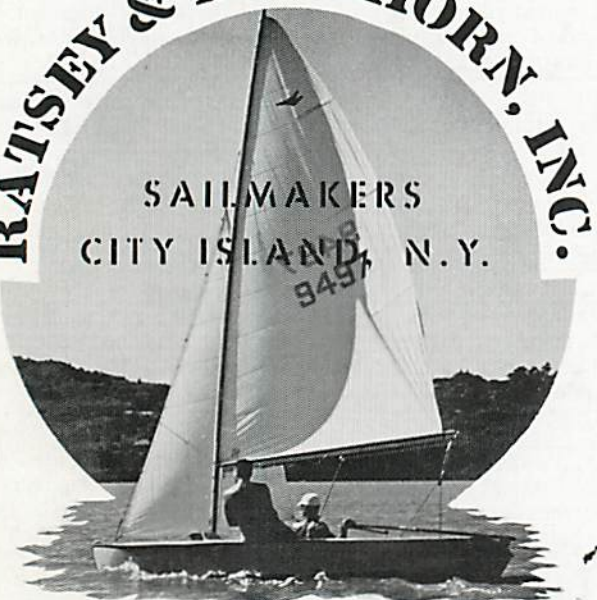
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— SANCTIONED RACE DATES —

- May 30-31 CHEROKEE Y. C. Memorial Day Regatta, Grand Lake, Okla. Sponsored by Tulsa Fleet 68. Charles H. Froeb, 324 Enterprise Bldg., Tulsa, Okla.
- May 30-31 IVY INVITATIONAL INTER-DISTRICT Championship, Illinois River. Dan Wesselhoft, 5419 Sherwood, Peoria, Illinois.
- June 6-7 FORT WORTH, TEXAS
- June 13-14 OKLAHOMA CITY Regatta, Lake Hefner. Ed Kahoe, 4521 N. Prospect, Oklahoma City, Okla.
- June 20-21 GOVERNOR'S CUP Regatta, Kerr Lake, N. C. Carolina Sailing Club, Dr. 109, Henderson, N. C.
- June 21-22 OHIO STATE Championship, Cowan Lake, O. Tom Mooney, 3678 Clifton, Cincinnati, Ohio.
- June 27-28 LONG ISLAND Championship, Sea Cliff S. F., Manhasset Bay. Barse Miller, 190 Bayview Rd., Manhasset, New York
- June 27-28 NEW YORK STATE OPEN Championship, Onondaga Lake. Jack Cummings, 31 North St., Marcellus, New York.
- June 27-28 MIDWESTERN CHAMPIONSHIP, Santa Fe Lake. Ted A. Wells, 755 Edgewater Rd., Wichita, Kans.
- June 27-28 PACIFIC COAST Championships, Sausalito, Cal.
- July 4-5 CHESAPEAKE BAY Championship, Middle River, Maryland. Gary Evans, Rt. 1, Box 85A, Hanover, Md.
- July 3-4-5 9th ANNUAL MISSOURI VALLEY Invitational Regatta, Lake Manawa, Iowa. Floyd Hughes, Jr., 344 Kenmore, Council Bluffs, Iowa. DISTRICT #2 Championship Series.
- July 11-12 ABILENE, Texas
- July 11-12 WINCHESTER B. C. Invitational Regatta, Mystic Lake, Mass. C. A. Brown, 3 Apache Tr., Arlington, Mass.
- July 11-12 MICHIGAN STATE Championship, Reeds Lake, Mich. Rowland L. Hall, 1017 E. Santa Cruz, E. Grand Rapids, R. L. Hall, 1017 E. Santa Cruz, E. Grand Rapids, Mich.
- July 18-19 DISTRICT #1 Championship, Lake Quassapaug, Conn. Terry Whittemore, 327 Church St., Naugatuck, Conn.
- July 18-19 HEART OF AMERICA Regatta, Lake Quivira, Kansas. Kent Boyd, Lake Quivira, R. R. 2, Kansas City 6, Kans.
- July 18-19 GREEN LAKE Invitational Regatta, Green Lake, Wis. Betty Zeratsky, Inlet Rd., Green Lake, Wisconsin.
- July 25-26 COLSON SERIES, Sayville, Long Island, N. Y. Harold Berberian, 74 Oakwood Ave., Bayport, N. Y.
- July 25-26 MARYLAND STATE Championship, Deep Creek, Md. W. C. Decius, 1701 Parkline Dr., Pissburgh 27, Pa.
- July 31-Aug. 8 U. S. NATIONAL Championships. JUNIOR Series starts July 31; CROSBY starts August 2. Lake Ft. Gibson, Sequoyah State Park, Oklahoma.
- Aug. 15-16 BRIODY Trophy, Lake Ontario, N. Y., Brockport Y. C. P. J. Lawrence, 121 Coleman Ave., Spencer Port, N. Y.
- Aug. 15-16 SHEEPSHEAD BAY Invitational Regatta, Sheepshead Bay, N. Y. Henry Berkowitz, 3069 W. 2nd. St., Brooklyn, New York.
- Aug. 20-22 DISTRICT #3 Championships, Lake Michigan, Jackson Park, Chicago.
- Aug. 22-23 DENVER, Colorado.
- Aug. 23 TULLAHOMA, Tennessee
- Aug. 29 PAN-AMERICAN GAMES, Chicago, Illinois.
- Aug. 29-30 LONG ISLAND SOUND Individual Championship, Westport, Conn. Peter G. Knight, Keyser Road, Westport, Connecticut.
- Sept. 5-6-7 SOUTHWESTERN Regatta, White Rock S. C. & Corinthian S. C. Bill Wheeler, 10226 Estacado, Dallas 28, Texas.
- Sept. 6-7 MIDDLE STATES Championship, Lake Springfield, Ill. Carl Carter, Jr., 833 Glenwood, Springfield, Ill.
- Sept. 6 COLUMBUS, Georgia.
- Sept. 9-13 MANHASSET BAY Race Week, Manhasset Bay, N. Y. The Week-end Series will be Sept. 12-13. Barse Miller, 190 Bayview Rd., Manhasset Bay, New York.
- Sept. 19-20 LAKE LOTAWANA, Missouri.
- Sept. 26-27 PRESIDENT'S CUP Regatta, Potomac River, Washington, D. C. Bruce Wetmore, 4420 44th St. NW, Washington, D. C.