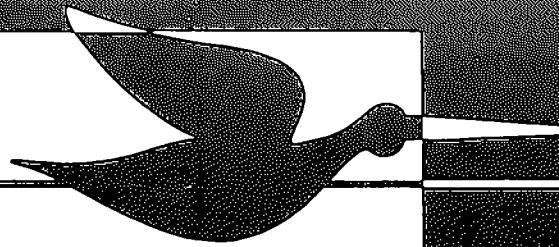
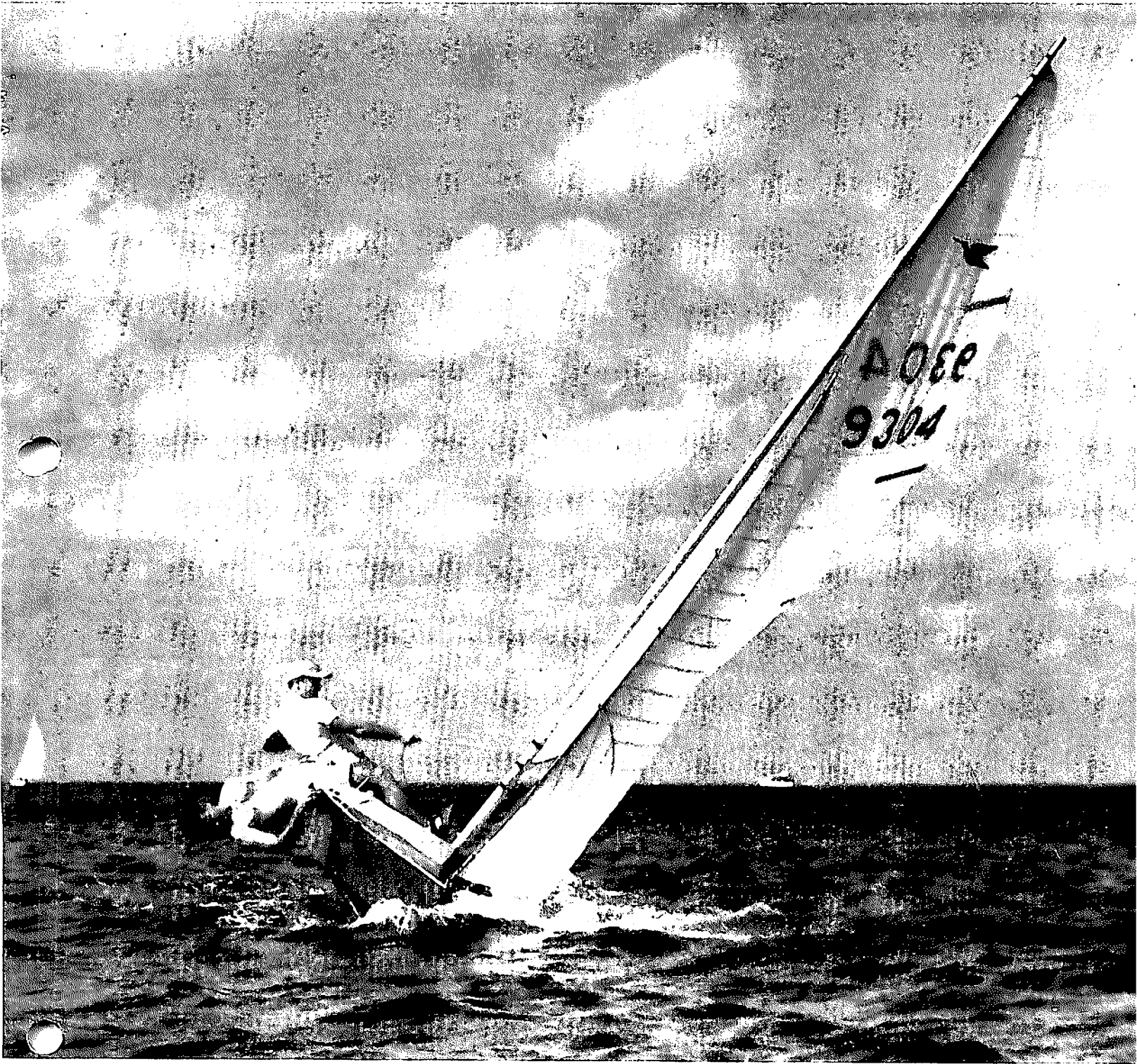


# Sniipe

## BULLETIN



OCTOBER, 1956  
Vol. 3 No. 5



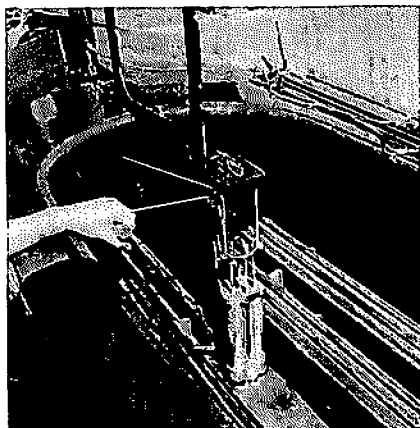
GONZALO MELENDEZ, Captain of the Habana Fleet, gets a sudden puff of wind while sailing in the Cuban National Championship Races.

- Photo by Barcino



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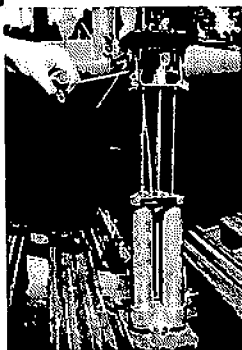
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SNIPHON: A double barrel, aluminum pump, designed expressly for Snipe. Pump plungers are raised on intake stroke by 2 shock cords fastened to frame one, and attached to nylon ropes, running over synthane pulleys to pump as shown. Plungers are forced down on discharge stroke by skipper or crew, pulling rope handle - Shock cords quickly refill pump for next stroke. Discharge lines (2 lengths plastic garden hose) slip on pump base and lead out transom or topsides. Trunk overhang and hose not included with pump. Orders received now, will be shipped by Xmas.

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The SNIPE 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 SNIPE BULLETIN as part of their membership free.

Forms 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 SNIPE BULLETIN of any change in address, giving both old and new addresses.

**Japanese Publish SSR**

Ted Wells' SCIENTIFIC SAILBOAT RACING has proven to be one of the most widely accepted and popular books on small boat racing ever published. Beside the American edition, it has been published in both England and France and now the Boat Association of Japan has made the necessary arrangements to print it in Japanese.

The first edition will be 1500 copies, of which half are expected to sell rapidly with the rest spread out over a 2-3 year period as the Snipe Class grows in Japan. Japanese schoolboys are expected to be the principal customers and the price of the book will be very reasonable in order to encourage sales and thus development of Snipe sailing; however, the best and most careful translation will keep the substance as excellent as the American original. Thus SCIRA can anticipate not only increased royalties from the book, but a healthy growth in Asia in the future, for this is really the first concerted effort to organize Snipe in that part of the world.

**Eli Lilly Trophy Donated**

From the Indianapolis Fleet 409 comes the welcome news that Mr. Eli Lilly, a most prominent citizen of that town, has, for the purpose of encouraging sportsmanship, individual skill, and those finer attributes of living which may be derived from yacht racing, conveyed to SCIRA the Eli Lilly Trophy, emblematic of the Indiana Open Snipe Championship. The addition of this perpetual prize to our already impressive list reflects the healthy state of Snipe sailing in Indiana. Recent growth and developments there are indicative of increasing enthusiasm for Snipe all over the country and both the fleet and Mr. Lilly are to be congratulated and thanked for their fine spirit and donation to the cause of sailing and the class.

**For the Record**

Attention is directed to an error in the listing of the 1955 High-Point scores in the July Bulletin. Fernando Pedroza, R. G. do Norte, Brazil, was listed in second place with a score of 1740. 1. This was in error and, since his 1955 score was 1643, he should be moved down in the list to the proper position. Bengt Johnson, U.S. High Point winner, therefore, is in second place and Guedes de Queroza of Portugal is third. Likewise, Gabriel Gonzalez and Alfredo Bercht are joint holders of the Brazilian National Championship and not Pedroza, as named in the text.

**Et Cetera et Cetera et Cetera**

Here are the dates for the 1957 U.S. National Championships to be held in Peoria, Illinois:

JUNIORS — August 3-4 (Saturday-Sunday)  
Seniors — August 5-9 (Monday-Friday)

There are still a few copies of the 1956 Rule Book available and we are anxious to get them out into circulation where they will be appreciated and do some good. If you did not get the copy to which you are entitled, please advise this office of the fact and you will get one by return mail. Also, please check with your fleet captain now that the sailing season is practically over and see that he is preparing the final point scores. He can get a supply of sheets for that purpose by asking for them.

*Varalyay*

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9 SECOND PLACES

5 THIRD PLACES



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# EUROPEAN CHAMPIONSHIP WON BY ENGLAND

## DR. FRANK PENMAN DOES IT AGAIN

Veteran Sniper Frank Penman of the Northwich Fleet, England, won the European Championship after a close fight with Mino Jella Casa of Italy. Bernard Mach of Switzerland, who recently won the European two-man championship in Jugo-Slavia, was third.

In spite of the admirable organization by the North Sea Yacht Club at Ostende, Belgium, things got off to a bad start. The first day it blew up to force 7 and the boats were sent home from the starting line. Next morning, a good race was sailed, with Denmark, Sweden, and Britain finishing within 2 seconds, but Italy and Portugal protested against the course and it was annulled. In the afternoon, there was not enough wind to stem the tide.

On Thursday, August 30th, the three windward-leeward races were sailed in a light breeze which strengthened slightly in the afternoon. The sea was moderate for Ostende that week. In the first race, Penman got the best of the start and increased his lead the whole way round, followed by Denmark and Italy, who were very fast on the runs. In the second race, Britain was over the line at the start, but was quickly back round the distance mark and went so well on the beat, that once more she led at every mark, with Italy pressing closely downwind, and France, third. In the third race, Italy got away to a good start, covering Britain. Both overtook and let Sweden through, but Italy took the lead again on the run and held it to the finish, followed by Switzerland with Britain close astern. It was a good day's racing, and it looked as if Britain and Italy would take home the silver, with Switzerland and Spain waiting to step in if the leaders ran into trouble.

The breeze had freshened on Friday, when the first two triangulars were sailed, and there was good planing on the reaches in a bumpy sea. Italy got away to a good start while Penman was boxed in and half way down the fleet before he could get his wind clear. At the weather mark, it was Italy, Denmark, Belgium and Britain. Denmark took a wrong view on one of the reaches and Britain passed Belgium to take second place. Young Dany Grause's third (Belgium) was well earned. He had showed touches of form before, and with more experience, will be a man to watch.

There was more weight in the wind for the 5th race and the heavy weight crews felt happier. Sven Rantil of Denmark came back to form after two 8ths and a 9th. He led all the way, going beautifully to windward. Juan Alfonso Allende of Spain sailed well for a second. Frank Penman was slightly overpowered on the beats, but made third place by his planing technique. Italy was lying about 6th when a broken tiller put her out.

The situation was interesting. Italy could still win if she finished ahead of Britain in 1st or 2nd place, as she could discard her retirement. But on Saturday morning, it was blowing force 8. The race committee went out in a motor boat at 2:30 P. M. and decided that a short triangle was possible. (A suggestion to sail in the harbor was turned down). However, Commodore Timmerman thought different and set a long triangle with a long beat against the tide. Britain's port start tack didn't quite come off, but when the position came clear, she was sitting on Italy's weather. Mino went closer and closer to the beach in his attempt to break through in the slacker tide, but a mile after the start, he went a yard too far and was half swamped in the breakers. Meanwhile, Portugal was really going well for the first time and pulled out into a long lead, with Spain and Switzerland scrapping for second place. Unfortunately, this ended in a protest for tacking close aboard, which put Spain out. Britain passed Switzerland to gain another second. Italy finished 8th in darkness to hold her second place on points.

Frank Penman was sailing his third "Gossamer", a pivot board boat with one suit of dacron sails. Switzerland, in third place, also had a pivot board and Portugal had the only self-bailing cockpit. Turkey and Finland were newcomers to the championship, but Norway and Monaco were absent this year.

—Dr. A. C. Penman.

In the European Championships, a series of six races are sailed, but only five of them count in the final scoring. Thus the con-

testant has the privilege of dropping his worst race, which minimizes the part that chance, mishaps, accidents, or failure of equipment takes in the selection of the best sailor. The final standings are given below:

COUNTRY	RACES	1	2	3	4	5	6	PTS.	FIN.
ENGLAND		1	1	3	2	7	2	7686	1
ITALY		3	2	1	1	DNF	7	7321	2
SWITZERLAND		5	5	2	4	6	3	6926	3
SPAIN		4	6	5	5	2	7	6707	4
DENMARK		2	8	9	9	1	8	6258	5
SWEDEN		7	7	4	8	4	6	6208	6
BELGIUM		6	7	6	3	7	8	6206	7
PORTUGAL		7	9	10	7	5	1	6037	8
FRANCE		8	3	7	6	9	8	5938	9
TURKEY		10	4	8	10	10	4	5740	10
FINLAND		9	10	9	11	8	5	5270	11

Said a girl who'd just made her debut

And was wed without further adut:

"If I hadn't come out

I'd have not met this lout—

I'll divorce him and marry anut."

— Bill Engel in the Cleveland Plain Dealer.

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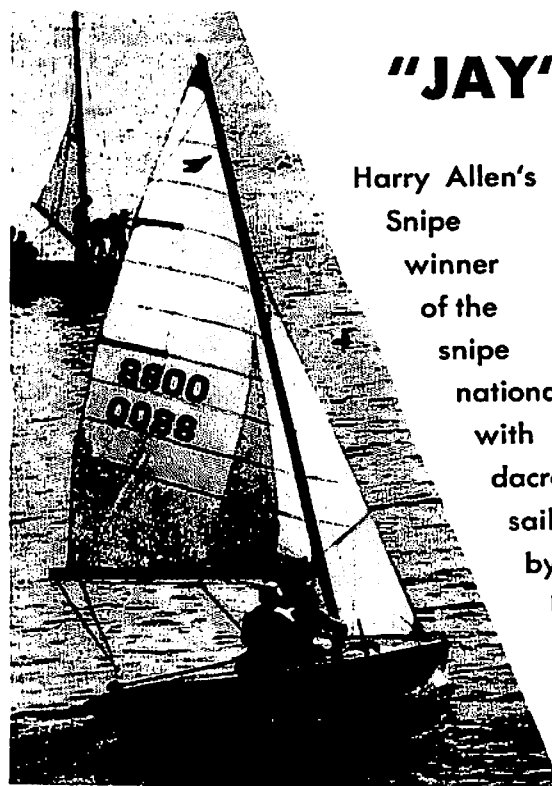
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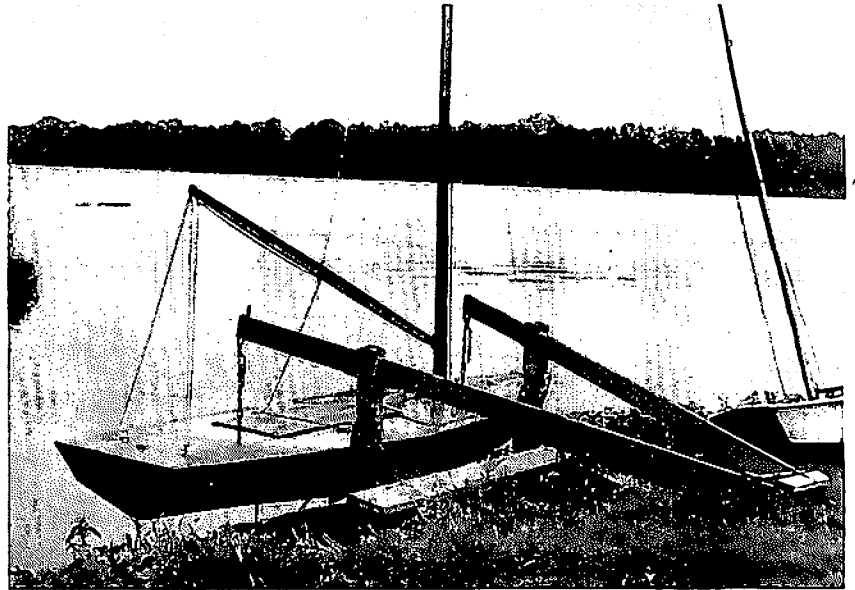
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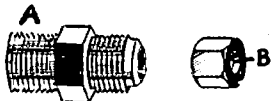


Another of SCIRA's "Grand Old Men" is Carl von Nordheim, Commodore of the newly organized (1955) Carnegie Sailing Club of Princeton, New Jersey. This is an older men's organization, although a number of Princetonians are members. But the students have their own Yacht Club and sail Tech dinghies. The two clubs race together on Lake Carnegie, scene of inter-collegiate shell races, and the CSC furnishes officials and committees for college meets.

Commodore von Nordheim, 74 years old, has been a Snipe sailor for years and his boat #7619 is the fleet flagship. Most of the boats are Penguins, but Carl hopes to see a few more Snipes soon. After working at the University Press since 1920, he is now retired and has plenty of time to devote to his hobby. He sends along two time-tested ideas and they are well worth passing along.

#### A LEAK-PROOF PIVOT BOARD PIN

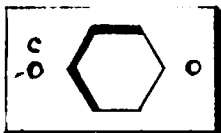
For the leak-proof center board pivot, I used two brass pipe fittings which are used to connect half-inch steel pipe and copper tubing. My plumber tells me it is properly called "a male adapter."



It has a standard tapered thread on one end (A) and the other contains a threaded cap with a hole through it to take the tubing, which hole is not needed. Close this hole (B) by

soldering ("sweating in") a piece of copper on the inside of the cap. A leather washer and some cup grease finish the job.

After having drilled a half-inch hole entirely through the centerboard trunk supporting logs at the proper location, each end of this hole is then enlarged to the proper diameter and depth to allow it to be tapped with a standard half-inch pipe tap. I used a high speed 3/4" wood bit. The hole does not have to be too perfect as the tapping in the mahogany bed-logs is comparatively simple. The fittings are then screwed into these holes, one from each side, with proper precaution for their alignment being taken by sliding a piece of polished steel or brass rod through the first fitting and then sliding the other fitting on the rod from the opposite side of the trunk. For additional "leak-proof-ness", I coated the insides of the tapped holes with black-asphaltum paint. (Any good elastic paint or even red lead should do for this purpose. After the paint has had time to set, your fittings are then ready for receipt of a brass or bronze half-inch pivot pin cut to length, so that the pin will just disappear within the fittings (in short, not interfere with the caps).



To overcome breaking of the bond between the wood and the pipe threads when necessary to remove either or both of the end caps, a piece of brass 1/8" thick with a hexagon hole in the center slips over the hexagon center

portion of the fitting and held to the wood with two #6 screws (C). My hull is covered with fiberglass and, with this centerboard fitting, it is absolutely bone-dry.

#### BOAT LIFT FOR DRY STORAGE

The photograph above needs very little explanatory information. The posts are heavy cedar about 10 feet long and driven into the water and mud close to the bank. The planks are 2x6 spruce, with the fulcrum about 4 feet from one end. The other 10 feet provide the necessary leverage.

At the land-end of the lift, a 5 foot piece of 1 1/2" pipe with a 1" pulley secured in its slotted upper end has been driven into the ground. Slotted, to allow for a 10 foot piece of stainless steel cable (an old shroud) which connects the bevelled 2x4 (shown in the photograph) around the pulley to a piece of 3/4" pipe (also shown just beyond the 2x4). This piece of pipe has attached to it an 8" crank (not shown). Thus I can raise or lower the boat into the water with a few turns of the crank and easily with one hand!

The long end of the lift is held in its raised position after the boat has been lowered into the water by a hinged prop which drops down and stays there to facilitate attaching the boat when returning from a sail.

The boat is attached to the chains through two eye-bolts (removable if desired) which screw into two foot-plates attached to the keel, fore and aft. The plates are fastened to the keel with four #12 r. h. screws each. The bolts pass through the deck just in front of the sprayboard and just aft of the cockpit. There is no patent on this device and I am sure many sailors might find an answer to getting their Snipe out of the water easily, especially if there is any kind of a bank or wall along the water edge. It is a simple lift which anyone can build at little expense and it will save many a broken back.

Carl says, "The 'Ride'em, cowboy!' attitude evident in my sailing picture above is not my customary mode. I usually travel on a more even keel. But the wind was strong and gusty that day ---in fact, a Tech dinghy turned over later and I went to the rescue, completing the job under jib alone."

And who says that sailing is a sport for young men alone?

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# NORTH ATLANTIC CHAMPIONSHIP

## Won by Arthur Karpf

The Stuyvesant Y. C., City Island, N. Y., acting as host for the Eastchester Bay Snipe Fleet, seems to have a happy faculty for picking ideal weather conditions. The arrangements and facilities were well suited for Snipe racing, with sleeping accommodations on board private yachts.

Arthur Karpf, skippering his new Lofland fiberglass Snipe 10546 "MySyn" and getting two firsts and a third, copped the North Atlantic Coast Championship Trophy, the Lake Mohawk Bowl.

A ragged start was made Saturday afternoon in a 12 mph wind, and the boats soon split tacks, fanning out in a wide area with a long beat on a triangular course of 6 miles. Kaufman of Eastchester Bay led at the first marker, closely followed by Karf, Remlin, and Miller. This order was maintained with the exception that Karpf took the lead away from Kaufman at the finish line and all boats finished only seconds apart. It was a very close race all the way.

The second race, starting at 3:40 Saturday P. M., in a 18-20 mph wind, saw Jack Cummings of Winchester come through with a nice lead over Karpf and the rest of the fleet, who were all intent upon establishing a starboard tack to the marker. Cummings was forced to hold to windward on the run, but Karpf got through on the port run holding his course to the second marker. Cummings made six jibes tacking to leeward, which paid off for a gain. However, he fouled out hitting the marker—tough! So it was Karpf, Remlin, and Kaufman at the finish.

In spite of storm warnings, the race was started on Sunday at 12:10 with the wind 26 mph. Only seven hardy skippers elected to go out and take a beating. Six boats were recalled, so Barse Miller had the bay all to himself to the first marker. From here on the going was tough, but all emerged intact at the finish with Remlin, Kaufman, and Karpf in that order.

After the final race and a rapid haulout of boats, the skippers and crews had a jolly time at the luncheon and presentation of trophies.

Eugene Thorman, a human dynamo who carries the ball and does about 90% of the work, was Race Committee Chairman. He also trained the Penguin Class juniors to graduate to the Snipe Fleet and he deserves a lot of credit. Below are the scores:

### NORTH ATLANTIC COAST CHAMPIONSHIP

#### August 18-19th.

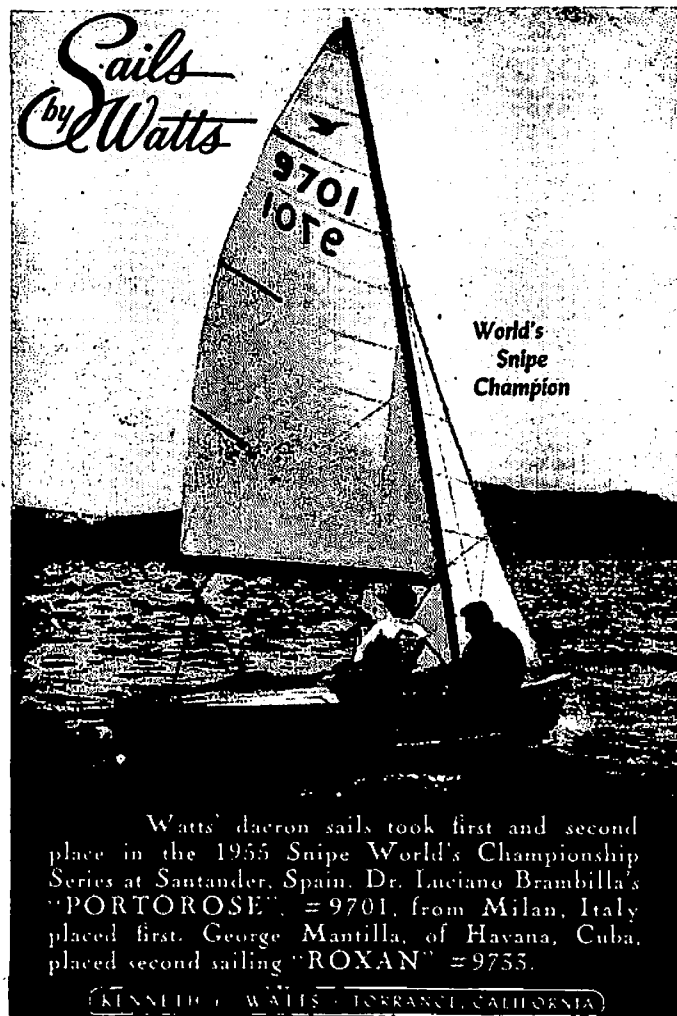
BOAT	SKIPPER	CLUB	RACES	1	2	3	PTS.	Fin.
10546	Arthur Karpf	Eastchester	1	1	3	4644	1	
7886	Joe Remlin	Gedar Point	3	2	1	4565	2	
7588	Ray Kaufman	Eastchester	2	3	2	4486	3	
7617	Barse Miller	Manhasset Bay	4	4	4	3827	4	
8989	Beel Ludlum	Wet Pants, L.I.	9	5	7	3689	5	
10364	J. Aronstein	Sheepshead	12	6	6	3291	6	
9310	J. Cummings	Winchester	5	DSQ	5	3168	7	
6912	John Korse	Manhasset Bay	7	8	DNS	2245	8	
7183	Bruce Munro	Lake Mohawk	6	10	DNS	2186	9	
8042	Dick Torpy	Money Island	8	9	DNS	2113	10	
9109	J. Sacknoff	Sheepshead	11	7	DNS	2056	11	
9877	Fat Olsen	Beechwood	10	11	DNS	1861	12	
5459	M. Christine	Keuka Y.C.	13	13	DNS	1568	13	
1126	Roger Love	Beechwood	16	12	DNS	1466	14	
8085	R. Sheppard	Wet Pants	14	DSQ	DNS	1305	15	
10223	Lew White	Keuka Y.C.	15	DSQ	DNS	1252	16	

---Charles A. Gabor

## SOME CALIFORNIA DOINGS

It is certainly good to have the International Commodore out here with us now. He sailed against our group in the Pacific Coast Championships and the Metcalf Series. Lanny Coon is our 1956 Pacific Coast Champion. He is from the Newport Harbor Fleet, as are the Frost brothers, who were 2nd. Fred Miller got a 3rd. Arden Zinn from Michigan, Chet Livergood from Oklahoma, and Harold Gilreath from Atlanta were all hold-overs from the Nationals. There were 23 entries and 5 races were sailed under ideal conditions. The Metcalf Series was sailed Aug. 18-19th with 17 boats entered. Tom Frost was the Metcalf winner with Bill Sweningson 2nd and Charles Merrill 3rd.

—Fred Schenck.



Watts' dacron sails took first and second place in the 1955 Snipe World's Championship Series at Santander, Spain. Dr. Luciano Brambilla's "PORTOROSE" = 9701, from Milan, Italy, placed first. George Mantilla, of Havana, Cuba, placed second sailing "ROXAN" = 9735.

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# DELTA FLEET HOLDS COTTON CARNIVAL RACES



Home Waters of the Delta Fleet 407 on the Mississippi River at Memphis, Tenn. R marks the spot where boats were launched for their first sanctioned regatta on May 12-13, 1956.

The Delta Sailing Club (Thistles, Snipes, and Penguin Fleets) with headquarters at the "Clubhouse" (a suite at the Town Park Motel) overlooking the pool, began welcoming and registering visiting skippers early Friday afternoon. Local members greeted the skippers and escorted their boats to the lake about 1 1/2 miles from the motel. By early evening all had arrived except Cousin Fred Pember from Atlanta, delayed by car trouble—nothing serious, just generator trouble. He arrived about daylight Saturday morning! We all enjoyed dinner and chit-chat at the Town Park Restaurant which everyone thought a delightful place to dine.

There was the usual activity about the lake ramp early Saturday morning and the first race started promptly at 10 A. M. with 16 Snipes--Harold Gilreath, Sam Norwood, and Fred Pember, all from Atlanta; Bob Lawton, Keith Simmons, and the Hardeys from Shreveport; Gordon Randall from Chattanooga and Hattie Carver from Wisconsin along with our 8 local boats. Two of our number were absent: Spencer Baker was confined to the hospital with a broken leg and his wife was going to sail with an honored visiting "Boatless skipper" from Akron, Ohio, Leonard Lewis, until she found that Spencer had put a hole in the back of his boat to accommodate a pump exhaust and had not finished it before his accident. The Wallaces were out of town. Incidentally, Baker thinks that sailing is much safer than horse-back riding.

The entire regatta was blessed with beautiful weather. About noon Sunday, there was an overcast, but no rain. Visitors might be interested to know it started raining Sunday night and kept it up for three days. There was plenty of wind. Officially reported as 22 mph. It was estimated at 25-30 with gusts up to 35, so it was obvious that the light wind boys would be handicapped. The race Saturday afternoon encountered similar weather, perhaps a little stronger, and the Sunday wind was even brisker. All races started without delay, but, due to the hard wind, a few of the skippers with light crews and inadequate sails scratched the 2nd and 3rd races. The Atlanta group fought it out for top honors. Harold took a 1st, 2nd, and 1st for 4721 points. Sam Norwood took a 2nd, 1st, and 3rd for 4565 and Fred Pember got a 4th, 3rd, and 2nd for a total of 4334 points. Paul Piper, crewing for his son, Scooter Piper, took 4th place and led the local group of Snipers, as usual. Paul is getting a new boat, which will certainly increase competition in our fleet.

The courses were all triangular, somewhat of a dog-leg and approximately six miles long. The same course was sailed in all three races, except that the last one was shortened to five miles, since we were short one of three crash boats just before the race. In spite of the high and shifty wind, there were no

severe mishaps. Only a couple capsized and there was no major breakage or loss of equipment. There were no protests and none were overlooked that might have been justifiably presented. The shifty winds below the "Bluff" city kept the skippers on their toes. Prevailing wind is from the south and provides the simplest and best course for our lake. The Coast Guard and crash boats did an excellent job and we feel that the publicity by our papers was very good. The Girl Scouts did a remarkable bit of sailing in all three races, but got a DSQ in the 3rd race when they recruited a Boy Scout, Robin Stevenson, as their skipper. These Girl Scouts will bear watching.

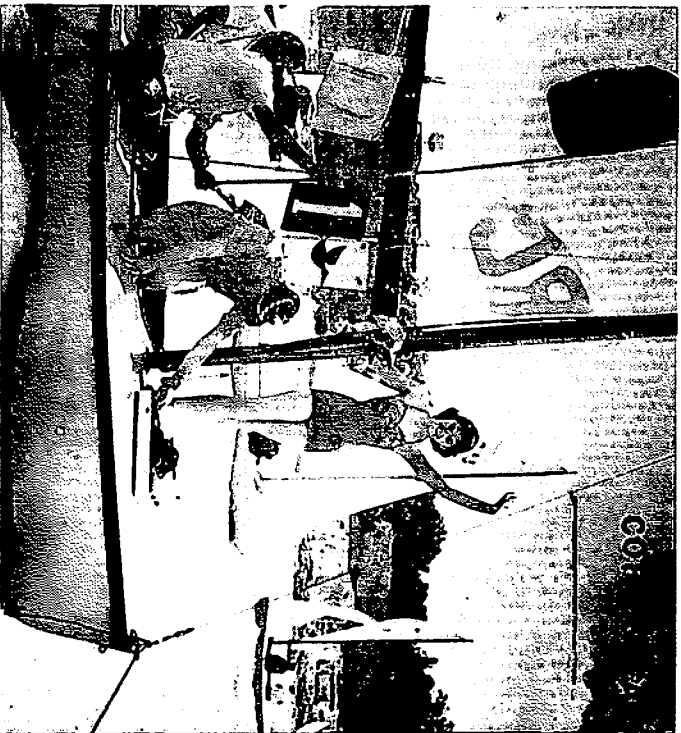
Saturday evening entertainment was a moonlight boat trip on the Mississippi River and chicken box-dinner. Everyone enjoyed this very mild and restful entertainment. Most of the sailors very sensibly retired early for rest after a hard day of fighting the wind.

The last race went off Sunday morning without incident. All boats were out of the water by 12 o'clock, were battened down and ready for travelling and trophies were presented in a brief ceremony. Our guests seemed to enjoy the regatta and, since this was our first effort, we were somewhat pleased, but realize that we can make a lot of improvement for next year. Our new fleet is off to a fine start.

We are very fortunate in having a City Commission Government and Park Commission who are very sympathetic toward water sports and the development of what will be a wonderful place for the people of Memphis. We now boast of a splendid ramp with immediate parking space for 48 cars and trailers. Our major need now is for adequate mooring accommodations, shelter areas, electricity, running water, and lights on the lake front. As the Park Commission attends to these needs, our regatta activities in the future will increase and we hope to keep Snipe in the headlines in this area. —Dr. Malcolm Stevenson.

Below are the scores of the leading boats:

BOAT	SKIPPER	CLUB	RACE 1	2	3	PTS.	FIN.
9753	H. Gilreath	Atlanta	1	2	1	4721	1
9363	Sam Norwood	Atlanta	2	1	3	4565	2
9123	Fred Pember	Atlanta	4	3	2	4334	3
9598	Paul Piper	Memphis	5	5	10	3553	4
6938	H. Carver	Green Lake	DNF	4	4	3365	5
10225	G.R. Cash, Jr.	Memphis	6	DSQ	6	3234	6
10164	Sam Dunn	Memphis	10	7	10	3078	7
9440	Girl Scouts	Memphis	DNF	6	DSQ	2811	8
7344	K. Simmons	Shreveport	7	DNF	DNS	1997	9
8389	G. Randall	Chattanooga	9	DNF	DNS	1865	10
10220	Ed Levine	Memphis	DNF	8	DNS	1714	11
9191	Chas. Hardy	Shreveport	3	DNS	DNS	1444	12
10163	M. Stevenson	Memphis	8	DNS	DNS	1089	13



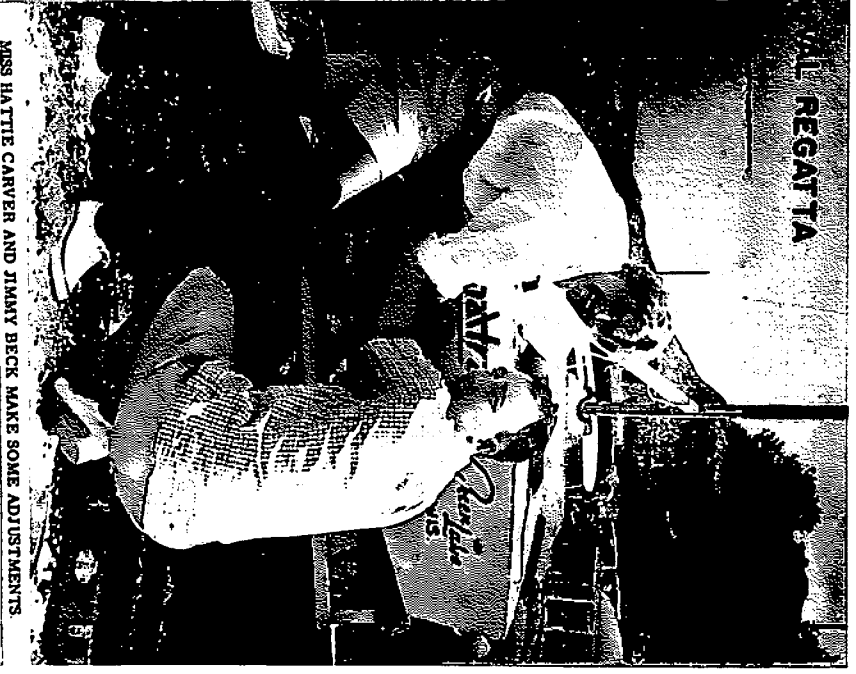
THIS COMMITTEE BOAT HAS EVERYTHING. THE RADIO OPERATOR AT LEFT (in case you're looking that way) KEPT IN TOUCH WITH THE LOADING RAMP AND COAST GUARD.



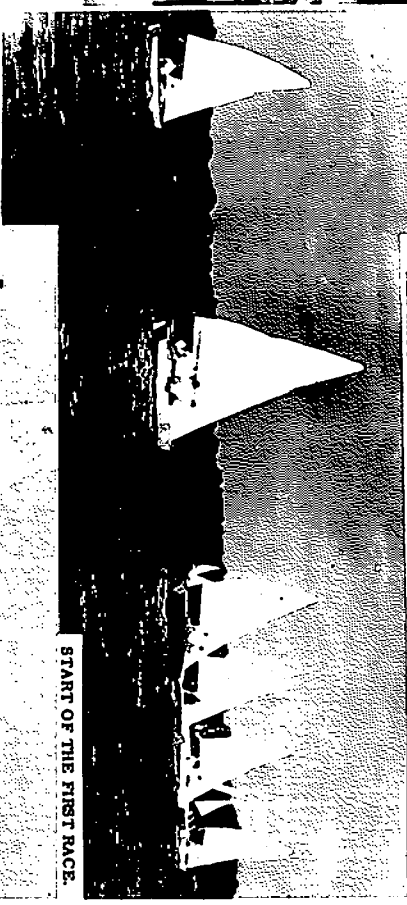
SCRA COMMODORE HAROLD GILREATH--THE WINNAH!



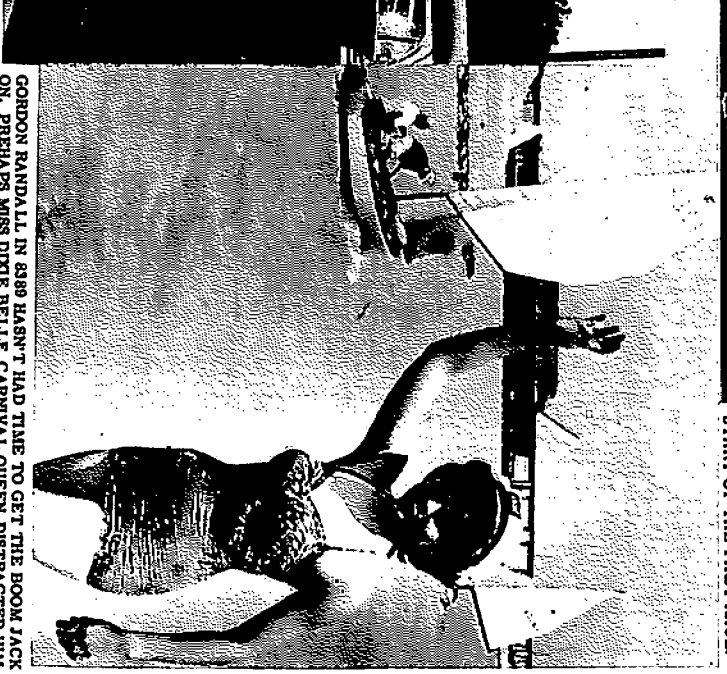
THE GIRL SCOUTS GET THEIR BOAT READY FOR LAUNCHING



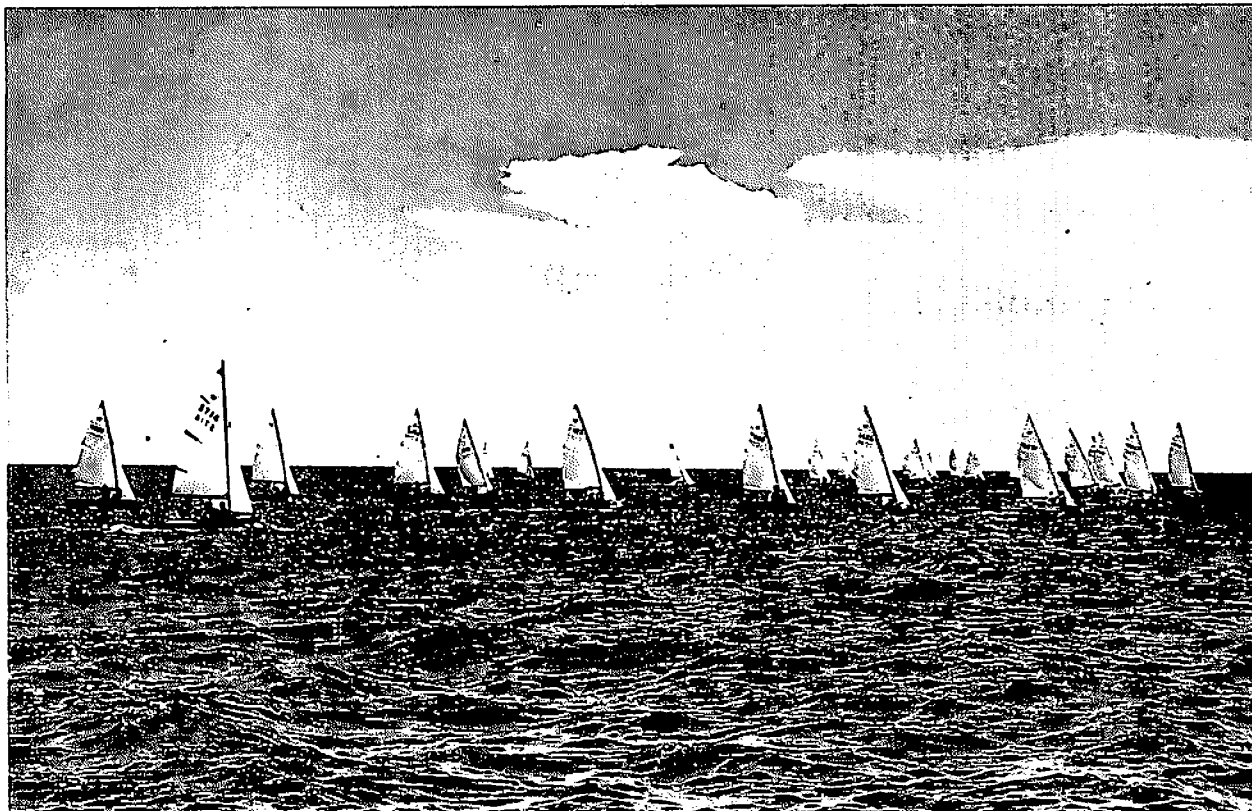
MES HATTE CARVER AND JIMMY BECK MAKE SOME ADJUSTMENTS



START OF THE FIRST RACE.



GORDON RANDALL IN 899 HASN'T HAD TIME TO GET THE BOOM JACK ON. PERHAPS MISS DIXIE BELLE, CARNIVAL QUEEN, DISTRACTED HIM.



This beautiful view of a Snipe race was taken during the Cuban National Championships held late in August. Thirty-seven boats from La Habana, Matanzas, and Santiago de Cuba participated. Jorge Mantilla was the winner and he and his crew, Carlos Sela, will represent Cuba in the Western Hemisphere Races in Bermuda. Likewise, so will Gonzalo Diaz and Arturo Alamo, who finished second. Third place went to Dr. Clemente Inclan; Gonzalo Melendez placed fourth; and Carlos Bosch finished fifth. — Photo by Barcino.

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Prices are as follows:

Mainsail and Jib, DACRON	\$110.00
Mainsail and Jib, ORLON	\$140.00
*For mitre cut mains add	\$ 10.00

Above prices are for sails complete with all hardware, class emblem, numbers, bag and battens.

Complete information, specifications, fabric samples and order forms will be forwarded at no obligation.

REMEMBER

"JUST YACHT SAILS"

## SWITZERLAND WINS 2-MAN TITLE

The European Championship for centerboard boats with a crew of two was raced again in Snipes this year, which is good evidence of the constant increase of the Class in Europe. The organizing country was Yugoslavia and the races were held in Zadar starting July 22, 1956.

Eleven countries were represented and eleven races were sailed, all triangular and 7 miles long. It was a real test of ability and was a most successful event. The new fleet in Turkey sent a representative and consider fifth place an auspicious start. Yugoslavia, Germany, Roumania, Poland, and Russia all entered teams and perhaps we will see more interest in Snipe in these countries as a result of their experience with the boat.

Here are the final standings:

(1) - Switzerland; (2) - Italy; (3) - Belgium; (4) - Germany; (5) - Turkey; (6) - Yugoslavia; (7) - Finland; (8) - Roumania; (9) - Poland; (10) - Russia; (11) - Great Britain.

Turkey will also send a representative to the European Snipe Championship in Ostende, Belgium this year.

—Aydin Koral, National Secretary for Turkey.

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## SNIFE NEWS IN BRIEF

"We had 22 Snipes participating in the President's Cup regatta in Washington, D. C., last week. I have been Sniping since 1935 and I now own my 4th Snipe, #9564 by Emmons. We have been successful in assisting Stewart Brown and Sam Card of Baltimore in getting a fleet started at Sue Island. We have also put one of our better boats in the Baltimore Boat Show last winter and it was very helpful in arousing interest in that locality, so I think Snipes will be much stronger on the Chesapeake Bay next summer." The above good news is from Charles S. Dills, Fleet Measurer of Potomac River Fleet 60. . . . Down on Ken Lake in Kentucky, they hold a handicap regatta each year which includes Snipes, Thistles, Lightnings, Comets, etc. This year, August 5th, Paul Piper of the new Delta Fleet at Memphis "did the impossible" and took the Commodore's Cup in his new Varalyay. Billy Roberts attended the regatta about four years ago and he thought the handicap very unfair to Snipe, although the system used is recommended by the NYRA, so Paul is to be congratulated on his fine performance and the resulting Snipe publicity. . . . Charlie Gabor, U. S. National Champ in 1938, went out to his old home port at City Island, N. Y., and found only a few of the old gang of 50 years ago still around, but a great increase in the number of boats. Charlie could not attend the Nationals for the first time in years due to a slight back injury. Charlie, a pioneer Sniper and one of SCIRA's grand old-timers, is now retired and spends his winters in Clearwater and is always in close touch with Snipe activity. . . . "We are approaching the end of our best season yet at Sheepshead Bay (N. Y.) and we are already looking forward to next season with a goal of a 15 boat fleet. We are fast building up a reputation among sailors in the area (not Snipers) as the most active fleet and the hottest sliders in the bay. I am sure that competition minded sailors in the area will soon want to join us.", so says Jesse Aronstein. . . . D. W. Bower, Box 338, Shelburne, N. S., writes: "Shelburne has one of the finest harbours in the world and at one time, boasted quite a racing fleet and also sent a contestant to sail in the Olympics. I have greatly revived interest in sailing during the past season and next spring expect to have a fleet to register. There will be several Snipes built here this winter." . . . Diamond Lake Fleet 158 included an Old-timers' Race among their varied activities this summer. All entries had to be 45 or older or a retired skipper. No active skipper or crew could crew, so they were urged to get the ice man, undertaker, local plumber, or "even the little woman." They had a hilarious time with unexpectedly fine competition and it was considered a fine race for the spectators. Incidentally, the fleet sailed 21 official races with about 25 Snipes in each race. Noel Yarger won the championship by 10.25 points over Bernie Rowe. John Machalleck, 742 Oak St., Niles, Mich., wants help in getting a Snipe fleet started at Birch Lake, Michigan, next season. Charter 304 was issued to Birch Lake several years ago, but the fleet was small in numbers and not too active. John hopes to get it revived again and appeals to all surrounding Snipers to write or get in touch with him. . . . Major F. T. Killeavy writes from Japan (addressing his letter to Bill Crosby): "First, sir, I'd like to thank you for designing the Snipe. I have one here in Japan and have had many delightful hours sailing it on Ise Wan (Nagoya Bay). Another Air Force Major and I bought the boat here last year. We learned to sail by reading everything we could get our hands on dealing with sailing, but mostly by just getting in and going. We now know all there is to know, but have considerable more to learn (about 99%). We are in the 5th A F, which is the tactical outfit for the Far East and so have little time for fun, but we do manage to enjoy our Snipe." . . . Porto Alegre down in Brazil has scheduled a big International Snipe Race for Christmas week in celebration of the 15th anniversary of the Clube dos Jangadeiros. Named the First International Trophy Cidade de Porto Alegre, it will include Snipes from Argentina, Uruguay, and Brazil. Also, the Friends of Ipanema Balnearium Society (a club that patronizes many land sports at Ipanema Beach near Porto Alegre), is considering starting a Snipe Fleet with 10 boats, of which 6 will be financed by the SAVEL or Sail Friends Society of Porto Alegre. This Society was established all over the country by SCIRA's new Honorary Vice-Commodore, Leopoldo Geyer. Incidentally, David L. McKay's Portugese-English Dictionary is a good one for beginners and is available at Brentano's 5th Avenue Store in New York City.

## ATTENTION: Amateur Snipe Builders

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# *Bells Wanderings* by Ted Wells

## SEASON SUMMARY

I started out the season with two major projects in mind--one the self-bailing cockpit and the other the search for a single suit of sails that could be used for racing under all conditions. Like most research and development projects, these turned out to be more complicated than originally anticipated as facts start rearing their ugly heads, forcing one to alter conclusions which originally appeared to be valid.

The first change in the self-bailing cockpit was to eliminate the zippers along the sides. The fabric lining is now suspended by heavy rubber bands slipped over screws in deck beams so that the lining can be dropped easily when desired. The basic function of the cockpit seems to be fine as it drains rapidly enough under any conditions which I have hit so far, although I have probably not hit the worst conditions which could be encountered because of the limited amount of sailing done this year in bad wave conditions.

I still get some water in the bottom of the boat and I still don't know whether it is coming from leakage in the self-bailing assembly or whether it is from leakage around the place where the centerboard trunk attaches to the keel. The amount of water which accumulates in the bottom of the boat is not bad, but it should be possible to eliminate it.

Finding that perfect single suit of sails is a little more difficult and the project has been hampered by the fact that the reappearance of water in Wichita's Santa Fe Lake was for a relatively short time only, so that about the only opportunity I have had to sail has been in regattas where one hesitates to do much experimenting on sails.

The first conclusion at which I arrived is that the search should be narrowed down for a single suit of sails which can be used under any conditions in which one has any business racing, rather than for a suit of sails that can be used under any conditions. I don't think that it is possible to find any suit of sails which will give optimum results all the way from zero miles per hour wind up to thirty-five miles per hour. The possible range is certainly not going to be more than zero to thirty miles per hour and probably only zero to twenty-five.

The situation is further complicated by the fact that there are two basic cuts of sails which appear to be popular at the present time. There are main sails with the maximum draft well forward in one type and with the maximum draft at about the center of the sail in the other type. Also, the jibs with which I have had experience are either extremely full ones or fairly flat ones. There are probably some half-way between, but I have not had experience with them.

The very full jib can be used with optimum efficiency from zero up to somewhere around twenty or twenty-five miles per hour provided that it is used with a main on which the maximum draft is about the middle of the sail. Above about twenty-five miles per hour, the flat jib is better. The full jib must be sheeted to a fairlead from nine to eleven inches in from the sheer regardless of wind velocity. The flat jib should be sheeted to a fairlead near the sheer up to about twenty miles per hour wind velocity and from that point on up, should be sheeted to a fairlead farther in from the sheer.

The main sails with the maximum draft near the middle of the sail are limited in maximum wind velocity by the stiffness of the mast. If the mast bends appreciably with this kind of sail, the sail begins to take on a very queer shape and, if the mast bends enough, the main ends up by waving like a flag regardless

of how you try to trim it.

Although I don't really have enough experience to prove it, I have the feeling, however, that this type of main sail is more efficient than the type having the maximum draft well forward in any wind velocity at which the skipper and crew can hold the boat down and at which the mast is stiff enough to prevent the sail changing shape. In the regattas at Peoria, Wichita, Kansas City (Kansas, Kansas City (Missouri), and Grand Lake (Oklahoma), the wind were from very light to moderate. I managed to eke out first place in all of these regattas using a main of the type with the maximum draft in the center of the sail, but statistically, this didn't prove anything because practically all the competition was using identical sails. I did manage to learn that a medium main of this type is superior to a full main of this type above fifteen miles per hour with a mast which I used to think was quite stiff, and on one occasion I got caught in practically a drifter with the medium main with the usual results which are experienced in a drifter--namely, that when I had more wind than somebody else, I went faster than they did, and when they had more wind than I did, they went faster than I did.

Based on this rather meager evidence, my conclusions at the moment are as follows: If you have a mast of only average stiffness and want one suit of sails which will stretch over as large a wind velocity as possible, get a flat jib and a medium main with the draft well forward. You may be at a slight disadvantage under light wind conditions, but I can't really prove this. If you have a very stiff mast and are not likely to get caught with winds of more than twenty-five or thirty miles per hour, you will do best with a full jib and a medium main with the maximum draft in the middle of the sail. You may be at a disadvantage compared to a boat with a full main in light winds, but I think that what tack you are on is more important. As to the relative merits of orlon and dacron, I still fail to see any advantage in favor of either of them.

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# Voice Of The People

## SAYS PIVOT BOARDS ARE BEST!

"How I agree with Harry Allen's support for pivot boards in the August Bulletin! I have always felt that previous American Nationals had been won by dagger boards because most of the best sailors used them. The converse was true over here where only one National has been won by a dagger board and most of us use pivot boards. Now we have some more evidence. In the recent European Championship, there were two pivot boards and they finished first and third, which shows they can be no handicap.

The advantages of the pivot board are these:

- (1) A straight leading edge, which is probably more efficient.
- (2) The first movement of the board is aft rather than up. This makes it possible to adjust the position of the center of lateral resistance, which makes an amazing difference in speed when close reaching. When pulled well up and aft for broad reaching, it reduces weather helm and makes control easier, especially on a plane.
- (3) The boom jack can be permanently set up but can not get mixed up with the board in a sudden jibe.
- (4) It reduces the incidence of rupture in the crews.

The disadvantages are slight in comparison:

- (1) Some turbulence in the unoccupied part of the trunk.
- (2) A distressing clonking noise when there is a sea and no wind.

Now that the pivot board can be as deep as the dagger, I am sure the advantages are with it and any crew that has sailed with both will support me."

—Dr. Frank V. G. Penman,  
Northwich Fleet 232  
England.

## NOTHING LIKE A SNIPE

"It has been my great pleasure to own a Snipe in past years and, although it has been over four years since I raced this boat in Peconic Bay (N. Y.), I cherish many memories of those experiences.

Congratulations are in order for Bill Crosby's insight in the design of the Snipe, for, although I have sailed many other craft since that time, none have given me the enjoyment I have received from my association with a Snipe. Comets were un- gainly, uncomfortable, and unstable and, although this class made up the bulk of my post-Snipe sailing, other designs dissatisfied me equally.

As I summer on Peconic Bay, I was forced to change from Snipes to Comets as there were not enough Snipes to form a racing fleet. This was one of my most unhappiest days and I shall ever remain regretting it. But now I plan on building my own Snipe this winter and hope to be back in the Snipe fold again next season."

—Edward C. Ryder  
90-04 Vanderveer St.  
Queens Village 8, N. Y.

## RACING SNIPE ARE HARD TO FIND

"I feel that a listing of Snipes for sale would be of considerable value and interest to anyone looking for a good racing boat. I know from my own experience and that of other members of my fleet that a lot of time may be spent in a fruitless search for a racing Snipe--time that might be saved through a central listing. When I first wrote asking SCIRA about Snipes for sale, I received a few copies of the Bulletin with instructions to look through the ads. I found nothing in the area and went hunting through brokers and shipyards before coming upon one that interested me. Perhaps some other people were not so ambitious as I and took whatever kind of a boat they could find, and not a Snipe. I am sure that most people that contact SCIRA when looking for a small boat are interested in racing, and a listing would help sellers find buyers who will keep the boats in competition, rather than selling the boat to somebody who will put an outboard on the boat and go fishing (I've seen it happen!)."

----Jesse Aronstein

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**AT LAST--Build your own "CHAMPION" mast!** The complete plans of the famous WELLS round mast for Snipes. 4 sheets of blueprints with all the details, including hardware and rigging, for only \$1.00 per set. SCIRA, 655 Weber Ave., Akron 3, Ohio.

**FOR SALE: SNIPE DECALS.** Two bright red Snipe insignia 8 1/2" long with number decals, only \$1.00 postpaid. Use them on your car, trailer, boat, etc. STICKS ANYWHERE. Get them from 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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Snipe sailors have designed and will make for you a one-piece traveling cover to fit the entire boat from 10 oz. preshrunk mildew-proofed duck with a full length zipper. Also mast and boom cover. All for \$80.00--boat cover alone \$65.00. Shipped parcel post prepaid; allow three weeks; include check with order. Write Charles A. Harris, Jr., 1939 Dellwood Dr. N. W., Atlanta 9, Georgia.

**FOR SALE: SNIPE 8151.** A Varalyay built Snipe 5 years old. Bronze dagger board. Varnished deck. Three suits of sails--1 dacron, 1 flat cotton, 1 full cotton almost new. Wire halyards with winches. Minimum weight and in excellent condition. All racing equipment included. Good racing record. Two-wheel trailer with lights only 2 years old. PRICE \$850.00. Mrs. James E. Coley, South Maple Ave., Westport, Conn.

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## TOM HEAD WINS AT SPRINGFIELD



THE WINNERS: (standing, l. to r.) Tom Head, winner; Lt. Governor of Illinois, John Chapman, who made the awards; Cleve Slauson, 3rd, Buzz Levinson, 2nd. Crews (kneeling): Judy Head, 1st; Dorothy Slauson, 3rd, and Harry Levinson, 2nd.

Tom Head of Peoria again claimed the title at the annual Labor Day Regatta of the Island Bay Y. C. of Springfield, Ill., Sept. 1-2-3 against a fleet of 19 Snipes.

High winds and wild waves made getting back all in one piece a real accomplishment and broken spars and flip-overs were not uncommon.

In the first race, Head got out in front and stayed there, challenged at times by Ed Grier of Peoria, who finished 2nd. The second race saw Buzz Levinson of Indianapolis, with brother Harry aboard, accomplish the same thing, with Head 2nd and Grier limping in with a broken fore-stay.

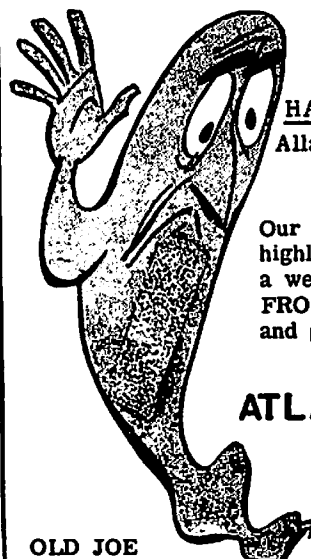
Winds had calmed down slightly by the following day and this time Head and Levinson battled it out, with Head winning. Cleve Slauson of Peoria was consistent with a 3rd in each race.

Final standings of the first 10 boats are:

- (1) Tom Head, Peoria; (2) Buzz Levinson, Indianapolis; (3) Cleve Slauson, Peoria; (4) Frank Castelli, Decatur; (5) Stan Salzenstein Slauson, Peoria; (6) Tom Heckel, Indianapolis; (7) Art Pickford, Peoria; (8) Ed Grier, Peoria; (9) Tom Cofer, Springfield; (10) Bob Dean, Peoria.

Bob Dean, a young skipper sailing his first season, gave the watching crowd of several hundred a thrill, satisfying the desires of those sadists (sic) who say they've "always wanted to see a sailboat turn over." Jibing around the home mark, Bob went clear over, kept his wits and righted it promptly, and sailed off in a blaze of glory amid great applause!

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Annual

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