

# *Snipe*

# **BULLETIN**



**CUBAN REPRESENTATIVES AT SANTANDER. L. to R. :  
Jesus Barrasal, crew; Commodore Rafael Posso, National  
Secretary for Cuba, and Jorge Mantilla, skipper. This  
team won second place in the regatta.**



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# SNIPE BULLETIN

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

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## Concerning the Cover

A couple of years ago, Cleve Slauon, of the Peoria Fleet #131, designed a new cover for the BULLETIN and it appeared on the August 1953 issue. In response to our invitation, Cleve made slight changes in the art-work and the October issue appeared with the new design. We are mighty pleased with the new modern look and our grateful thanks go to Cleve for all that he has contributed to SCIRA. He and his wife, Dot, are most enthusiastic snipers and Cleve was recently honored by being chosen as the Governor of District #3 for 1956.

Incidentally, the new design gives more latitude in the choice of pictures for the cover, being especially sized for the standard 4x5 or 8x10 prints. Of course, other sizes can be used by trimming where necessary and reducing or enlarging, but remember to send in black, glossy prints. Practically any size can be reproduced in the BULLETIN itself. Good pictures are always appreciated, so send in your prize photos now!

## Plans for the Annual Meeting

Dates for the Chicago Boat Show are February 3-12th, 1956, so the 23rd Annual Meeting will be on Saturday, February 11th as set by the Board of Governors. Actual details as to time and place will be announced next month.

The Boat Show will be in the Amphitheater as in the past and, for the first time, the Snipe Class will have floor space and a booth in the interest of SNIPE. Buzz Levinson, 1955 District #3 Governor, and Cleve Slauon, Governor-elect, are working hard now on this phase and they need plenty of suggestions and help—especially when it comes to personnel for the booth. Some one will have to be there all the time and it is planned to use volunteer snipers, so, if you are able and want to offer your services in any capacity, send word to Buzz at 916 Fletcher Trust Bldg., Indianapolis, Ind., or to Cleve at Rt. 4, Parkside Lane, Peoria, Illinois. This job, undertaken by all District #3 fleets, is quite important to the Class, as it is the first real promotion of its kind that we have ever undertaken. SNIPE has always been quite conspicuous by its absence at the big national boat shows in the past, so here is an opportunity to inaugurate a new policy. Your personal help, no matter how small or limited, is absolutely necessary for the success of the venture and will be greatly appreciated by SCIRA.

## New National Secretary for England—

After serving as National Secretary for England for eight years, Dr. Frank V. G. Penman finds it necessary to relinquish the position due to pressure of other duties and resultant lack of time to continue the work. His resignation was accepted with deep regret by the Board of Governors and a successor, H. J. Crispin, 23 Langley Drive, Wanstead, London E 11, England, elected by the English fleets, was appointed. Frank and his entire family are ardent snipers of championship quality and, in his own words, "So I lay down my Secretary's pen with some regrets, but also, some relief. I shall now have more time to sail the things." The Board of Governors, on behalf of the entire Class, extends sincere thanks to Dr. Penman for his valued services and join in wishing him many more happy hours of racing and sailing.

as Cuba almost capsized doing a last-minute jibe, the Swiss boat crossed ahead of him in fifth position.

The fifth and final race was sailed Sept. 1, with the going good and dusty in winds of 15-18 mph. Italy was now in a very secure position for winning the cup. Anywhere near the front would do, but Mario Capiro would not be satisfied with that. The course was triangular and Italy got off to a well-timed start at the leeward end of the line. The U.S. boat was recalled, so it trailed almost the entire fleet to the first mark. The first three boats around were Italy, Cuba, and Portugal and the Italians began to assume a commanding lead.

On this leg, Harry Allen passed about three boats, but the real thrill began on the next leg when he got his snipe to plane and moved rapidly from ninth position to second around the lee mark, only to be out-tacked going to windward by Portugal, Cuba, and Switzerland. But again, on the second lap down hill, the U.S. picked up boats to regain his second place, but still well behind the Italians. But then, to the amazement of all, the U.S. boat rapidly fell off to leeward and lost eight positions. This time a dagger board had jammed, which cost him a possible second in both the race and the series. It was heartbreaking to watch them limp across the finish line well in the ruck after their earlier performance. In the meantime, Italy had sailed a beautiful race and came home with a handsome lead over Portugal and Switzerland.

And so the series is now history and the winner's trophies awarded to Mario Capiro of Italy, with Lorenzo Podesta as crew. Second was the Cuban team of Jorge Mantilla, skipper, and Jesus Barazal, skipper; and third the Portugal entry, Helder Soares Oliviera, skipper, and Dulio Severo, crew. All of the teams participating praised the perfect organization of the regatta by the Royal Yacht Club of Santander, which also furn-



MEMBERS OF THE HOST FLEET AT SANTANDER—Front row, l. to r.: Jaime Perez, Tito Ocejo, Miguel Lopez-Doriga, Luis - Felipe Lopez-Doriga, Fernando Pereda, Joaquim Cervera, Jose Antonio Lainz. Top rear, l/to r.: Victor Mora, Antonio Collado, and Aquiles Vial.

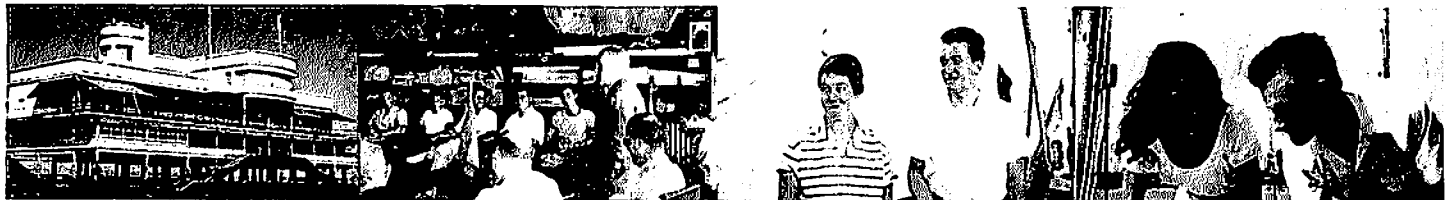
ished boats to the various crews who came without them. The Federation of Spanish Yacht Clubs has received letters from practically all contestants expressing their appreciation for the hospitality which they received during their stay in Spain. In the words of Terry Whittemore. "The Spanish hospitality was superb, the food and quarters excellent, and the girls ?—just ask Harry Allen ( or any other batchelor who attended!)."

(The above account is largely taken from the excellent article written by Barse Miller and published in YACHTING. )

CAMPEONATO del MUNDO de SNIPES — 1955.

No.	NATION	SKIPPER	CREW	RACES					pts.	F 1 n.
				1	2	3	4	5		
9701	ITALY	Mario Capiro	Lorenzo Podesta	7	2	2	3	1	7242	1
9733	CUBA	Jorge Mantilla	Jesus Barazal	3	3	5	6	4	6778	2
10003	PORTUGAL	Helder Soares Oliveira	Dulio Severo	5	DIS	4	1	2	6362	3
8800	UNITED STATES	Harry Allen	Terry Whittemore	1	DNF	1	2	12	6187	4
10040	DENMARK	Paul Elvstrom	Evek Joahsen	12	1	3	8	7	6130	5
9902	SWITZERLAND	Mlle. Francoise Birkgit	Jean Pierre Rensvier	2	DIS	6	5	3	6062	6
9569	ENGLAND	John Madgwick	Douglas Tomlinson	11	7	11	4	6	5550	7
10057	BELGIUM	Christian Nielssen	Marie Nielssen	9	6	10	9	5	5230	8
9851	SPAIN	Rafael Iturrioz	Ricardo Serrano	10	9	7	10	8	5191	9
9884	BERMUDA	Eugene Simmons	Kenneth Simmons	8	4	12	11	DNF	4824	10
10036	SWEDEN	Evert Patterson	Stig Tornberg	13	8	9	12	10	4699	11
9460	ARGENTINA	Hector Romero	Fermin Rodrigues Amadeo	14	DIS	8	7	11	4450	12
6510	MONACO	Alexandre Louis	Vincent Mamuello Emile	15	5	14	DNF	9	4350	13
8010	BRAZIL	Claudio Laszlo	-----	4	16	13	13	13	4346	14
9527	URUGUAY	Victor Pena Pampin	Jose F.Reejo	6	DIS	16	DNF	14	3780	15
8353	FRANCE	Jean Pierre Demiaux	-----	16	10	15	14	15	3667	16

THE WORLD CHAMPIONSHIP RACES AS SEEN BY BARSE MILLER.



THE ROYAL YACHT CLUB

SKIPPER'S MEETING

THE SWISS TEAM

THE FRENCH TEAM



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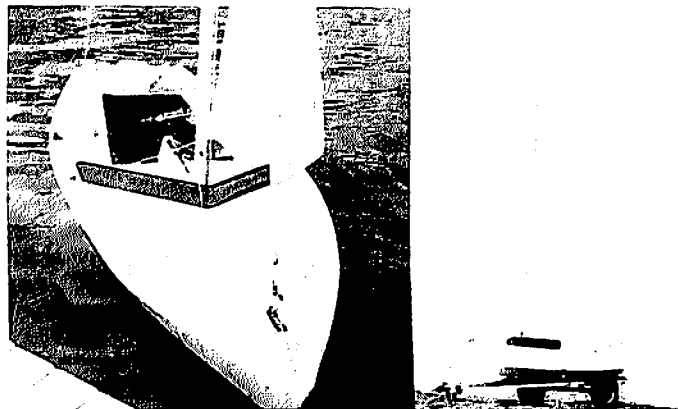
**1955 NATIONALS**

2 First Places  
 2 Second Places  
 2 Third Places

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1810 W. 166 St., Gardena, California

**HERE IS HOW ONE SNIPER  
 REBUILT HIS OLD BOAT**



The finished product--ready to race with the best.

In the early years of SNIPER, it was believed that the heavy boat gave the most efficient performance and, consequently, most snipes were constructed of heavy woods and, wet-sailed, weighed between 500 and 600 pounds. But in the last decade, it has been proven that light boats, dry-sailed at the minimum weight, were definitely superior and decidedly easier to maintain. Such a reversal in requirements has resulted in two distinct groups of Snipes--old heavy wet-sailed boats versus light, dry hulls--with the understandable feeling among owners of old boats that they were out of competition--and with 10393 numbers issued in 24 years, there are hundreds of basically good snipe hulls in the group. No other class suffers from the same disease so much, which has developed with age and experience.

But it is not hopeless, as many sound boats can be modernized with a little skill and perseverance plus a lot of desire. Old #1 is an outstanding example as is #23--and many others. Thanks to the rigid enforcement of specifications in the past, all SNIPER hulls are practically the same, and the finished result of an old hull reworked produces a SNIPER as seaworthy and capable as the newest and best. Now is the proper time of year to consider such an undertaking and, if you don't want to put considerable money into a new boat, why not work over an old hull (provided it is still structurally sound) with a little expense and lots of pleasure?

That is what the boys up at Glen Lake, Michigan, did a year or so ago with three of their old boats and the results have been more than satisfactory. But here! Let Roy Deng tell you about it in his own words:

"As far as I can tell, 3555 was built in 1938 and had been wet sailed in Chicago and Leland, Michigan. When I purchased it in 1948, the mast was stepped on deck, the hull was singled planked with caulked seams, and the deck was cedar planked with canvas. In short, it was a typical Thompson and in rather bad shape.

It had three rather bad faults. The cockpit was back to the aft edge of the centerboard trunk, the dimensions being 2' x 5'. The boat weighed entirely too much, and it leaked like the sieve it was. All-in-all, a typical "old" snipe that had seen better days and definitely "old-fashioned", with a very unpromising future. But it was a boat and I owned it and I decided that, if the hull was there, I would try to make a good boat out of it.

Rebuilding had its fits and starts. I ripped the canvas off and the rub-rails with it. I had thought that I could putty the deck planks up and make it a tight deck. After spending three days with a disk sander getting the canvas cement off, I attempted to do what I described above. It didn't work, because the planks were too springy and the putty cracked. (We have another old boat at Glen Lake that was splined between the deck planks with wood. That did not work out because of this "working", so I did not attempt this particular step.)

I would like to inject a comment about the selection for the deck. I used exterior fir plywood. We have two other boats, one with Phillipine Gaboon Mahogany and another with interior Phillipine Mahogany. So far, the three seem to hold up about the same. However, the Gaboon requires more varnish than the fir, and the fir more than the regular mahogany.

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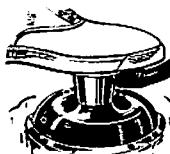
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I used the fir because it was cheaper, but had to paint it to hide the wild grain. The Gaboon has shown black patches, but that possibly could be remedied as mentioned above, with more care. The interior mahogany seems to be doing the best, but runs five times the price I paid for the fir. All this deck work occurred in the Fall, and the following Spring the boat was brought home for the summer job of completing the whole project.

The deck was divided into four parts cut from two pieces of 8 x 8 plywood. The front two halves required a strip down the center of the beams to provide a grip for the plywood. The pieces are put on one at a time, screwing down the center first and then screwing and gluing down the beams to the sheer as fast as you can. The edges are then rough sawed and finished with a plane, being careful to go with the grain and not to nick the sides. Sanding is the last step before painting. Holes were cut for the fairlead track and then blocks placed under them for the screws. All corners of the cockpit were square-cut for ease. This shows in the photos.

On the bottom, the first job was to remove the old paint. The product I found to do the job best was "Electro" cold stripper made by the Chicago Bronze and Color Works. It really did the job! It is heavy enough so that it doesn't run and rarely requires more than one application to cut through the heavy coats of paint. I used the paint remover method in favor of sanding for the reason that the paint was in patches of different numbers of layers. Sanding cuts into the wood around a multi-layered spot as you try to get the high one out. Before sanding, I gave the bottom the "curved-file-end in-the-seam" treatment. This consists of a file heated and bent at the end and then drawn through the seams to pull the oakum and putty out. One must be careful, for sometimes the file comes out easy when you're pulling extra hard and care must be used or the bottom will get gouged. Next, pine splines were glued in and putty set in place to fill any irregularities. Previous to the putty, the splines are planed down some and then the whole bottom is sanded with coarse sand paper.

Here is where we stopped with one boat, but it is my feeling that the seam will check open once it gets wet and dried again. On my boat, I, as Wells suggests in his SCIENTIFIC SAIL-BOAT RACING, put muslin cloth tape set in dope over all the seams. Then the bottom was finished, sanded, and enameled.

After the bottom was finished, the rudder, boom, and mast were repaired. The old and checked varnish was removed and all painted white. The mast was spliced to go below the deck to a mast-step on the keel.

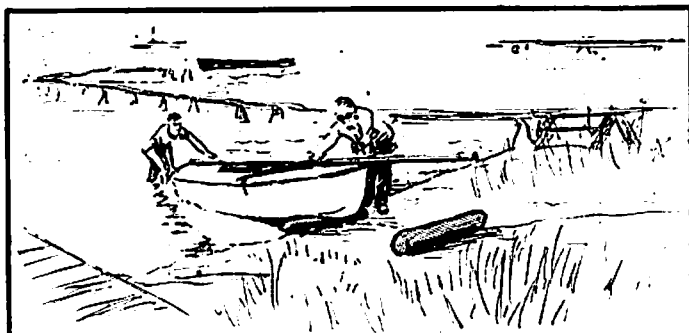
The job of evaluating the work started when I put the boat in the water in the Fall of '54. It promptly sank! Geysers of water were coming in the centerboard seam at the bottom of the well. Solution of this problem waited until the next spring when fiberglass and plastic were put up into the trunk for about four inches. This seems to have done the job and the boat leaks just a few drops, if at all.

After a full season of racing and sailing the boat dry-docked, only one spot on a seam came loose. This was repaired by cutting out the puckered area and using plastic surfacing putty covered with paint. I can not report on the durability of this seam treatment if the boat is wet sailed.

In this job, cost and weight were of prime importance. Fir plywood because of its cost and weight. Tapes set in dope because of cost and weight. Here a more ideal solution might have been a whole covering with muslin or fiberglass cloth. I recommend that fiberglass cloth be used with caution on the bottom seams. The paint of successive years really soaks in and makes bonding of the cloth to the wood more difficult. Newer boats have been fiberglassed all over and seem to work well. However, there are some spots on the inside of my boat where the fiberglass will not stick no matter what I do.

As for results, I am fairly pleased. The boat missed the fleet championship by .5 points. We raced in 40 mph blows and drifting matches. All equipment has held up. This is normal, because none of the hardware was replaced and the sails have been used for every race since 1945! I can't quite catch the Varalyays yet, but, with a little more practice and possibly some new sails, I will yet! 3555 is a good boat today!"

Now go back and read NEW LIFE FOR OLD BOATS in the October Bulletin. How could you get more encouragement?



Airollers are heavy canvas cylinders 9½" dia. by 48" long, neoprene rubber lined and inflated by mouth only. They're used to roll boats up on shore, and are rated for sailboats and outboards up to 1200 lbs. Airollers roll without "sinking in" or "stalling" over sand, pebbles, rocks, mud, ramps and paved surfaces with amazing ease. Low pressure and frictionless they will not damage the finest racing finish. Snipe skippers have found Airollers wonderful for bottom cleaning, end-of-season storage, rolling up the beach to the trailer, temporary mooring float, fenders, and emergency life preservers. When deflated they stow in a small space. An illustrated folder will be sent free upon request.

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Jorge and Carlos Vilar Castex of Argentina won Snipe Class World's Championship in 1948. They were Second in 1949 and WON AGAIN in 1951. It was no accident, because they used EXCLUSIVELY LARSEN CHAMPIONSHIP SAILS

**LOUIS J. LARSEN, Yacht Sailmaker**

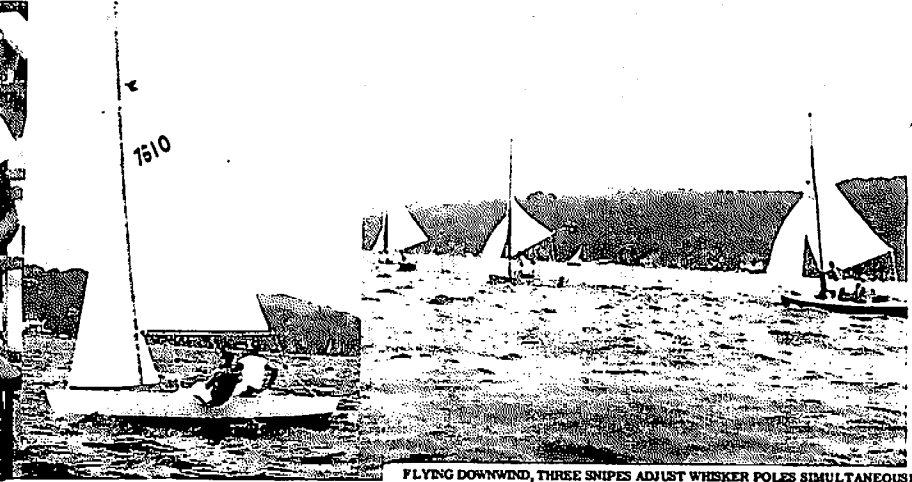
WARREN STREET

NEW YORK 7, N.Y.

# BETH OLSON WINS NEW JERSEY STATE TITLE



NEW JERSEY STATE CHAMPIONS. BETH OLSON OF BEACWOOD, DICK TORPEY (center) OF MONEY ISLAND, AND BRUCE MUNRO OF LAKE MOHAWK DISPLAY FIRST, SECOND, AND THIRD PLACE AWARDS.

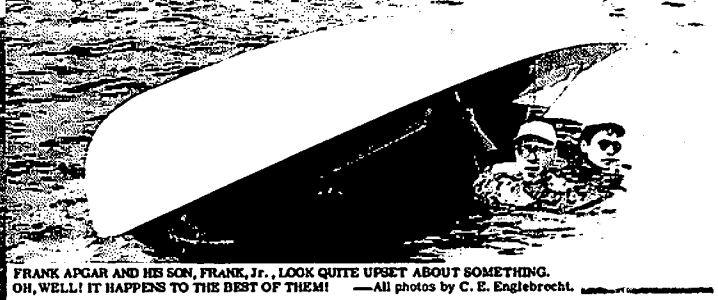


BETH AND DENNIS OLSON IN THEIR VICTORIOUS "BABS".

FLYING DOWNWIND, THREE SNIPES ADJUST WHEKER POLES SIMULTANEOUSLY AND SPREAD SAILS WIDE TO RACE DOWN THE LAKE IN A STIFF BREEZE.



BRUCE MUNRO LEADS NINE SNIPES OVER THE STARTING LINE.



FRANK APPGAR AND HIS SON, FRANK, JR., LOOK QUITE UPSET ABOUT SOMETHING. OH, WELL! IT HAPPENS TO THE BEST OF THEM! —All photos by C. E. Eaglebrecht.

Mrs. Beth Olson, 26-year-old housewife and mother from Beachwood, N. J., is New Jersey State Snipe Champion for the 7th straight year, following her victory at the 21st annual races at Lake Mohawk, Sparta, New Jersey, July 23-24th.

Mrs. Olson, who has won the Crane Bowl Award given for the event since 1949, also is winner of both the North and Middle Atlantic Coast Snipe Championship for the past three years.

Beth's snipe "Babs", sailed with her husband, Dennis, as crew, took second place in the 1st of the three-race event on Saturday morning; won the afternoon race, and then came in second in the final Sunday, to pile up a winning total of 4642 points. At the end of the first day's racing, she and Dick Torpey of Money Island, N. J., were tied for 1st place in the meet, with each holding 3121 points for a 1st and 2nd apiece.

Torpey's snipe, "The Governor", came in 3rd Sunday to take 2nd place in the championship with 4565 points. He trailed the champion over the finish line by only 2 minutes, 8 seconds. Bruce Munro, 17-year-old Lake Mohawk sailor, won the Sunday race 27 seconds ahead of Mrs. Olson and took 3rd place in the meet with 4068 points. His "Gypsy" started first and finished 3rd in the Saturday morning opener, but broke a spar and failed to finish in the afternoon. He protested that race because he was made to circle the starting buoy after making a false start, but the protest was rejected by the committee.

Two other Lake Mohawk snipes placed 4th and 5th for the event. They were Fred Bruggeman's "C. O. D.", which earned 4034 points, and Robert Longnecker's "Flame", which won 3758 points.

The 9 boats completed the 1st race in an hour and 36 minutes with a brisk breeze from the southwest over a course 3 1/2 miles long. The wind velocity increased in the afternoon to cut the winning time down to 1 hour 18 minutes. A Parsippany Yacht Club entry, Frank Appgar and his son, Frank Appgar, Jr., capsized, and a second Parsippany boat skippered by Bill Cope had rudder trouble. But all 9 entries were back for the final Sunday and, with the wind dying down, the race committee was forced to shorten the course, which took the 1st boat 2 hours and 10 minutes to complete.

Tom Munro, Commodore of the Lake Mohawk Yacht Club, presented the Crane Bowl and trophies to the winning skippers after the final race. Mrs. Olson, only woman in the race, used dacron sails on her snipe, which is a Varalyay from California.

A sniper since high school days, she and her husband have been a winning team the past 7 years. They have a 6-year-old daughter, Debbie Ann.

Runner-up Dick Torpey of Money Island Yacht Club is a lawyer from Philadelphia. His choice of crewman was Bud Stillmun, a Philadelphia advertising man who is a noted snipe racer himself.

Munro's crew was 16-year-old Bill Houghton of Lake Mohawk. The 3rd place winner is the son of Commodore Tom Munro of the Lake Mohawk Yacht Club.

The 22nd annual championship will be held next summer at Money Island, Barnegat Bay, New Jersey.

Engelbrecht News Service—by Frances Hansen.

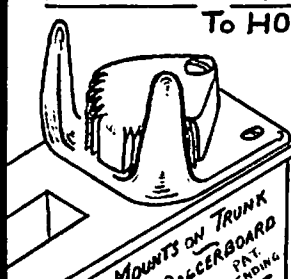
## SELF-BAILING COCK-PIT AN OLD IDEA.

"As regards the self-bailing cockpit which seems to have riled up a bit of discussion, I had a chat with my boss, Roger McAleer of Raven fame, who was an avid SNIPER in his wild and impecunious youth. He says the boys on Massachusetts Bay developed a water-tight bag that just fitted the cockpit and had a handle on the bottom of it. When the going was rough and the boat took in a lot of salt water on a beat, as soon as they came around the windward mark, all the feet came up, the crew reached for the handle and pulled, and overside went the water. Rubber britches were a rather obvious requirement for this rig."

Don Wilson (Potomac R. F.)

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Of course, much of the technical matters are translations of foreign experts like Wells, Hayward, and many other authorities from Europe and South America. But there are also many national yachtsmen who write of their experiences and findings in an authoritative and interesting way.

The Portuguese language does not present ( as could be falsely judged ) any difficulty for those who can understand and read Spanish. And there is real fascination on acquiring a new knowledge through nautical and yachting subjects. Fifty-five million Brazilians and about twenty million Portuguese ( in Europe, Africa, and Asia ) represent a great domain for a language not as difficult as many others are.

Some twelve different subjects apart from the usual sections on Star, Snipe, Lightning, etc. , Fishing, Rowing, Motor-boating, are always dealt with and several photos or drawings accompany them. Beautiful scenes of many far away places are common in its pages.

Your **SNIFE BULLETIN** is the sole U. S. and Canada agent for this friend of sea-minded people who love to cover new grounds. It is an interesting challenge to all **SNIFE** skippers-add to your knowledge of **SNIFE** and sailing activities in South America and at the same time improve or add another foreign language.

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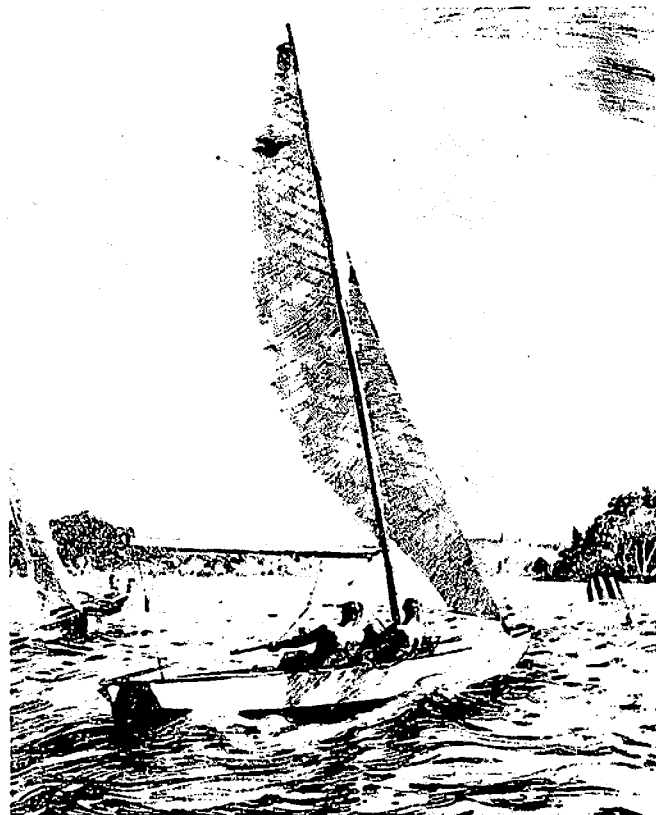
You can mount a one-ounce fitting at the end of your boom that can be instantly locked or released to hold the out-haul bolt rope on the foot of your sail. It works like the catch on an airplane safety belt-in fact-its made from one.

Take the cam action cleat off of an old airplane safety belt. Get the aluminum kind at a used airplane parts place for about 50¢ to \$1. 00. Cut a 3/4" wide strip through the cam and lever and then shape and polish. This is mounted at the end of the boom by strips of aluminum about 1/2" wide and 2 1/2" long. The bolt rope on your sail slips under and is locked by pressing the handle on the cam down. It will work on any size bolt rope by regulating the distance above the boom when mounting it. You do not need the spring action originally on the safety belt as the tension of the bolt rope holds it firmly locked. If mounted correctly, it **WILL NOT SLIP** under any circumstances and yet permits quick and easy adjustment of the tension on the foot of the sail while under way. If you have a maximum length boom, there will be room to mount it on top of the end of the boom. If your boom is less than the maximum length, you will have to mount it on the end ( where mine is ).

The same principle can be utilized for a very handy, safe, and exceptionally light fitting for use elsewhere on your boat. I use one to regulate the length of my traveler and Chet Livergood has one mounted on his deck for his boom-jack cleat. These fittings are mounted in a piece of aluminum bent up at 90 degree angles on both sides. With a little more work, they can be made into an attractive and practical addition to your boat. --By Jerry Jerome, Tulsa, Okla. ( Who also named it).


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# *Wells Wanderings* by Ted Wells

## HELPFUL HINTS FOR REGATTA COMMITTEES.

### Bermuda Report

#### Race Courses - Continued

The last part ended up with a plea for getting things going on time. There are, however, times when it is even more important to postpone a race than it is to have it on time. This is in case the wind has shifted so that what was intended to be a beat at the start has suddenly become a reach or a run or a one tack beat to the first mark. As soon as this happens, a postponement gun should be fired and, in these cases, it should be made clear that the postponement will not be for any fixed time interval and that the ten-minute gun will be fired as soon as the race committee has made another guess on where the wind is going to be and established a new course and a new starting line.

I have seen cases where one minute you would lay the mark on one tack and the next minute lay it on the opposite tack. In a case like this, if there is enough breeze so the race won't be a drifting match, about all that can be done is hit the average wind direction as well as possible and go ahead and hope; however, there is nothing more destructive to a visiting skipper's morale than having to start out on a leeward-leeward course or one in which no tacking is necessary on the alleged windward leg. He wants to get things started on time, but he would much rather sit around for awhile waiting for the course to be shifted than to start out on a course where there will be no windward leg.

When sailing a triangular course, a reverse course signal is extremely handy, providing its use has been explained at the skippers' meeting. It is not nearly as confusing as it seems like it might be, and on several occasions I have seen it used to make a good race out of what would have otherwise degenerated into a follow-the-leader reaching contest.

#### Starting Lines

Good starting lines are just as important as good courses, and they seem to be much harder to get. If a fixed starting line is normally used, such as one between a buoy and the end of the dock or a flag pole, any idea of using this in a regatta should be promptly forgotten. The chances are that at best some compromise is involved in either the direction or the location of the starting line, and, in any case, when the regatta comes, the wind is sure not to cooperate, so starts should always be planned to take place between a committee boat and a buoy and it is highly desirable to have another boat near the end of the line opposite to the committee boat to help in getting the numbers of early starters.

At Santander this year, they had planned to have their line between a buoy and the yacht club—the yacht club being about a city block long and no specific point on it being mentioned as the end of the line. They finally pinned down the shoreward end of the line and insisted that everything was fine now, as they could start in either of the two directions in which the wind would blow. You know the answer! The wind came up from a third direction and the consternation and confusion were really something as new instructions were issued in five languages for five different courses, one after the other, before finally getting the show on the road.

The larger the committee boat, the poorer the chances are of having a good starting line, because the larger the boat is, the

harder it is to move when you want to move it or to keep from moving when you want to stay put. Since it is almost inevitable that the line will have to be changed several times (especially if the committee boat tries to establish the line well ahead of time), an attempt should be made to browbeat the race committee into accepting the smallest possible committee boat with the biggest possible assortment of anchors and lines so that it can be moved easily and quickly in order to give a good line.

The all-time prize package as a committee boat was undoubtedly the 115-foot ketch (single screw, of course) used in the 1953 World's Championship at Monaco. All attempts to anchor it proved futile, and the starting line went leaping and bounding over about ten acres of the Mediterranean Sea. By pure luck, the starting lines were quite good when the guns went off and no Snipes were clobbered in the process, although there were plenty of near misses.

The only way I know of to tell whether or not a starting line is perfect is to have sailed around in the vicinity of the starting line long enough to know what the compass course is on the average starboard tack close-hauled, and then to take a compass bearing on the starting line. It is extremely difficult to establish a good starting line by merely watching a flag on the committee boat and sighting on the buoy on the other end of the line, and I don't know why so many race committees consider it a reflection on their ability to ask a contestant whether or not the line is all right.

When the wind is shifty (and when isn't it?), it is admittedly difficult to establish a starting line which will stay perfect up to the time of the actual start. The starting line can be moved, however, at any time up to the five minute gun and frequently a little pulling in or letting out on the anchor line on the committee boat will accomplish wonders in keeping the sailors happy; and if the line really goes sour, no skipper is going to complain about a postponement signal any time prior to the start in order to improve the line. It is amazing the way some race committees turn a deaf ear to skippers screaming at them when the only similarity between what they have set out for a starting line and the correct one is that you have to stay behind both of them until the starting signal. The race committee doesn't lose any prestige by admitting that its line is sour—it loses prestige only by forcing the skippers to believe that it doesn't know what a starting line should be by its actions, or lack of them.

Where it is necessary to go a long ways for a good windward start, no one will complain in a regional regatta about having an odd number of legs on the course and finishing at the clubhouse if the course has otherwise been good; however, in any regatta of national or international importance the course should be a standard triangular or windward-leeward one, and the race should finish where it started regardless of the inconvenience which this causes all concerned. The inconvenience of the skippers in this case can be greatly lessened by providing power boats to tow them home after the race.

The desired length of the course varies directly with the importance of the regatta, with the maximum length courses being desirable at the more important regattas where a large number of skippers have come a long ways in order to sail. The courses should always be at least two laps in order to minimize the effect of tricky local conditions which may have trapped some of the skippers in the first lap.

Marks should be left to port whenever possible even though this, too, may cause some inconvenience in requiring the race committee to move some marks or to be otherwise contrary to local practice. Windward-leeward races should always be run with marks to port as there is never any excuse for leaving them to starboard, although I have seen it done.

In regattas where it is mandatory to have a certain number of windward-leeward races, these should be run off as early as possible. In a high wind, especially if there are likely to be high



waves, a windward-leeward course is likely to cause a great many more casualties than a triangular course, and for that reason, windward-leeward races should be sailed where possible in moderate winds. The skippers who sailed in the United States National Championship at Corpus Christi in 1948 have long since found out that there is no point in talking about those races to anyone who wasn't there as all they will get will be incredulous looks. I'm not going to risk my reputation for veracity by talking about this regatta except to say that, if the third race had been windward-leeward instead of triangular, they would probably still be dredging Snipes out of the bottom of Corpus Christi Bay and that the reaches were the wildest rides that I have ever had (that statement includes the days when I used to race airplanes, too). (To be continued)

**As Others See It**

**Voice Of The People**

**WANTS MORE RACING.**

"If you wish to encourage the membership of unattached snipes, it seems that it would help to offer them the racing which is available to fleet boats. As I look over the regattas listed in the rule book, it appears that most of the unattached boats are eliminated from them since they are not members of a fleet. Many of these owners are not interested in any sailing other than pleasure; however, the few that want to race and would be interested in SCIRA find their snipe competition quite limited.

To improve this situation, nearby fleets could extend invitations for one day races at their clubs. This could include their regular race plus possibly one extra in order to make the trip worth-while. The nationals could be opened to unattached boats by permitting one from each district to attend as selected by a district elimination committee. There are undoubtedly many other ideas which would help promote membership, but I think it will take more than cancellation of the BULLETIN to encourage unattached memberships."

James R. Herzog, Smethport, Pa.

**CLAIMS HE ISN'T SMART.**

"We have had our home-made Snipe in the water about two months and are having a lot of fun. Are there any old numbers of the BULLETIN that deal specifically with deck rigging for sheets (arrangement of cleats, blocks, etc.)? I like Wells' book, but I do not know as much as he thinks I do."

W. F. Hamilton, Augusta, Ga.

**SNIPES ON THE WAY TO BOLIVIA.**

"I am a yachstman from La Paz, Bolivia, and we sail at Lake Titicaca (12,000 ft. altitude).

I am a member of the Lightning Class Association and in the last Pan American Regattas that took place in Buenos Aires, we had the opportunity to study the advantages of the Snipe boats. Since they are more economical in construction, they will possibly be a great advantage for a country like ours, where people can not afford expensive boats.

My plan is to introduce the Snipe Class in Bolivia and for this purpose I will require a set of plans and all other helpful information which you can send."

Hernan Sarmiento Arzadum, La Paz, Bolivia.

**SWEDEN PRINTS OWN SNIPE NEWS.**

"I thank you very much for the BULLETIN. I want to let you know that we now have made our own little paper here in Sweden. That is because most of our boys do not read English and we also have a lot of Scandinavian news to send to our snipers. We are also sending the BULLETIN to the clubs around Sweden. Our paper comes out whenever there is anything to write about and, so far, it has been rather easy to get material. I have had kind letters about our paper from Finland and Norway and I think I can keep it going."

Sven Rantil, National Secretary for Sweden.

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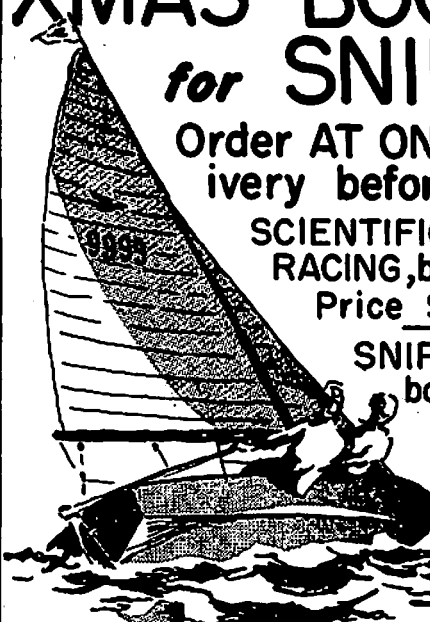
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SAILING



SECTION

## The Manchester Cruising Association

The Budworth Sailing Section of the Manchester Cruising Association has a fleet of 19 Snipes, 15 Fireflies, and 15 Yachting World 14 footers and membership is growing rapidly. Point score racing takes place every Sunday from the middle of April to the end of October and there is keen competition for the Stephenson Cup, which is awarded to the Snipe with the highest score for the season, providing more than 20 races have been sailed by the boat.

The North Western Snipe Championship was sailed at Marbury Mere Sept. 17-18th under the auspices of Fleet 217. 16 boats from Malden, Essex, Northwich, Winsford, and Budworth took part. The 1st race started at 3 P. M. Saturday in a fairly strong westerly breeze and, from the start, a battle commenced between Dr. A. C. Penman and his brother, Dr. Frank Penman, both of Northwich. Unfortunately, Dr. Frank, when in the lead at the end of the first lap, passed the wrong side of a mark and did not discover his mistake until he had sailed almost the entire length of the mere. He turned back, however, and the rest of the race was a struggle for him to catch up as many of the tailenders as possible. Actually, he managed to finish 9th out of 16. The two boats from Malden also had bad luck as both suffered broken shackles and, as a result, one broke a mast. Both had to retire.

Dr. A. C. Penman had a comfortable lead after his brother turned back and went on to win. There was keen competition for 2nd, 3rd, and 4th places, which finally went to Maxwell Savage from Northwich, Dr. W. H. Titcombe (Northwich) and Noel Nichols (Budworth). That night, a successful dinner was held at the Crown & Anchor Hotel for the competitors, friends, and members of the participating clubs.

On Sunday morning, the 2nd race started in brighter conditions and a light westerly wind. Almost from the start, the duel between the Penman brothers started again. First Frank in the lead, then Clarke; changing again and again as the 5 lap course was completed, and a long distance soon separated the Penmans from the rest of the fleet. But Clarke managed to pull ahead of his brother on the last lap and scored another win, with Frank 2nd and Edmund Hine, also of Northwich, 3rd.

After lunch, the 3rd and last race of the series started at 2:30 P. M. in sunshine and the wind still from the west, but not so strong as in the morning. Clarke Penman was over the line at the start but returned immediately and soon caught up lost ground. Once again the Penman brothers battled for the lead, passing and repassing each other and leaving the rest of the field some distance behind. But Clarke, using American Dacron sails, which shone out a brilliant white against the Egyptian cotton sails used by all the other competitors, again managed to get ahead of his brother in the last lap. The results of this race was an all-medical event with Dr. Clarke Penman 1st, Dr. Frank Penman 2nd, and Dr. Titcombe 3rd. The final positions were as follows:

SKIPPER	CLUB	POINTS	PLACE
Dr. A. C. Penman	Northwich	4800	1
Dr. Frank Penman	"	4131	2
Maxwell Savage	"	4113	3
Edmund Hine	"	4109	4
Dr. W. H. Titcombe	"	4044	5
Noel Nichols	Budworth	3953	6

Prizes were distributed after the finish in front of the clubhouse by Dr. J. Fitzpatrick of Budworth and the Haworth Trophy went to Dr. Clarke Penman and his crew, Miss Peggy Tinker, for their three fine firsts. They also received silver tankards, as did Dr. Frank Penman and his wife, who crewed for him, and 3rd prizes went to Maxwell Savage and his crew, Mrs. M. Middleton.

A large crowd of several hundred watched the racing from the private grounds of the club and there were loud cheers for the successful competitors and thanks to the hosts for the excellent management of the regatta. —Alec L. Okell.



**DITTY BAG**--This miniature sailbag stands 11" high, is complete in detail to the grip strap on the bottom and draw string top. Colors, white, lt. blue, red, lt. green, pale pink, & black. State class boat & #. If name of boat is desired, add 50¢ to order. .... \$3. 50



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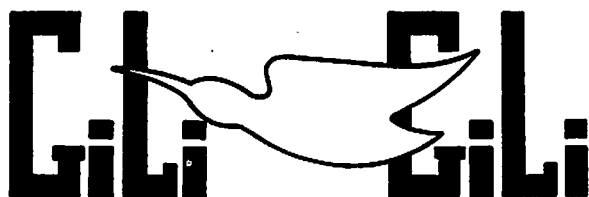
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