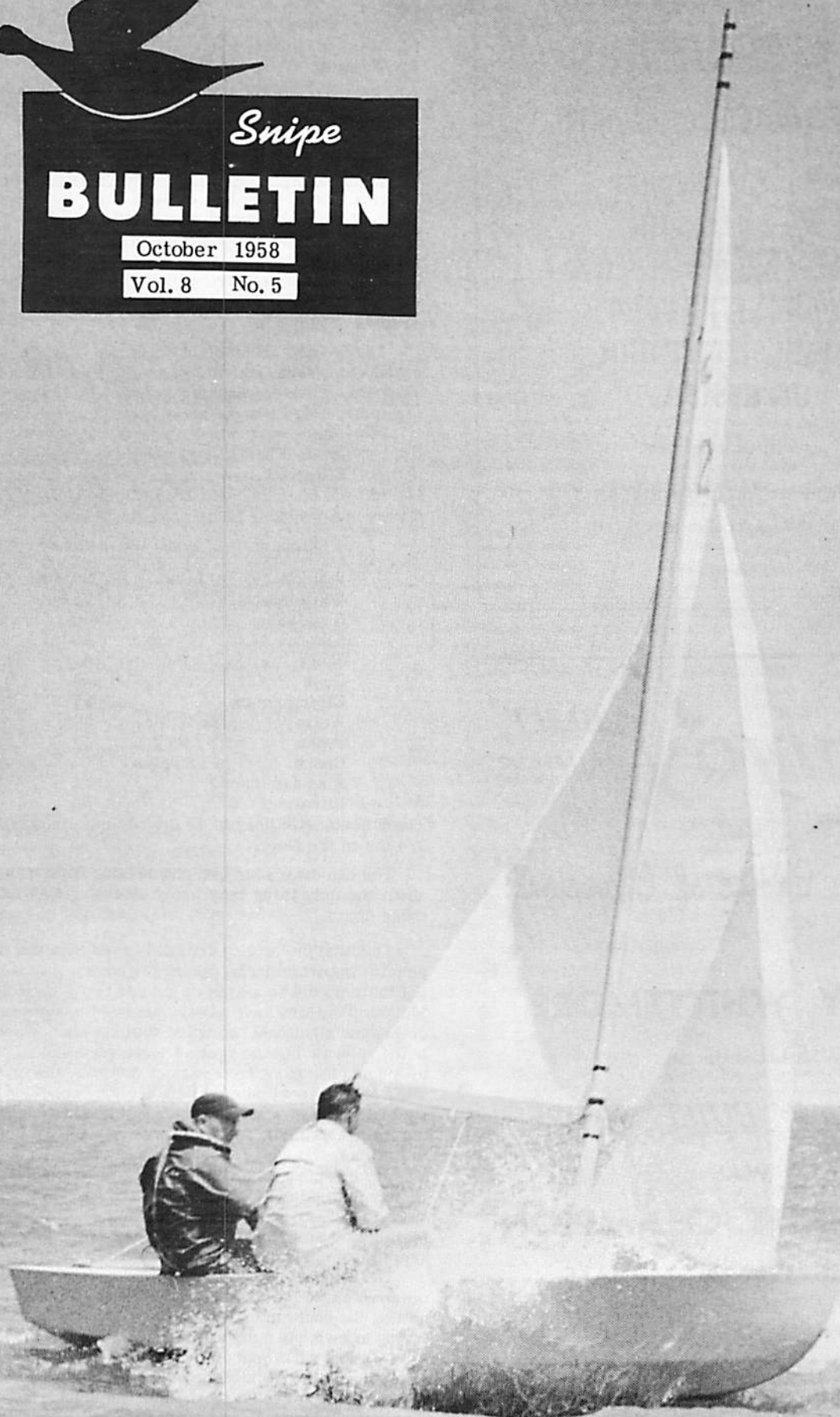




Snipe
BULLETIN

October 1958

Vol. 8 No. 5



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Notes from the Nationals

There were all kinds of boats and daggerboards in the 91 entries at Chautauqua, exemplifying personal choices of various skippers. It was impossible to check all of them, but here are a few interesting facts on the 24 boats in the Heinzerling Series.

21 of them were wood, a few of these being covered with fiberglass cloth. The 3 fiberglass hulls were owned by Alan Levinson, Bill Kilpatrick, and Carlos Bosch. All 24 had daggerboards and 12 were up to the 80 lb. limit; 7 were between 60 and 80 lbs.; 5 were under 40 lbs. Below are a few details:

Skipper	Boat	Wt. of Board	Finish
Wolcott	Wood	80 lbs.	1
Whittemore	"	73	2
Huggins	"	60	3
Schenck	" (fc)	80	4
Seavy	"	80	5
Cook	"	33	6
Zimmerman	"	35	10
Wells	" (fc)	29	11
Jenks	"	40	13
Bosch	Fiberglass	65	14
Alan Levinson	"	65	16
Kilpatrick	"	23	18

The 5 boats with boards 40 lbs. or less finished in the upper 3/4 ths of the fleet.

You can draw your own conclusions from these figures, but about the only thing they prove is that good sailors were on these boats.

This was the largest Nationals ever held and it emphasized several important facts, raising the chief question of whether or not there should be a limit on the number of entries in the event. Many top sailors have always argued that this is a regatta to determine a national champion with the fun and social features being relegated to the rear. Therefore, it should be sailed only by actual champions from various districts and/or fleets, chosen after severe local competition, and they conclude that 25 or 40 boats are enough for any regatta. Others contend that the more the merrier, with the results intensifying competition and interest in the class. Somewhere between these two arguments should be a happy medium. About 10 years ago, the numerical rule of 1-to-5 was instigated in order to build up this event and this year saw the climaxing harvest at Chautauqua. It was the general feeling that something would have to be done in the future to keep this important regatta under control.

The 91 boats participating included the Juniors. This raised the problem of parking places for cars and trailers plus boats; getting the boats in and out of the races, and at the same time, trying to maintain a strict time schedule. The actual measuring of boats and sails was an enormous job in spite of green card exceptions. The work of the various committees was magnified and intensive, for the larger number of entries meant that many more questions, arguments, protests, paper work, etc. Fortunately, the experienced Chautauqua Club could meet the occasion, but very few clubs or fleets would have either the physical or

personnel requirements and, recognizing this, they would hesitate to bid for the event. The amount of work involved would simply be too onerous for them and would place it out of the realm of fun, of which, admittedly, there should be a judicious amount.

Then, too, many bodies of water are not suited for such a large number of boats, not having enough beach area, docks, or waterfront area for launching. Many could not lay out proper starting and finishing lines for lack of room (20 ft. per boat is specified), thus necessitating a larger number of divisions with more boats in each division. We were forced to sail 5 races in the Crosby Series this year instead of the usual 3 in order to keep the number of starters in a division down to the moderate number of 26 by having 6 fleets of 13 boats each. And with these large divisions sailing over the same course at different times, uncertain winds can cause pile-ups (which often happen) when one division overtakes another. In one race, about 40 boats all hit a leeward mark together, with pandemonium rampant. It was hopeless! Such occurrences in an important event like the Nationals should be avoided. Perhaps the last division should not be started until the first division is finished, but that would drag out the schedule to where two race committees might be necessary. Thus actual physical crowding of the club facilities and race courses compel a hard look at SCIRA's present entry requirements.

Under our 6 district set-up, the 3 top championship winners are automatically eligible for the Nationals; these 18 plus the defending champion and the SCIRA Commodore make 20 boats as the starting point. With 24 boats in the Heinzerling Series, if all 20 experts would ever show and perform as rightfully expected, only 4 spots would be open to other skippers. If another 24 boats, say, were entered, that would make 48 boats in all, or 12 boats to each of 4 fleets to start the races, which would be a reasonable amount. Other classes, after experiencing what Snipe did at Chautauqua, have placed a top maximum on entries. Comet, for example, has 15 districts instead of 6, and only so many boats from each district can attend. Suggestions (such as the above) will be considered at the annual meeting and if any one has the ideal plan, don't hesitate to publish it early. It is felt that the location of the races in Oklahoma next year will tend to cut down automatically on the entries, but a return to more populous Snipe areas will revive the problem again. We should prepare for that day, as Snipe fleets continue to prosper and expand every year.

ATTENTION—all Fleet Captains

Each year we make a special appeal to Fleet Captains to see that the race results and point scores for the season just passed are sent in promptly as required by SCIRA rules. Every chartered fleet must send them in before March 31st, 1959, the end of the official season. And most important (to us) is that they must be on the special forms provided free by this office, for the work involved is impossible if they are not all done on a uniform sheet exactly as requested. There must be a separate report sheet for each boat, so they can be shuffled and arranged according to final results. All you have to do to keep in line is to ask for these blanks; otherwise, if you simply send in a list of boats and scores all on one piece of paper, it will be returned to you. Make sure that each boat listed is in good standing with SCIRA for the current season and a member of the fleet. Each year, some scores come in from unmeasured and unpaid boats. These are simply destroyed. So, be sure you do the job as required and as soon as possible. Your co-operation will be greatly appreciated!

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Parts I, II, and III of the new revised and enlarged edition of Ted Wells' book contains the original text matter brought up to date. A new part IV has been added dealing with up-to-the-minute information together with Ted's experiences and lessons learned. 14 pages compared with 184 and altogether, a most useful book. Send \$6.00 to SCIRA for your copy now!

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HOW TO.....

Recently, I noticed an appeal by a Sniper for more articles in the BULLETIN entitled How to Do This and That. Now I realize how commendable it is for a sailor to want more knowledge about his boat and equipment so he can increase his sailing ability and happiness, but I am quite impressed by his great lack of understanding an another most important factor, often entirely overlooked by him. As psychologists tell us a man leaving for a hard day's work from a happy home and loving wife will produce better work all day, so does a sailor need a certain peace of mind in order to do his best. In my humble way, after years of experience, I wish to advise him on

HOW TO BRAINWASH A SPOUSE!.... by ONE WHO KNOWS!

Once equipped with a sailing Snipe, synthetic sails, a wife, and a copy of Well's book, it would appear that any Clean-Cut American Boy would be sitting pretty. But if he is married, a problem quickly arises (nb: this malady is observed across the nation): How to Interest the Little Woman. In keeping with the current do-it-yourself craze, here is the latest in the "How to...." series:

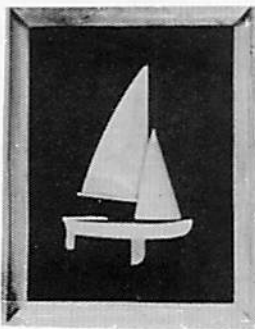
First, our boy must understand the psychology of the problem. We gals marry for a variety of reasons, primary among them the one that we enjoy your pleasant company. Anything that deprives us of that pleasure is heartily resented; and, when it is accompanied by the expenditure, not only of the bread-and-butter money, but also cleans out the mink coat fund, we become less than tolerant! Therefore the plot resolves itself into two parts:

- (A) ALWAYS take her along.
- (B) Get her so enthused that she can't wait for the next new mainsail to arrive.

Clearly, this is easier said than done and the following are some specific Do's and Don'ts:

- (1) Comment frequently on how cute the gals look in nautical attire, and then let the moths out of your wallet and let her buy the works.
- (2) Gang up on her and plan frequent social gatherings with the other madmen, with sailing as the primary topic so she'll like being one of the gang.
- (3) Never, but NEVER, shout at her ineptitude as you would with other crews.
- (4) Restrain that impulse to demonstrate how a Snipe will not tip over, but will plane in safety. Limit yourself to winds of 10 mph. . . . in fact, it would be preferable that she not discover a Snipe will heel!
- (5) Children? Well, you fork out for a baby-sitter for other things, so why not engage a spry high-school girl to chase your life-jacketed small fry around the beach while you two sail? This will also tend to make converts out of them, thus creating a steady supply of crews for the future.
- (6) Never, NEVER AGAIN, expect to come home after a mutually hard fought battle with the waves expecting to eat a five-course dinner or other nicities customarily provided by wives. Remember she gets tired, too!
- (7) Take her to a big-time regatta, for a week-end away for almost any reason is heavenly and she'll absorb the enthusiasm of the other wives. One with a jazzy social calendar helps.
- (8) Introduce her to Dr. Sam.
- (9) Win a Trophy -- the bigger, the better! (Okay, so you did get 17 silver bon-bon dishes when you were married none will thrill her like this one!)
- (10) Do not leave your sails in the living room to dry longer than three days at a time.

(And now a note to the wives: What do you want? -- a Dud?-- a Stay-at-Home-Weakling? A man who indulges only in spectator sports via TV? LISTEN, you may not know it, but you married an Outdoors'man, a Yachtsman. Lord Calvert will be asking him to pose any day now. Isn't Sniping a better hobby than Other Women, playing the ponies, or chewing hashish? Finally, concerning point 3 above: never, but NEVER, take seriously anything he says to you during a race!)



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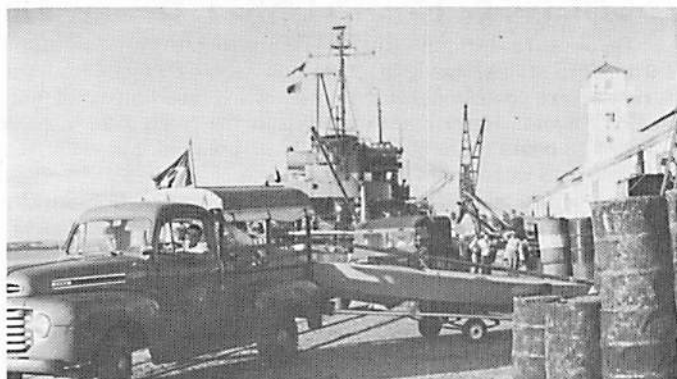


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REGATTA TIME IN BRASIL



OPENING CEREMONIES are conducted by the comandante of the naval base area, assisted by the officers of the Natal Yacht Club, host to the sailors.



When the Snipe fleets of Northern Brasil race for the Championship and the Cecilia Pedroza Trophy, scenes like these from last year's regatta will be repeated. Top above, the Navy corvette Purus transported 7 boats and crews from Recife, Maceio, and Aracaju (some 300 nautical miles away) to Natal, while the Army acted as host to the visitors, providing free meals and beds. But the big attraction is the all-girl reception committee, an old practice of the Rio Grande do Norte Snipe fleet. A fine custom recommended for general adoption! Right below, Mrs. Cecilia Pedroza, Fleet Captain Fernando Pedroza's charming wife, presents the trophy to Alvaro Bezerra from Aracaju. Mr. Bezerra is a typical "jangadeiro", fishermen of Indian ancestry who go to sea in frail sailing rafts called jangadas. They are found from Sergipe to Ceara. The winner's home Fleet Aracaju will hold the regatta this year sometime in November.

HARRY ALLEN DISTRICT 1 CHAMPION

The 1958 District 1 Championships were held at Lake Quassapaug, Middlebury, Connecticut, under the flag of the Lake Quassapaug Yacht Club Snipe Fleet 231 during the weekend of July 19-20th.

Weather conditions were practically perfect throughout the entire series, though stiff breezes and choppy waters caused Jules Spodek, Miramar, Sheepshead Bay, to break a mast shortly after starting the first race.

Two races were run off Saturday and one Sunday morning over a 3 mile course with Snipers from Lake Quassapaug taking 1st and 2nd places and Winchester Boat Club, Winchester, Mass., taking 3rd.

Harry Allen, 1955 National Champion, with Tom St. John III crewing, took home the first place trophy while John Wolcott, last year's Champion, with Terry Whittemore crewing, placed 2nd. Ken Cook, Winchester, with Peter Redding as crew, came in 3rd.

On Saturday evening, members of the LQYC were hosts to all skippers and crews at a dinner dance at the Club with about 75 guests attending.

After dinner, a meeting of all District 1 representatives who were present was held on the lawn in front of the club.

Bill Rushlow, District Governor, stated that this was the largest District 1 meeting ever held. Mr. Nicholson from Pine Beach, was unanimously elected to the position of Vice-Governor for next year. Plans for reorganization, suggested procedure in electing governors, and the New York Boat Show were discussed at some length by those present.

The meeting adjourned in favor of dancing and refreshments. Everyone present voted this the best District 1 meeting ever and predicted that the event would be even better attended next year.

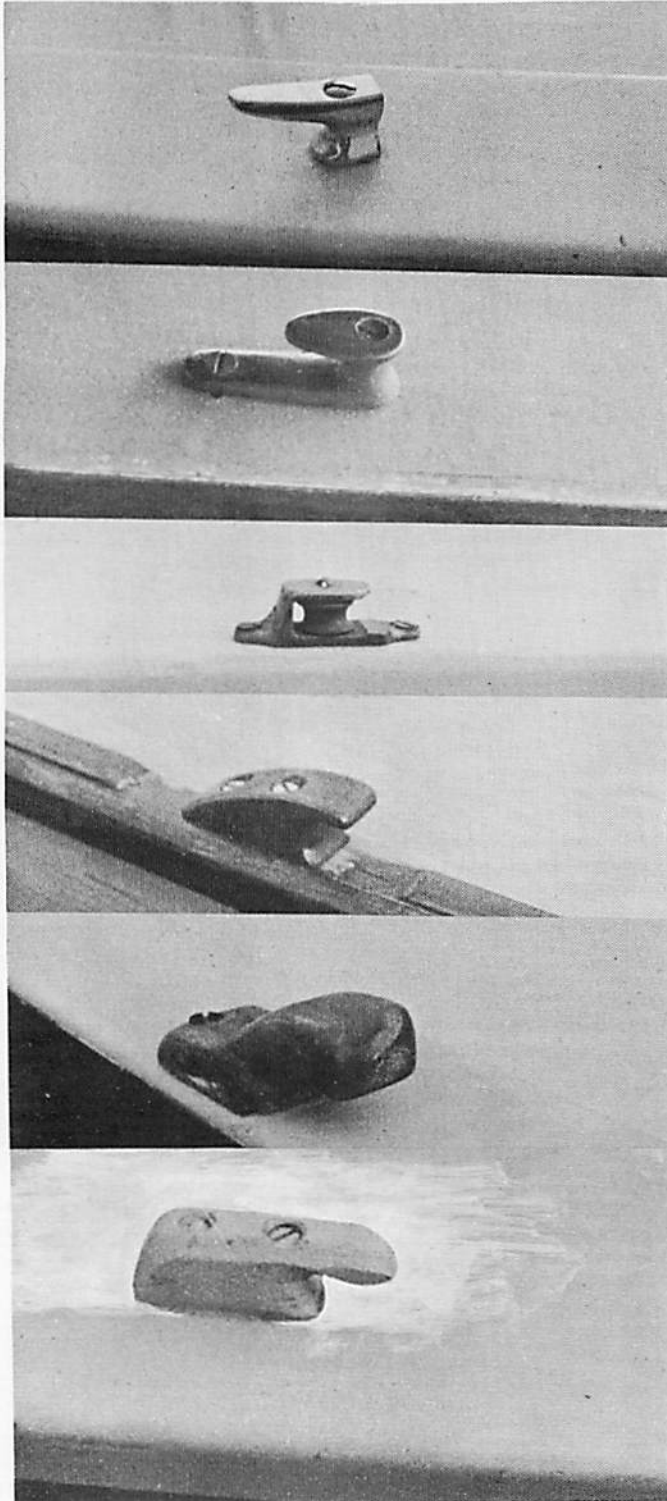
FINAL RESULTS -- 1958 District 1 Championship Regatta.

BOAT	SKIPPER	CREW	CLUB	Pts.	Fin.
8800	Harry Allen	Tom St. John III	Quassapaug	4490	1
9497	John Wolcott	Terry Whittemore	Quassapaug	4488	2
8300	Ken Cook	Peter Redding	Winchester	4340	3
11291	Ray Kaufman	Luke Czarny	Manhasset	4131	4
9439	Dick Ivers	Jack Ivers	Winchester	3821	5
10602	Bill Rushlow	Yvette Rushlow	Columbia	3675	6
10508	Gary Evans	Brenda Greek	Glenmar	3612	7
7588	Joe Remlin	Jimmy Lawlor	Cedar Pt.	3541	8
7617	Barse Miller	Walt Chaskel	Manhasset	3072	9
10361	Sy Label	Ruth Label	Miramar	2821	10
9489	John Muhlhausen	Marty Burger	Cedar Pt.	2761	11
11041	Jules Spodek	Ed Carser	Miramar	DNF	12

ANOTHER BOSCH REPORT

The proper position for a jib fairleader has always been a debatable question and one that will probably never be settled, depending as it does on the cut of your jib. Tracks have been placed in every conceivable place both parallel and diagonal to the sheer; for awhile, it was popular to have one single track as close to the sheer as possible; then, with fuller synthetic sails, another track was added parallel farther inboard. Now many boats use an inner track to trim the jib on a beat and they have replaced the outer track with a single fixed cleat close to the sheer over which they can hook the jib sheet when on a reach or a run, if desirable.

Carlos calls them "reacheroos", and here are some photos he took illustrating different ideas. Notice that three of them are home-made of wood. They all do the same job — so take your pick!



SCHENCK IS DISTRICT 6 CHAMP

On Sept. 13-14th, the Championship Regatta for District 6 (9 western states) was held at the Los Angeles Yacht Club. The 5 races were contested under very even and favorable conditions in Los Angeles Harbor, with winds ranging from 5-20 mph. A total of 18 boats from 5 different fleets entered this event. Of this group, 5 were from the Bay area.

The series and title were won by Fred Schenck, Commodore of SCIRA. Pete Frost was 2nd, and John Jenks 3rd. These skip-pers are thus automatically eligible to compete in the U. S. National Championship Regatta in Oakloma next summer, in addition to the regular fleet entrants allowed under the rules.

It was too bad that more boats could not attend, as sailing conditions in the Harbor are about as good as can be found anywhere on the West Coast.

1958 DISTRICT 6 CHAMPIONSHIP RACES

BOAT	SKIPPER	FLEET	RACES	1	2	3	4	5	Fin.
10101	Fred Schenck	Newport Harbor	1	2	2	5	2	1	
9999	Pete Frost	Newport Harbor	7	1	9	1	1	2	
10567	John Jenks	Lake Merritt	3	9	4	4	3	3	
8637	Bill Sweningsen	Alamitos Bay	5	4	7	2	8	4	
10390	Fred Miller	Newport Harbor	14	3	6	13	4	5	
3518	Bob Huggins	Lake Merritt	2	7	1	dsq	9	5	
6929	Don Trank	Lake Merritt	6	5	5	11	12	6	
10792	Alan Clarke	Richmond	8	11	15	3	7	7	
3940	Dr. George Coates	Alamitos Bay	12	12	8	10	5	8	
11411	Pete Geib	Newport Harbor	10	8	11	6	11	9	
7085	Jack Steele	Los Angeles	13	6	16	8	6	10	
9583	Dave Harlow	Los Angeles	14	15	10	9	13	12	
11400	Hank Font	Alamitos Bay	15	13	13	12	10	13	
9599	Jerry Thompson	Alamitos Bay	9	10	3	7	dnf	14	
7787	A. Pollock		16	16	12	14	15	15	
8192	Gordon Rule	Richmond	11	14	14	dns	dns	16	
10333	John O'Brien	Los Angeles	17	17	18	16	14	17	
11219	Al Hirsch		18	18	17	15	16	18	

HANNA WINS DISTRICT 5 TITLE

COMBINED SCORES OF 3 REGATTAS WIN FOR HIM

Tom Hanna, sailing his "Banshee", was declared the Champion of District 5 while winning only one of the three regattas whose total scores determine the title holder.

The 1st regatta was held at Olcott, N. Y., July 4th weekend with a 30-boat fleet on hand. Hanna started slow with an 11th, then came through with two 1sts; one a thrilling, surf-boarding photo finish with Webster and Vreeland. The fourth race saw Tom lose a see-saw battle in very light airs to Ted Richards, of Oakville, Ontario, who was making his first District 5 appearance. Defending Champion, Charles Webster, stayed close to the pace with a 2nd and two 3rds, then slid to 11th in light airs for a 3rd for the weekend. Last year's runner-up, Bob Vreeland, won the first race in a heavy wind and then followed through with a 5th, 2nd, and 3rd, to finish the series close behind Hanna. Frank Dannenberg got a 4th; Doug Keary, also of Oakville, a 5th; and Martin Hellar of Galway, a 6th.

The first 3 races counted for the Briody Trophy, which was won by Webster, while the last 3 races counted for the Retzhaupt Trophy, won by Hanna.

After being blown out at Oak Orchard two weeks later, competition was finally continued at Sodus Bay Y. C. Aug 23rd with the New York State Championship at stake. The district standings were thoroughly shuffled in Sodus Bay's shifty winds. This event was won decisively by Jules and Esther Kroeger sailing their brand-new boat, "Banshee II", to two 1sts. Since Jules was land-locked at Olcott, he had to watch the battle for district honors going on behind him. Vreeland and Webster disappeared from contention in the middle of the fleet. But Dannenberg remained consistent, finishing 5th and 3rd to take second in the district and state titles. Hellar moved up to a tie with John Glenn in the state and to a 3rd in the district. But Tom Hanna, with another 11th and a 5th, managed to retain the small lead he had built up at Olcott and so added the District 5 Championship to his record.

Here are the summaries of the 7 leading boats:
 Tom Hanna 8286; Frank Dannenberg 8082; Martin Hellar 7871;
 Bob Vreeland 7803; Chuck Webster 7690; John Glenn 6693, and
 Lee Stuve 5747.
 — Bob Vreeland



COWHANDS TAKE TO THE WATER -- These capable looking men are the top winners in the 17 boat fleet which competed in the "Showdown in Texas" races. Upper left is Fred Riesenecker, already the state champ, and winner of the regatta; below him is Willie Rotzler, who repeated his runner-up position. Upper right is 3rd place Bill Wheeler; below, Bob Cummings, 4th place here but as holder of the Minneford High Point Trophy for 1958, the #1 Sniper from the #1 Snipe Fleet in Dallas. The action picture shows Willie and Joan Rotzler in 10533 slip by on a port tack in front of Austin and Gloria Young of Dallas.

COWTOWN HOLDS SECOND REGATTA

Frank Riesenecker of San Antonio won the second Lytle Shore Snipe Regatta held in Abilene, Texas, July 19-20th. He beat a field of 24 boats, double the entries that sailed the year before on mile-long Lytle Lake.

Riesenecker followed the pattern set by defending champion Lief Zars of San Antonio. He had won the Texas State title in April in San Antonio and then strengthened his right to be called the Champ by winning here. Zars and Chuck Hardey of Shreveport had been favored along with Riesenecker.

But it was Willie Rotzler who pressed the champion. Each of them took a 1st and 3rd in the two Saturday afternoon races which were sailed in brisk 20-mile winds.

A passing thunderstorm delayed Sunday morning's race over an hour. When the winds finally calmed to 10 mph, the resulting race found Zars leading Riesenecker, J. B. Wheeler of Dallas, and Rotzler across the line. However, Zars 1st did not help him much as he had hit a buoy in the 2nd race and dropped out. The same thing happened to Chuck Hardey in the same race when he tried to slip around the windward buoy by "shooting the mark". He failed when windward boats spurted ahead and killed his momentum by blanketing him. Rotzler's 2nd place finish in the final standings was a duplicate of his performance last year, when he dropped back in the last race of the series. Wheeler and Bob Cummings, the 1957 high-point champion of SCIRA, both from Dallas, got 3rd and 4th places respectively.

Five fleets were represented at this "Showdown in West Texas" Regatta. They included the oldest SCIRA fleet, #1 of Dallas, and one of the youngest, the West Texas Fleet #454.

For the 2nd year, race officials compiled and posted an "alibi" sheet which gave vital details as to age, construction, and weight of boats entered, weight of skipper and crew, and

sail material. 11 boats were plastic; 6 were glass-covered wood boats. All boats were weighed on arrival and weight was issued for 8 violators by the measurement committee.

Race standings, including significant details from the alibi sheet, are given below:

FINAL RESULTS -- LYTLE SHORES REGATTA Abilene, Texas -- July 19-20.

(Here is something new in regatta reporting. The race results are given first, followed by other pertinent information. Column (A) gives the weight of the boat (B) combined weight of the team (C) total weight of boat and team; (D) and (E) the age and kind of sails (F) skipper's sailing experience expressed in years. A quite interesting analysis !)

BOAT	SKIPPER	CLUB	RACES	1	2	3	Fin.	(A)	(B)	(C)	(D)	(E)	(F)
10009	Riesenecker	San Anton.	1	3	2	1		425*	260	685	3	dacron	20
10533	Rotzler	San Anton.	3	1	4	2		427	314	741	2	"	22
11266	Wheeler	Dallas	8	2	3	3		425	302	727	Now	"	1
10789	Cummings	Dallas	2	8	6	4		425*	265	690	Now	"	8
10515	Waldorf	San Anton.	13	4	7	5		425*	315	740	2	"	3
10793	Zars	San Anton.	6	dnf	1	6		426	282	780	2	"	3
7434	Beakey	Ft. Worth	7	11	8	7		425*	305	730	9	dacron	23
11601	Young	Dallas	4	13	11	8		425*	335	760	2	dacron	2
5824	Gabler	San Anton.	17	7	5	9		429	300	729	1	"	2
9096	Collins	San Anton.	19	5	10	10		425	290	715	1	"	3
7778	Maellor	San Anton.	10	6	dsq	11		426	300	726	2	"	20
6741	Eastus	Abilene	12	9	14	12		425*	280	705	Now	"	1
9093	Richardson	San Anton.	15	12	12	13		425*	270	695	6	cotton	0
8997	Antilloy	Abilene	16	10	15	14		466	325	791	10	cotton	0
11320	Elam	Abilene	9	dnf	13	15		425*	305	730	Now	dacron	2
11265	Towles	Dallas	18	dnf	9	16		425*	215	640	8	cotton	0
7128	Wackerbarth	Ft. Worth	20	15	16	17		425	315	740	10	cotton	16
9191	Hardey	Shreveport	5	dnf	dns	18		425	380	805	3	orlon	10
7868	Grammer	Midland	22	16	18	19		484	340	824	7	nylon	0
10601	E. Simmons	Shreveport	14	14	dns	20		426	280	706	2	orlon	4
2958	Downs	Lubbock	21	dnf	17	21		550	335	885	5	dacron	0
10851	K. Simmons	Shreveport	11	dsq	dns	22		443	400	843	5	dacron	12
10389	Treanor	Abilene	dnf	dns	dns	23		429	365	794	Now	"	0
10852	Johnson	Shreveport	dnf	dns	dns	24		429	275	704	2	cotton	8

* Weights added by Race Committee to meet minimum.

BRITISH NATIONAL CHAMPIONSHIP RACES

DR.A.C.PENMAN WINS THE TITLE FROM HIS BROTHER FRANK

The British Championships were held under the flag of the Northwich S. C. on Winsford Flash during the weekend of July 5-6th. There were 29 starters for each of four races.

There was very little wind over the two days and this made patience and concentration a great asset.

The first race started in a light breeze and all boats bunched together around the first mark, many touching in the confined space at the end of the Flash. Those who were around first cleared the fleet. Dr. Frank Penman led at the first lap with S. Blades (9575) and Dr. Clark Penman (8855) following. On the second lap, a great but slow battle ensued between Frank Penman and Blades, but Clark Penman came up to take 2nd place to Frank, with E. Hine (7407) closely chasing Blades. At the finish of the 3rd lap, they remained in that order, with the remainder of the fleet being well spread out. In the 4th lap, Clark overtook his brother, Frank, in the 4th lap. The wind fell dead away just 12 minutes from the time limit, but just came up enough to make a close finish with Clark leading Frank over the line. Blades was 3rd, Hine 4th, and D. Croxon (8856) 5th.

The afternoon race started slowly, but Bryan Crispin (10362) led around the 1st mark with Clark Penman and Blades following. The fleet soon spread out, but on the run down the Flash, Clark overtook Crispin with Frank Penman gaining on both of them. Unfortunately, Frank hit a sunken barge and broke his pivot board cable and fell behind. Clark Penman, Crispin, Tomlinson, and Blades were the first boats around in the 1st lap. Fortunes changed in the light airs and at the finish of the 2nd lap, Clark still led, followed closely by Tomlinson, Crispin, and R. A. Moody (9759). After reaching the 1st mark of the 2nd lap, Moody, Tomlinson, and Crispin ran in line abreast. Moody and Tomlinson downed whisker poles and gained a lead over Crispin. But on the last mark before the finish, Crispin overtook Tomlinson to get a nice 2nd to Clark Penman.

Saturday evening a most enjoyable dinner was held in the Crown & Anchor Hotel in Northwich. Mr. H. J. Crispin, the present Honorable National Secretary, was elected for a second period of two years.

Sunday promised no better wind than the previous day. It was close and heavily overcast. The fleet got away to a good close start with the exception of Frank Penman, who was caught on a port tack after the five-minute gun. Four boats gained a clear lead on the first lap, with J. Mulville (10070) leading P. Harris (9569) closely followed by Tomlinson and G. Lilley (9154). Mulville increased his lead and finished two laps in one hour. Lilley gained two places in the last leg of the 2nd lap. The course was shortened to 3 laps and Mulville came in a comfortable first with Lilley 2nd and Tomlinson 3rd.

At this point, Clark Penman was leading on points with Tomlinson 2nd and Hine 3rd with several others close behind and still in the running.

The 4th and final race promised to give a better sailing and a good start was made by Croxon who was 1st around the next mark with B. Crispin and Lilley close behind. They bunched on the run and Crispin gained a short lead only to be passed by Croxon and the bunching allowed Croxon to get a clear lead while the other boats blanketed one another. A battle ensued for the leading places with Lilley getting abreast of Frank Penman and closing up on the leader. At one mark, Croxon was on the outside and lost several places and E. Hine went into the lead. Only 3 laps were sailed in this race. The wind died away and Frank Penman, who had gained the lead, was almost becalmed within striking distance of the finish. However, a slight breeze moved along the Flash and Frank finished well ahead of the fleet. Lilley was unexpectedly luffed out by Clark Penman and Hine came in 2nd, Mulville 3rd, Croxon 4th, and Crispin 5th.

The new British Champion is Dr. A. Clark Penman, a most worthy winner who thus earned the honor of representing England at Plymouth in the European Championships. E. Hine, who finished 2nd, will crew for Clark at Plymouth. The title remains in the Penman family, for Dr. Frank has held it for the last two years.

1958 BRITISH NATIONAL CHAMPIONSHIP REGATTA

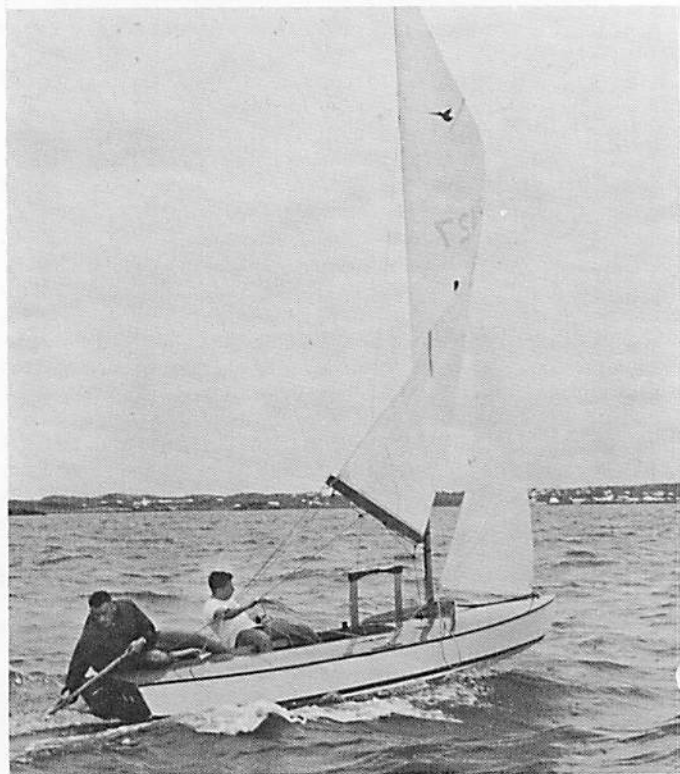
Northwich Y. C. -- July 5-6th.

BOAT	SKIPPER	POINTS	FIN.
8855	Dr. A. C. Penman	5632	1
7407	E. Hine	5271	2
10327	D. Tomlinson	5066	3
8856	D. Croxon	4650	4
10362	B. J. A. Crispin	4454	5
9575	S. Blades	4086	6
10070	J. Mulville	3917	7
9759	R. A. Moody	3420	8
9154	G. B. Lilley	3419	9
8314	Dr. F. V. G. Penman	3409	10
9569	P. G. Harris	3397	11
7406	J. R. C. Sheldon	3193	12
10936	I. W. Macaulay	3108	13
10875	A. Whitehouse	2955	14
10059	H. D. Whitehouse	2744	15
7394	P. Powis	2450	16
8307	D. Catt	2445	17
10873	J. E. Gwilliam	2381	18
3291	N. E. Povey	2244	19
8303	D. Titcombe	2210	20
7964	F. R. Crossley	2169	21
9161	Johnston	2155	22
3191	E. P. Anderson	2002	23
10365	R. G. Upton	1933	24
9160	M. Savage	1830	25
7393	R. W. Hall	1141	26
7966	V. S. Mullen	987	27
9166	R. Brotherton	837	28
6018	K. S. Dobson	628	29

—H. J. Crispin
National Secretary

The Western Hemisphere Races

In 1956, Gabriel Gonzalez of Brasil steered his boat across the finish line with a paddle when his rudder broke. There will be plenty of excitement this year, too! Measuring and trial races will take place Sunday and Monday morning, Oct. 26-27, with the 1st race Monday P. M. The last race is Saturday and the banquet will be that night. Still not too late to come as a spectator!



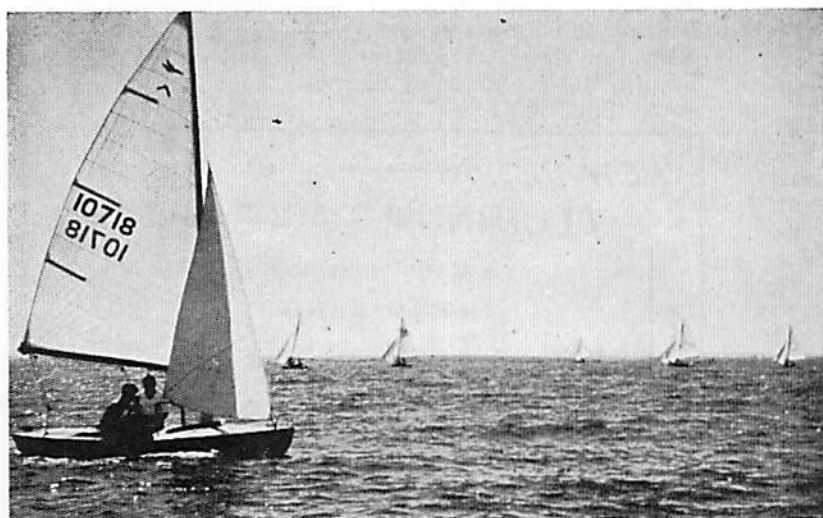
SNIFE NEWS IN BRIEF

There are, of course, many girls and women in SCIRA --- and we give thanks! Most of them are crews for sweet-hearts and husbands; many skipper their own boats; quite a few have been fleet captains over the years; but only one has been a District Governor! That honor goes to Miss Hattie Carver of Green Lake, Wisconsin, and she is now on the last legs of her term of office. She has done an outstanding job in District 3, the largest of SCIRA divisions, and evidence of her enthusiasm and hard work crop up all the time. The recent District 3 meeting at Gull Lake saw the adoption of a constitution and set of rules which had been proposed a year ago and the course for that area is now well established for the future. But the interest and enthusiasm in the district is best exemplified by the fine job accomplished in re-organizing the Green Lake Fleet 129 and getting them all set for next year. 23 boats involving 32 owners and co-owners have been rounded up, which is an outstanding job of reviving interest. But the best part is that some of the enthusiasm has run over into the adjoining area and we find William D. Randall, Jr., Box 38, Walloon Lake, Michigan, getting the Snipers together on his own lake into an official fleet for next year. He reported they had over 15 boats divided into Class A and B sailing this year, but not yet affiliated with SCIRA. After attending the Gull Lake district regatta, he vowed he would return home and get them organized for sure. If you can help in any way, give him a hand! Likewise, Dave Hickman of Torch Lake, Michigan, has a nucleus of 5 good fiberglass Snipes to work with in starting another District 3 fleet. . . . Not to be ignored is Charles W. Morris, 4180 S. Shore Dr., Pontiac, Michigan, who wants information concerning the requirements of forming a registered Snipe fleet. . . . And when Burt Eaton, formerly of Florida and other points, moved into the Detroit area, he had trouble to find a convenient spot to sail his Snipe. Now he has teamed up with Mike Choquette, another newcomer to that area, and Leon Irish and they are investigating the possibilities of doing some real sailing on Lake St. Clair,

close to Detroit on the Detroit River just south of Lake Huron. SCIRA Fleet #5 used to sail out of the Crescent Yacht Club there and they have hopes of reviving activity in that section, if they can find enough Snipers to organize a fleet. If you live close or have sailing friends there, put them in touch with Burt at 23440 Geoffrey Ct., Oak Park 37, Michigan. . . . San Diego, California, is the garden spot of the world according to people who have ever been there. The only thing lacking is a Snipe Fleet and Douglas Collins, 439 La Crescentia, Cal., is planning to start a fleet there, along with other sailors. . . . A letter from Tel-Aviv, Israel, from the Sport Association "Hapoe!" informs SCIRA that they have decided on the Snipe as the main class to be used in races in Israel. They are interested in building their own boats, especially fiberglass hulls, and arrangements are now being made for that realization. . . . SCIRA has never had an official fleet in Mexico, strange as it may seem. There are several individual sailors there using Snipes as pleasure boats, but recently, enquiries lead to hopes that our southern neighbors might join in the international family. They will be more than welcome. . . . Bibi Juetz and young Otto Bekman's tour in Europe has been wonderful. The Brazilian Snipers made a fine record in the Pirat Class when Otto got a 5th in Hamburg and a 12th in Kiel, while Miss Bibi got a 30th and 27th among 52 and 68 contestants. . . . Up in Canada, E. A. Lothrop reports there are 8 Snipes on the lake at Sherbrooke who are ready to form an official fleet. They think the sailing of registered and measured Snipes would create more interest -- and they are so right! Bobbie Deere reports from Fleet #1 at Dallas, Texas, "Our fleet is larger and looks better this year than for many years. It seems like every one has become interested now that we have water after so many seasons of drought. If prospects continue, we should really have a nice fleet next year. " Nothing like a regular racing schedule and fleet activity to attract new members! Commodore Schenck reports that Sniping on the West Coast is surprising "even me". The San Francisco fleets are increasing by leaps and bounds. Varalay is very busy, and Fred concludes: "All in all, I believe the Snipe Class is here to stay!"

JUAN MANUEL ALLENDE, WORLD CHAMPION S.C.I.R.A., 1957 FAR AHEAD AT CASCAIS, PORTUGAL, WITH ULMER SAILS

. . . . (the mainsail of which was used in every race of this series)



"GAUDALIMAR", Juan Manuel Allonso Allende, owner.

THESE SAILS ARE THE SAME AS THOSE
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ALL PARTS OF THE WORLD, INCLUDING

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EUGENE SIMMONS

1956 — Western Hemisphere Champion

GONZALO POVAR

1956 — Champion
Spanish International Regatta
1957 — Spanish National Champion

TERRY WHITTEMORE

1957 — 3rd place National Championships USA
with more firsts in this series than all
other entrants.



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Wells Wanderings

by Ted Wells



Rub Rails for Spray Control.

The use of rub rails for keeping water out of the boat has been mentioned here before, and there is a request from European countries (to be acted on by the SCIRA Board of Governors next winter) to permit use of rub rails wider than the present limit of 3/4 inches. What the decision will be on that request, I don't know, but correspondence received so far indicates that the present 3/4" wide rub rail can be very effective.

Carlos Bosch and Buzz Levinson reported some time ago that they helped a lot, as did Fred Schenck. In the Nationals, there was only one race where water was much of a problem, but the skippers who had 3/4" wide rub rails said they took on very little water. I know some boats had water trouble as I went flying past Jerry Thompson and John Wolcott after rounding the windward mark in this race -- my self-bailing cockpit kept my boat dry and they were bailing frantically. The rub rails should have full 3/4" width back to the stays, behind which they can be narrower or even eliminated if desired. The self-bailing cockpit is effective, but somewhat of a nuisance and it is heavy. I think I will try some spray strips.

Do-It-Yourself Trailer

This is not intended as competition for the trailer plans offered for sale in the BULLETIN, but it is a new idea in trailer construction. I wanted a trailer that would be as low as possible, light weight, and I wanted to build it myself, so I used aluminum sections instead of steel and bolted it together. Alcoa carries in warehouse stock 3"x. 170 web channels and I beams which are suitable. I used I beams for the side members as I used short stiff springs to get the boat as low as possible. If you use automobile springs, which are longer and softer, you could use channel satisfactorily.

These sections come in 25 foot maximum lengths, so the length of my side members is automatically 12 and 1/2 feet. The side members are bent on a radius from the front cross member so they can come together at the hitch. This eliminates cutting and welding the side members at the front cross member, and also looks good. Any shop that has a set of rolls for bending steel for tanks can easily bend either I beams or channels, even if they tell you that they can't.

The Cover Picture

In one of the races at the Oklahoma City Regatta this year, the wind was from 25 to 35 mph, which is not unusual, but it was extremely steady, which is unusual in these parts. The result was that, on one reach, I'm sure that Jim Beddow and I set a new speed record for a mile. The boat felt like there was nothing in the water but the centerboard and the rudder, and a close examination of the cover photo proves that the feeling was correct. It was going so fast that it had a sort of an unstable dynamic stability -- we didn't have to hike out to balance it, but we had to do some very rapid jumping around to keep it level; sort of like sitting on a greased ball on top of a flag pole. But the most amazing thing about the whole situation, however, was that there was an amateur photographer around (neither of us ever saw him -- we were too busy hanging on) and he approached Bill Kilpatrick a few days later wondering if the guy in the picture would like to buy a print!

— Every Sailor Needs It —
SCIENTIFIC SAILBOAT RACING
— by Ted Wells —

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For the Record

The hottest debate in SCIRA since the advent of fiberglass hulls has been touched off by Ted's recent series of articles in the BULLETIN dealing with sails. In an effort to find a perfect one-sail-for-every-wind main, Ted has experimented with every possibility and reported his findings and conclusions. His recent advocacy of pucker strings or leech lines to flatten out the main really set off the fire-works, and the disturbance is far-reaching.

Everyone seems to labor under the impression that this is an innovation or something new for the Snipe class, demanding action by the Rules Committee. Let's look at the record:

Paragraph 62 under Sails in Restrictions and Measurements Page 61 of the 1958 Rule Book says:

Any means of artificially changing the shape or length of the foot, leech, or luff of either jib or mainsail is prohibited. Leech lines or pucker strings may be used in the mainsail but are not recommended. Such lines may not be touched or adjusted during the course of a race.

Research reveals that the last two sentences were added in 1947, so the legality of such a method of changing the shape of the sail has been established in SCIRA for over 11 years. Now, suddenly, with the possibilities of such lines being emphasized and sponsored by interested parties, there is a sudden outburst of conflicting opinion.

Objections stem from the fact that sailmakers claim they can increase the fullness or area of the main almost indefinitely and still stay within present maximum measurements, relying on the proper use of the strings to flatten the sail according to the wind. Thus one sail, adjusted only before the race, can suffice for every purpose. But the cost increases with the yardage of the sail and objectors think the future of the class would be best served by "freezing" present sail measurements where they are; or, at the very least, adding a maximum limit to the area of the cloth used in the main, regardless of where the draft is.

The subject was discussed at the general SCIRA meeting in Chautauqua and it will be a main topic at the annual meeting in February. Many letters have been received and if you want to "sound off", get your arguments in the mail, both for the edification of the Rules Committee and BULLETIN readers. Incidentally, the Star class has allowed this feature for some time and conclusions vary considerably, although general opinion is that they are not worth the trouble. Crack Star sailors still carry more than one suit of sails.

In the list of options adopted by SCIRA last February, #9 on Page 47 states: Mainsail clew outhaul. Any type permitted. May be adjusted while racing. It is pointed out that this is contrary to the first sentence of Paragraph 62 above. So, perhaps, in view of the general uproar, a consolidation of sail specifications is probably in order. Your opinion is again respectfully invited.

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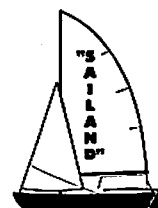
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Voice Of The People

COME AGAIN, JULES!

"I certainly do not wish to bore you with my letters and jeas, nor am I attempting to monopolize this column, but the chain of events during a sailing season often produces timely occasions to "sound off".

My brother, Al, recently advocated the use of a 1" or 1 1/4" minimum specification for the rudder above the waterline (Page 11 June 1958 BULLETIN). Here is a clipping from the Buffalo Courier-Express:

OLCOTT, N. Y., June 29 -- Two men and a woman drifted helplessly in a disabled sailboat and were plucked to safety from choppy Lake Ontario waters about 4 this afternoon.

Lt. Harry Hamill of Lockport discovered the plight of the trio about 2 1/2 miles off the Olcott shore. He explained the rudder on their 18-foot Snipe sailboat was broken by the battering of wind-tossed waves, and the small craft was listing badly. All three were soaked and calling for help. The Marine Division of the Sheriff's Department towed them to shore.

I do not know whether this was due to a structural failure of the wood or a weak attachment to the boat, but it illustrates again the importance of a remedy. Rudder failure is always disastrous! Almost anything else can happen to your boat, but when your rudder is gone, you're helpless! Specifications should be such that carelessness could be the only cause for such events. The safety factor versus the added weight of a heavier rudder makes a one-sided case and now that most boats are being built up instead of down to the 425 lb. limit, there is plenty of room to make the improvement. (Ed.'s note: There is nothing in the rules to prevent the use of as heavy a rudder as you want.)

Such local publicity is not too desirable, you will agree. Along the favorable line, by a coincidence, that same afternoon had sailed the old Snipe 2931 from Oak Orchard Y. C. to Brockport Y. C. alone, a distance of 16 miles in 2 1/2 hours. Wow, what a ride! I broad-reached and bailed all the way. This feat was not in the paper!

Finally, why not have a "Cruising Club Trophy", or something similar where we could read about other adventures in cruising a Snipe? We have a trophy for the longest cruise in our club, which is sometimes the only trophy some boats and sailors can win. "

— Jules Kroeger.

WANTS MORE MEASUREMENTS

"Over the years, I have had my wood boat in the U. S. Nationals 3 times. This year, at Chautauqua, I was told it did not measure in. I planed some off the bow while there and now she does.

This convinces me that the fiberglass boats must be measured after their first year, in the same manner as wooden boats. The permanent green measurement cards eliminate this necessity, but fiberglass hulls can and do go out of shape farther than the wood boats. We have, in our state, a fiberglass hull that has developed concave sections throughout its bottom which are more severe than the Rumsey-Ots boats which were ordered rebuilt some 11 or 12 years ago. It took only one winter to do this. Also, an amateur wood-decking a fiberglass hull can spring the hull out of tolerance and this should be carefully checked. All boats are subject to re-measurement at all times, according to the green card, and this should be carefully checked in an important regatta. "

— Bob Vreeland

LIKES MAST STEPPED ON DECK AND WIDE RUBRAIL

"I wish to report that my Snipe with its mast stepped on deck and a 3/4" rubrail of concave undersection sailed as well when the mast was stepped on the keel. And it was much drier! As a matter of fact, in a race where the Varalyay boats took up to 4" of water, I found it unnecessary to even pump my boat. For what it's worth, I would prefer the rubrail to a self-bailing cockpit. "

— Bernard K. Rowe

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FOR SALE: SNIPE DECALS. Two bright red Snipe insignia 6 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.

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SNIPE POSTCARD IN COLOR, showing beautiful scene of Snipes racing in the Western Hemisphere Bermuda Races. Appropriate Snipe and SCIRA information on the back. A great way to advertise your hobby and the Snipe Class at the same time. You will be proud of the card - use it for any purpose! Obtainable only from SCIRA, 655 Weber Ave., Akron 3, Ohio, for ten cents each or 15 for \$1.00 postpaid.

INDOOR WINTER STORAGE: New cinder block building, well ventilated, unheated, concrete floor, off the Thruway 1 1/2 hours from NYC. Work anytime. Power, spray gun and compressor always available. \$35.00 for the season. Write Kooperman Snipe Storage, RFD #1, Walden, New York or telephone Newberg 346 R 1.

FOR SALE: Dunphy built 8069, dry sailed, fiberglass covered. Aluminum mast and boom with 2 suits cotton sails and Step-on-it pump. Trailer. \$450.00. R. R. Scherer, 1119 No. 49th St., Omaha, Nebraska.

FOR SALE: SNIPE 4587 ready to race. One set cottons; stainless steel rigging; steel board; paddle, whisker pole, life savers, pump, other extras. Tate Ann Hunter, 64 Webster Ave., Port Washington, N. Y. Phone PO 7-4514.

FOR SALE: 10 suits of cotton Snipe sails. Sager boat lifts, supplies, and trailers. Contact Kermit Nicholson, 40 Cunningham Avenue, Floral Park, New York.

FOR SALE: MUST SACRIFICE! Baby on the way and my boat is sold. Brand new Kenny Watts jib and main that I just received. \$150.00. Write to Jim Pumpelly, 2359 Inadale, Dallas 28, Texas.

WANTED: ONE SET OF USED SNIPE SAILS. Must be in suitable shape for general sailing. Describe your offers with prices to Joseph H. Spearing, M. D., 609 Court St., Harlan, Iowa.

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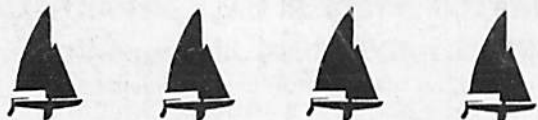
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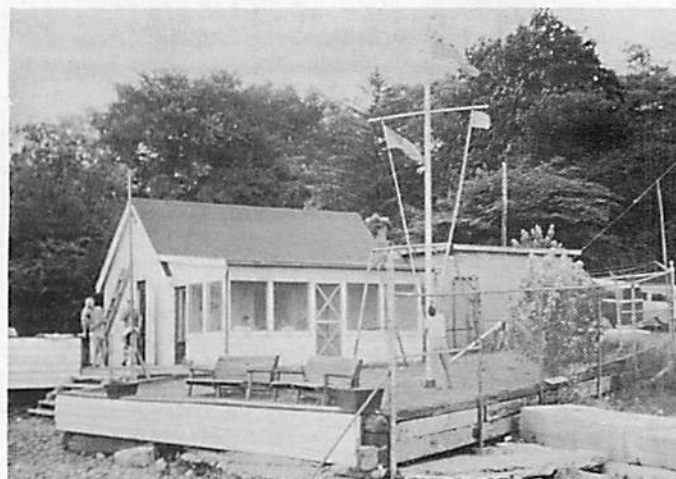
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THREE NATIONS COMPETE AT OAKVILLE

By Vice-Commodore Alan Levinson



If you've never been to Oakville, Ontario, Canada, you've missed one of the finest sailing spots anywhere. Carlos Bosch and I accepted the open invitation of the Oakville Snipe Fleet to visit their club and sail with them right after the U. S. Nationals at Chautauqua.

Fortunately, after the gruelling week and high winds experienced there, we had light 5-10 mph offshore breezes. Doug Keary, regular Snipe skipper and race committee chairman for the day, ran off three races. Howard Richards, holder of the Maryland State Championship, which he won at Deep Creek, Maryland, won all three races in a most convincing manner. In the last race, Carlos had a good lead at the windward mark of the first lap, but the wind lightened preceding a rain squall. Howie kept chopping away and finally won it.

Several other members at Oakville have new boats and it is only a question of time until they get enough experience to give Mr. Richards a run for his money.

The Oakville Snipers arranged a party for us Saturday night and meals on Sunday. All told, it was Snipe sailing at its finest, in a very friendly international atmosphere.

This regatta was planned late in the summer, too late to get intended announcements and invitation in the August BULL-ETIN. Next year, it will be a regular sanctioned event and our Canadian friends are already making plans for a first-class regatta. This might be the start of a real international Canadian - American Championship series and I urge all Snipers in the adjoining area to include a visit to Oakville in their plans of next year.

FINAL RESULTS -- OAKVILLE REGATTA

SKIPPER	COUNTRY	RACES	1	2	3	Fin
H. Richards	Canada		1	1	1	1
A. Levinson	U.S.		2	2	3	2
C. Bosch	Cuba		3	4	2	3
K. Buchanan	Canada		7	3	5	4
J. Young	"		5	9	4	5
I. Crook	"		4	7	7	6
M. Brown	"		6	6	6	7
J. Tizzard	"		9	5	10	8
J. Williams	"		8	8	8	9
J. Veen	"	dns	dns	9	10	
E. Kimball	"	dns	dns	11	11	



Snipe Building Plans

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REVISED JULY 1956

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