



Snipe
BULLETIN

November 1959

Vol. 9 No. 6



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SNIPES BULLETIN

The SNIPES BULLETIN is edited and produced monthly by
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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

This excellent photo shows the sensational young Brazilian
sailors, Reinaldo Conrad and his crewman, Antonio Marcos de
Moraes Barros, racing in the Pan-American Games on Lake
Michigan at Chicago last August. They attracted national and
world-wide attention when they made a clean sweep of the series
with 6 first places.

A New Secretary for Argentina

At the annual general meeting of the Snipe fleets held on
September 29th, Dr. Roberto Garcia Guevara was elected National
Secretary for Argentina, the post he previously held from 1951
to 1957. He succeeds Isaac J. Gil, who has completed a two-year
term. Dr. Guevara's address is Uruguay 1217 - 3 B. Buenos
Aires, Argentina.

1960 Annual Meeting in Chicago

The 1960 Annual Meeting of SCIRA will be held in Chicago
on Saturday, February 13th, as decided upon by the Board of
Governors at Ft. Gibson. This will be the last regular meeting
to be held at this time of year, for, starting next August, the
new time schedule for annual meetings will go into effect as
announced in the September BULLETIN. This return to Chicago
after holding the affair in Kansas City, Mo., last year, marks the
fifth time that we have enjoyed the facilities of the Chicago Yacht
Club. This time, local members of the new Chicago fleet will
be in charge of the SCIRA booth at the Chicago Boat Show in the
Ampitheatre from February 5-14th and will also bear the brunt
of the meeting arrangements. Details will be published next
month.

Incidentally, Governor Ray Kaufman announces that, after
careful consideration of all the factors involved, the District 1
fleets in the New York area have decided not to exhibit a Snipe
at the New York Boat Show in January. They have been most
successful in their efforts during the last few years, but the
work involved has proven a little too much for volunteer workers
and they will take a rest for this year, at least.

Point Score Race Results

We want to call your attention to point scores for the season
just passed. Every active chartered fleet must send in point
score race results before the end of the official season on
March 31st, 1960. Special forms are provided by this office
and these must be used in filing returns. Of course, these
scores must be figured according to SCIRA rules and great
care exercised that they are properly calculated, as it is
impossible to check all of them. The fleet official who has
this job must make certain that each boat listed is in good
standing with the Association for the current season and a
member of his fleet. Each year some scores come in from
unmeasured and unpaid boats. These are simply destroyed.
So, be sure you do the job as required and as soon as poss-
ible, for March may seem like a long way off, but we need
plenty of time to get the results compiled and ready for the
new year book. Your co-operation will be greatly appreciat-
ed, and, if you are a member of a fleet, be sure your officers
get your scores in.

JULES KROEGER DISTRICT 5 CHAMP

Consistent placing has become a necessity in the hot competition District 5 has produced this season. Many a top-notch skipper has seen a regatta slip from his grasp as the result of one bad race or one little teenie mistake.

Such was the case of Frank Dannenberg at the District 5 Championship held at Newport (N. Y.) Yacht Club, July 11-12, 1959 with 32 boats representing the best skippers in the area entered. Frank had a 1st and 3rd going into the final race only to sit helplessly in a calm and watch more than 20 boats finish ahead of him. Tom Hanna, who won the first race and was 2nd in the final, could do no better than 25th in the shifty winds of the second race. At the end of the competition, it was Jules Kroeger, with a 6-3-1 series, who carried home the trophy, repeating his feat of 1955.

Jules deserves the highest praise for his victorious effort as he was plagued with nothing but trouble from the very beginning. He had his boat measured in the dark the night before the regatta, broke his jib halyard twice (which compelled him to tip his boat over twice while racing for repairs) in the first race, arrived late for the second, and then did everything properly in the third to win by nearly half a country mile.

Herb Nelson and Lee Van Dusen kept up a steady pace to garner 2nd and 3rd spots respectively. — Ken Mansfield

DISTRICT #5 CHAMPIONSHIP REGATTA

Newport, New York --- July 11-12, 1959

BOAT	SKIPPER	RACE 1	2	3	FIN.
11900	J.Kroeger	6	3	1	1
10513	H.Nelson	11	2	3	2
11664	L.VanDusen	4	8	4	3
6003	D.Chase	8	5	7	4
7192	E.Vreeland	2	11	8	5
8663	F.Dannenberg	3	1	22	6
7877	T.Hanna	1	25	2	7
11599	E.Buchan	9	9	6	8
11749	B.Kupfer	7	12	9	9
5533	B.Matson	10	13	10	10
11600	P.Betlem	21	10	5	11
10870	J.Glenn	14	4	18	12
3577	L.Zilokowski	13	7	28	13
8038	C.Webster	17	16	11	14
9310	J.Cummings	18	6	25	15
11389	H.Fletcher	20	15	12	16
10587	Dr.Rose	16	17	16	17
8670	J.Bowlan	5	23	27	18

(18 top scores -- 32 boats participated)

TOM HEAD TAKES INTERCITY TITLE

The weather man must have known it was to be regatta time in Decatur, Illinois, July 18-19. For the first time in over two months, it rained! However, the skippers must have farming interests, as it did not deter them.

The first Saturday race was started in the rain, but after the first lap the sun was shining. A light breeze carried Tom Head to a 1st, Call to 2nd, and Chapin, 3rd. The second race started on schedule in a hard rain at the starting gun. Head was not bothered, however, and he again got 1st. Bigham was 2nd; Chapin, 3rd; and a dampened John Call, 4th.

Sunday was a day for the wives with winds of 5 mph and lots of sunshine. Call and Head had a race all their own and fought it out for 1st place. It was touch-and-go all the way with Call eventually out-tacking Head to win.

Tom Head had top honors for the series with Call 2nd and Sam Chapin of Springfield 3rd. — Martha Palmer

FINAL RESULTS -- DECATUR INTERCITY REGATTA

BOAT	SKIPPER	CLUB	RACE 1	2	3	PTS.	Fin.
11220	Tom Head	Peoria	1	1	2	4721	1
10668	John Call, Sr.	Indianapolis	2	4	1	4482	2
11353	Sam Chapin	Springfield	3	3	3	4332	3
8076	Bob Bigham	Cincinnati	4	2	6	4115	4
1657	Frank Castelli	Decatur	5	7	8	3541	5
10953	Tom Palmer	Decatur	DNF	5	4	3506	6
7196	J.Canterbury	Peoria	6	DNF	5	3421	7
9341	George Poulos	Galesburg	7	6	10	3342	8
10664	Jim Oeberly	Decatur	9	9	7	3204	9
5935	Zeke Zimmerman	Springfield	10	8	11	2950	10
11066	W.Patton	Springfield	8	DSQ	9	2897	11
11159	Jay Parr	Springfield	11	10	12	2702	12

PAN AMERICAN GAMES 6 STRAIGHT WINS

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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SNIPES ON THE MOVE TO WINDWARD at the Spring Championship Regatta held on Cross Lake, Shreveport, Louisiana.



THE SMILE OF VICTORY -- (Left to right) Margaret and Sam Mueller, winning crew and skipper, show off the trophies just received from Eddie Ogier, Commodore of the Shreveport Yacht Club.

SAM MUELLER WINS AT SHREVEPORT

Clear skies and good sailing winds prevailed at Shreveport's annual regatta held on Cross Lake, May 16-17th.

The winner was Sam Mueller of San Antonio, followed by Eddie Williams of Kansas City. Next in line were Lief Zars, Chuck Hardey, and John Wideman. Mueller sailed consistently, placing 3rd in both Saturday races and then getting a 1st Sunday morning. 30 boats were present representing 7 fleets from District #2. A glance at the entry list reveals the keenness of the competition and, needless to say, a good time was had by all.

SHREVEPORT SPRING CHAMPIONSHIP REGATTA

BOAT	SKIPPER	CLUB	RACES	1	2	3	1
11620	Mueller	San Antonio		3	3	3	1
9740	Williams	Lotawana, Mo.		10	1	2	2
10793	Zars	San Antonio		2	2	10	3
9191	Hardey	Shreveport, La.		5	5	4	4
9151	Wideman	Shreveport		4	9	5	5
10370	Kilpatrick	Oklahoma City, Okla.		7	4	7	6
23	Castle	Dallas		9	13	3	7
11209	Hornor	San Antonio		1	8	21	8
11622	Nelms	Ft. Worth		6	15	8	9
10851	K. Simmons	Shreveport		12	10	11	10
10009	Riesenecker	San Antonio	DSQ	7	6	11	
10789	Cummings	Dallas	DSQ	6	9	12	
11266	Wheeler	Dallas		11	16	13	13
11819	Antilley	Abilene		8	22	17	14
11601	B. Simmons	Shreveport		17	17	12	15
9150	Flowers	Shreveport		14	18	19	16
10585	Wise	Shreveport		18	19	14	17
10215	Kuntz	Dallas		15	20	18	18
9096	Collins	San Antonio		27	12	15	19
10515	Walsdorf	San Antonio		22	11	22	20
11619	Cruce	Oklahoma City		13	21	23	21
11820	Elam	Abilene		21	14	27	22

(22 top scores - 30 boats participated)

NELMS TAKES SOUTHWESTERN TITLE

Louis Nelms of Fort Worth won the Southwestern Regatta held on White Rock Lake in Dallas under the joint sponsorship of the White Rock Sailing Club and Snipe Fleet #1 over the Labor Day weekend.

The competition was very close and the winner was not determined until the last race. It was a toss-up between Nelms, Warren Castle of Dallas, and Dick Elam of Abilene.

In the first race Saturday in very strong winds (which were the strongest and the best for racing the lake has ever known), Warren Castle took a good lead to come in 1st over the triangular course. Dick Elam won the second race, again over a triangular course. The early Sunday morning race was won by Louis Nelms. This was a 5 race series and the last two on Sunday were windward-leeward affairs, won by Castle and Nelms respectively.

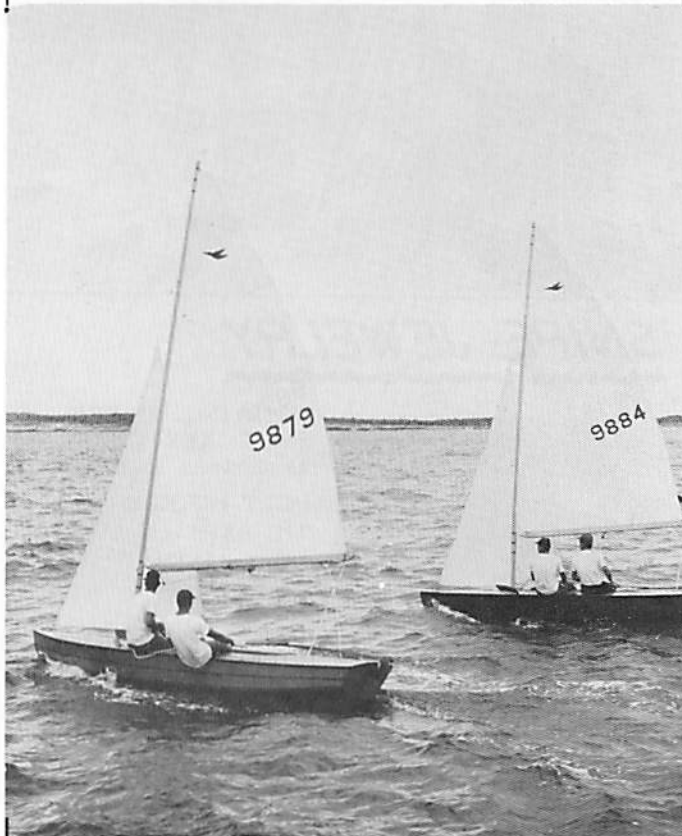
29 entrants registered from fleets in Abilene, Fort Worth, San Antonio, Shreveport, and Dallas. Movies of former regattas of the past two years were shown at the club Friday night by John Crutchfield of Abilene. Cocktail party and a great steak (Texas, you know!) dinner were the highlights of the Saturday night party at the Forest Hollow Club. Sunday night, Commodore Bill Wheeler presented the winning skippers and crews of the top five boats with trophies and also the perpetual trophies for the winner and his crew. — Jim Bookhout

ORDER OF FINISH — SOUTHWESTERN REGATTA

September 5-6-7, 1959

BOAT	SKIPPER	CLUB	BOAT	SKIPPER	CLUB
11622	Louis Nelms, Ft. Worth		10215	Louis Kuntz, Dallas	
11888	Warren Castle, Dallas		11265	Henry Towles, Dallas	
11820	Dick Elam, Abilene		7868	John Crutchfield, Abilene	
11209	B.G. Hornor, San Antonio		10094	Roger Rummell, Dallas	
11601	Austin Young Jr., Dallas		12015	Bryan Simmons, Shreveport	
10793	Lief Zars, San Antonio		1	Bob Sorenson, Shreveport	
12009	Willie Rotzler, S. Antonio		9095	Keith Zars, San Antonio	
11266	Bill Wheeler, Dallas		10851	Keith Simmons, Shreveport	
10789	Bob Cummings, Dallas		7391	Pat McDavid, Ft. Worth	
5824	Dick Gabler, San Antonio		11822	Tom Colt, Abilene	
11819	Joe Antilley, Abilene		10601	Bill Simmons, Shreveport	
9095	Finis Collins,		23	Jim Crawford, Dallas	
7474	Vinnie Beakey, Ft. Worth		10219	John Arps, Dallas	
11620	Sam Mueller, S. Antonio		7128	Wackenbarth, Ft. Worth	
11611	Jim Bookhout, Dallas				

ULMER SAILS WIN AGAIN!



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

Other 1958 Titleholders

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TERRY WHITTEMORE

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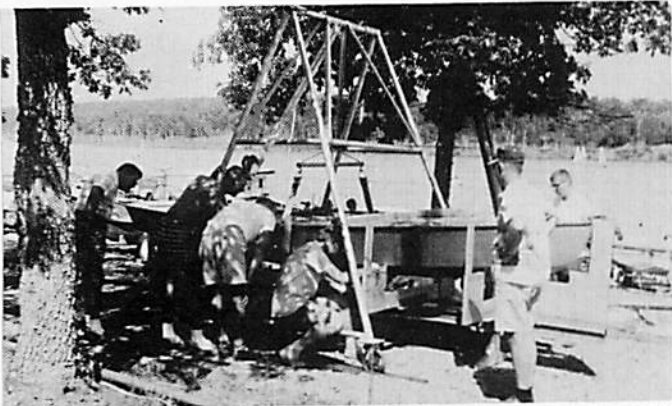
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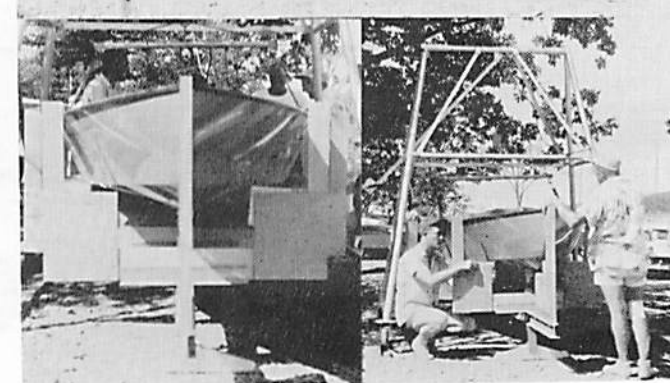
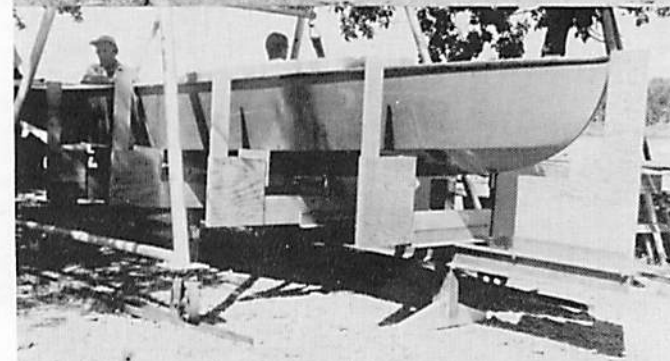
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SCENES OF THE NATIONALS

The new SCIRA-owned weighing device and measuring rack was used at the Nationals this year for the first time. Sturdily constructed, but easily knocked down for crating, it will be standard equipment at all U. S. Championship regattas in the future.

The light but strong A-frame is mounted on wheels which roll on an angle iron track. The trailer with a Snipe on it is placed at one end of the track under the A-frame; the boat is then lifted by a chain block and weighed on cotton scales attached to the A-frame; then the outfit is rolled forward on the track from the trailer and the boat is lowered into position over the measuring rack. The blocks and patterns are movable within tolerance limits and it takes a short time to check the hull at all important points. No guesswork is involved -- the boat either measures in or it doesn't! Incidentally, the boat being measured above is 10350, Dick Tillman's championship boat. When the checking is completed, the A-frame is rolled back and the boat lowered onto the trailer. A simple and foolproof process!



SENSATIONAL YOUNG BRAZILIAN TEAM ALSO WON THE ARIGO II TROPHY

For the fourth time, Snipe Fleet 377 of the Yacht Club Bandeirante, Sao Paulo, held the races for the South Brazilian Snipe Championship and the Arigo II Trophy.

On May 9, 17 teams met on Billings Dam, representing 11 fleets from four southern states, to race under excellent wind and water conditions in a three-race series. The local fleets were considered favorites, for their recent victory in the classification series for the Pan-American Games in Rio. As a matter of fact, 8 of the best Sao Paulo Snipers had as their strongest contestants two teams from Porto Alegre (home of the last four National Champions) and one team from Rio.

All the races were exciting and only decided on their last lap.

JAPAN HOLDS ITS THIRD NATIONAL CHAMPIONSHIP REGATTA

The 1959 Japan National Championship of SCIRA was held at Yokohama on June 27-28 in enthusiastic expectation by sailing fans from all over the nation. We are very happy to report that it was a great success.

17 Snipes in all took part in these Championship Races and the skippers are all skilled contenders of the first class in Japan. Ten of the 17 participants are hopeful candidates for members of a Japanese team for the 1960 Olympic Games in Rome. It is quite natural that the races were very hot ones on a very high level from a standpoint of sailing technique.

The first day: The wind velocity was 4-5 KPH and the racing site had choppy waters. Several boats were sailing in very close competition for first place. There were three races that day, with no definite prospects for any skipper hopeful enough to win the championship.

The second day: The wind velocity picked up to 8-10 KPH and again the water was very choppy. There were also three races for the second day and all very tough ones. But when E. Ishii won 1st in the first race, after having a 5-2-1 the day before, his chances of coming out on top rose a couple of notches. M. Ozaki made a strong finish when he came in 1st in the next two races, but he missed a golden chance to win the victory.

The National Champion for 1959 is Masayuki Ishii, the skip-

per of 10670, a young (28 years of age) and famed Sniper of Japan. He has been a member and a racing committeeman of the Tokyo Bay Fleet 428 since it was formed in 1956. He is the third holder of the Terry Whittemore Trophy, following Roy Yamaguchi for 1957 and Saburo Tanamachi for 1958. It has been decided that Ishii and his crew, Setsuo Kawada, will represent Japan in the World Championship Races in Brazil.

After this regatta, Sao Paulo appears as one of the strongest candidates for the National Series in Porto Alegre and also for the World Championship. --- Roberto Hollnagel

per of 10670, a young (28 years of age) and famed Sniper of Japan. He has been a member and a racing committeeman of the Tokyo Bay Fleet 428 since it was formed in 1956. He is the third holder of the Terry Whittemore Trophy, following Roy Yamaguchi for 1957 and Saburo Tanamachi for 1958. It has been decided that Ishii and his crew, Setsuo Kawada, will represent Japan in the World Championship Races in Brazil.

BOAT	SKIPPER	CREW	RACE	1	2	3	4	5	6	Pts.	Fin.
10670	N. Ishii	S. Kawada	5	2	1	1	4	2	7	611	1
10680	M. Ozaki	Y. Nishikawa	5	4	3	4	1	1	7	582	2
10674	F. Matsumoto	S. Fukutani	3	5	D/F	5	2	4	6	926	3
11068	N. Okuma	Y. Nozaki	2	3	6	5	3	6	6	859	4
11072	M. Kato	T. Hagiwara	8	10	2	2	7	3	6	731	5
10675	S. Tanamachi	T. Funaoaka	6	1	5	6	5	1	7	664	6
10671	K. Shioda	H. Wada	1	6	4	5	9	5	6	514	7
11073	M. Yoshida	T. Ishikawa	1	11	8	3	6	13	5	442	8
11067	K. Matsuda	T. Suzuki	4	7	9	12	11	12	5	290	9
11069	K. Hirata	K. Kishida	10	9	10	7	D/F	8	5	191	10
11070	H. Makihara	H. Bannai	11	8	12	10	10	D/S	4	752	11
10679	H. Okuno	Y. Tokuoka	12	16	11	11	8	10	4	691	12
11071	R. Yamaguchi	T. Okayasu	7	12	7	D/F	D/F	D/S	4	505	13
11950	K. Takino	A. Okazaki	16	14	13	14	13	7	4	182	14
10673	S. Mikuni	H. Goto	13	17	14	14	12	9	4	107	15
10677	Yazaki	Suda	15	15	15	D/F	14	D/S	3	35	16
10671	T. Tsuno	K. Abe	D/F	13	16	15	D/F	D/S	3	17	17



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.

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ARTY KARPF EMBARKS ON A WINNING STREAK



HAL WINSTON (2nd from left) AWAY TO A GOOD START

WINS BY DECISIVE MARGIN — STILL HOT THE NEXT WEEK

The weekend of July 16 - 17th saw the most successful regatta that we have ever had at Miramar. A total of 24 Snipes raced for the Bert Bachman Memorial Trophies.

Boats from as far away as Maryland, Schenectady, New Jersey, and all parts of New York came rolling in to the club early Saturday morning.

The first race started at 1:00 P. M., with the wind filling in from the SSW at about 8-10 mph; a triangular course was set, with the tide just about to run out to sea. Gary Evans broke away at the start and was never in trouble all the way to the finish, although there was somewhat of a battle for second place going on behind him with Arty Karpf the eventual winner of a luffing match with Lee Stuve. This race saw the disqualification of several boats that were swept on to marks by the tide.

The second race started as soon as the first was over. And again a triangular course was set. Arty Karpf, although he was smothered at the start, worked out of the oack to take over the lead, followed very closely by Bill Ludlum, Lee Stuve, and Jerry Sachnoff - all within 5-10 seconds of each other. As the wind had picked up to 15-20 mph for this race, some of the fellows had a time of it to keep their boats down. Those who were able to were planing (surging ?) off the tops of the waves rolling in.

Saturday night brought on the traditional lobster and clam bake. Plenty of good food, good stories, laughter, and a resail of the races of the day. A good time for all!

Sunday morning brought on the fog, delaying the start for an hour, but like weather to order, it lifted and a brisk SSW at 10-15 came in as per usual.

Away with the gun were Hal Winston and Arty Karpf on the port tack and Jesse Aronstein, Lee Stuve, and Jerry Sachnoff on the starboard tack, trying to take advantage of the tide. At the windward mark, Winston rounded first with Karpf and Aronstein close behind. (It would seem that there was no advantage in the tide this trip.) The next leg saw only one change when Sachnoff overtook Aronstein. That was rectified on the downwind leg when Aronstein nipped Sachnoff by inches for 4th place. Downwind Winston showed that he lives up th that name by winning this race. 2nd was Arty Karpf, followed very closely by Sy (Slippery Sheets) Label, 3rd.

Thus Arty Karpf is again the winner of this regatta, repeating his 1957 victory. He took home the hardware to join its teammates on the trophy shelf. 2nd was Gary Evans with Mrs. Evans as crew. Lee Stuve was 3rd, thus shutting out all the local boys from the top honors.

Next year we look forward to even a larger number of visitors. We have been working hard to revive Snipe sailing in this area and are encouraged by the gradual and substantial improvement in our big regatta. We really mean it when we invite you all to come and sample our Southern Hospitality (South Brooklyn, that is !) Come see us. . . you'll hear ?

— Jerry Sachnoff



UNLOADING BOATS at the Miramar Yacht Club prior to 1st race

MIRAMAR INVITATIONAL REGATTA Sheepshead Bay --- Long Island, N. Y.

BOAT	SKIPPER	RACE	1	2	3	Pts.	Fin.
10546	Arty Karpf		2	1	2	4642	1
10508	Gary Evans		1	5	6	4121	2
10376	Lee Stuve		3	3	8	3977	3
8989	Bill Ludlum		5	2	7	3973	4
8000	Hal Winston		8	7	1	3845	5
11633	Jerry Sachnoff		7	4	5	3821	6
10364	Jesse Aronstein		6	17	4	3170	7
11533	Rolf Carlson		12	6	13	2850	8
11535	Ruth Stehling		11	8	14	2718	9
9443	Nate Kershenbaum		16	11	9	2600	10
8641	Jack Luyster		13	12	10	2586	11
11536	Jack Becker		10	9	17	2561	12
8686	Gene Thorman		4	13	DSQ	2553	13
11065	Ben Lizza		14	10	12	2531	14
11752	Bill Becker		9	16	15	2325	15
10361	Sy Label		DSQ	DSQ	3	2022	16
10048	Joe Hartung		DSQ	14	11	1918	17
11043	Jules Spodek		DNF	15	16	1625	18
11580	Jerry Wolf		29	19	19	1452	19
8083	Ed Langsam		18	20	20	1417	20
10563	Henry Berkowitz		24	18	18	1347	21
11042	Sid Horowitz		DNF	DNS	DNS	289	22

LAUGH OF THE MONTH -- In reply to a recent questionnaire sent to all delinquent members of Scira (trying to find out why dues hadn't been paid), the following explanation deserves to hang on the wall in a gold frame: " I sold my Snipe because I am going to college and needed the money. I also got married. "



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SCIRA 655 WEBER AVE. AKRON 3, OHIO

JERRY THOMPSON WINS MID-STATES REGATTA

— SAM CHAPIN NEW ILLINOIS STATE CHAMPION —



THE WINNING TEAM OF SCHENCK (left) AND THOMPSON receive the Alan Myers Perpetual Trophy from the Honorable William J. Stratton, Governor of the State of Illinois.

SNIPERS ON THEIR WAY HOME FROM THE NATIONALS STOP OFF FOR A FRIENDLY VISIT AND THEN WALK OFF WITH THE BACON!

Jerry Thompson of Long Beach, California, along with Past Commodore Fred Schenck as crew, won the Alan Myers Trophy at Springfield on Labor Day with a convincing 3 first places in the regatta and one in the tune-up race.

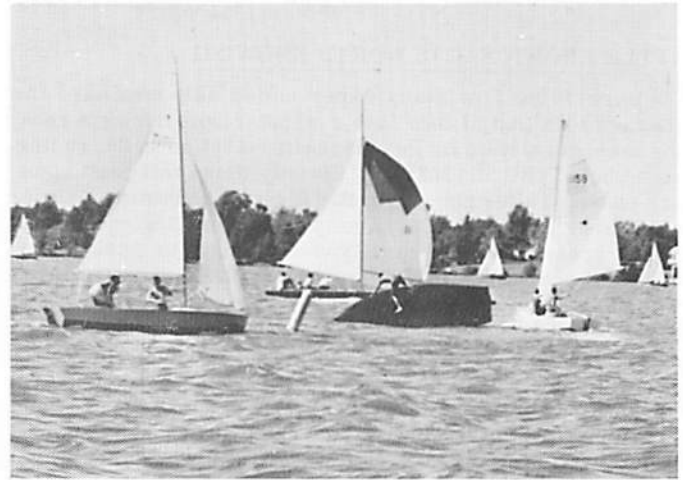
Sam Chapin of Springfield, taking advantage of the fresh breezes, finished 2-3-5 and found that combination good enough for second place and the Illinois State Championship. To get his places, he won a photo finish with Cleve Slauson in one race and slipped in ahead of a pack of 4 boats in the second race.

The Illinois State Championship was held concurrently with the Mid-States Regatta this year and will be sailed at Peoria next year.

Old Campaigner John Call of Indianapolis took a 7th in the 1st race, complained heartily about the bad bend in his mast when the wind blew a little bit and then, as the wind got stronger, he went better (bending mast and all) to finish 2-2 in the last races. Actually, he sailed the fastest 3rd race, but went on the wrong side of the committee boat at the finish. Jerry Thompson and Fred had diagnosed his confusion and shammed a wrong side finish just long enough for John to be committed to the wrong side. Then they tacked to steal first place. John was naturally upset a little, but mostly mad because the trick hadn't been the other way around.

Defending Mid-States Champion Tom Head of Peoria lost the second race to a mark of the course. Up-and-coming skippers Pete Schutz and Jock West, both of Peoria, collected some silverware for a well-sailed regatta.

The Alan Myers Trophy, symbolic of the Mid-States Championship, was replaced this year by a bigger, better silver punch bowl through the continued interest and generosity of Alan Myers, who gave the original 21 years ago. 9 classes and 115 boats competed in the regatta this year. Snipes were most numerous with 21, followed closely by Thistles and Lightnings. The race committee did a fine job and with fresh breezes, there was very little intermingling of fleets. Two hoists and an enlarged parking area made the work ashore fairly easy. A big change from the bottleneck at the hoist in past years! ----- Sue McCall.



While jibbing around the leeward mark at the Regatta at the Island Bay Yacht Club, Snipers Schuster and Heinpdy of Peoria over-turned. They righted their boat and went on to finish well up.

FINAL RESULTS

MID-STATES and ILLINOIS STATE CHAMPIONSHIP REGATTA

Springfield, Illinois -- Sept. 5-6-7, 1959

SKIPPER	CLUB	RACES	1	2	3	Pts.	Fin.
Jerry Thompson	Long Beach, Cal.	1	1	1	1	4800	1
Dr. Sam Chapin	Springfield, Ill.	2	3	5	5	4261	2
John Call, Sr.	Indianapolis, Ind.	7	2	2	2	4198	3
Cleve Slauson	Peoria, Ill.	3	5	6	6	3965	4
Jock West	Peoria	5	4	7	7	3821	5
Pete Schutz	Peoria	6	6	4	4	3819	6
Tom Palmer	Decatur, Ill.	8	9	11	11	3013	7
Francis Castelli	Decatur	12	8	9	9	2954	8
J. Canterbury	Peoria	11	10	8	8	2950	9
Tom Head	Peoria	9	DSQ	3	3	2695	10
John McCall	Springfield	13	7	17	17	2516	11
Coberly	Decatur	17	12	12	12	2258	12

(First 12 of 26 boats participating)

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LITTLE KNOWN FACTS WORTH KNOWING

It is surprising how many experienced skippers have the mistaken idea that, if they lose a whisker pole during a race, they must pick it up or get disqualified. Under the racing rules (both IYRU and NAYRU), the only items that must come back on board after going over are anchors and crews. Under Snipe rules, you must also carry a paddle, bailing equipment, and life preservers, so I guess you would have to retrieve any of these if you lost them. But whisker poles are not required equipment under any set of rules. (The reasons for writing this are that in the Nationals I lost a whisker pole and afterward several people asked me with raised eyebrows if I hadn't lost a pole and just left it in the water. Also, at the Pan-American Games, the Brazilian boys carried weight saving to the extreme of removing my spare whisker pole under the assumption that, if they lost a pole they had to pick it up, so why carry two?)

Another little known section of the rules concerns tying up to things to make repairs. The racing rules start at preparatory signal -- the five minute one on a 10-5 and go start -- and after that time, if you have to make any repairs, you can anchor, your crew can stand in the water and hang on to the boat, or if you are sailing in this part of the country, you can run your center-board into the mud, but you can't tie up to a dock, boat, buoy, or anything else. As mentioned above, you have to get the crew and the anchor back on board before continuing. Also, you cannot receive assistance from anyone.

HOW TO RUN A NATIONAL REGATTA

I appreciate the Editor's kind words concerning the 1959 Nationals in the September BULLETIN, but feel a little amplification is in order. Running the Nationals is a big job! Very few fleets in the country have the facilities, finances, or personnel to do the job by themselves, especially in District 2 where we are in the middle of nowhere, nautically speaking.

The answer lies in proper organization by a few people and cooperation by many. Two top skippers in the Tulsa fleet -- Jerry Jerome and Joe Becker -- gave up sailing in order to get the job done. Two of the top sailors in the Iowa-Nebraska fleet -- Jack and Bob O'Brien -- gave up sailing to run the race committee, bringing their own committee boat. The other three power boats used were furnished by Floyd Hughes and Keith Rosenberg of Iowa-Nebraska and Ken Morrison of Oklahoma City. The Iowa-Nebraska crew also brought four two-way radios, which from here on should be considered required race committee equipment at every big regatta. (Citizens Band transmitters do not require licensed operators and are far superior to walkie-talkie sets which in the past have been all walkie and no talkie.)

Financial help was given by fleets at Missouri Yacht Club (Kansas City), Shreveport, Dallas, San Antonio, Wichita, Tulsa, Oklahoma City, and Iowa-Nebraska. None of these clubs have much money, and compared to previous Nationals, we didn't have much to spend. We did have, however, a large number of enthusiastic people willing to make considerable personal sacrifice to get the job well done.

BASHED BOAT REPAIRS

Its against my principles to give any product free advertising but maybe I have been listening to too many good TV commercials. In any case, I can't resist the temptation to do this one, so here 'tis, "BOATS BASHED BY BARGERS? BETTER BUY BONDO!". There! I've said it and I apologize, but for filling large or small size dents, some stuff called "Bondo" is the best I've found. It is a paste consisting of polyester resin and chopped glass fibers. You add a few drops of hardener

before use. It doesn't shrink, sticks well, and hardens rapidly. Available at automobile supply stores.

From the Rules Committee

In the "Voice of the People" column in this issue, Lee Stuve raises a question concerning the recent change in the deck crown from "1" to 1" per foot of beam to the new measurements of 1/2" to 11/16" per foot of beam. Lee may have a good point, but he is talking about a difference of 5/16" and that is a pretty small measurement when it comes to depth of cockpit. Actually, few Snipes have ever been built with the full 1" per foot high crown deck. Variations in deck crown look much greater than they actually are. Anything less than 2 1/2" looks flat and a deck with a 4" crown looks like it is 5". This is, of course, not a sacred number, but holding the tolerances in deck crown to the new changes will do much to make all Snipes look alike, which is desirable. The change became effective June 1, 1959.

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Voice Of The People

OBJECTS TO RULE CHANGE

" I guess there is always someone who is opposed to new rules, and in this case, I am particularly displeased with the new limitations on maximum deck crown. This is because of plans to build a " self-bailing" arrangement into a new hull, and in order to obtain the most comfortable cockpit, one must start with the greatest depth available. The present allowable crown of 1" per foot of beam has been fine and should be retained. I am building my boat on this basis.

As a matter of fact, I have done a considerable amount of work on forms for laminated deck beams, having the 1" per foot crown. Aside from the expense and effort involved, I see nothing desirable with new tolerances in deck crowns and wonder why they were ever changed.

It has always been my opinion that a generous deck crown was an eye-appealing, distinctive characteristic of a "new" Snipe. The flatter deck of future Snipes brings this close to the lines of a Comet; it isn't as strong or rigid; and is not favorable to anyone trying to develop a " self-bailer. "

—Lee R. Stuve
707 McClellan St.
Schenectady, New York.

FINDS SNIPE HARD TO CAPSIZE

" At the risk of taking up some of your valuable time and space, I would like to give an unsolicited testimonial for Snipe.

I built my boat 3 years ago and this year got some new dacron sails on her and really noticed a big difference. I used to pooh-pooh the planing theory, but after last week I am a confirmed believer. Never thought a sailboat could go so fast!

Have been having fabulous winds, so, in a real blow, I decided to capsize the thing just to have the experience should we ever have an unrehearsed dumping. At this point, I go away out on a limb and say that I can't understand how anyone can unintentionally capsize a Snipe. We really had to work to dump it over, even in a 25 knot wind. And righting was a breeze! We took only 5-10 gallons of water. The second time we tried it, we were too slow and swamped her. I can thoroughly recommend rehearsing a controlled dumping (have some one around) in warm weather.

All in all, I am very enthusiastic about the craft and am very eager to try racing. With no other boats around, I am going to see that a fleet gets built. My brother is starting one as soon as the plans are received."

— Harold Balazs
618 E. 20th St.
Spokane, Washington

LETTERS WE LIKE TO GET

" Here is a check for a BULLETIN subscription for our son who is now serving in the navy. Jim tells us that the BULLETIN is the most interesting mail he receives outside of his letters from home. His shipmates have all enjoyed them very much, too, and several have planned to look into the sport of racing Snipes when they are out of the service. "

—C. V. Warfield
Alameda, California

" Please cancel the ad for my Snipe, as I heard yesterday from a man in New York who bought the boat, and today heard from a chap in Clearwater who wanted to buy it, also.

So, it is obviously sold -- and that ad in the BULLETIN really worked! In fact, I had not even gotten my copy of that issue and had not seen the ad yet when the boat was sold. "

— Stan Salzenstein

" I want to take this brief moment to thank you personally for sending the BULLETIN to school each month during the past year. It has brought many warm, wonderful thoughts of Sniping into a dreary day of tests or studying, not to mention the interest-sustaining job it performs so admirably. Keep up the good work of editing and publishing. Thanks again, it was really appreciated by all who saw it. "

— James Hoehn
South Bend, Indiana.

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!

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.

DO YOU NEED A NEW MAST? Get a complete set of plans for the CHAMPION round mast for Snipes, designed by Ted Wells, and build your own. 4 sheets of blueprints with all details for hardware and rigging for only \$1.00 per set. SCIRA, 655 Weber Ave., Akron 3, Ohio.

BUILD YOUR OWN TRAILER. You can get blue-prints and a detailed instruction sheet for two different types of trailers which were especially designed by snipers to fit a SNIPE. Why spend a lot of money? Only \$1.25 postpaid, complete.
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WEAR SNIPE INSIGNIA. A good quality emblem 2 1/2" x 1 1/2" suitable for wear on caps, pockets of blazers, jackets, sweaters, etc. A bright red Snipe embroidered on dark blue felt surrounded by yellow braid. Very attractive — shows up good. Advertise the fact that you own the best little boat in the world and belong to a grand organization. Get them for \$1.00 each from SCIRA, 655 Weber Ave., Akron 3, Ohio.

AT LAST! MADE ESPECIALLY FOR SNIPERS! A high quality screw button for yachting caps with a crossed anchor emblem. A red Snipe on a dark blue pennant with white enamel background — all outlined in gold. Can be worn in coat lapel, too. Obtainable only from SCIRA, 655 Weber Ave., Akron 3, Ohio, at \$1.50 each. Fill that empty space on your cap with class insignia!

FOR SALE: EMMONS built Snipe 6765. Centerboard type in ready-to-race condition. Boat has been a consistent winner. Selling as owner has gone into the navy. Price \$450.00. Reply to F. Pownall, 20 Snug Harbor Rd., Milford, Conn. Trinity 4-2224.

FOR SALE: One set of ORLON Snipe sails used one season. Main medium flat draft. Only \$100.00. Contact Ned Lockwood, 8107 Lantern Road, Indianapolis 26, Indiana.

WANTED: THREE SNIPEs in good condition. Preferably located in the New England States. Give price and describe fully boat, sails, equipment, and extras if any. E. A. Lothrop, 273 London St., Sherbrooke, Que., Canada. Phone LO 2-9729.

ARE YOU BUYING OR SELLING ANYTHING? USE THIS SPACE! It is the best way to get in touch with other Snipe owners who may have what you want or want what you have. **CHEAP, TOO!**

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COLSON TROPHY WON BY ART KARPf

The Colson Series was sailed on Great South Bay off Sayville, Long Island, New York, on July 25-26th. The regatta was run by the Wet Pants Association of Sayville. The Colson Trophy was presented to the Wet Pants Snipe Fleet in 1939 by Mrs. William Colson in memory of her husband, Bill Colson who was a Snipe builder in the early days of the class.

The two races on Saturday were sailed in a shifty northwest wind blowing 10-18 mph. Sunday's race was sailed in a light south wind.

In all three races, the courses were of the Gold Cup type. This made very interesting sailing, particularly since the two Saturday races were set up so there would be a windward beat finish. The courses were approximately 6 miles long for each race.

Artie Karpf from the Eastchester Bay Fleet 161 won the regatta. Bill Ludlum of the Wet Pants Fleet, the defending 1958 winner, came in second with 152 points behind Karpf. Ruth Stehling, of the newly-organized Overboard Fleet 462 of Sea Cliff, surprised the boys by grabbing a nice third place for herself.

Karpf won the first race Saturday, but came in second to Bill Ludlum that afternoon. Tied for first place as they entered the third race, Karpf and Ludlum staged a brilliant duel, disregarding the rest of the fleet and tacked continually, each trying to get away from the other. Karpf, however, managed to gain a slight lead over Ludlum and held it to the finish and the grand prize. While that dogfight was in progress, John Mulhausen from Cedar Point, Conn., sneaked across the finish line in first place. Karpf was 2nd, while Ludlum slipped back to 4th place.

With 19 boats participating, it was the best regatta to date!

FINAL RESULTS — COLSON SERIES REGATTA

BOAT	SKIPPER	CLUB	RACE	1	2	3	PTS.	Fin.
10546	Artie Karpf	Eastchester Bay	1	2	2	2	4642	1
8989	Bill Ludlum	Wet Pants	2	1	4	4	4490	2
11535	Ruth Stehling	Overboard	3	7	7	7	3756	3
9489	John Mulhausen	Cedar Point	5	14	1	3	3625	4
11534	George Becker	Overboard	8	9	3	3	3557	5
10292	Gus Kreuzkamp	Manhasset Bay	7	8	5	5	3541	6
10361	Sy Label	Sheepshead Bay	12	3	6	6	3510	7
11533	Rolf Carlson	Overboard	6	4	14	3	3323	8
11536	John Becker	Overboard	4	10	13	3	3114	9
8641	Jack Luyster	Overboard	10	6	11	3	3086	10
11701	Winston Cooney	Manhasset Bay	14	5	9	3	3022	11
9443	Nate Kirschbaum	Wet Pants	13	13	8	8	2677	12
10060	Gordon Thorne	Wet Pants	9	15	10	2	2661	13
6977	Steve Treat	Manhasset Bay	11	12	12	2	2582	14
9749	Bill Deale	Wet Pants	DNS	11	16	2	2054	15
3730	Hal Berberian	Wet Pants	15	18	15	1	1881	16
11065	Ben Lizza	Overboard	17	17	17	1	1728	17
2748	Emil Stein	Overboard	16	19	18	1	1638	18
8988	Randy Richards	Wet Pants	DNS	16	19	1	1638	19

NEW TEAM RACE SERIES IN ILLINOIS

The Springfield and Decatur Snipe fleets inaugurated a 3 and 5 boat team race sailed simultaneously much on the same plan of the New York State Team Races. Springfield was host to Decatur for 2 races on May 24th. In beautiful warm sunshine and light to moderate but shifty winds, Springfield won the 3-boat team series by 42 1/4 to 36 1/4, using NAYRU team scoring and rules.

The 5-boat races were restricted to 4 boats due to a 5th boat complications. The 4-boat series also went to Springfield 64 1/4 to 56 1/4. John McCall shone for Springfield. In the first race, he luffed several boats to the back of the fleet and then, on the second beat, made up so many boats that he rounded the windward mark in 3rd place. Sam Chapin, Springfield, who had worked out a good lead, was waiting (sails flapping) on the next leg to carry 2nd place Tom Palmer, Decatur, up to windward to let John through to lead. But Tom got even by slipping past both of them for a 1st place. In the second race, John got a good start and stayed out in front for 1st place. The races were marked by stayed out in front for first place.

The races were marked by close sailing, frequent luffing, covering, and team blanketing. This was the first team racing for most participants and a return try at the new perpetual trophies is planned for later in the Fall at Decatur.

— Dr. Sam Chapin