



Snipe

BULLETIN

May 1960

Vol. IX 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

Winston Cooney loaned his Snipe 11701 to former Snipe National Champion Ralph Heinzerling (1942) and crewed for him in a Manhasset Bay Fleet 259 race on Long Island Sound. Approaching the first mark, they got a little puff which carried them ahead of North Atlantic Governor Ray Kaufman and his wife, Paula, in 11291. This photo, taken by Ted Cronyn, well illustrates vagaries of wind.

— THE SCORE —

Numbered SNIPES — 12456

Chartered Fleets — 502

Snipe registrations for new boats are published about every other month and in April we bragged about 155 numbers in two months. But the addition of 108 new Snipes in one month's time breaks all previous records, so we punch the adding machine again. Looks like SCIRA is getting its fair share of the booming boat business. In the words of the New York Times, "The sky is blue. The water calm. The course clearly marked. The goal for 1960? A pot of gold worth \$3,000,000,000. Who would have thought 10 years ago that so much money would be spent on boating? Who would have thought that 40,000,000 men, women, and children would be boat fans today? Who would have thought that in 3 years the National Motor Boat Show would make the walls of the New York Coliseum bulge? Whatever it is that's making fervent boatmen out of Joe and Sam (and their wives) — it's wonderful!"

6 new fleets have been chartered in the same 30 days. Jim Burruss' hopes (as announced in the March BULLETIN) materialized and he got 5 Snipes organized into the Jacomo Fleet 497 with headquarters on the big new Jocomo Lake near Kansas City, Missouri. The Quivira and Lotawana Fleets can now stage a real Missouri "Show Me" regatta.

Capt. Vieri Lasinio made an annual report and proudly requested charters for 4 new Italian fleets. So Charter 498 went to Como; 499 to Lago D'Iseo; 500 to Priaruggia; and 501 to San Siro. That makes 33 active fleets in his country and he reports interest and activity are higher than ever.

SCIRA has never had many organized groups in Minnesota, but now we have the Blue Heron Fleet organized by Dr. R. W. Lowry, Jr., of 319 - 11th St., Worthington, Minnesota, with Charter 502 issued April 26th. 6 new Snipes all exactly alike were constructed over the winter, made of plywood and covered with fiberglass to bring them up to weight. The owners are well satisfied and eager to go, so some new and welcome faces may be seen in area regattas this summer. Welcome aboard, Mates!

Will Snipe be in the 1964 Olympic Games? —

During the past year, and especially since recognition of Snipe as an International Class by the International Yacht Racing Union, a question uppermost in the minds of Snipers all over the world is, "What are the chances of Snipe being chosen for the 1964 Olympic Games?"

For years, SCIRA has endeavored to obtain that goal and this

year renewed efforts will be made to get the coveted honor. The mechanism is still the same as described in the MARCH 1957 BULLETIN. Briefly, in review, it is: Selection is made by the IYRU and is determined by votes from National Delegates, divided as follows: U. S. A., Canada, France, Spain-Portugal, Italy, Low Countries, South America, Russia, and the President of the IYRU have one vote each, while Great Britain, Central Europe, East Europe, and Scandinavia have 2 votes apiece. This adds up to 17 votes and the majority rules. After the choice narrows down to two classes, the votes of the United States and Canada are given to the class numerically larger (hence, activity in that country).

Amateur politicians can figure out the possible favorable votes and it looks from first glimpse that Snipe's chances are more favorable than ever. But time alone will tell — the decision will be made in Naples this summer.

SCIRA has recently joined the United States International Sailing Association. Founded last year, the Association is composed mainly of individuals interested in American yachting and is dedicated to the promotion of international racing and especially to sponsoring better teams for big events like the Olympics. The American International Dragon Association is the only other U. S. Class (beside the International Snipe Class) so far enrolled. Since many Snipers will be competing in Olympic tryout competition this summer, SCIRA is eager to support such activity, which redounds to all sailing in general.

In the meantime, international SCIRA officers urge all National Secretaries to contact their local Olympic and IYRU representatives and give them first hand the story of Snipe and the arguments in favor of the boat. All other organized Snipe groups or individuals who are in a position to do so, are strongly urged to publicize Snipe and make their desires and requests known to those in authority. Other than that, there is little we can do — but we should not neglect that little!

Why Old Boats Have Value

A recent request for transfer to a new owner brought out a measurement data sheet dated in 1937. It was for a Snipe built by Dunphy of Wisconsin and sold complete with rigging for \$183.00 new. The new owner did not say what he paid for it, but the occasion provoked many thoughts on the value of boats resulting from the existence of a good class organization and the observance of basic restrictive rules over the years. The new skipper expects to race the boat actively, as it is in good condition and eligible to compete, and he may win some races, too!

Checking back over some old publications, an article by Bill Crosby, designer of Snipe and founder of SCIRA, popped up and it is worth reprinting. He said then:

"SCIRA is composed of people in all walks of life who have built or bought Snipes made to plans. The Association is a non-profit organization composed of owners of Snipes and it is by supporting this Association that you may be assured that your Snipe will be able to compete with other Snipes.

Without a governing Association it would not be long before builders and some owners would be changing and modifying their Snipes, adding keels, changing the length, changing the construction, adding more sail area, and doing other things that would make your boat obsolete. The main purpose of the Association is to prevent that sort of thing and to assure you that your boat will stay in "style." We will never make any changes in the restrictions or rules that would make any of the existing Snipes unable to compete with any "improved" Snipe.

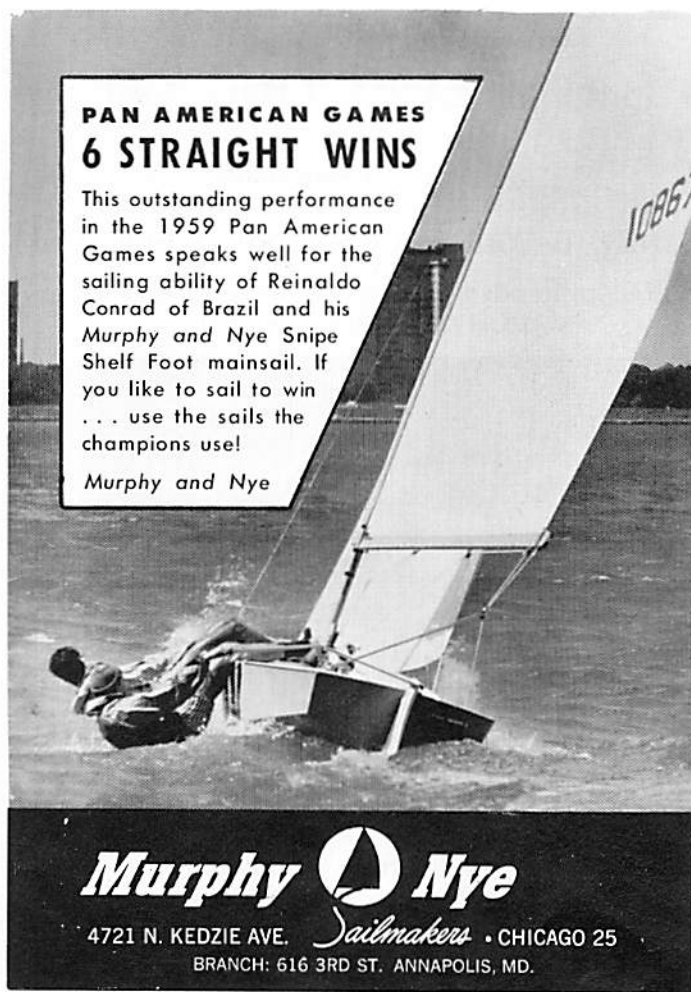
When you add your little bit to SCIRA, you are in reality protecting the money that you put into your Snipe, for a good Snipe, kept in good condition and no dry-rot, will nearly always bring almost as much as you paid for it no matter how old it is, especially if it has any kind of a favorable record. Boats that are 13 or 14 years old are commanding good prices even today. The average Snipe sells from \$200 to \$900 depending on record, weight, etc. Without rules and restrictions, it might have no money value at all." (Written in 1950).

Considering that your Snipe is always a good financial asset and counting the many happy hours of racing and sailing which it has afforded over many years, how can you resist sitting down right now and writing a check for your 1960 dues?

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This outstanding performance in the 1959 Pan American Games speaks well for the sailing ability of Reinaldo Conrad of Brazil and his *Murphy and Nye Snipe* Shelf Foot mainsail. If you like to sail to win . . . use the sails the champions use!

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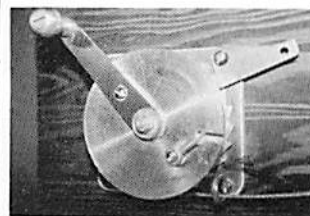
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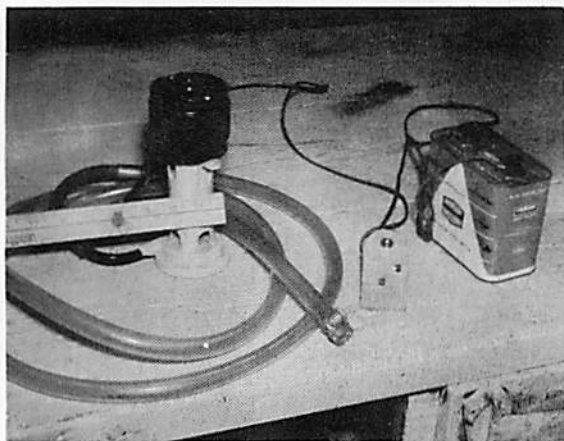
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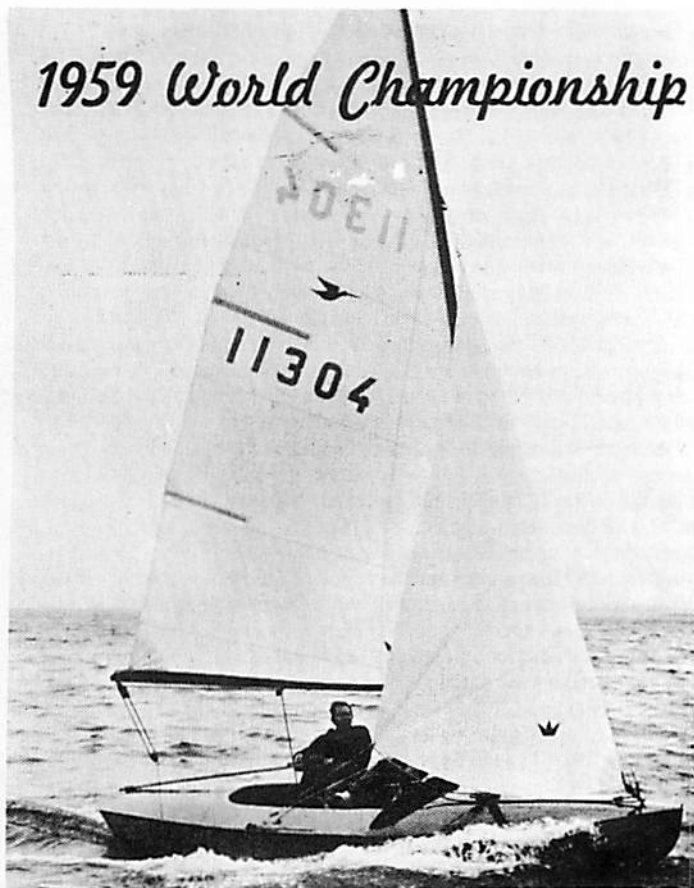
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— Every Sailor Needs It — SCIENTIFIC SAILBOAT RACING — by Ted Wells —

The "SNIPER'S BIBLE" has very recently been thoroughly revised, completely reset, and enlarged by some 20% of new material. This new edition includes all the fruits of Ted's experience since he wrote the first one, a matter of an additional eight years of mighty rewarding sailing.

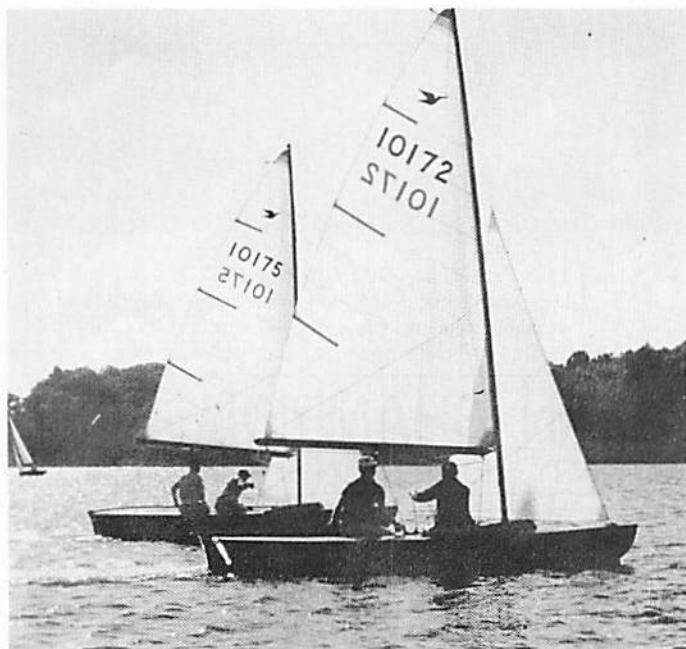
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HARRY LEVINSON REGAINS INDIANA STATE TITLE

HOOSIERS HAVE MOST SUCCESSFUL REGATTA — JERRY THOMPSON SECOND



A LONG STARTING LINE, BUT A GOOD ONE - Notice how boats are evenly spaced on both ends of the line.



LEVINSON, CROSSING THE FINISH LINE IN 10172, BARELY NOSES OUT CARL ZIMMERMAN IN THE SECOND RACE.

The growth and rise of Indianapolis Fleet 409 has been sensational. Starting with 3 or 4 boats back in 1954, the fleet is now the second largest in the U.S. (maybe first in 1960!). But sailing still creates a lot of local interest and when the Indiana State Championship was held there last Fall, the Indianapolis Star gave them much space on the sport pages. Said Reporter Bob Williams:

"Land-locked Indianapolis is smitten with the boating bug, mates! Five years ago none of us got much closer than the newsreel to a sailboat race. But now membership in the Indianapolis Sailing Club numbers almost 300 families.

In sailboat racing, they all go at the same speed theoretically, but some travel slower than others and the skipper's touch makes the big difference. You must make fewer mistakes than anyone else in order to win. . . . Sometimes you move a sail only an inch or two and it means the difference between winning a 6-mile race or losing it. . . . It is a fascinating sport to say the least, learning to follow a zig zag path into the wind much of the time and to hold a steady seat when it's calm.

Before one of the races at Geist, the starter's gun sounded and nothing happened. "Why don't they take off?" a fisherman in a power boat wanted to know. They couldn't! They had no wind."

In such an atmosphere (shades of Larchmont!), 52 sailors descended on 1000-acre Geist Reservoir from 7 different states and Canada. The host fleet provided half of them and veterans Sam and Woody Norwood from Atlanta, Jerry Thompson from California, Howie Richards from Ontario, Canada, National Champion Dick Tillman from Florida, as well as many good



KEEN COMPETITION - When boats are bunched as close as these, a slight mistake can prove costly.

skippers from throughout District 3 were there.

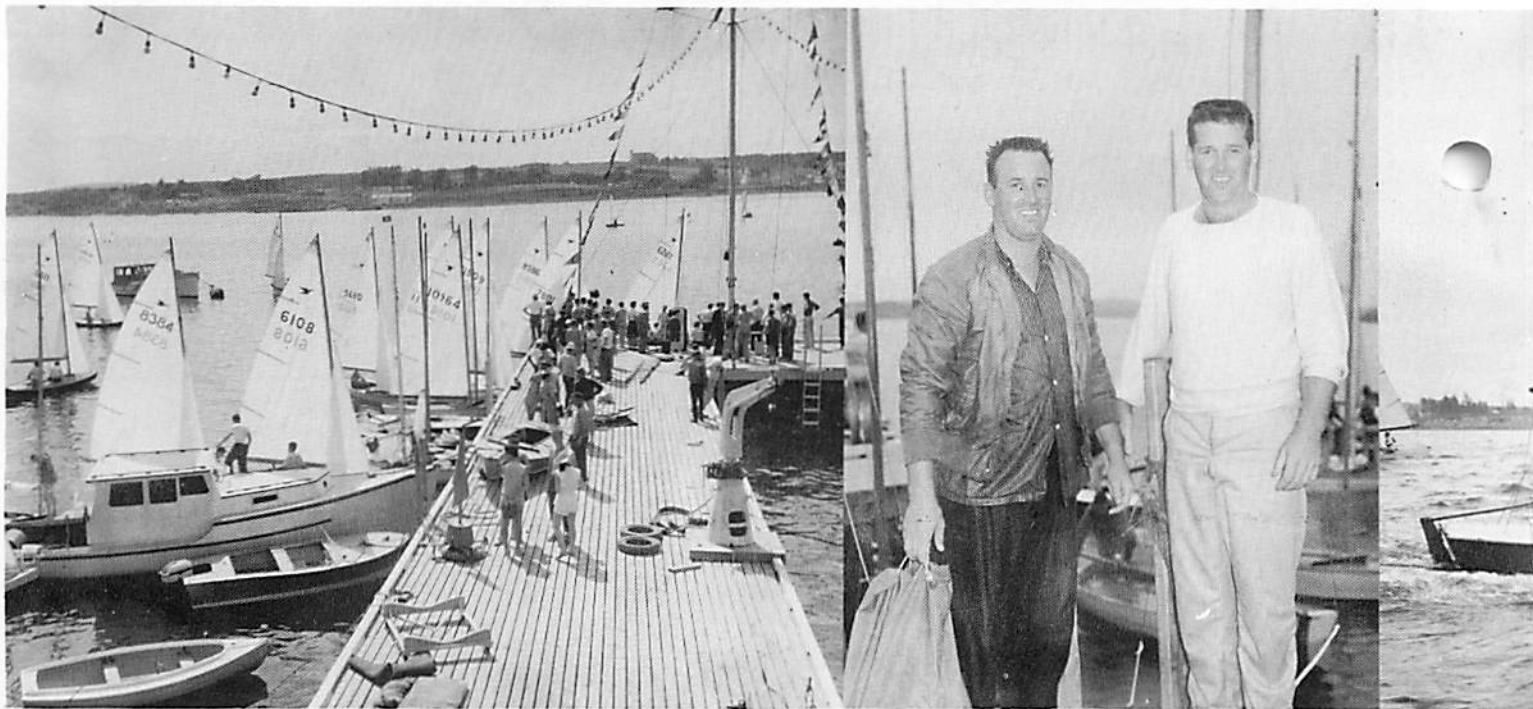
The entries were divided into 4 fleets with each sailing against the other in three races. Light winds from 5-12 mph blew the length of the reservoir, providing long beats and a variety of courses.

Harry Levinson became the first two-time winner of the Eli Lilly Trophy in competition that was extremely close, as a quick glance at the scores will show. Carl Zimmerman was caught by a late shift in the final race, without which he would have ended up second at least. John Call, Sr., and Tim Scanlon experienced the same misfortune -- only more so! One bad tack often meant 5 to 10 positions, so closely were the boats bunched.

This year there will be some more good sailing, so come one, come all!

INDIANA STATE CHAMPIONSHIP Sept. 12-13, 1959

Fin.	SKIPPER	CLUB	RACES	1	2	3	POINTS
(Top 24 scores of 52 entries)							
1.	Levinson, H. -	I.S.C.	1-1-3				4,644
2.	Thompson, J. -	Alamitos, Cal.	5-1-2				4,417
3.	Lockwood, N. -	I.S.C.	4-6-2				4,115
4.	Zimmerman, C. -	Akron	3-2-8				4,054
5.	Zent, P. -	I.S.C.	2-7-4				4,046
6.	Scanlon, T. -	I.S.C.	2-3-9				3,989
7.	Frahm, R. -	Grand Rapids	7-6-1				3,981
8.	Thede, D. -	do.	4-2-8				3,979
9.	Richter, J. -	I.S.C.	3-4-7				3,969
10.	Call, Jr. -	do.	6-5-4				3,890
11.	Call, Sr. -	do.	1-3-12				3,885
12.	Tillman, R. -	Wawasee	5-5-7				3,748
13.	Thompson, L. -	Akron	8-9-1				3,713
14.	Suesz -	Cowan L.	8-10-9				3,074
15.	Forbes -	I.S.C.	11-13-5				2,980
16.	Norwood, S. -	Atlanta	12-16-3				2,910
17.	Head, T. -	Peoria	11-9-10				2,885
18.	Hayes, R. -	I.S.C.	12-14-5				2,866
19.	Richards, H. -	Oakville, Can.	9-12-10				2,826
20.	Heckel, T. -	I.S.C.	9-11-11				2,824
21.	Payne, R. -	do.	10-7-17				2,693
22.	Wheeler, L. -	Akron	14-8-12				2,659
23.	Krieg, W. -	I.S.C.	6-4-DNS				2,594
24.	Schoenberger -	Cowan	13-12-11				2,525



SCENE OF THE RACES - Dock at Royal Cape Breton Yacht Club

— Photos by Abbass Studios of Sydney
 — Article by Steve Astephen

THE CHAMPS - BUT DRENCHED! Don (rt) and Dale didn't get a chance to celebrate until they were dunked into the water. It was wet, but the brothers show a championship smile.

WINNERS OF THE 10100 got both trophies and represented

DON SCARFE KEEPS CANADIAN CHAMPIONSHIP

WINNER THREE TIMES IN A ROW — HARRY HENDERSON RUNNER-UP AGAIN

The last week in July is the BIG week for Canadian Snipers, for then it is that the Dominion Championship Races are held. Three main events - Nova Scotia, Maritime Province, and the Dominion of Canada Championship - are held in succession and in 1959 the Royal Cape Breton Yacht Club was host with races held on Sydney Harbor, starting with the Provincial and ending with the Dominion late in the week. Sid Forsey of Armdale defended his Nova Scotia title; Ina Sullivan of Armdale was the Maritime defender; while the Scarfe brothers of Armdale hoped to keep the Dominion crown. Following are short accounts of each event:

PROVINCIAL RACES—MacDonald Trophy

Harry Henderson and his crew, John MacLeod, sailing out of Dobson Y. C. of Westmount, retained his Nova Scotia Snipe Championship for Cape Breton crown in a series of races held on Sydney Harbor. His 4486 points out of a possible 4800 edged out his club-mate, Dr. Raymond Kennedy. The title was won last year by Sid Forsey of the Northern Y. C. at Halifax.

Henderson won by his consistency. The team was never worse than 3rd in the 3 legs of the regatta for a 2-3-2 record. Although the weather conditions were not bad, everything was not peaceful. Rear Commodore Dr. Gerry Giovanetti of the Royal Cape Breton YC and his son tipped over and after about an half hour in the water, were picked up by the Royal Canadian Mounted Police Patrol boat. Just about the same time, Steve Astephen and crew went aground on the Eastmount shore, but neither boat suffered serious damage. In the final race, 17-year old David Bowring of the Bowring BC suffered slight damage.

The first race was won by Don Scarfe of Halifax; the 2nd by Howard Richards of Ontario; and the 3rd by Dr. Kennedy of Dobson YC of Cape Breton, so the regatta was truly representative of a national championship.

FINAL RESULTS OF PROVINCIAL RACES (top 10 out of 28)

SKIPPER	CLUB	RACES	1	2	3	POINTS	FIN.
H. Henderson	Dobson Y.C.	2	3	2	4	4486	1
Dr. Ray Kennedy	Dobson Y.C.	5	2	1	4	4417	2
H. Richards	Oakville S.C.	8	1	3	4	4138	3

J. Sullivan	Armdale Y.C.	12	5	5	3433	4
I. Sullivan	Armdale Y.C.	7	12	4	3366	5
P.D. Bowring	Bowring S.C.	3	7	18	3129	6
C. White	Royal Cape Breton	4	9	14	3122	7
T. Storey	Shediac Bay Y.C.	6	15	7	3067	8
D.M. Bowring	Bowring S.C.	9	16	6	2874	9
S. Forsey	Northern Y.C.	15	6	13	2685	10

MARITIME SERIES—Maritime Trophy

In the second event of the week, Harry Henderson won his 2nd Trophy and it began to look like Old Henderson Week. This time he edged out Ina Sullivan of Armdale.

Once again it was his consistency that paid off in the final leg and brought his 2nd title in two days. He had to battle back in the 3rd race, for Sullivan entered it with a 2-1 record to his 3-2 position. Harry finished 6th, but Sullivan dropped back to 9th and the difference in points told the story. The Scarfe brothers, field favorites, won the first race but were unable to start in the last race as they had broken a spar in the 2nd one and could not get repairs completed in time to enter. Tom and John Storey of Shediac Bay YC of New Brunswick won this last race and they placed 3rd in the final total. These two young fellows will bear watching in the coming years.

FINAL RESULTS - MARITIME RACES (top 14 out of 25)

SKIPPER	CLUB	RACES	1	2	3	POINTS	FIN.
H. Henderson	Dobson Y.C.	3	2	6	4	4190	1
I. Sullivan	Armdale Y.C.	2	1	9	4	4144	2
T. Storey	Shediac Bay Y.C.	8	3	1	4	4133	3
Dr. Kennedy	Dobson Y.C.	5	4	7	3	3821	4
J. Sullivan	Armdale Y.C.	4	11	5	3	3565	5
A. Rooney	Dobson Y.C.	7	5	8	3	3541	6
C. White	Royal Cape Breton	13	7	2	3	3461	7
D. MacKenzie	Royal Cape Breton	6	8	11	3	3214	8
C. Flemming	Armdale Y.C.	11	6	10	3	3086	9
S. Forsey	Northern Y.C.	12	12	4	3	3051	10
H. Richards	Oakville S.C.	9	20	3	3	2909	11
P.D. Bowring	Bowring S.C.	10	13	18	2	2274	12
S. Astephen	Northern Y.C.	14	9	19	2	2237	13
D.M. Bowring	Bowring S.C.	27	10	12	2	2227	14



TWO TROPHIES - Harry Henderson's Nova Scotia and the Maritime Yacht Club team has won many local honors and is a champion of Canada in the Western Hemispheres.



NEWFOUNDLAND SAILORS- P. D. Bowring of the Bowring Sailing Club Fleet 441 at St. John's takes down his sails. Crew Jack Hillyard is rolling them up.



THE YOUNG AND OLD - Skipper Walter MacKinlay of Dobson talks with 17-year old Tom Storey of Shediac Bay. Walter is over 75 and still going strong. 14th out of 23!

DOMINION CHAMPIONSHIPS-Leckie Trophy

A brother combination, Don "Duck" and Dave Scarfe, won another Canadian Snipe racing championship for the Armdale Yacht Club of Halifax. The Scarfes had to battle against strict competition to defend their title.

When the last race started, the Scarfes were all tied in points with Harry Henderson and his crew, John MacLeod of the Dobson Yacht Club. If Henderson had come through with the margin in the last race, it would have made him a triple champion. Earlier in the week he had won the Nova Scotia and the Maritime Trophies. The finish of the Dominion championship was a carbon copy of last year's races in that the Scarfes won then with Henderson the runner-up.

When the Snipes hit the water for the 3rd and last race, it was strictly Don Scarfe versus Harry Henderson. Each had 2nd and 3rd places from the two previous races, for Ina Sullivan of Armdale had won the 1st one while Art Tooney of Dobson took the 2nd one. And in the last race, Howie Richards of Oakville S. C. was in first position, so it was a matter of which one of the leaders was ahead of the other one. The racing throughout was keen and as many as 6 boats bunched up on the finish line. It was the old story, a pack of Cape Breton boats trying to cover Scarfe while the boys from Halifax were on top of Harry. When it was over, Scarfe had a 5th and Henderson a 7th, and that was the story.

FINAL RESULTS of CANADIAN CHAMPIONSHIP (top 15 out of 23)

SKIPPER	CLUB	RACES	1	2	3	POINTS	FIN.
D.Scarfe	Armdale Y.C.	1	2	3	4	261	1
H.Henderson	Dobson Y.C.	2	3	7	4	121	2
H.Richards	Oakville S.C.	4	9	1	3	993	3
C.White	Royal Cape Breton	6	7	3	3	825	4
S.Forsey	Northern Y.C.	5	5	6	3	817	5
I.Sullivan	Armdale Y.C.	1	6	13	3	609	6
A.Rooney	Dobson Y.C.	12	1	8	3	503	7
B.Dauphinee	Armdale Y.C.	7	10	4	3	486	8
C.Flemming	Armdale Y.C.	8	4	9	3	482	9
Dr.R.Kennedy	Dobson Y.C.	9	14	2	3	274	10
T.Storey	Shediac Bay Y.C.	11	8	11	3	289	11
S.Astephen	Northern Y.C.	13	15	10	3	2421	12
D.M.Bowring	Bowring S.C.	10	16	15	2	262	13
W.MacKinlay	Dobson Y.C.	21	11	12	2	2141	14
M.Myers	Bras D'Or Y.C.	17	12	17	1	1993	15



SHEDIAC BAY SAILORS display the Championship Trophy. (l. to r.) Bob Keating; John Storey; Joanne Fryers; Tom Storey; Jim White; and Don Storey.

SOME LITTLE SNIPES

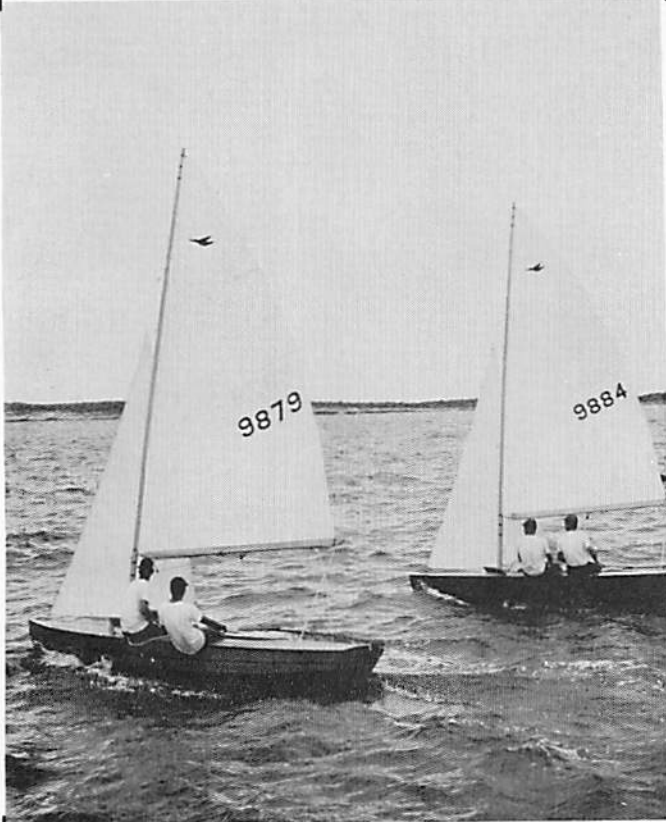
Don Scarfe, for all his 29 years, has won the Dominion title five times: 1951-52-57-58-59. This was the second time Harry was runner-up to the Scarfes for the championship. I'm not sure, but it seems Harry has been runner-up five times.

The Dominion series had many thrilling moments. You witnessed four Snipes hitting the finish line inside of 4 seconds; you also saw skippers deliberately avoid ramming another craft and at the same time ending up in the drink.

The 30 participating boats from 8 clubs represented four Provinces, which was the biggest and best yet.

The regatta saw two full programs on TV station CJCB. It was something new and went over with a bang, and a big thing for Snipe publicity and sailing in general in Canada. First night, National Secretary Steve Astephen talked on SCIRA and it's set-up; Commodore Giovannetti described the coming events for the week; and then Harry Henderson explained the boat itself, ending up with showing a Snipe. Yes, we had a Snipe on TV - and fully rigged! Second night saw interviews of representatives from every participating club. We consider this the master stroke for publicity and recommend it to other host clubs. We also had full coverage in the Sydney Post Record and the Halifax Herald, even landing on the front page of the Post Record.

ULMER SAILS WIN AGAIN!



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

Other 1958 Titleholders

MARQUIS DE POVAR

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RAY KAUFMAN

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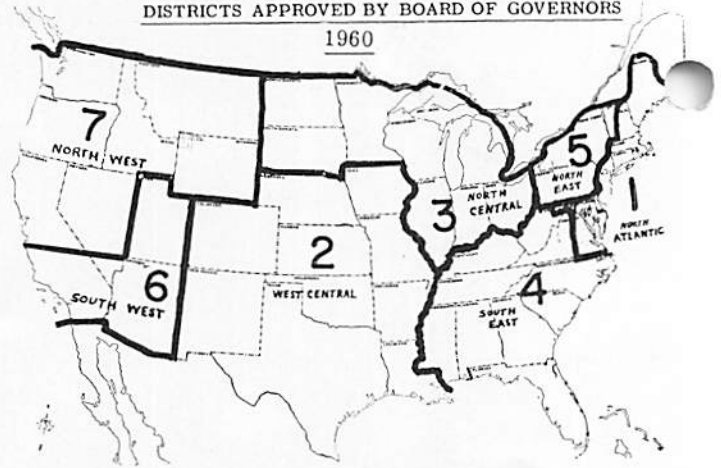
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SOME DISTRICT NEWS

DISTRICTS APPROVED BY BOARD OF GOVERNORS
1960



NORTH WEST DISTRICT 7 IS NOW AN ACCOMPLISHED FACT! The above map shows how the final division was made. Starting at Avila Harbor on the ocean just a short distance from San Luis Obispo (and which is included in District 6), a line east was drawn to the intersection of Utah and Arizona, then north to include the state of Utah with Arizona as the eastern limits. Lake Mead, Nevada, remains in District 6. The rest of the territory north of these lines constitute the new District 7, and that takes in all the watering holes and horses in Wyoming.

Lanny Coon keeps his job as Governor of District 6 and Steve Dubnoff, 1930 N. Normandie, Los Angeles 27, Cal., is the Secretary-Treasurer. Already on the ball, they have issued their first newsletter, calling it the **SOUTHWESTERN SNIPER**. It consists of 3 mimeographed pages of local Sniping news, and considerable space is devoted to recent regattas, bemoaning the fact that the Northern California visitors completely dominated the Mid-Winter Regatta at Los Angeles when Alan Clarke and John Jenks took the top positions in a close match.

It did not take the northern fleets long to get organized under Bob Huggins' direction, and they chose Wayne Smith, 1315 Trestle Glen Rd., Oakland 10, Cal., as the first Governor of the North West District 7. Marsh Jenkins is the Vice-Commodore and they retain their old newsletter **SNIPER SNIPS** which has been ably published by the Jenks and Huggins combination. They have published a complete list of all the known Snipes in their immediate district and are working closely with Jack Rose and Bernie Morris of Seattle to get all their affairs amalgamated. John Rose will probably continue to publish the **SNIPER NEWSLETTER** as an area paper. Enthusiasm over the new development is high and approval universal, all predicting an increase of inter-district activity as a result of official rivalry.

The Pacific Coast Championship Trophy has been the District 6 Championship Trophy also. It now remains as originally deeded to SCIRA and will be emblematic of the championship of the entire coast, or, in other words, of both Districts 6 and 7. Each district will have to hold their own individual regattas as specified in class rules and the local fleets or individuals will have to supply appropriate trophies. The Pacific Coast Championship (as yet unsanctioned) has been tentatively scheduled for July 23-24th at the Los Angeles Yacht Club. With Rose and Morris expected from Seattle, it promises to be the biggest and best yet.

DISTRICT 4. Now open under new management! When Pappy Welch accepted a pastorate in Hamilton, Texas, and Gordon Randall went to New York to work, new men had to be obtained to take their places in a hurry. Charles Harris, 4295 Club Dr., NE moved up to the Governorship while Andy Akin, Box 687, Columbia, Tenn., took over the big job of editing the **SNIPER FOURWARD** newsletter. Mimi Norwood is the Secretary-Treasurer. She is one of the best!

The District 4 Championship Regatta will be held June 11-12 at Jacksonville, Fla., under the same conditions as last year. **1960 U. S. NATIONALS.** Dr. Don Cochran, Jr., is the Regatta Chairman and his address is Box 756, Clearwater, Florida.



SNIFE CLASS INTERNATIONAL RACING ASSN. *The World's Largest Racing Class*

MANHASSET BAY WINNERS - 1959 prize awards went to Steve Treat, fleet 3rd and 1st Junior (left); Gus Kreuzkamp, Jr., 2nd in Juniors; Wick Cooney, 3rd Junior; Barse Miller, Fleet 2nd, and Mr. and Mrs Ray Kaufman, Fleet champs. Professor Miller is a former Fleet champion re-elected Fleet Captain for 1960. Kaufman is the North Atlantic District 1 Governor for the 2nd term.



1959 NATIONAL SNIPE CHAMPIONSHIP

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

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

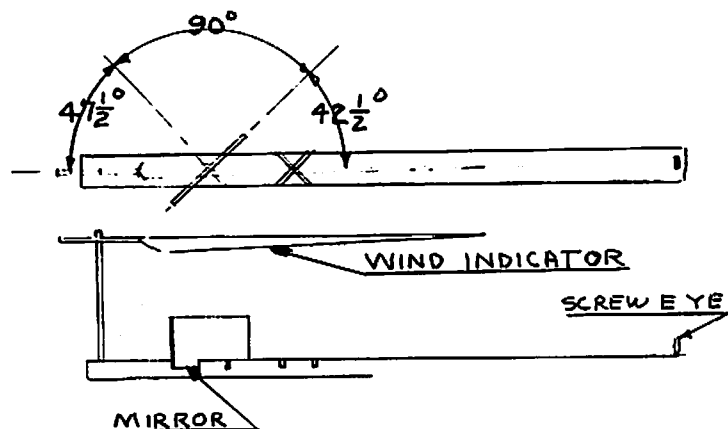
*Sails
by Watts*

KENNETH E. WATTS

TORRANCE, CALIFORNIA

Wells Wanderings by Ted Wells

STARTING AND FINISH LINES



The gadget sketched here was used successfully by the O'Briens in setting the starts and finish lines at last year's U.S. National Championship. A similar one was used successfully by me at the Pan American Games in Chicago, but the amount of success was due, not to the gadget, but to the fact that in Chicago we had a committee boat that was almost immovable when once anchored.

This little handy-dandy is made from a piece of 1x2 redwood (or anything else you have around) about thirty inches long; a screw eye; a mirror such as comes as standard original equipment in every ladies handbag; and a wind indicator. The one I made for O'Briens had a pheasant feather which was just as

satisfactory. The one I used in Chicago just had a piece of yarn tied to a rod and wasn't too easy to use.

The idea is to hold the thing up to your eye, aiming it so that the stick points directly into the wind. When the wind indicator is parallel to the centerline of the stick, and when the flag on the opposite end of the line appears in the center of the mirror as you squint through the eye screw, you have a perfect starting line. A large number of boats milling around in front of the committee boat will louse up the wind direction, so be sure you have clear air when checking.

In the drawing, the mirror is positioned for a starting line on which marks are to be left to port. The 42 1/2 degree angle automatically gives a line having a 5 degree advantage to the port tack end. BUT - remember when you are making one of these on an ordinary table saw, you are turning the board upside down to cut the slot for the mirror and this reverses the angle.




When the mirror is in the other slot (the 47 1/2 degree slot), it sets up the line for a course with buoys to starboard and again gives the port tack end of the line a 5 degree advantage. The other pair of slots shown are at 45 degrees to the center of the stick and are used for setting up the finish line. If the finish is on a beat, the gadget is aimed into the wind exactly as in the case of setting the starting line, except the 45 degree slot is used so that the line will be at 90 degrees to the wind.

If the finish line is on a reach or a run, the gadget is aimed at the last mark so that the centerline of the stick is parallel to the course from the last mark. The flag on the other end of the line is located using one of the 45 degree slots, and the line is therefore at 90 degrees to the course from the last mark.

Won't it be wonderful at regattas this year when some kind soul in each fleet has made one of these gimmicks for their race committee! The only remaining problem on the starting line will be the skippers who either still haven't studied the rules of right-of-way on the starting line, or, worse still, read into the rules things that just aren't there. To quote Mr. Kettering again: "It isn't that they don't know enough -- they just know too many things that just aren't so!"

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		5/16" \$.1691 per ft.
		3/8" \$.2403 per ft.

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Voice Of The People

OLD TIMER STILL LOYAL TO SNIPE

" Thanks for sending me the BULLETIN. It sure gives one the itch to get back into sailing.

There may be boats with better hull lines or more efficient sail plans (always an argument), but the Snipe continues to emerge as the real giant of small boat yachting — and don't let anyone reduce the weight limit anymore! You would have to bring it down to around 300 pounds and flatten the run aft to make it a real planing boat, but then you wouldn't have a Snipe anymore. Let those few skippers who cry for lower weights go over to the planing classes, and when they get tired of sailing around the bay without competition, they will come back to the Snipe.

Speaking of coming back, I am still looking for my old boat #11. Built by Becker of Long Island and named W. P. A. Any body know anything about it?" — Ralph E. Heinzerling.

BULLETIN PROVES HELPFUL

" You might be interested to know that I mailed the BULLETIN to about a half dozen ex-Snipers this past year. So far, two of them have succumbed and returned to the fold by purchasing Snipes during the winter. It's a terrific help in sustaining interest during the off season. " — Tom Hanna.

A GOOD IDEA

"Please send me 20 copies of Fearon Moore's PRINCIPAL SAILING RULES as advertised in the BULLETIN. I'm going to have a racing rules class for our skippers and the booklets look like just the thing to pass out to them.

I'm dead against any tinkering with the minimum weight rule! 90% of the Privateer Yacht Club Fleet feel the same way about it. — Dan Williams.

OBJECTS TO CHANGES

" As the owner of an old boat (2256), I wish to add my two cents worth to the controversy over changing the minimum weights of boats.

" Our Fleet 127 feels that any change in requirements tending to make older boats obsolete and only benefiting a few " hot shot " sailors would be extremely detrimental to the popularity of the class as now existing. A chief attraction of the Snipe is that an old boat may race on reasonably equal terms with a new one as long as the weights stay equal.

It appears to me that all of your increasing attempts at changes and restrictions are aimed at the small percentage of the top few who are competing on National or International levels and are using every technical trick in the book to try and gain an advantage. Please do not make it so tough on an average Sunday sailor that he must turn to another class boat because he can no longer keep up with the Snipe class. "

— Russell T. Gladwin
Commodore - North Cove Y. C.
Salem, N. H.

This has been a constant " fear " in the Snipe class (as it is in all one-design classes) for 29 years. The members of the Rules Committee are well aware of why Snipe and SCIRA have survived so successfully since 1930 and fearful readers are referred to the 2nd paragraph of Wells' Wanderings March BULLETIN.

ALL IN THE DAY'S MAIL — Interested? AND HOW!

" You might be interested to know why I want a set of Snipe plans. I have a 40-foot auxiliary yawl and I have already built one dinghy by cutting a larger boat in two so that the bow may be hauled inside the stern. I have noticed that the Snipe lines as shown are very good from this point of view. I can, with almost no adjustments, arrange the boat so that it may be cut in two and the bow section stowed inside the stern section, thus allowing the whole boat to be carried on deck for off-shore passages. I am most interested in either fiberglass or plywood construction. "

— Carl Kock
Cambridge, Mass.

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!

BOAT PORTRAITS: Give the skipper a fine oil painting of his Snipe by "Yachting" cover artist Ralph Heinzerling. Reasonable prices - satisfaction guaranteed. Ralph Heinzerling, 4 Drury Lane, Port Washington, L. I., New York.

FOR SALE: SNIPE 9738. Excellent condition; weight 425 lbs.; Dacron full-cut sails; mahogany plywood deck; new mast; boat cover. All necessary gear included for \$650.00. Trailer to fit - \$35.00. Stan White, 42 Blue Bonnet Knoll, New Milford, Connecticut.

FOR SALE: GREENE 11010. Fiberglass hull and deck; bronze daggerboard; Ulmer dacron sails. \$500.00. Ray Koenig, 187 Gardner Ave., New London, Conn.

FOR SALE: HECKEL FIBERGLAS SNIPE 11322 - ready to race! Mahogany deck; Racelite fittings; Post spars and rudder. Boat presently located near Erie, Pa. Price \$850.00. Robert H. Lane, 616 Phoenix Ave., Clearwater, Fla.

MAN or unencumbered COUPLE! Bachelor considers sharing Long Island North Shore home until Fall; nearby mooring-beach privileges, Manhasset Bay; Sniper; 45-min-from midtown New York. Ted Cronyn, Plandome, New York.

AUTOMATIC START TIMER - For the committee boat. Operates horn and signals at exact time intervals. Self powered. Parts kit - \$40.00 FOB; assembled - \$200.00 FOB. Write for free circuit diagram and details. Jesse Aronstein, 113 Second St., Troy, N.Y.

FOR SALE: DUNPHY SNIPE 4711 in good condition; mahogany plywood deck; new aluminum daggerboard; Ulmer full-cut dacron sails (new late summer 1959); complete with trailer for \$550.00. Write or call George W. Cullen, 1609 Lowell, Springfield, Illinois. Telephone Lakeside 8-1956.

WANTED: One suit of dacron Snipe sails, used, in good or fair condition, cut for light to moderate winds. State condition and asking price. Reply to D. M. Barrett, 1684 Winchester Road, Cleveland 24, Ohio.

FOR SALE: Walker Snipe 8185. Very good racing condition and newly refinished; one suit 6 years-old Larsen cotton and one suit 2 years-old full-cut Roberts Orlon. \$500.00. Robert A. Forbes, 3636 E. 71st St., Indianapolis 20, Ind. Tilden 9-0116.

FOR SALE: WATTS dacron, mitre cut, full size, full draft. Used only one month. \$100.00. Major Erdmann, 201-B Madden, Fort Benning, Georgia.

FOR SALE: My medium ROBERTS ORLON MAINSAIL. Not used much. \$60.00. Write for details! (Actually a nice, clean, one-owner sail in possession of a coward who never goes out in a high wind.) Tom Head, 1515 Fon du Lac Dr., E. Peoria, Ill.

FOR SALE: SNIPE 9924, LOFLAND FIBERGLAS. Mahogany deck; stainless steel rigging. Complete with trailer and cover. Excellent racing record and is in very good condition. Victor Larson, 21 E. 4th. St., Jamestown, N. Y.

SAILS FOR SALE: 1 set ULMER DACRON Snipe sails used only about 6 times for only \$120.00. Kenneth Gaito, Malden On Hudson, New York.

FOR SALE: SNIPE 8363. Built by Dunphy; glued seam cedar hull. Aluminum daggerboard; Racelite fittings; 2 suits cotton sails by Watts and Joy. Good condition. Only \$525.00. W. D. Maxon, 2305 Rambling Rd., Kalamazoo, Mich.

FOR SALE: EMMONS SNIPE 8661. Former winner State Championship, several times fleet championship. Needs new spar, but otherwise in good condition. Two suits of sails, one Watts dacron included. \$650.00. Trailer available. Boat located at Portage Lake, Onkama, Michigan. Dick Tomlinson, 5128 Grosse Pointe St., Kalamazoo, Mich.

FOR SALE: VARALYAY built Snipe 10482. Fiberglass-covered hull and rudder. Two sets of dacron sails by Watts. Top and bottom covers with tiedown rig for traveling. Trailer included. Excellent racing record as fleet champion for last 3 years. Please write Lyle Hasty, Superior Hone Corp., 1605 Elreno St., Elkart, Indiana.



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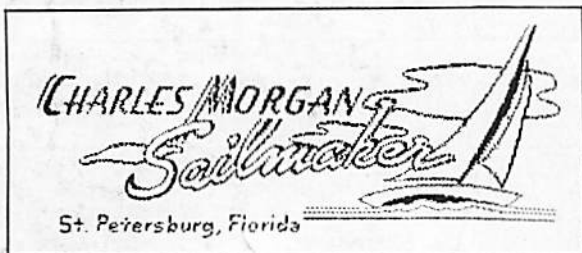
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— SANCTIONED RACE DATES —

- June 18-19 OHIO STATE OPEN SNIPE CHAMPIONSHIP
Cowan Lake, Cincinnati, O. Charles S. Robertson, 6973 Glenmeadow Lane, Cincinnati 37, O.
- June 25-26 NEW YORK STATE Championship, Lake Chautauqua, New York. Joe Ramsey, 45 Pennsylvania Ave., Lakewood, N. Y.
- July 15-16 DISTRICT 3 Championship Regatta, Reeds Lake, Grand Rapids, Mich. Keats K. Vining, Jr., M. D., 934 Princeton St. SE, Grand Rapids, Mich.
- July 23-24 MICHIGAN STATE Championship, Gull Lake, Mich. William Ticknor, Clinton St., Kalamazoo, Michigan.
- July 23-24 DECATUR INTER-CITY Regatta, Lake Decatur, Decatur, Illinois. Commodore Decatur Y. C., Eldon Hufford, 1556 Buena Vista, Decatur, Ill.
- Aug. 13-14 OPEN CHAMPIONSHIP PROVINCE OF ONTARIO. Lake Ontario, under auspices Oakville Yacht Squadron. Don Hains, 231 Westdale, Oakville, Canada.
- Aug. 18-19 JUNIOR U. S. NATIONAL CHAMPIONSHIPS. Gulf of Mexico, Clearwater, Fla. Clearwater Yacht Club. 2 races on Thursday and 3 on Friday. Entry blanks will be mailed to your Fleet Captain in June.
- Aug. 20-26 U. S. NATIONAL CHAMPIONSHIP REGATTA, Gulf of Mexico, Clearwater, Fla., under auspices Clearwater Yacht Club. The Crosby Series will start on Saturday with 2 races, 2 on Sunday, 1 on Monday morning. The final Series will start with 2 races Tuesday and 1 on each of the next 3 days according to weather. Entry blanks will be mailed to Fleet Captains in June.
- Sept. 3-4-5 SOUTHWESTERN REGATTA; White Rock Lake, White Rock S. C. and Corinthian S. C. are co-sponsors. Austin Young, 3009 N. Fitzhugh, Dallas, Texas.
- Sept. 3-4-5 MID-STATES Championship Regatta, Lake Springfield, Springfield, Ill. Island Bay Y. C., Blair Raisch, 2324 S. State, Springfield, Ill.
- Sept. 10-11 INDIANA OPEN STATE CHAMPIONSHIP, Geist Reservoir, Indianapolis, Ind. Paul Zent, 3605 Balsam, Apt. 22, Indianapolis, Ind.
- Oct. 29-30 HALLOWEEN REGATTA, Atlanta Y. C., Lake Allatoona, Atlanta, Ga. Harold L. Gilreath, Rt. 4, Marietta, Georgia.

Early in March, an ample supply of official race sanction application blanks and yellow detailed instruction sheets were sent to each new District Governor; at the same time, detailed instructions on How to Get Your Regatta sanctioned were published in the BULLETIN. A complete schedule of racing dates could be printed if FCs and Governors observed rules promptly.

2nd Annual Regatta

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