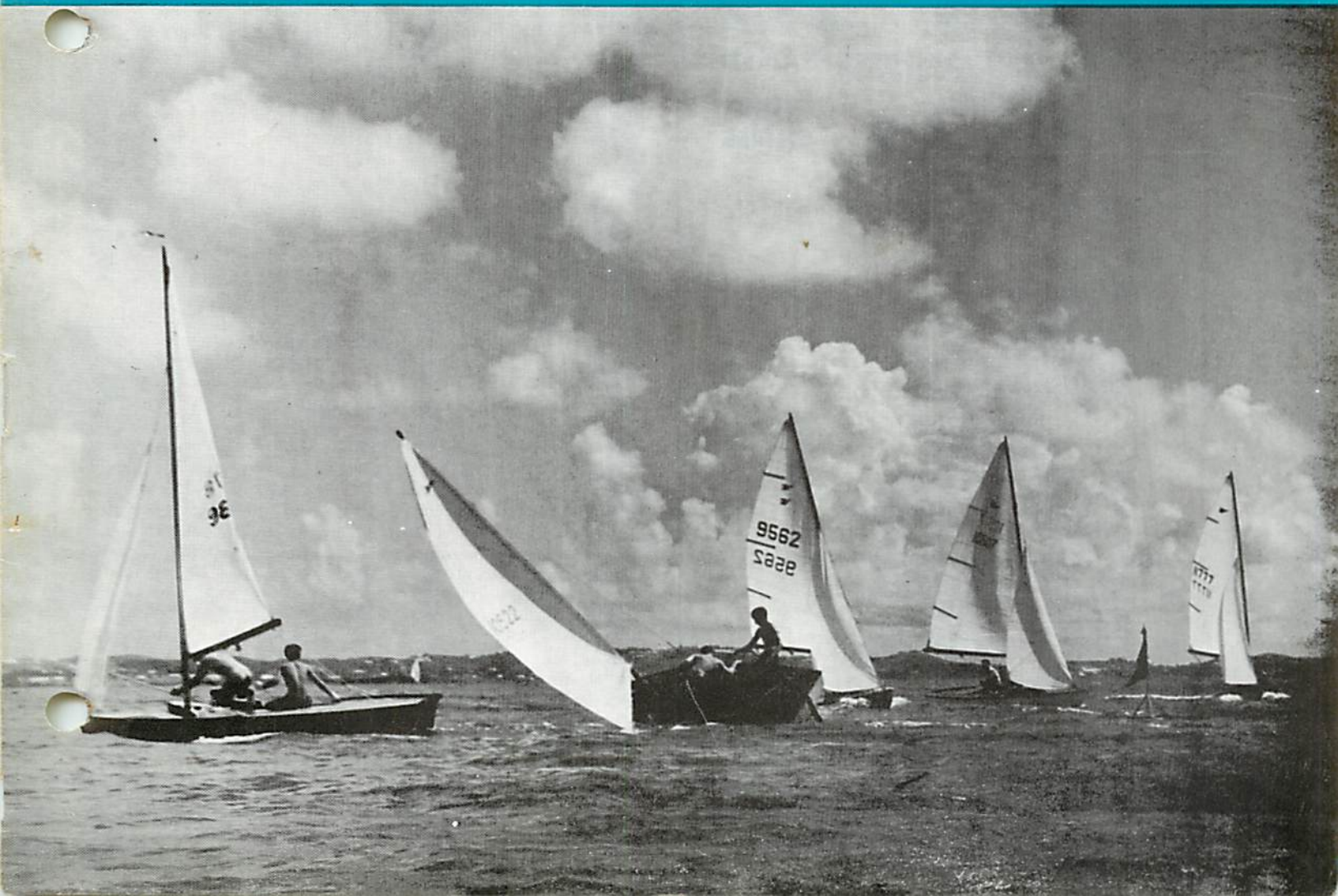


SNIPER



BULLETIN

NOVEMBER 1960
Vol. X No. 6



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

Address all correspondence to:

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

Subscription Rates.

\$2.00 Per Year.

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

Form close on the 15th of each month preceding publication. Material received after that date will not appear until 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

THEY'RE OFF! - Top picture shows a start of a race in the Bermuda National Championship Races. 9882 and 9884 eventually won the top positions. Note the positions of 10522 and 9878 and then look at the bottom picture. 9878 leads around the windward mark and 10522 almost goes over, but not quite.

THE SCORE

Numbered SNIPES — 12758

Chartered Fleets — 510

When the score was last posted in August, it was 12553. So 205 new numbers were issued during August, September, and October, which is a record for any similar three-months period in SCIRA history. As a matter of fact, it is just twice the rate of the 29-year normal growth and the spurt will help establish 1960 as SCIRA's greatest year for growth.

72 of these numbers went to countries outside of the U. S. with France, Portugal, Italy, Belgium, Brazil, and Argentina the largest customers. Of the 133 U. S. boats numbered, approximately one-fourth were fiberglass construction. With the close of the U. S. sailing season, it is not likely that the present pace will continue, but, at any rate, SCIRA can furnish incontrovertible evidence that Snipe is, no doubt, the fastest growing one-design class of racing boats in the world.

And, best of all, at the same time the number of boats was increasing, the number of fleets also zoomed up, indicating a corresponding general increase of Snipe activity, too. 7 new groups were organized into official fleets as more and more sailors sought to join in the fun of Snipe racing.

On August 25, 1960, Charter 504 was issued to the Split Fleet located for the middle and south Yugoslav Adriatic coast. This new fleet now means that Snipe racing is available in any part of Jugoslavia and the 3 existing fleets there give promise of great expansion in the future. Gregorin Hrvoje is the first Fleet Captain.

Texas now has her fifth fleet, for Charter 505 was issued to the Austin Snipe Fleet on August 31st. They have 6 Snipes in their fleet with 3 more on the lake and they hope to develop their group so they can give the boys in San Antonio some competition. They held their first regatta September 16-17th and expected a lot of Snipes for the inaugural. Knowing that nothing can stop Texans, we confidently predict that Texas will soon become the center of Snipe activity in the U. S. before many years roll around. Two other fleets are in the process of formation. Dr. Francis B. McIntyre is the Commodore of the new club and you can get him at 2301 North Loop, Austin 5.

H. Alonso Pittaluga, new National Secretary for Uruguay, announced that a new fleet of Snipes had been formed at the Club Yacht Uruguayo located at Puerto del Buceo at Montevideo and Charter 506 was assigned to them. This is the third fleet for Uruguay. He reports interest in Snipe sailing is growing steadily there.

Another newcomer has joined the SCIRA family of nations!

We are pleased to announce that Venezuela has officially complied with all SCIRA regulations and the country has finally completed its organization. Original enquiry was made by sailing authorities there in September 1952. At the last meeting of that National body, Hans Nienstadt, Apartado 2083, Caracas, was elected Fleet Captain and also appointed as the first National Secretary for Venezuela. They start with three Snipes in good standing and the Spanish Ambassador donated a big Cup to go to the fleet this year at races scheduled for a National Holiday on October 12th. Charter 507 was granted to the Puerto Azul Fleet on October 14th.

A good many years ago, there were many Snipe fleets on the many lakes in the Finger District of central New York State. One of the better groups was at Lake Canandaigua and recently Snipers from the Newport Fleet at Rochester have been trying to stir up some enthusiasm there. Tom Hanna had the honor to present Charter 508 to the new group at an organization meeting held at the lake October 24th and plans are now far advanced for an early start next season. This is good news for all District 5 Snipers.

Finland has completed organization of her third national fleet and Charter 509 was issued to the Turku Fleet on October 15th. Turku (Abo) is the home town of former National Secretary Dr. Olle Palmberg. It lies on the southwest coast surrounded by lots of small islands and shores, and for many years has been a great sailboat racing center. Snipe activity is greater and better organized in Finland now than ever before.

Commander Murillo Rubens Habben de Maia of the Brazilian Navy organized a Snipe Fleet on Lagoa Rodrigo de Freitas, a beautiful lagoon located in Rio de Janeiro behind the hills that circle Copacabana Beach. Precisely in this lagoon started the Snipe Carioca in 1934. Six new Snipes built by the Navy there will be the backbone of the new fleet, for which Charter 510 was issued October 17th. Associates of two other clubs established on the shores of the lake will race against these boats and a rapid growth is anticipated. Good luck to the Navy men in Lagoa Fleet 510!

Some New Officers are Chosen

Luis A. Carlotta Pereira, National Secretary for Uruguay for the last 4 years, has notified SCIRA that new blood has been chosen for the office and that henceforth Sr. Hector Alonso Pittaluga of the Club Neptuno Fleet 307 will take over the duties of the National Secretary. Mr. Pereira has done a fine job during his term of office and the present healthy state of Snipe in Uruguay has been due to the steady growth of the class under his guidance. SCIRA thanks Mr. Pereira and wishes Mr. Pittaluga good luck in his task. His address is Club Neptuno, Juan L. Cuestas, 1595, Montevideo, Uruguay.

Likewise, comes news from Italy that Capt. Vieri Lasinio, after serving as National Secretary for 8 years, has now relinquished the reins of office to Prof. Marilio Vidulich of the Societa Triestina Della Vela. He was duly elected to office by the Fleet Captains at an Assembly held in Genoa on October 23, 1960. In this case, SCIRA is fortunate that it will not lose the dedicated services of Capt. Lasinio, for he merely retires to his position of General Secretary for Europe and Great Britain, a job which he has likewise held for several years. SCIRA extends its thanks to Capt. Lasinio for his unusual and tireless services to the organization of the Snipe class in Italy, which is one of our strongest members. To Prof. Vidulich, congratulations and assurance of help in performance of his duties are proffered. The official address of the new Secretary is Mola Istria 8, Trieste, Italy. Capt. Lasinio can be reached at Via F. Nullo, 23, Genova-Quarto, Italy.

The 1961 Rule Book

As previously announced, SCIRA this year will endeavor to publish the 1961 rule book as soon after the first of the year as possible. This means that your help is needed in getting information into this office which should be included in the new book. Every year, there are always a few complaints from people who feel that the book could be improved upon, and this is the chance to come forward now with all corrections, additions, and deletions.

(Turn to page 3)

PAN AMERICAN GAMES 6 STRAIGHT WINS

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(1961 RULE BOOK from page 2)

before it is too late. We all want the best book possible, so any constructive criticisms or suggestions are cheerfully received and carefully studied. If you have any changes in Deeds of Gifts or new Deeds to be included, please send in exact details as they should be written. Also, any race or regatta results along with the names and addresses of new fleet officers should be forwarded as soon as available. Otherwise, the old information will be reprinted.

European National Secretaries Meet

National Secretaries from England, Finland, Portugal, Norway, and Sweden with an observer from Italy comprised the biennial meeting held at Halsingborg, Sweden, on August 25th.

The following proposals and suggestions were made, with definite action taken on some matters;

(1) that all Snipes entering the European Championships must conform to the measurement data sheet dated July 1st, 1952 (before 9100) or after.

(2) Measurement of cockpit width: because it is difficult to find the tangent of the curves, we suggest the measurement be taken at the sheer height.

(3) Agreed to accept the Spanish invitation for the European Championships in 1962.

(4) Request the IYRU to discontinue the Championship for centerboard boats with crew of two as it clashes with various class championships. Request 505 and Flying Dutchmen Secretaries to co-operate in this request.

(5) Every country should be asked by the European Secretary for a list of all open regattas and that list to be circulated to all National Secretaries not later than December preceding the sailing season.

(6) Each National Secretary should advise the European Secretary of national events and news of international interest and they in turn should release a short bulletin containing the news. Also, a copy of such national bulletins should be sent to the European Secretary.

(7) Reaffirmed the term of office for the European Secretary as a two year period. Suggested the European Secretary should not also be a National Secretary.

(8) Proposed by Vice-Commodore Frank Penman that Capt. Vieri Lasinio of Italy be European Secretary, but it was felt that there were not sufficient National Secretaries present to take a vote and it was decided to conduct the election by mail with all Secretaries participating.

(9) That the reigning European Champion may defend his title, but if he is also the present National Champion, there should be only one entry from that country.

(10) That, in the interest of economy, two masts may be measured. Masts are cheaper than sails.

Appropriate action and/or approval will be taken on these recommendations by the Board of Governors (if required) in due time.

Editing the Bulletin is a Lot of Fun

After 7 years of editing the SNIPE BULLETIN, we feel that we have learned a lot from our readers and the following comment by an unknown colleague summarizes the lessons learned by all editors:

" Getting out this bulletin is no picnic. If we print jokes, people say we are silly. If we don't, they say we are too serious. If we don't print contributions, we don't appreciate genius; if we do print them, the paper is full of junk. If we print our own stuff, we have the swell-head. If we edit the other fellow's write-up, we're too critical; if we don't, we are asleep and not doing a good job. If we clip things from other papers, we are too lazy to write them ourselves. If we don't, the readers get stuck with a lot of personal uninteresting junk. Now, like as not, some readers will say we swiped this from another bulletin. We did!" (From Arnold in Kiwanis Magazine)

OATLEY AND BROWN NEW BERMUDA CHAMPIONS

PENNY SIMMONS COMES IN SECOND AND LOSES TITLE HE HAS HELD FOR FOUR YEARS



PART OF THE FLEET ANXIOUSLY AWAITS STARTING TIME

Penny Simmons and Bobby Soares, defending Bermuda National Champions, took the first 2 races of the 1960 National Championship, although it was not until the closing stages of each race that they were able to pass the lead boat by calling upon their knowledge and experience to do so.

15 Snipes answered the gun for the first race and a near perfect start by all boats was made. On the first beat to windward and first around the mark were Edwin and Henry Hayward followed by Oatley and Brown in "Thunderbird". Hayward increased his lead when they reached the leeward mark, but Penny Simmons and Bobby Soares seemed to take every advantage of each puff of wind on the final two reaching legs and they crossed the finish line a bare 4 seconds ahead of Oatley.

The 2nd race, also over a triangular course, was sailed much the same way with Oatley in the lead throughout until the last reaching mark when again Simmons was able to sail through him and go on to win. The Haywards, unfortunately, through a misunderstanding, withdrew from the race.

The 3rd race was sailed over a seven nautical mile course with winds of 10 knots. Again, the Oatley team showed they were out for business and there seemed to be nothing to stop them. They led at every mark! "Rebel", the new Mills boat of Kenneth Simmons, showed improvement and was able to pass Bernard Hayward on the final reach and finished second.

The 4th race of the six race series was a windward-leeward affair. Kenny Simmons gambled on a long tack to the north and got some nice dividends. He rounded the windward mark well ahead followed by Oatley and Hayward. But Penny Simmons was determined to get through and managed, at one point, to get into 2nd place. In the meantime, Oatley was making the best of every opportunity and rounded the windward mark for the third time as the lead boat, with Penny Simmons and Kenny Simmons in 2nd and 3rd respectively. The latter tried to pass to windward of Penny and luffing resulted, but Kenny was able to maintain his position and squeeze past Penny to cross the finish line a split second ahead of him.

Whereas the first 4 races were sailed in the Great Sound, the 5th and 6th races were sailed in St. George's Harbour over windward-leeward courses. Oatley again showed the fleet the way around the course as he led at every mark in both races. He seemed to have the right combination with everything under perfect control and there was no way to stop him. Bernard Hayward was in second place followed by Edwin Hayward in the 5th race while in the 2nd race of the day, and the final one, Penny Simmons was 2nd and Edwin Hayward was 3rd.

Bobby Oatley and George Brown thus became the Bermuda National Champions for 1960. Penny Simmons has previously been the champion for four consecutive years.

All pictures and article by Reggie Tucker



INTERESTING ACTION - Penny Simmons (in the lee boat) decides that he should luff Conrad Soares as he approaches the finish line in the fifth race. For results, see photo below.



TOO BAD! - Soares in 12221 gets nipped between Simmons and the committee boat right on the line.

1960 BERMUDA NATIONAL CHAMPIONSHIP RACES

Boat	Skipper - Crew	Races	1	2	3	4	5	6	Pts.
9882	B.Oatley-G.Brown		x	2	1	1	1	1	7921
9884	E.Simmons - B.Soaress		1	1	x	3	4	2	7534
9883	E.Hayward-N.Hayward		2	x	6	4	3	3	7003
9879	E.Hayward- J.Amos		5	3	3	x	2	5	7001
12511	K.Simmons-A.Pitman		6	6	2	2	x	6	6717
12221	C.Soaress-C.Simmons		3	5	5	7	5	x	6488
10520	W.Soaress-W.DeSousa		7	7	9	5	6	x	5857
10522	K.Chiappa-R.Bailey		8	9	7	8	x	4	5727
9878	R.Brown-G.Ryan		11	10	x	10	8	7	5067
10516	D.MacSherry-D.Hartley		x	13	11	11	10	8	4634
9562	N.Stephens-R.Stephens		10	8	8	DNF	DNF	DNF	3923
11777	D.DeSousa-F.Vallis		12	11	10	9	DNF	DNF	3726
9880	I.CampbellOG.Hill		14	12	DNF	DNF	11	9	3494
9557	F.Konwinski-M.Panchaud		14	DNF	DNF	DNF	DNF	DNF	3081
10507	R.Marshall-S.DeSilva		9	4	DNF	DNF	DNF	DNF	2393

PROTEST PROCEDURE DISCUSSED BY CARL ZIMMERMAN

1953 SCIRA COMMODORE SUMMARIZES 26 YEARS OF EXPERIENCE

Disqualification in a sanctioned regatta, or even in a point score race, is a serious matter and the punishment is equally severe, whether the infringement is a light touch of any part of one boat against another boat (which may not harm the chances of either in the race) or whether the infringement blocks or sends off course another boat to the extent that it loses a dozen or more places in the race. Because the penalty for infringement, whether minor or major, of any racing rule is so severe, it seems proper that punishment for failure to properly prepare and present a protest should also be severe, and NAYRU rules state that any protest not properly prepared and presented shall not be entertained.

Protest decisions at SCIRA regattas have generally been very good, but protest hearings at individual clubs have often been haphazard and not in accordance with the rules.

Rules for preparation and presentation of protests are simple and easy to follow and are given below in simplified form with comments.

RULE 37 - Making and filing a protest.

All protests must (1) be in writing; (2) be signed; (3) name the rule or rules involved; (4) contain a statement of the facts (with diagrams if possible); and (5) be delivered to the Race Committee immediately on reaching port or as soon thereafter as possible. (Comment: In the Snipe Class the "Rules for Conducting Sanctioned Regattas" specify that protests must be

filed in writing within 30 minutes after returning to shore. This is because racing is usually crowded into a short time at regattas and it is important to post the results of each race as soon as possible so that time for hearing protests must be reduced to a minimum. The SCIRA Rule Book does not specify a time limit for filing protests for season point score races, but this should preferably be longer than 30 minutes since more time is available and is often necessary because sailors less familiar with racing rules are often involved and require more time to prepare protests).

The Race Committee may file a protest against a yacht if it saw a rule violated or if it finds during a protest hearing that a yacht not involved in the original protest may have infringed the rules. In either case, the protest must be delivered to the protested yacht in sufficient time to prepare a defense. (This protest involves a hearing by the protestee as well as other protests).

RULE 38 - Entertainment of a Protest — Protest Flag.

A protest shall not be entertained unless (1) it was made and filed as per Rule 37; (2) it concerns an infringement of an applicable rule, instruction, or class rule; and (3) the protesting yacht displayed a protest flag in the main rigging promptly after the infringement. (Comment: This rule, regarding the flag, has not been required in some important SCIRA regattas in the past, but it should be noted that NAYRU rules were drawn up by very experienced and capable sailors and also, that numerous

(Top of next page)

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(PROTEST PROCEDURE from page 6)

examples justifying this rule can be cited, A skipper should not be allowed to wait and see how he makes out in the race, and what subsequent events affecting his place may occur, before he decides to hang the flag in the rigging).

RULE 39 - Hearing.

After the protests have been received, the committee shall first decide if each one was prepared and presented in accordance with Rules 37 and 38.

The Race Committee shall then send each protest (or a copy) meeting these requirements to the protested skipper and notify him of the time of the hearing, which should be such that the protestee has time to prepare a defense.

At the hearing, the evidence of both parties shall be heard. The parties to the protest shall have the right to be present, but all others, except one witness at a time while testifying, may be excluded. (Comments: Before hearing each protest, the Committee should first discuss the rule or rules involved in order to be sure to use the correct rules. A copy of the latest NAYRU rules should be at hand and each rule should be thoroughly checked with the pertinent statements in the book instead of relying on memory, which often can be incomplete and lead to an incorrect decision).

RULE 40 - Decision and Penalty

The Protest Committee shall make its decision promptly after the hearing and then send a statement to the parties involved, giving the facts on which it was based and the rules or rules, if any, which were infringed, irrespective of whether the rule infringed was mentioned in the protest. The decision may be for or against any yacht involved in the protest. The penalty shall be disqualification unless the rules applicable to that competition prescribe some other penalty.

Comment on Rule 40:

The evidence given and the statements made by the parties to the protest and by the witnesses are often conflicting and contradictory. The NAYRU does not state what to do in these cases and, since the methods used have been, in many cases, incorrect and very divergent, it is felt that a uniform line of thought on this matter would be of definite value. The following is suggested:

The protest should be decided by weight of evidence similar to procedure in civil law. This is determined by considering both the number of witnesses for one side and the value given to the testimony of each witness. Greater value can be given to a witness because of his credibility, experience, lack of bias, or better chance to observe the incident. It then follows (where the NAYRU does not place the onus of proof on one boat), if both sides have the same number of witnesses and no extra value can be given to either's testimony, then the weight of evidence on each side is equal and the protest should be disallowed.

But if one boat (A) presents testimony which more clearly fits in with the known facts of the case (wind direction, boat locations, etc.) or presents testimony of greater value, then greater weight can be given to this evidence and the protest is decided in favor of this boat (A). This may be the case even though (A) may have fewer witnesses than the other boat involved in the protest.

In three cases the NAYRU places the onus of proof on one specific boat. These are the rules: 33(3c) tacking too close (boat B) to another yacht; 34(1) asking for room (boat B) at a mark; and 35(3) hailing for room to tack (boat B). In each of these cases the onus of proof is put on boat B and a decision for boat B can not be made on the basis of slightly greater weight of evidence. Proof is called for! Although there may be exceptions in special cases to the following examples: in general, if there are no witnesses and the case is a simple balance of the statements of one side against those of the other, boat B is penalized; and in any case the weight of evidence must constitute proof of B's case or she is penalized.

In regard to rule 33 (3a and c), it should be noted that boat B does not complete her tack when the boom crosses the centerline

of the boat - she must continue tacking until she reaches her normal close-hauled course (see 30-3 and 7). And always enough time and distance must be allowed to give the other boat ample opportunity to fulfil new obligations imposed by B's tack.

Protest cases are not criminal cases and should be conducted in a friendly atmosphere.

In protest hearings in individual clubs, the objectives of keeping all members good friends and of not endangering the life or enjoyment of the yacht club are even more important than each individual protest and a hearing procedure slightly different from that prescribed by the NAYRU rules has been used at the Portage Lakes Yacht Club with improved results. The only difference is that each participant and each witness is heard separately and all others are excluded. There should be an understanding, however, that NAYRU procedure will be followed on request by either participant.

GENERAL COMMENTS.

In only one case of rule infringement may a yacht be disqualified by a Race Committee without a protest or hearing. This is Rule 36 for a yacht which fails to cross the starting line in accordance with the rules and instructions.

All members of a protest committee should be thoroughly familiar with NAYRU and SCIRA rules (in a Snipe regatta), but this is not always possible. In any case, one man should know these rules and should be appointed in sufficient time before the regatta to enable him to obtain special rules and instructions in time to study them before protest have to be heard.

Rule 31 should be borne in mind, although the last clause in this rule makes it practically unusable. It states that a yacht shall attempt to win by fair sailing and superior speed and skill, but it can be invoked only if no other rule applies.

It is hoped that this article will clear up some points and ideas and do some good in leading to improved procedures.

The writer wishes to thank Cap Rhonemus, a very able lawyer and skipper of Portage Lakes Yacht Club (Akron, Ohio) and Birney Mills for their help in writing this article.

(The BULLETIN is always happy to print articles like the above. Contributions from any one on any subject are solicited.)

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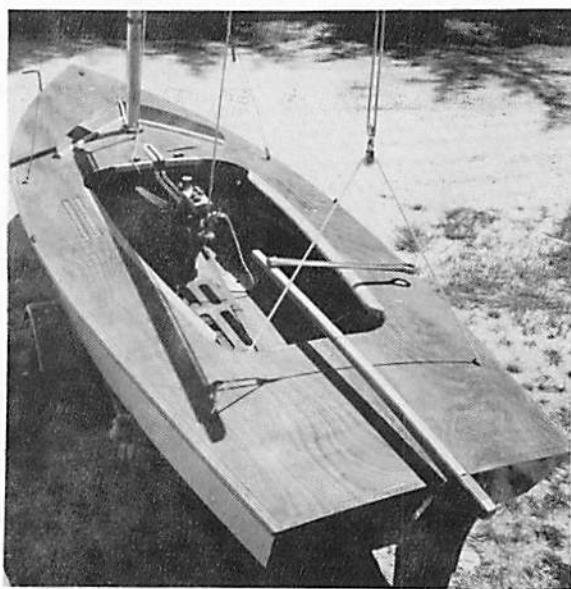
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SNIFE NEWS IN BRIEF

Sailors all over the country have been quick to recognize the quality and value of the little booklet PRINCIPAL SAILING RULES by Fearon Moore which SCIRA prints and distributes. Not only from individuals and groups, but many yacht clubs and other organizations interested in sailing have sent in some rather large orders. The Intercollegiate Sailing Association distributed them to the boys; many summer camps use it as a text book on sailing; recently, the city of Riverside, California, bought several dozens ostensibly to use in their recreation program. It has been a fine deal for SCIRA, for it has brought us much publicity in sailing circles as well as a considerable financial income. . . . Director Bud Hook of Indianapolis was pleased with the cover of the October BULLETIN and straight-way ordered 50 copies to distribute to all the members of the All-Sports Committee of the Indianapolis Chamber of Commerce. This was the first time sailing was included in that category in this inland city and Bud recognizes an opportunity to further the cause and get it on a permanent basis. . . . The Jacomo Fleet 497 at Kansas City, Missouri, is just a small one - 6 boats in their first year - but when 22 boats turned up at their interclass race, the big question was, "Where did they all come from?" They outnumbered every other class, including Lightnings, E and C Scows, Y Flyers, and FDs, to say nothing of 2 Thistles and one Highlander. Jack Schwindler, Bill Dwyer, Joe Bartels, and Gene Grossman took the four top Snipe trophies home with them. The regatta was so successful, the County has granted permission for a similar affair to be held there every 4th of July. . . . Fred Schenk saw many prominent Snipers while at the Olympics and reports that Snipes are doing very well in Europe. Saw 19 new ones being built in Lisbon. . . . The Indianapolis Club had a Thistle-Snipe Exchange Regatta as a post-summer activity. Followed by a picnic and trophy presentation, it was well received. The 22 sailors were split up into two fleets and, of course, you know who won! While sailing Thistles, Harry Levin-

son got a 2nd and Buzz a 1st; in Snipes, Harry managed to get a 1st and Buzz 4th. They finished 1st and 2nd over all. Of the first 6 boats, Snipers took all places except for 3rd, won by a Thistler. Snipers won with a total of 133 3/4 points to 111 1/4 for Thistle owners. . . . A group of 4 sailing enthusiasts have organized the Tyler Yacht Club down in Tyler, Texas, and now want to organize an official fleet. If you can help in any way, contact D. R. Brogdon at 526 S. Bonner, Tyler, Texas. . . . A record 450 boats participated in the 20th annual Chicago Daily News Regatta on Lake Michigan in August to make it the largest inland sailing event in the world. 380 yachts competed in 30 separate races. Over 100,000 spectators were there with the Cypress Gardens ski show, a Navy air-sea helicopter rescue, fireboat demonstration, and cutter rowing as added attractions. The boats were divided into two classes according to size and Snipe was in the Small Yacht Division with Star, Lightning, Catamaran, Rhodes 19, FD, Celebrity K, Hurricane, Interlake, Arrow, Condor, and Rhodes Bantam, sailing a 4 1/2 mile course. And do you know who won the main Marshall Field, Jr., Trophy for small boats, one of the two big trophies? None other than Puff, sailed by that old Sniper Nate Whiteside of Glen Lake Fleet 300 (Michigan). Just another illustration that sailors trained to Snipe competition can be overall winners in any company. . . . Bob Foster, 8785 Monsanto Dr., Cincinnati 31, Ohio, along with two other Snipers intends to start a provisional fleet for next season at Lake Acton in southern Ohio close to Cowan Lake. Snipe owners in that vicinity are cordially invited to join up. . . . Likewise, Lonnie Richardson has moved to 545 Greenway Dr., Corpus Christi, Texas, and he is about to get the old Corpus Christi Fleet 209 reactivated with 4 Snipes as a starter. Looks like Texas will have more active fleets than ever before one of these days. . . . Ed McHenry says, "We have had a very active season and there has been a great interest in our Snipe races. Last weekend eight of our Snipes went over to Lake Keuke to race against their fleet and this weekend, they will be our guests here at Loon Lake (New York State)."



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

THE SEASON IN RETROSPECT.

Up until that ninth inning home-run by the Pirates in the seventh baseball game in the World Series, the Pirates experience in the Series reminded me of my sailing season. When we were good, we were barely good enough, and when we were bad, we were horrible. The only difference was that the Pirates were barely - just barely - good enough to win the championship, whereas in the Nationals, Harry Levinson got 5 firsts and so did I. I beat him three times and he beat me three times. Like the Pirates, when I blew a race, I really blew it, but I blew a few too many and Harry and John Wolcott didn't really blow any.

The fact that my wife didn't want to go to Argentina anyway (she still thinks that the airplane is not here to stay) was some consolation. I learned some new things, and was forcibly reminded of some other things that everyone knows but often forgets. Basically, the boats, sails, and sailing ability in the Snipe class are becoming more equal and things are just tough all over. John Wolcott remarked, as we completed the Crosby Series and started the Heinzerling Series, that hereafter a slight goof doesn't lose you two boats - it loses ten. (Arithmetically, it should be six in this case, but it seems to go on a hyperbolic curve instead of a straight line).

My crew for the season, Dick Caspari, was smaller and lighter than any crew I have ever had except on isolated occasions and we had practically no high winds all year, which made life easy but resulted in my not learning something until the third race in the Heinzerling Series, which was a little late. I don't know what has happened to the wind in the Midwest in general and in Wichita in particular, but the wind just didn't blow this year. At Oklahoma City, there was a pretty good breeze in the first two races (about 25 mph) and by using flat sails, with the boom low and using the college dinghy wet sweat shirt system on Dick, we did alright, but we never had any more wind the rest of the year around here.

In the third race of the Heinzerling Series, we were in first place starting the last beat. The wind had picked up to the point where our full sails were a bit too much, but John Wolcott and Dick Tillman were chasing us and both had lighter crews than I did, so I wasn't worried. It wasn't until Tillman passed me that I realized that I was doing a beautiful job of holding the boat flat - a commendable act in a heavy chop which we had by that time - but I was accomplishing it by pointing too high. Tillman was heeling more than I was; his main was flapping worse than mine; he wasn't pointing as high as I was; but he passed me. All of which confirmed something that was only a suspicion up to that time, which was that this something contributed considerably to the 15th place in the first race of the Heinzerling Series.

Old Joe, I know, was active in that first race, which undoubtedly explains Lanny Coon's last place in it (he won the next race to prove he really wasn't that bad), but I had very full sails and the waves were fairly high as we had an onshore wind on the gulf. While the wind was probably only 15 mph, I am sure now I would have been a lot better off to just go ahead and let it keel. I'm sure I was pointing too high as a result of being carried away with the idea of holding the boat flat. Two miles an hour less wind and I would have been right. But the wind wasn't 13 - it was 15 - and I finished fifteenth!

LESSON I: If you drive the boat hard and also hold it flat, this is good, especially in chop or waves. However, driving the boat hard is the important thing here, for pointing even an imperceptible amount too high can be fatal.

In the second race of the final series, we arrived at the leeward mark at the end of our second lap shortly after the Wells Series arrived there at the end of their first lap. We weren't in too good shape as the result of an easterly windshift while

playing for a shift to the west, but a terrific pile-up took place at the mark and we managed to sneak inside and were probably in about fourth place as a result.

LESSON II: Never give up hope! Be ready to take advantage of anything that happens.

Because of the wind shift, the beat to the finish was mainly on the port tack. We took a short hitch to get clear and headed for the finish, hiked out and driving well, but unfortunately without a window in the jib and not noticing that someone to leeward and ahead had tacked to starboard. We would have climbed right on board if the other skipper hadn't hailed. As it was, I tacked too late to get a safe leeward in the chop, and by the time I had been blanketed, slowed down, fallen off to get room, and gone back on port again, John Wolcott was right! I may not have lost ten boats, but I did lose about six. If I had been watching, we could have borne off and gone behind with practically no loss. The lesson here is obvious.

I won't go into details on how not taking the trouble to figure out the compass course on the run in the next to the last race led to a chain of events which gave me a 6th place when I should have been where John Jenks was in second, or even better, since I was ahead of John until he stayed on starboard tack on rounding the windward mark, while I jibed and went not far off course, but far enough. Lesson II over again, only John Jenks did it right and I didn't.

As to the lessons learned from a season of more or less drifters, I'm not sure. I did finally get a mainsail that has full draft and can be pulled to the stripes without pulling out any of the draft. It is a beautiful sail, sets perfectly, and goes well when the wind blows on it. When the wind blows on someone else, he goes faster. However, it is a great relief to not have to sit and feel sorry for yourself for not having a full-sized mainsail. I now can concentrate on feeling sorry for myself for having done everything right except to be in the right place at the right time going down wind. I keep telling myself next year will be different!

1959 World Championship

11304

ELVSTROM SAILS
HELLERUP, DENMARK

Voice Of The People

SNIPING DAYS RECALL PLEASANT MEMORIES.

"Just in passing, I was one of the first Snipe class members in the United States back in 1931 when we started our group here in Detroit. In fact, I built the boat from a kit obtained from De Foe in Bay City. One of the reasons I believe the boat was rather successful was because I built it in a garage next to the Y. W. C. A. here in Detroit and had a lot of help in the finishing operations. I also didn't have any particular problem in obtaining sufficient crew for some of our racing activities. This, I might say, too, was before I met Mrs. Cole." — E. N. Cole.

As Vice-President of General Motors and General Manager of the Chevrolet Division, Mr. Cole has evidently been out of touch with sailors in recent years. For his information, we can tell him things haven't changed - a boy and a Snipe still attract girls! Turn to page 39 of the October 15th issue of the SATURDAY EVENING POST for a good look at "Ernie" It is always nice to hear from the Old-Timers in Snipe and SCIRA.

ONE FOR SEA LAWYERS

"Some time ago I recovered a Snipe sailboat that had apparently broken loose from its moorings. Since it was doing damage to my boat dock, I moved it from the water, and ran an ad in the local newspaper for two weeks.

The owner never claimed it and public notice was placed at the park office and on the dock where the boat was found. I can hardly make out the number on the keel and there is no other identification on the boat. Assuming that no one claims the boat, can you give me some ideas to my rights of ownership?"

— Boat Finder

This would make a good article for the BULLETIN! Volunteers?

WE ARE FLATTERED!

"I would very much appreciate it if you can include us on your mailing list for the SNIPE BULLETIN. The one copy which has come to my attention I have found completely fascinating and a big help in keeping up with the popular class that is so prevalent in the Newport Harbor area.

Also, I would appreciate quoting from your publication from time to time on our boating pages - that is, if you have no objection."

— Jim Killingsworth
THE NEWPORTER

Any article or news item in the BULLETIN can be reprinted at any time by any publication provided full credit be given to author and the SNIPE BULLETIN. Many such enquiries have been made and SCIRA recognizes the opportunity to spread Snipe publicity.

PICKS SNIPE CLASS FOR GOOD COMPETITION

"Perhaps you will be interested to learn that I have been sailing on Lake Michigan and smaller lakes for 25 years and have owned 5 boats, including Lightning 107, when the Burnham Park fleet was formed here in Chicago after the war. About a month ago, I sold Dragon 124, which I have been racing for the past 4 years at the Columbia Yacht Club where I am presently a member. In between, I had an auxiliary cruising sloop.

The reason I am now interested in Snipe is that my wife loves the competition of sailboat racing, as I do, but hasn't the strength to handle the gear of large boats in a blow. After considerable study of other classes, we decided that Snipe and SCIRA with their fine reputation for stiff racing competition and large international schedules offer more of what we want than any other racing class in America." — Mort Heller.

Letters like the above are not unusual these days, for it seems that more sailors all over the world are reaching the same conclusions Mr. Heller did. Snipe, by attracting top sailors from other classes, thus insures even greater competition and a better program of fun for all Snipe owners everywhere.

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!

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. SCIRA, 655 WEBER AVE., AKRON 3, OHIO.

WEAR SNIPE INSIGNIA. A good quality emblem 2 1/2" x 1 1/2" suitable for wear on caps, pockets of blazers, jackets, sweaters, shirts, 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.

ARE YOU BUYING OR SELLING ANYTHING? USE THIS SPACE! It's the best way to get in touch with the Snipe market. TRY IT! A small ad here will get good results.

FOR SALE: GREENE SNIPE 11077 FIBERGLAS Hull and Deck; POST mast; ULMER dacrons; WATTS cottons; KUEHNUNG winches and aluminum board; trailer. ALL FOR \$800.00. Jack Landefeld, 1866 Stabler Rd., Akron 13, Ohio. Temple 6-1262.

FOR SALE: SNIPE 11832 - ALL GLASS LOFLAND; full cut BOSTON sails dacron; boom vang. All in good condition. Fred A. Crowley, Springboro, Pennsylvania.

WANTED: USED SNIPE MAST, wood or aluminum. Buyer will pick up in Northeastern States. Write to B. La Barge, Columbia St. Extension, Cohoes, New York.

WANTED - USED SNIPE OUTFIT - boat, sails, and trailer. Prefer sound, registered, measured, capable boat. John Deere, 4419 E. Calle Allegre, Phoenix, Arizona.

FOR SALE: EMMONS SNIPE 9306 - good condition. RATSEY sails, Race-Lite fittings, new mast and boom, whisker pole. John Y. Mace, 1420 Walnut St., Philadelphia 2, Pa.

SNIPE SAILS FOR SALE: Cotton, royal blue, by Carlsen of Denmark. Nice to handle, easy on eyes, good condition, \$35.00. SOUTHERN dacrons, excellent condition, \$50.00. Also dacrons by MORGAN, recut, very good, \$50.00. R. L. Walch, Jr., 3249 Lockport-Olcott Rd., Newfane, New York.

FOR SALE: SNIPE 9726. Varnished mahogany, excellent condition. 2 suits sails, dacron and cotton. Always dry-sailed, good racing record. \$750.00. Larry C. Mulligan, 6027 Dickson Rd., Indianapolis, Indiana.

SUIT OF DACRON SAILS, special for December, \$125.00 delivered. Cut medium or full. Complete with your insignia, numbers, sail bag, and battens. Send 25¢ for our catalogue "WAC" of complete hardware for Snipe, Lightning, Comet, Blue Jays, Penguins. Suggested rigging methods furnished.

Also, Stainless Steel wire rope; sail track; aluminum masts; whisker poles; and fittings. "How to Build Snipe Building Plans and Blue Prints" \$5.00. Our catalogue contains over 90 books on boating, free for the asking. ALAN-CLARKE COMPANY, 75 Chambers St., New York City.

FOR SALE: SNIPE 8075. Fiberglass covered cedar hull; aluminum daggerboard; Race-Lite hardware; ROBERTS light wind orlon sails; good trailer. Also one suit each Watts and Larsen cotton sails. Best offer over \$625.00. Robert H. Dean, 400 W. Forrest Hill, Peoria, Illinois.

WANTED: GOOD RACING HULL. Prefer fiberglass. Must have minimum weight - dagger board - with or without sails. J. F. Busch, 5331 W. 65th St., Chicago 38, Illinois.



Snipe Building Plans

BLUEPRINTS . . \$5.00

REVISED JULY 1960

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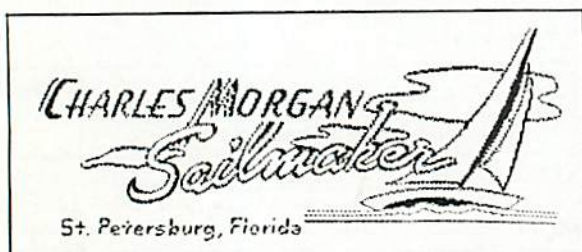
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—ADDITIONAL RACE DATES—

Oct. 16 LAKE MERRITT FALL SERIES. Lake Merritt
Nov. 5 Sailing Club, Oakland, California. Two races will
Nov. 27 be held on each of the four days. Don Trask, 4032
Jan. 15 Brighton Ave., Oakland, Cal.

Dec. 17-18 CHRISTMAS REGATTA. Newport Harbor Yacht
Club, Newport Harbor, Cal. Lanny Coon, 5481 Alden
St., Riverside, Cal.

MIDWINTER CHAMPIONSHIP REGATTA, Clearwater, Fla.
No definite dates have been received yet for this international series, but it is assumed it will be held the first week in March as in past years.

The following schedule for important international regattas in Europe is more or less tentative, but definite dates and details will be published when available.

Dec. 10-11 Lyon (France)

Jan. 1961 Ski-Sail Regatta, Cannes, (France)

April 1961 S. Margherita Alberti Trophy (Italy)

May 20-22 Stone (England)

June 16-17 Barcellona (Spain)

By the middle of August Cascais (Portugal)

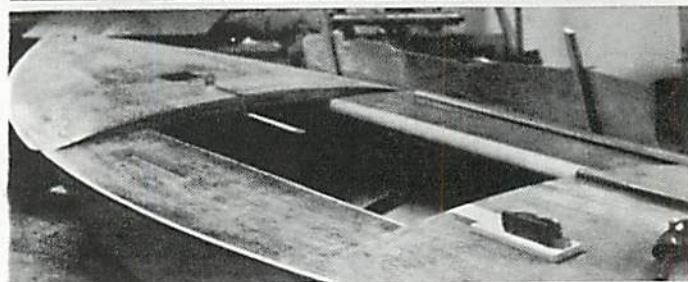
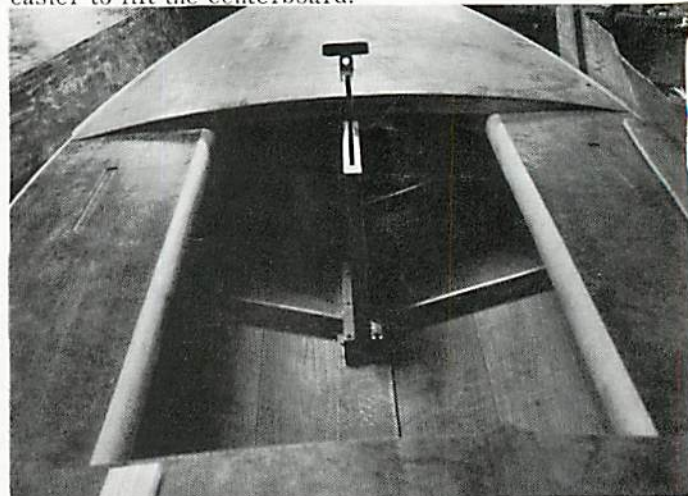
Sept. 1-3 Lacanau (Bordeau, France)

By the middle of Sept. Luine (Italy)

End of Sept. Trieste (Italy) Barbanera Trophy

Oct. 7-8 Paris (France)

THE PHOTOS BELOW TAKEN BY JERRY SACHNOFF SHOW THE NEW COCKPIT AND CUT DOWN CENTERBOARD TRUNK AS BUILT BY GERBER OF CITY ISLAND, NEW YORK. The curved edges eliminate pressure (and bruises!) on the legs when hiking out and are much more comfortable than the older design. The low trunk (height of the sheer at station 3) enables the crew to move around more freely and is generally handier and more convenient for necessary hardware, tackle, etc. Also, it is easier to lift the centerboard.



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