

Snipe
BULLETIN
OCTOBER, 1957
Vol. 7 No. 5

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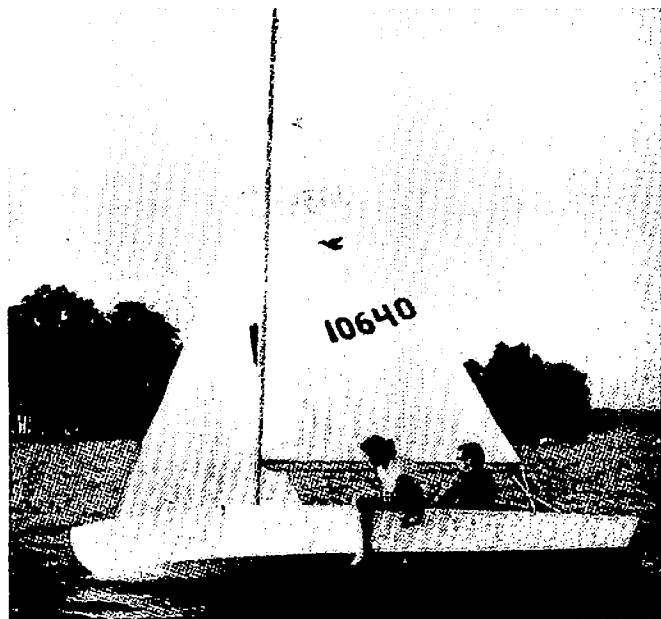
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The SNIFE BULLETIN is edited and produced monthly by Birney Mills, Executive Secretary.

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
SNIFE BULLETIN as part of their membership free.

Forms close on the 10th 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 SNIFE BULLETIN of any change in address, giving both old and new addresses.

— THE SCORE —

Numbered SNIPES— 11231
Chartered Fleets — 442

When the score was last published in May, there were 11039 Snipes and 437 fleets. This increase of 192 boats and 5 fleets in a 4 month period is above average and reflects the steady increase in enthusiasm and demand for Snipe all over the world. It is hard to refrain from a little boasting about the great popularity and success of Snipe and SCIRA, but it is really not necessary, for the record speaks loud enough!

Joao Peock of Villegaignon, Brazil, helped organize the Guaratuba Fleet 425, so, when appointed a midshipman at the Brazilian Naval Academy, it was only natural for him to start his naval officer career with the idea of forming a Snipe fleet at Angro dos Reis. And now the Charter 438 has been issued to the Flotilha de Snipes do Colegio Naval with Marcello D'Orsi as Fleet Captain and Rubem Bravo, Measurer.

Six boats were built by order of the Academy in a shipyard at Florianopolis under the personal supervision of Poeck to make them as perfect as possible. The patroa-chefe Adriano Augusto de Castro Magalhaes, Director of Sports Activities, has acted as Secretary and paid all the new Snipe fleet dues. The boys have taken their first lessons under Poeck and, when the Colegio opened in March, the first races started so that, when summer vacations start in January, the first six crews will be ready for the SCIRA High Point Championships and other events. The Academy will invite other fleets to come there for interfleet racing, as the Colegio has already promoted ocean races with Paulista and Carioca yachts between Rio and Angra dos Reis with great success.

There are 6 republic Sail Associations in Jugoslavia, each independent in activity, but all joining together to form the Federal Sail Association of Jugoslavia in Belgrade. When the Sail Association of Slovenija acquired 6 new Snipes, they decided to form the first Snipe fleet in Jugoslavia, so Charter 439 was granted to the Slovenija Fleet. Lukes Aleksander, President of the Sail Association, has been appointed as National Secretary for Jugoslavia and he announces that the other groups are in the process of forming fleets, especially in Croatia and Split Dalmatia. Many great sailing races are scheduled in the country and a formal organization of the fleets will increase the competition and interest in the class. SCIRA extends warmest greetings to our newest international member and looks forward to the new friendship resulting from the love of sailing.

Franklin Farrar, Jr., of Brentwood, Tennessee, along with Andy Akin, Gordon Randall, and Jack Shea, decided it was a long drag to Chattanooga to race Snipes, especially when there was so much good water closer home at Nashville and Tullahoma Dam. Thus the Middle Tennessee Snipe Fleet 440 was chartered with Farrar as first Fleet Captain, Randall measurer, Shea secretary, and Akin treasurer. Frank states, "This tribe is composed of all chiefs and no braves, but we feel sure we can change this situation by spring. There are several good prospects in the immediate vicinity."

There is a new fleet at St. John's, Newfoundland, Canada. A group at Bowring Bros., Ltd., acquired some good second-hand Snipes and, with P. D. Bowring building a new one, the desire to enter the Canadian Championships led to the issuing of Charter 441 to the Bowring Sailing Club Snipe Fleet. J. R. Hillyard, Box 946, St. John's, is the Secretary of the new fleet.

Under the leadership of J. R. Herzog, 805 Water St., Smethport, New York, a small fleet has been started on Cuba Lake, which is about 50 miles from Lake Chautauqua. There are Comet and Lightning Fleets already on the lake and the boys think they may have a tough time, but are going to give it a good try. SCIRA wishes success to Infant Fleet 442.

Odd Number Race Rule Hits Snag

A year ago, the following sentences were added to Section 9 of the By-Laws, which deals with racing rules: "In case of a tie in a regatta, the skipper beating the other the most times shall be declared winner. In case there has been an even number of races and each has beaten the other the same number of times, the local regatta committee will have to decide how to eliminate the tie." This seemed to cover every possibility, but our friend Jules Kroeger reports that the Briody-Retzhaupt Trophy Races at Oak Orchard came up with this one last year:

RACE	A	B	C
1	1	2	3
2	2	3	1
3	3	1	2

Notice that, if you use the ruling for odd number of races--that the boat that beats the other the most wins--then A will beat B and B will beat C, BUT C will beat A. Jules rightfully thinks this is very confusing and says they finally settled it with a run-off match race between the leaders, as they rejected the toss of a coin. These are the two solutions under Rule 50 of the NAYRU in case of ties or dead heats, which Snipe sailors will have to use when our own "perfect" rulings won't work!

On the Lighter Side

The forgoing article reminds us that Jules Kroeger, by now one of the better-known Snipers, had a most unpleasant experience this summer. In a local regatta of many entries with a conglomeration of Snipes, including several "heavy" boats, Jules had a field day on a 2 lap triangular course--so much so, in fact, that he lapped some of them. Approaching the finish line in relaxed satisfaction, he and his crew watched the rest of the fleet. As one stranger closed in on him, Jules obligingly pulled out of his way, and, noticing an evident error in his course, advised him to "go that way" for the mark and the second lap. "But I've already made two laps," was the reply, and so Jules with open mouth and bugged eyes, watched his "friend" proceed across the finish line for a nice first place. Jules managed to finish second!

Many years ago, young Dr. Norwood and his little bride, Mimi, took their first Snipe sail alone, deciding to cross a river as their venture. After considerable struggling and maneuvering, they managed to reach a safe dock, with Mimi complaining that something didn't seem quite right. Well, something wasn't--they had merely forgotten to put in the board!

Buzz Levinson, caught along a shore in a light breeze in one of the races at Peoria, calmly watched the other boats sail by him and decided that Snipe racing was "for the birds". Almost immediately, his decision was confirmed when a parakeet (no foolin') came down from the sky and settled on his cap to his own astonishment and the great delight of his crew. Buzz was afraid to disturb it, figuring it a good omen of changing luck, but it finally flew away. Onlookers swear it took his cap right off his head as it left. Buzz, in a weakened condition, claimed his showing that day was due to the handicap of fighting parakeets. Happily, the next day, Buzz sailed his best race of the series.

After winning the final race and the U. S. Championship at Peoria Saturday morning, Fred Schenck had a sneaking suspicion that he might be tossed into the drink. Cautious Freddie removed his wrist watch and gave it to friend Dex Thede to hold. Well, you've guessed it! While "friend" Dex was helping throw in the champ, he fell in, too (or was he politely pushed?).

SIN is deplored publicly, but considered lots of fun privately!



Clark King won the 1956 Snipe Class National Championship using Watts sails. Make your next sails Watts dacron sails. KENNETH E. WATTS · TORRANCE, CALIFORNIA

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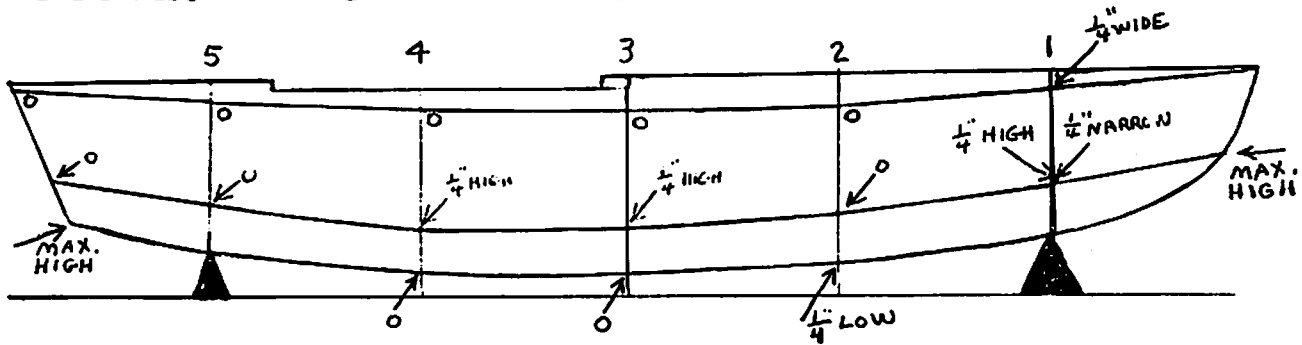
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SUGGESTIONS FOR THE FASTEST SNIPE HULL.



Victor W. Weinman, Measurer for the Northern California Snipe Association and Fleet 92 at Lake Merritt, sent in the above diagram with the following letter of accompaniment:

"Many times I have been asked, "What makes a Snipe hull go fast?" I have measured a great many Snipes in the San Francisco Bay area in the last 6 years and I would like to submit these suggestions for the help and information of prospective builders.

Many builders have a misconception that a flattened keel helps the hull speed. They never take into account that Snipes flatten as they grow older, which accounts for some Snipes losing the speed they had when new. The above diagram shows what I think the hull should be. All measurements are within 1/4" of zero Snipe measurements, except bow, chine, and keel transom, which are near maximum high.

Further suggestions: (1) The bottom plywood be of 3/8" material with approximately 1/8" fiberglass outside, thus making construction much easier. (Present specifications call for 1/2" plywood). (2) A 5/16" thick centerboard with a 20 1/2" width slanting back from the 97" limit would balance the Snipe better. (3) The keel measurements should never be flattened.

ATTENTION—all Fleet Measurers

PLEASE TAKE TIME TO READ THE FOLLOWING LETTER CAREFULLY:

"I am writing you concerning a problem which I have encountered concerning my Snipe.

Five years ago, I purchased a mahogany planked Snipe with two suits of sails, both bearing different numbers. There is nothing on the hull which can tell me what the correct number of the boat is. All I know is that the boat is at least 20 years old. Now, I would like to have a definite number for my boat, as I have become interested in racing. Can you advise me what to do? I don't know where to go from here!"

This plaint illustrates a glaring and most aggravating weakness in the records and is due entirely to a disregard (usually through carelessness) of the requirement under Section 2 of the By-laws, stating: "... an obligation on the part of the applicant to carve or burn the number into the keel batten in figures at least an inch high."

Evidently, many amateur builders failed to do this and in many cases in past years, the measurers have accepted the owner's word that he would put the numbers in, if missing at time of inspection. Consequently, many legitimate Snipes exist today minus the registration number on the hull and when the history of the boat gets lost or sails are sold or exchanged without removing the original numbers, identification becomes impossible and utter chaos exists.

The only remedy is to put the burden on the measurer to see that the number is in the proper place before issuing a certificate; if necessary, it should be obligatory (as in some classes) for the measurer to personally stamp the number in and so certify on the measurement data sheet submitted. Recommendation of such a procedure will be made to the Rules Committee.

Also, many new owners request some form of ownership when transferring a boat. A certificate of measurement should always be given to the original owner and that, handed down to the new owner as the boat changes hands, is sufficient evidence of ownership and, at the same time, assures him and certifies that the boat is a true Snipe and eligible to race officially. You can get a needed supply of the certificates from this office. So you will know what they look like, here is the face of one. The reverse side contains space for notations, transfers, etc.

Certificate of Measurement	
Snipe Class International Racing Association, Inc.	
I hereby certify that I am the Official Measurer of the	
_____	Fleet No. _____ SCIRA
and that I have carefully measured the Snipe Class boat	
Named _____, Registration No. _____	
and have found her to be as recorded on the Measurement Data Sheet filed with the Executive Secretary of SCIRA. I approve this Certificate to permit entry of this boat in Snipe Class Racing and have given this copy to the owner as evidence thereof.	
Date _____	Signed _____
(This certificate is automatically invalidated by any changes made in hull or standing rigging hereafter.)	

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INTRODUCING JOHN ZIMMERMAN, Roving Photographer for **SPORTS, Illustrated.** --- Photo by Peoria Journal-Star

You can rest assured that, when this man and his startling equipment made his appearance at the U. S. National Races, he was the cynosure of all eyes. Naturally, all the photography fans (who outnumber the locusts) cast envious but respectful glances and watched every move he made during his three days in Peoria.

Mr. Zimmerman travels all over the U. S. and the world wherever U. S. teams appear in sporting events and leads a fabulous life. His assignment at Peoria was to cover all phases of the regatta for a feature article in **SPORTS** to be released early next spring. This he did thoroughly, making over 600 exposures from land, sea, and air --even from a Snipe! Like the gentleman he is, he asserted he thoroughly enjoyed his experience with Snipers; in turn, Snipers everywhere will anticipate his pictures with eagerness. Hope to see you again sometime, John!

This Bulletin issue was delayed awaiting news and pictures of the World Championships. We hope they arrive for November.

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THOMAS W. HEAD, Peoria, Illinois.
Winner Wells Trophy, Peoria, Illinois.

CARLOS BOSCH, Santiago de Cuba.
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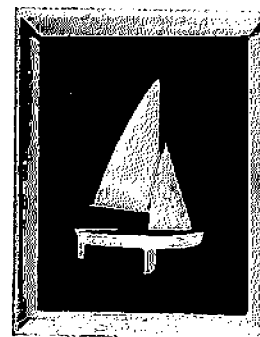
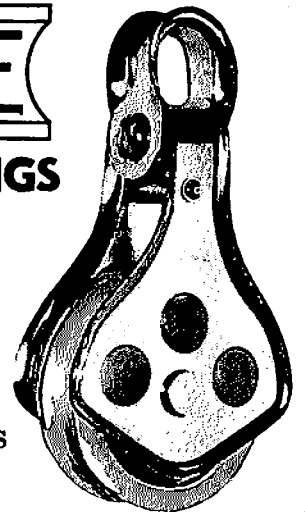
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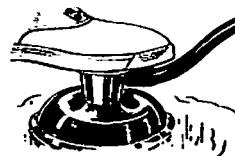
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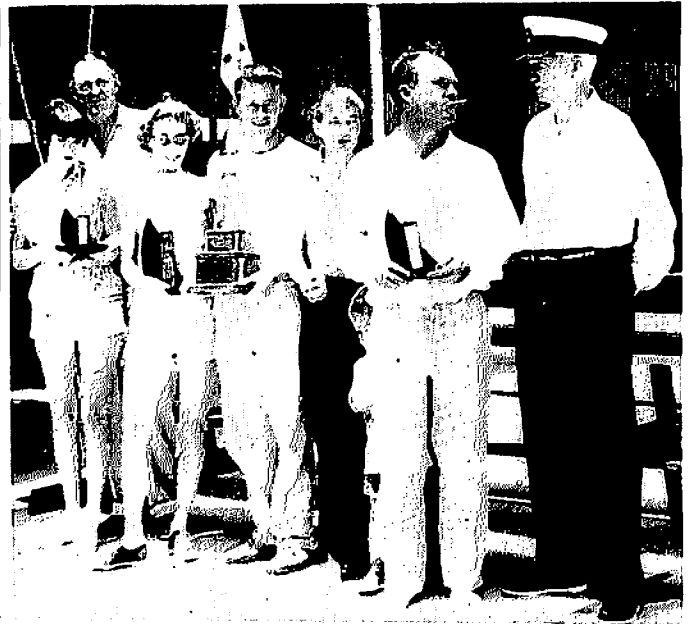
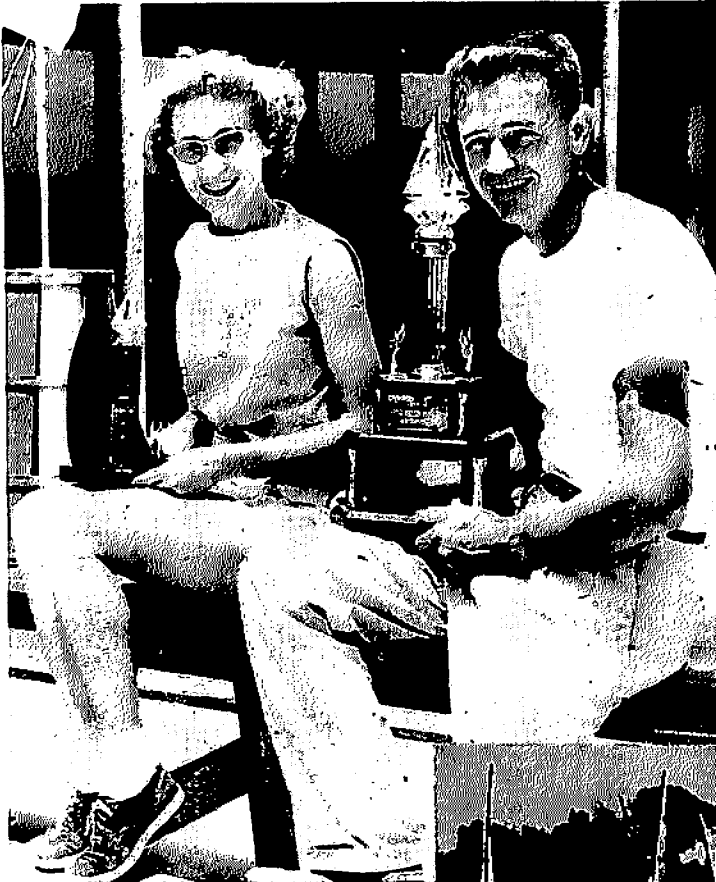
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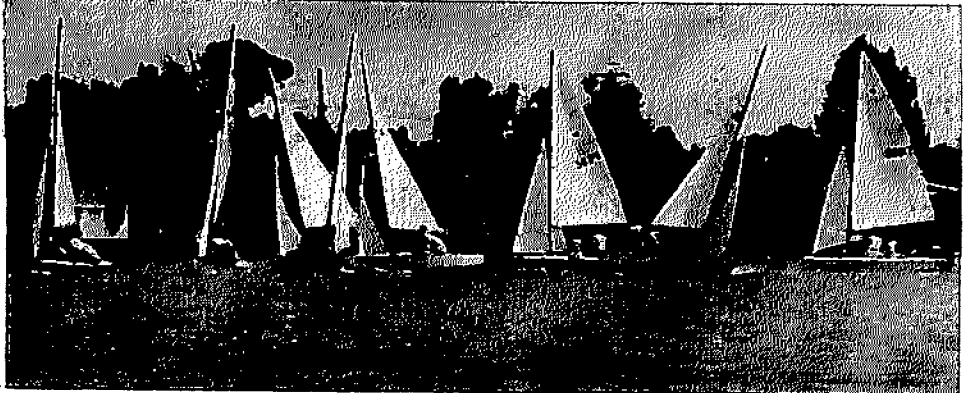
RAIN AND SNIPE RACING RETURN TO TEXAS



WINNERS AT ABILENE. Left to right - Vinnie Beakey and daughter, Helen, of Fort Worth, 3rd; Pat and Lief Zars of San Antonio, 1st; Joan and Willie Rotzler of San Antonio, 2nd, display heir trophies to Abilene Commodore Price Campbell.

TEXAS CHAMPION --- Lief Zars and wife, Pat, pose with winner trophies at Abilene. Zars won this regatta; also the Texas State Championship earlier in the year; and was second to Chuck Hardy of Shreveport at the Fort Worth Boat Club regatta.

CLOSE WORK AT THE MARK (right) as eight boats round it together.



LIEF AND PAT ZARS WIN HONORS

Lief Zars, who laid claim to the Texas State Snipe Championship at his hometown of San Antonio in April, strengthened his title by winning the Abilene (Texas) Regatta July 19-20.

He defeated eleven other Texas skippers gathered for Abilene's first sailboat races.

It was an all-Snipe affair held on Lytle Lake, a mile long pond which the drought threatened to dry up only four months earlier.

Willie Rotzler of San Antonio finished second. He scored a second and third and was in the lead after Saturday's races which were sailed in moderate 5 mph breezes, a rarity to Texans who think 15 mph winds are light. Zars and Vinnie Beakey of Fort Worth, who each won an opening day's race, were tied for second going into Sunday's final. But Zars covered Rotzler from five-minute gun to start, broke on top of the gun, and was never headed. Rotzler got sandwiched between Dick Elam and Sam Mueller of San Antonio and finished fourth when he let Mueller loose to protect himself against the oncoming Beakey.

The regatta was sponsored by the Lytle Shores Boat Club. This was their first club activity, so the unprejudiced race officials introduced these innovations:

1. Boats were weighed on arrival to the embarrassment of six skippers. Weights were furnished and attached.
2. Protest flags were given as favors, but only 30 min-

utes were allowed for filing them. They were not needed as the only foul was by Wally Walsdorf of San Antonio who hit a buoy and voluntarily withdrew.

3. An alibi sheet was posted showing each skipper's boat weight, years raced, material and age of sails, and type and age of boat.

The first two skippers sailed fiberglass hulls with dacron sails, but 3rd and 5th were won by fabric-covered wooden hulls. Beakey, 3rd, used cotton sails while Bob Cummings of Dallas was 5th with dacron sails. Fourth went to Mueller with the only orlon sails, but with a 9-year old wood boat covered with glass, the heaviest in the fleet at 452 pounds.

The three Abilene Snipes are registered with the Fort Worth fleet and travel 150 miles to Cowtown for fleet activities.

FINAL RESULTS OF ABILENE REGATTA

BOAT	SKIPPER	TOWN	RACES	1	2	3	Fin.
10793	Zars	San Antonio	5	1	1	1	1
10533	Rotzler	San Antonio	3	2	4		2
7434	Beakey	Fort Worth	1	5	5		3
7778	Mueller	San Antonio	7	3	3		4
10789	Cummings	Dallas	4	4	7		5
10389	Elam	Abilene	6	10	2		6
10321	Swan	Fort Worth	2	8	9		7
5824	Gabler	San Antonio	8	6	6		8
10515	Walsdorf	San Antonio	DSQ	7	8		9
8997	Bridges	Abilene	10	9	11		10
7128	Wackerbarth	Fort Worth	9	DIF	10		11
6741	Eastus	Abilene	11	11	12		12

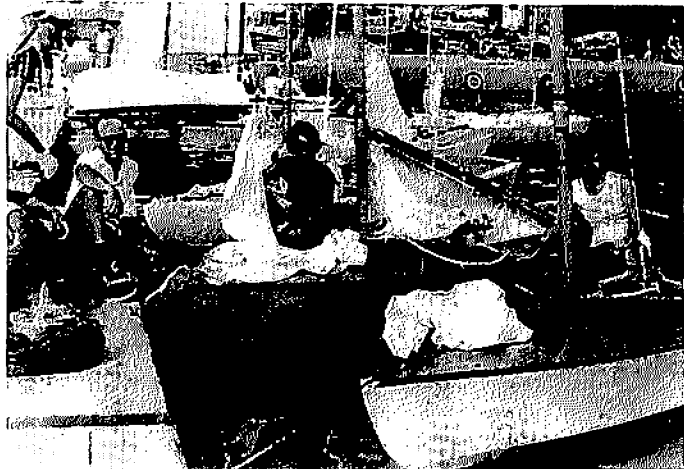
SNIFE PERSONALITIES



Cleve Slauson and Eddie Williams

Skippers Meeting in Front of the Pool

Larry Wheeler



The Levinsons and Their Boats. (Harry in dark glasses)



All pictures by Bob Whittemore.

Floyd Hughes Unloads His Boat

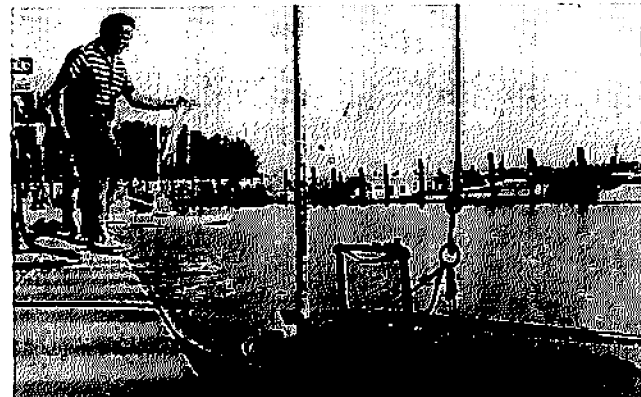


"Old Master" Ted Wells

The Oldest Team -- Carl Zimmerman and Geves Kenny



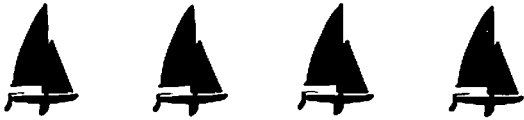
Jerry Thompson, 1956 Junior Champ



Freddie Schenck Wins the Title - Ties Up His Boat



- Rests in the Arms of Jerry Thompson - Lands in the River



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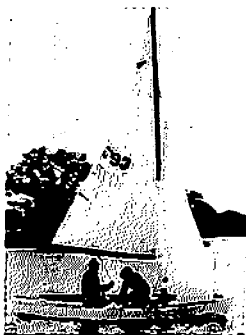
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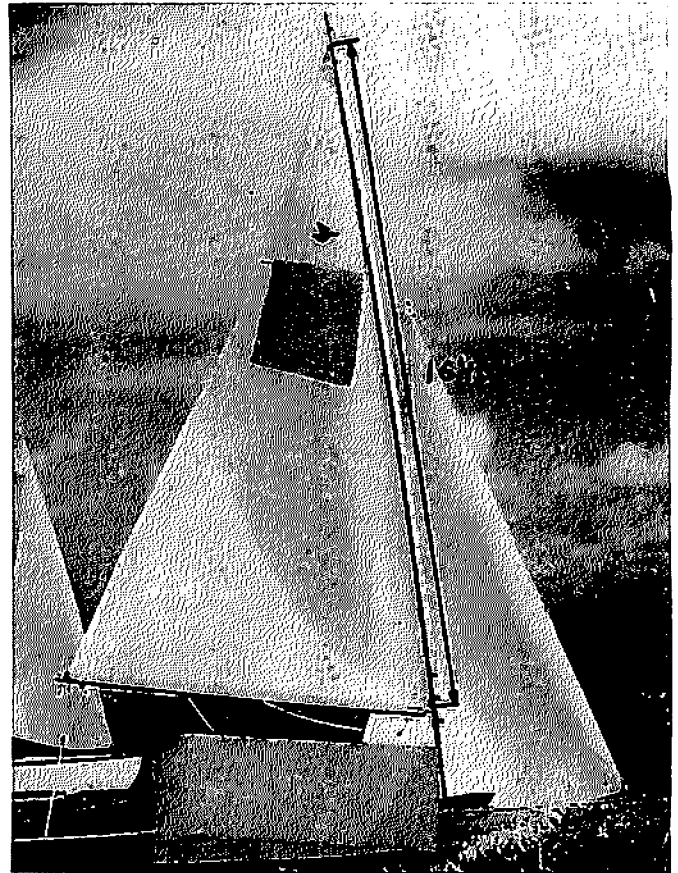
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This picture of a top skipper and boat, taken at a recent important regatta, shows an obvious and definite violation of Paragraph 67 of the measurement specifications which limits the dimension of the luff of the mainsail to 16'7". Here the boom is pulled down 3" below the limiting middle band painted on the mast.

All Snipes have a boom down-haul which, when properly applied, prevents the boom from riding up the mast; however, few have any attachment on the mast to prevent the boom from going down the mast past the proper limiting mark when an extra downward pull or strain is exerted upon it. Some top sailors do have a positive lock holding the gooseneck up, forseeing that the application of the boom vang on a reach or run might pull the boom down below legal limits.

In this case, the boom vang is on in a heavy breeze and the violation is undoubtedly unintentional; however, a proper protest could be made by other competitors or the race committee and the boat disqualified. Perhaps the solution is the requirement of a positive boom locking device on the mast and then all doubt will be eliminated. The SCIRA Rules Committee called attention to this possibility in the June 1957 Bulletin, so a good project this winter would be to equip your mast so you can't be caught in an embarrassing situation.

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SNIPER NEWS IN BRIEF

Dexter Thede of the Grand Rapids Fleet 137 is now a junior at the University of Michigan, but has never let his schooling interfere with his sailing. He has been an active member of the sailing team, competing last spring in the B division at Annapolis against an old buddy, Dick Tillman of Navy. Michigan finished 2nd in that event. This year, Dex misses his old friend and arch-rival, John Rose, but his new roommate is an avid sailor from Grosse Pointe, Otto Scherer, Jr. Otto has sailed in many Sears Cup finals as a crew and is the regular crew for an ex-champion of the Lightning Class. He races a Penguin which he built himself and Dex crewed for him in the Regional Penguin Championships and finished 4th. (Stick to Snipes, boys! -Ed.) To keep occupied (?) while in college, they are both officers in the school sailing club with Otto as Fleet Captain and Dex as Vice-Commodore. This all proves that small boat sailing, especially as done in Snipes, is really part of a good education! Al Kroeger of Rochester spent last winter and spring building a 26 1/2' auxiliary sloop for a fellow in Miami and is now taking care of the 30' sloop "Concha" in Bimini while the owner recovers from a couple of broken ribs. "What a life! and we have to work for a living," says brother Jules. . . . District 3 now has a brand new Dunphy Team Trophy. However, the donor of this new trophy is not just the Dunphy Boat Co., itself, but also the Grand Rapids and Gull Lake Fleets. . . . The Cowan Lake Fleet down by Cincinnati is growing fast since their start last year. They have been participating in district regattas to their benefit and now they are all steamed up for next year. They have 13 measured boats, 1 associate member, and 4 other boats now being reconditioned and measured. They expect a couple of new boats, too. Once the ball starts to roll, it sure gathers speed, for enthusiasm over the fine little Snipe is easy to acquire and very catching. Look at Indianapolis! In three years, they have a paid membership of 35 boats. Quite a record, isn't it? R. J. Mack reports from Canada: "We hope to renew our fleet charter at the Royal Victoria Yacht Club next year, for this year we didn't have enough boats to get started. There

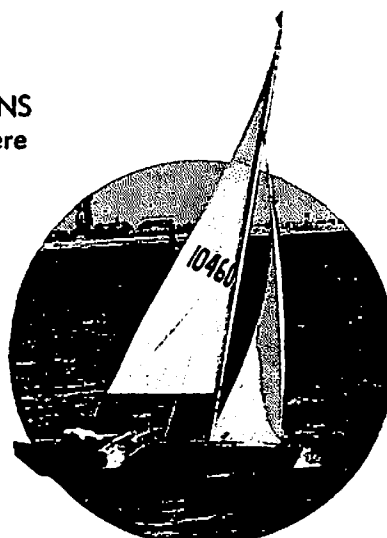
is a new interest in the new owners to join the fleet and do some racing, so you will hear from us soon". . . . Likewise, Julie Ann Ebeling has sent in the 1957 charter fee for Birch Lake (Michigan) Fleet 308 and says they had 4 active racing Snipes last summer with prospects for 5 more next year. She hopes to get their fleet into some good Michigan competition in the future. Snipe racing is a lot of fun and everybody likes to get into it. All it takes is a little initiative, for the hearty welcome is always forthcoming from other Snipers. . . . Herb Shear, 3610 Suffolk Dr., San Diego 15, California, bemoans the fact that he is the only SCIRA member in San Diego and he is thus compelled to race in the Flattie class, which he considers a step downward as his first love is Snipe. He thinks local sailors should support two or three fleets of Snipes and plans on a little promotional campaign. He is looking for help from anyone in the area, so, if you have any ideas or services available, please write to him. . . . Fleet 319 at Hewlett Point, N. Y. sadly reports the loss of one of their most avid Snipers, James L. Finch, RCA engineer and inventor. Jim, 64, had a Snipe and an iceboat for many years, and, in spite of a long illness, appeared in the June 23rd race at East Rockaway. He made several contributions to the Bulletin, and his inventive mind was always working. Any suggestion he had was quickly passed on to the whole SCIRA. His son, Leslie, crewed for him and he will continue to sail as skipper. SCIRA extends our sympathy to his family. . . . Dates for the Victoria Trophy of Brazil were September 7-8th this year and lasted for five days with free hospitality to all entrants. The first Portuguese-Brazilian Sailing Week was organized by yachting groups of Portugal and Brazil with the help of the Portuguese Consul in Salvador, Bahia, Brazil. This mid-summer event included Stars, Snipes, and 12 sq. Meter Sharpies and was held in Salvador which is a considerable distance from the regular yachting lanes of Brazil. . . . These fellows in the afterlane business really move around fast. California, Georgia, and now, if you want to reach our Past Commodore Harold Gilreath, you send his mail to Route 2 Box 45B, Sumter, South Carolina. He says he has sailed in only 5 races this summer and the Wichita, Kansas, boys arranged those for him on a stop-over visit. His absence was conspicuous at Peoria and he was sadly missed by his cronies.

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Unpleasant Thoughts on an Expensive Subject

Synthetic sails go faster than cotton ones; they are fine in a rain--but unfortunately, I'm afraid that their useful life is a lot shorter than that of cotton sails. The stitching wears out a lot sooner--and while it supposedly can't happen, they shrink. This fact first dawned on me when I accidentally used a medium mainsail in two light wind races in a regatta. The only thing I noticed in these two races was that, for some unexplained reason, the mainsail, which of course I thought was my full one, looked better than it had for a long time. By the time I got to Peoria for the Nationals, this erstwhile light wind main looked like a barn door compared to most others there.

Many plastics have a characteristic called memory. This is a tendency for the material to return to its original shape or size when either of these have been changed by a manufacturing process. In the case of sailcloth, the material is given a 'heat set' treatment in which it is rolled under pressure and heat. This gives the slick, impermeable oilcloth-like finish which is what makes the sails go fast, and it also stretches the material. When the surface first starts to lose its effectiveness after a few years, the fabric shrinks back to its original size. At least, that's my theory and I'm stuck with some sails which seem to prove it.

Whether this is caused by hot weather, use, or just plain age, I don't know. I've always advocated using your best racing sails whenever you sail, just to get accustomed to them, but not now! My cotton sails are coming out of mothballs to be used whenever possible. And in case of any new sails--I'm going to be sure that they can be pulled to the bands on the mast and boom without losing their draft.

Other people may have had the same experience or it may have been pure coincidence, but there were some super-duper mains at the Nationals having an exceptional amount of draft, an exceptional amount of roach on the leech, or both.

Since then, some, and possibly all, of the sailmakers have received requests to make a main bigger than anyone else has. I don't think a main with an exceptional amount of draft is a good idea as its usefulness is extremely limited; however, such a sail doesn't cost any more than any other, and if someone wants to use one, that's his own business. An exceptionally large amount of roach on the leech is another matter entirely. It gives the sail a big advantage if you can make the sail set well. Several sailmakers have said that the trouble is that only about one sail in ten will set well without extensive and expensive cutting and fitting if the roach gets too big. In order to avoid a very expensive contest to see who can make the biggest mainsail, the International Rules Committee is now being polled on the advisability of adding a maximum dimension across the sail between the midpoints of the luff and the leech. Sailmakers are being asked to recommend the maximum that they feel they can use and get consistently good sails without increasing the cost. Such a dimension is used in the Star and other one-design classes.

Trimming Jib Sheets

Several people have asked how to trim the jib sheets to an inside track without interference from the stays. I merely rig my stays loose enough so that they don't interfere with the jib, and I use a universal joint made from a couple of pieces of steel strap twisted 90 degrees on the lower end of the stay. Some people trim the sheet inside the stay on a beat, then shift it outside on a reach or a run. To me, this seems like an unnecessary nuisance.

Mast Location

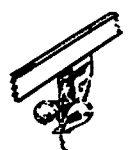
The subject of mast location keeps popping up each season; also the question of stepping the mast on deck versus stepping it on the keel. In my opinion, the fore and aft location of the mast can be anywhere from 60 to 65 inches from the stem without any effect on the performance of the boat except that the farther forward it is, the less the weather helm. If you don't sail in high winds, put it wherever you think it makes the boat go best. If you sail in high winds, you will soon decide to move it to the forward limit.

While most masts are stepped on the keel, I think this is a matter of habit caused mainly by difficulty in handling the halyards. The mast will be stiffer and lighter stepped on deck; the boat will be more water tight; and by using wire halyards and winches built into the mast like those used in some of the dinghy classes, the halyard trouble is eliminated and I think the advantages are all on the side of the mast stepped on deck. Don't forget to provide a support under the deck strong enough to take the downward thrust of the mast, which is considerable.

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Voice Of The People

MORE TECHNICAL INFORMATION WANTED

"Incidentally, I agree with Stan White's comments in this column in which he requests more information about make of boats, sails, etc., used by various skippers in competitive regattas, although I realize this may be a bit difficult to obtain."

Richard Gabler, Woodlawn #140.

The BULLETIN is anxious to publish all news of special interest to Snipers and will print anything pertinent which is sent in. Improvement can be made by the inclusion of more technical articles and you are invited to include such available information when sending in news articles.

BETTER LATE THAN NEVER

"I want to apply for a number and a measurement certificate for my Snipe. I imagine this is an unusual request, for I built the boat in 1936 as a young man. I'm still sailing her 21 years later. She has been used extensively, except during the war years. This says something about the sturdy construction of Snipe as racing sailboats go.

It may seem odd to seek a measurement certificate at this late date, but there are reasons. In 1936, 4 of us at Lake Winnepesaukee built Snipes, intending to form a fleet. But the next summer, oneowner moved away, one died, and the other fellow lost interest and that scuttled our promising little fleet very effectively. Since, in the ensuing years, there were no more Snipes around, there was little incentive for me to get my boat measured or to join SCIRA.

In the last 3 years, the Winnepesaukee Yacht Club has organized a Lightning Fleet which has stirred up general interest in sailing and racing. I understand there will be a few Snipes around in the future and, with increasing hopes of a fleet, I want to get in good standing with SCIRA."

Edward D. Tuttle, Box 67
South Merrimack, N. H.

THREE GOOD QUESTIONS

"Don't you think it would be a good idea to have most of the main NAYRU rules printed up in the annual SCIRA rule book along with some definitions of sailing terms like "Barging, etc" ? Then greenhorns like myself could become more interested in this already complicated business.

Also, why not send a few letters to some of the small boat trailer manufacturers asking them if it would be possible to put a DO-IT-YOURSELF trailer on the market so that thousands of people with small boats could get a trailer at a little savings. More people would buy them instead of trying to make home-made jobs.

Finally, I'm having a tough time interesting my wife in sailing. Any official formula for this ?"

Stan White, New Milford, Conn.

Answers: (1) Since the NAYRU rule book can be bought for only fifty cents and is a very desirable little book in its own right, it would seem to be a waste of time and money to reprint it every year in our official publication. Let your fleet captain get a copy for every member of the fleet at the start of the season. Also, there are several very fine interpretative books on racing rules and tactics on the market now explaining every term and application in great detail with illustrative drawings. It would be much more advisable for every Sniper to get an authoritative interpretation of the rules than to attempt to do the same thing in the rule book. Our own SCIENTIFIC SAILBOAT RACING by Ted Wells is highly recommended, of course. The revised edition (which will soon be announced) will truly be " The Snipers' Bible". But special interesting cases occurring in Snipe regattas could be reviewed and included in the BULLETIN if written up with diagrams, etc. BARGING is one of the most common faults. A good article on the subject would be welcome!

(2) A very fine idea and one worth money to some enterprising manufacturer. Many Snipes would be customers.

(3) This one stumps us, for we join in the same plea. Any one else have nerve enough to join the discussion ?

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FOR SALE: SNIPE 7196 equipped with dagger board, Seavy 1956 mast; two suits of sails, one dacron. Boat is minimum weight in excellent condition. Now racing. Will deliver within reasonable distance of Atlanta, Georgia. Write P.O. Box 268, Rome Georgia. Telephone 5381 or 7914. \$495.00.

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WANTED: A GOOD USED SET OF DACRON SNIPE SAILS! Please state type of sails and condition when answering. Frank Thayer, R. #3-Box 83A, Delton, Michigan.

TUNE UP BOTH YOUR BOAT AND YOURSELF! Get the best textbook of all--"Scientific Sailboat Racing"--by our own Ted Wells. "Snipe sailors MUST and all small boat sailors SHOULD read it", says Robert N. Bavier, Jr., noted racing authority. You can get it from any book store or order it direct from SCIRA for only \$5.00. It makes a fine present!

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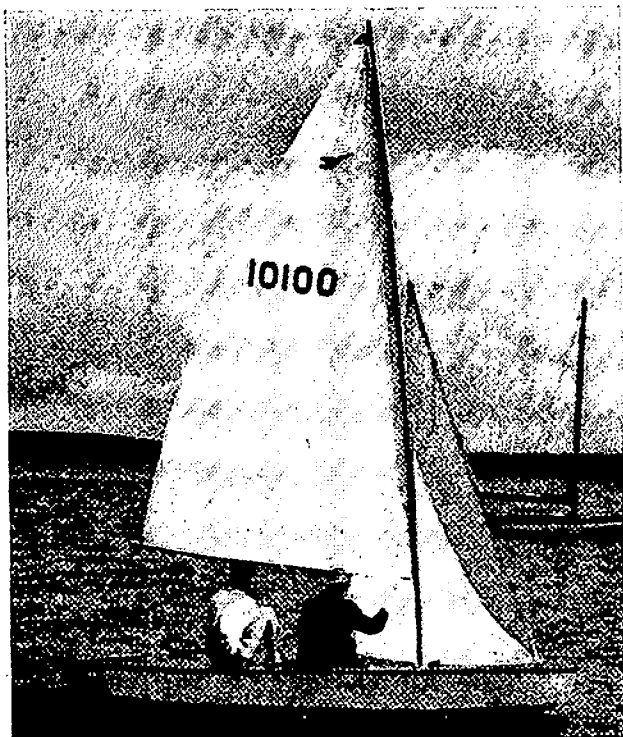
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CONCERNING THE COVER

Once again, SCIRA is pleased (and flattered) to present another very fine etching of a Snipe in action by Yngve Edward Soderberg, famed marine artist of Mystic, Connecticut. Readers will recall his first production entitled "First to the Mark" which appeared on the cover of the November 1954 Bulletin, and now Mr. Soderberg compliments SCIRA with "A Sudden Gust".

Mr. Soderberg wrote: "I took a painting trip to Cuba and Nassau this summer and spent a delightful weekend at the Miramar Yacht Club in Havana. I met Gonzalo Melendez there and he was a wonderful host while Mrs. Soderberg and I were there. I made a lot of sketches from the Committee boat and from them I have painted a water color of Gonzalo's boat, which I have sent him. The new etching was inspired by a photograph of Gonzalo's Snipe reproduced on the October 1956 BULLETIN cover. "

Commodore Whittemore volunteers some interesting information about his friend; "Sody" is acquiring a wonderful reputation with his water color and etchings. His glassware water colors are handled exclusively through Abercrombie & Fitch in New York and Chicago. They are a lovely addition to any home and will be collectors' items in time, I believe.

He is working on the idea of making a series of Snipe etchings, releasing one a year. This can be printed on the Bulletin cover in time for the Christmas trade and Snipers will be envied for the opportunity to acquire such beautiful work. I think it is a grand idea. "

We all agree with Terry, especially those who have purchased the first one. "A Sudden Gust" makes a fine companion piece and will create comment from all sailors who see them hanging together, as they do in the SCIRA office. They are exactly the same size - 9" x 12" mounted on a heavy matt 14" x 19" ready for framing - and priced at \$15.00 per copy plus \$.50 postage. A number will be put on the sail at no extra cost, if desired. Both prints are available in time for Christmas. Incidentally, SCIRA handles these on a small commission basis, so we hope Snipers respond to the efforts of the artist to create something fine and exclusive for the Snipe Class.