

# *Snipe* **BULLETIN**



OCTOBER 1960  
Vol. X No. 5



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The SNIPES BULLETIN is edited and produced monthly by  
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## SCIRA MEETS IN CLEARWATER

Since the 28th Annual SCIRA Meeting was held in Chicago  
in February this year, it is hardly possible to designate the  
Clearwater gathering as "annual", so, in order to avoid con-  
fusion and explanations in the future, it should probably be  
considered as a continuance or additional session of the Chicago  
meeting. Next year, of course, there will be only one meeting  
and that will be in September.

This general meeting of SCIRA was held on Thursday,  
Aug. 18th at the Clearwater Yacht Club just prior to the start  
of the Nationals racing calendar, a radical departure from the  
mid-winter dates of previous years. Commodore Edward  
Garfield presided with all U. S. Board members present except  
Fred Schenck. The meeting was called at 11:00 A. M. right  
after a previous Board Meeting and was well attended by the  
National contestants. It lasted for about one hour and a half,  
adjourning at 12:30 P. M. It was probably the shortest annual  
meeting ever held.

All reports were kept at a minimum. The financial report  
showed a satisfactory 10 months operation with a fine cash  
balance on hand; likewise, the secretary's report for activities  
was on a 10 months basis and briefly outlined the growth of  
SCIRA and the prospects for the coming year. Full reports for  
the 12 month fiscal period ending October first will be made to  
the Board of Governors and printed in the BULLETIN before the  
first of the year.

Ted Wells, Chairman of the Rules Committee, presented  
seven recommendations on different proposals concerning class  
rules, regulations, and a few minor changes in sail and hull  
requirements (the latter dealing chiefly with new plywood  
construction methods. These changes were approved by the  
Board and have now been submitted to the IYRU for their con-  
sideration and approval at their November meeting. Any action  
taken by them will be final and will be published in the BULL-  
ETIN when announced.

The definition of fleet activity was broadened from the re-  
quirement of 5 official point score races to include, in lieu  
thereof, participation in 5 sanctioned regattas during the  
calendar year.

A time limit of 5 years on the validity of the permanent  
green measurement cards was suggested with the argument that  
changes in a boat over that length of time should be automatic-  
ally checked. This was discussed and tabled for further action.

The most lively discussion, started in Chicago last February,  
was on the subject of a total minimum weight of 725 pounds for  
both boat and team, opposed, naturally, by the lighter teams.  
General feeling was that the lighter team advantages more than  
offset those of the heavy weather boys in the long run and such  
limitations would make for more equitable racing. No action was  
taken, but the proposition will, no doubt, rise again in the future.

The following officers were elected:

Commodore Dr. Frank Penman of England

Vice-Commodore Dr. Sam Norwood of Atlanta, Ga.

(See SCIRA MEETS on Page 15)

# THE PLYWOOD SNIPE —

Of special interest to all Snipers is this listing of the first 5 top boats in the Heinzerling Series at Clearwater:

- 12612 - plywood hull and deck with 30 lb. board.
- 9497 - conventional home-built planked hull with 80 lb. board.
- 10025 - one of the first fiberglass hulls constructed, with wood deck and 27 lb. board.
- 6995 - one of the controversial Mills planked hulls with long waterline built in 1948 (before 9100).
- 12549 - newest and latest fiberglass hull and deck with a light board.

Well, you can draw your own conclusions from the above, but interest in plywood hulls reached a new climax as the Levinson brothers won in such a convincing fashion with a new boat built by brother Frank and Clark Mills, who used some new plywood construction methods. The paint was hardly dry on the boat when it was closely inspected by all at the end of the regatta. (As usual in such cases, equipment got most of the credit for winning!)

So many questions have since been asked about plywood hulls that Ted Wells, Chairman of the Rules Committee, has undertaken to answer all of them at once and the following lucid article should clear up the atmosphere for the time being, at least.

While no one has of yet actually come out and stated that if his plywood boat had only two main frames, he could beat Harry Levinson, there are undoubtedly some people who think so, and someone is bound to say so eventually.

In any case, there appears to be a need for amplification and clarification on the subject of plywood hulls. One person returned from the Nationals and informed everyone in his neighborhood that the Board of Governors had decided that no more plywood hulls could be built by amateurs. Naturally, some local people who were building plywood hulls or planning to do so this winter were greatly concerned. There is, of course, no truth in the statement.

Bill Crosby used to say that writing for a magazine was a cinch, as each year you could just reprint the same stuff you had printed before; the reason being that one third of the people didn't read it in the first place; another third didn't pay any attention to it when they read it; and the other third had forgotten all about it by the time you reprinted it. I don't know to which one third of the readers of the BULLETIN the person mentioned above belongs, but I would guess the misinformation came into being as a result of the Board of Governors approving last winter a new method of building plywood hulls, limited to professional builders. At Clearwater, there was a discussion of a new simplified method of building a deck, applicable to any kind of hull built by anyone, and probably something was said about the previously approved method of building the hull by professional builders. This is an attempt to amplify and clarify. I hope it works!

Any hull has to have some kind of framework or jig or mold on which (or in which) it is built. The older method for a plywood or planked hull is to support the frames on some kind of a structure, attach the chine pieces, keel batten, keel, and stem to the frames, then cover the boat with plywood or planking. Here, the frames are really the jig which holds the fore and aft members, and the boat spends the rest of its life carrying around part of the jig. And you pay for part of a jig each time you build a hull.

The ultimate in jigging, of course, is the fiberglass hull or a molded plywood hull having no frames. It is obvious that no individual amateur builder could afford to make the necessary molds to build a single boat by these methods, and no professional builder has so far been willing to do so for a plywood hull. Last winter, Clearwater Bay Marine Ways came up with a compromise method of building a plywood hull, about half way between the old standard and a frameless type. This method

(Continued on Page 15)

## PAN AMERICAN GAMES 6 STRAIGHT WINS

This outstanding performance in the 1959 Pan American Games speaks well for the sailing ability of Reinaldo Conrad of Brazil and his Murphy and Nye Snipe Shelf Foot mainsail. If you like to sail to win . . . use the sails the champions use!

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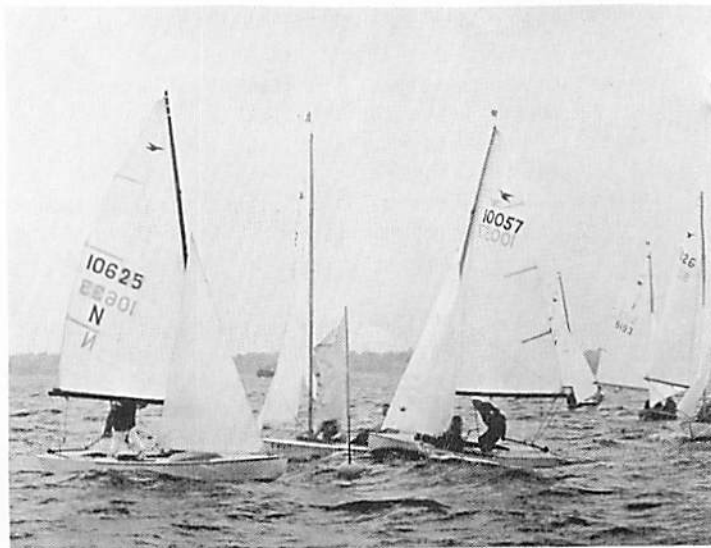
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# SWITZERLAND WINS EUROPEAN CHAMPIONSHIP

FRAGNIERE SUCCESSFUL DEFENDER OF TITLE AND FIRST 2-TIME WINNER — SPAIN SECOND AND NORWAY THIRD



THE EUROPEAN CHAMPIONS -- Raymond Fragniere and his crew, Marcel Kaengel. He won by a 308 point margin this year compared with 57 points in 1958.



CLOSE ACTION - With Norway leading around the mark, Belgium (10057) cuts in for buoy room to beat Fragniere around in a split second. — Photos by Anders Hilding.

The 1960 European Snipe Championship Races were held at Landskrona, Sweden, August 16-20th, with 11 nations entering 12 teams. (Switzerland was represented both by the defending 1958 Champion, Raymond Fragniere, and the 1960 National Champion). It was most efficiently run by the Landskrona Segelsallkap of Sweden and must be reckoned as the most friendly "Battle of the Snipers".

Winds varied from 20 mph to practically nothing and Fragniere proved that he is a real champion by winning this title twice in succession.

Boats were measured on a very good new jig and every variation was investigated. There was some doubt about the Italian boat, but it conformed to the 1952 measurement sheet, valid at the time the boat was built. Four boats were measured on Monday and the rest on Tuesday. All sails conformed to the proper restrictions.

Sailing instructions were very clear and there were no questions asked by the crews, in spite of the fact they were printed only in English.

There was a short opening and flag raising ceremony, made even shorter by an approaching downpour of rain. That evening an official dinner was given by the Town officials.

Olympic courses were set in a clear open stretch of water with clean winds and the minimum current with no tide.

The first race Wednesday morning had fresh breezes with a promise of a good race. 30 seconds before the start, G. B. Lilley (England) went onto a port tack when a gust of wind caught him and he touched another boat on starboard, so he promptly retired. Italy (Nino Della Vassa) was over at the start and had a recall. Norway (Harald Grav) had the best start on the leeward end of the line, but Spain (Angel Armada) led at the first mark with Sweden (Bjorn Jameson) close behind. Italy made up well after his recall and got into 3rd place, but Spain managed to keep ahead of him and the final finish was Spain, Italy, and Sweden.

There were 11 starters in the next race as Belgium (Christian Nielson) broke a mast after leaving the harbour. Again, Italy had a recall and as she had already fouled Sweden, she retired. The 2 Swiss boats led at the first mark, keeping it on the run, with the wind shifting on the 3rd leg to make another run of it. Spain overtook the 2nd Swiss boat as the wind lightened. Rain squalls spread over the sound with promise of more wind. The lead changed between Fragniere and Spain and then the wind did come while Fragniere, Spain, Switzerland (Jan Rosset), Finland, and Portugal were ahead. With all boats sail-

ing hard, positions changed rapidly. Dumas, the French crew, pumped his jib energetically to get on a plane. England pulled up only to be pipped at the post close behind the leaders, with mast bending to the breaking point. Finish was Fragniere, Spain, and Finland.

The 3rd race the next morning was called for lack of wind at the second mark, but fortunately, it came up again around lunch and was rerun in the afternoon. In a 15 mph breeze, all boats sailed on a starboard tack for one end of the line. France and Norway had to circle around again as they were early. The fleet spread out, but when they all met at the first mark, Mr. Fragniere was first. There were some bad moments as they arrived from all directions at once. Belgium tacked across the bow of France, getting in between her and Norway. Norway was on the outside and France could not lay the mark and had to come around again. Norway passed Switzerland and Belgium after a luffing match approaching the 3rd mark. England gained a place on the beat to the finish by bearing away to the stern of starboard Italy and beating her to the line. The wind was now up to 18 mph with rain as the finish saw Norway, France, and Sweden take top honors.

The 4th race was in 10 mph winds. Denmark went onto a port tack in front of Belgium, who had to bear off — all in front of the Protest Committee with the result that Denmark was disqualified. The boats all met again at the first mark with France leading Belgium and Fragniere. Here the Champion took over and was 59 seconds ahead of Belgium, Italy, and Spain, fighting abreast as they approached the finish line, with Belgium winning out and Spain in 3rd place. This race took only 70 minutes. Sailing conditions were ideal with no interference from other craft and the wind, despite the fact that it shifted at times, was clean.

The 5th race saw winds from the NNW at 15 mph. All 12 boats crossed the line together in a perfect start and were close together at the first mark with Portugal leading Switzerland. They continued neck-and-neck around the 2nd mark but from here on, Fragniere worked up a lead on Portugal and was untouchable for the rest of the race, crossing the line 53 minutes after the start with Portugal 2nd and Sweden working up to overtake Norway and Spain for 3rd place.

At his stage of the regatta, the total points position was very interesting for the leaders and any one of six boats could win the Championship if Fragniere got worse than a 6th in the final race.

The morning of the final race opened cloudy but bright and strongest wind to date of 20 mph. The Swiss 2nd boat would not chance it with a light crew and Italy also did not race.



ANGEL ARMADA AND JULIO RIBO got second place for Spain.

The start was good with England in fine position at the leeward end of the line. Conditions suited her just fine and she followed Norway around the first mark with Fragniere and Portugal behind. The sea was very lumpy and the self-bailing cockpit of Portugal showed to advantage. Fragniere took the 2nd place from England for a short while, but Lilley regained it. The 4 leading boats were very close together rounding the last mark. England took a short tack to avoid Norway's dirty wind and on the beat to the line lost his place to Portugal, finishing a close 3rd and well ahead of Fragniere, who lost several places when his crew had to lash his mast which had begun to split below the deck level. He was very lucky to finish the race and, in fact, just made the 6th position required to keep his championship.

The social side was very well run with the minimum of formality which assures that all entrants mix freely. One of the highlights was a Pirate evening with a great deal of ingenuity in appropriate costumes. Another evening was spent on one of the Viking Ferries between Landskrona and Copenhagen, which proved to be most jolly. The Chairman of the Company presented a Trophy, which was most appreciated.

Svend Rantil, the National Secretary for Sweden, and the members of the Landskrona Sailing Club are to be congratulated for organizing and running a very fine European Championship Regatta.

— H. J. Crispin, National Secretary for England.

FINAL RESULTS - 1960 EUROPEAN CHAMPIONSHIPS

COUNTRY	RACES	1	2	3	4	5	6	PTS.	Fin.
SWITZERLAND (DC-58)	8x	1	4	1	1	6	7394	1	
SPAIN	1	2	6	3	5	8x	7086	2	
NORWAY	5	7	1	9x	4	1	7021	3	
SWEDEN	3	6	3	6x	3	5	6853	4	
FRANCE	6	4	2	7	7x	4	6640	5	
PORTUGAL	7	5	11x	10	2	2	6455	6	
BELGIUM	4	DNSx	5	2	6	9	6435	7	
ITALY	2	DNF	9	5	8	DNSx	5830	8	
FINLAND	11	3	7	8	12x	10	5550	9	
ENGLAND	12x	10	8	11	10	3	5355	10	
SWITZERLAND (2)	9	9	DNF	4	9	DNSx	5282	11	
DENMARK	10	8	10	DSQx	11	7	5067	12	

# 1959 World Championship



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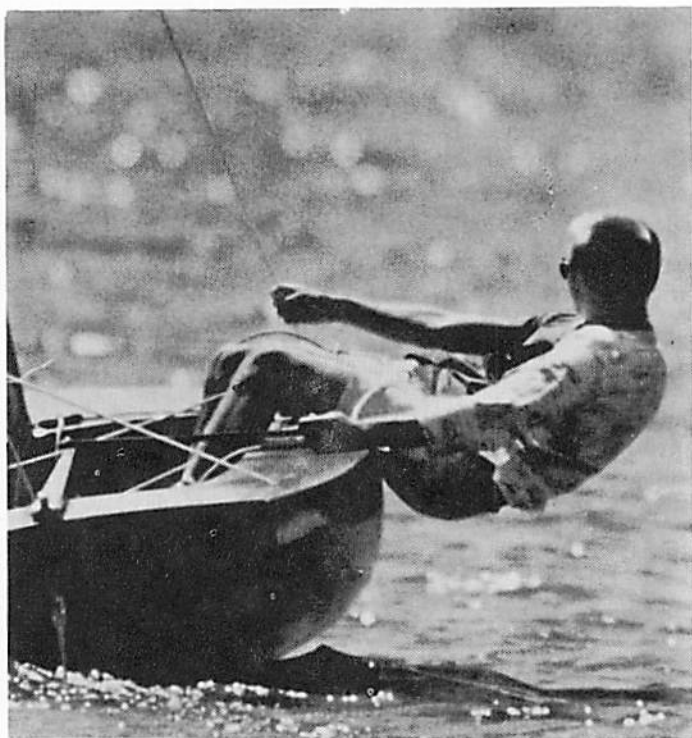
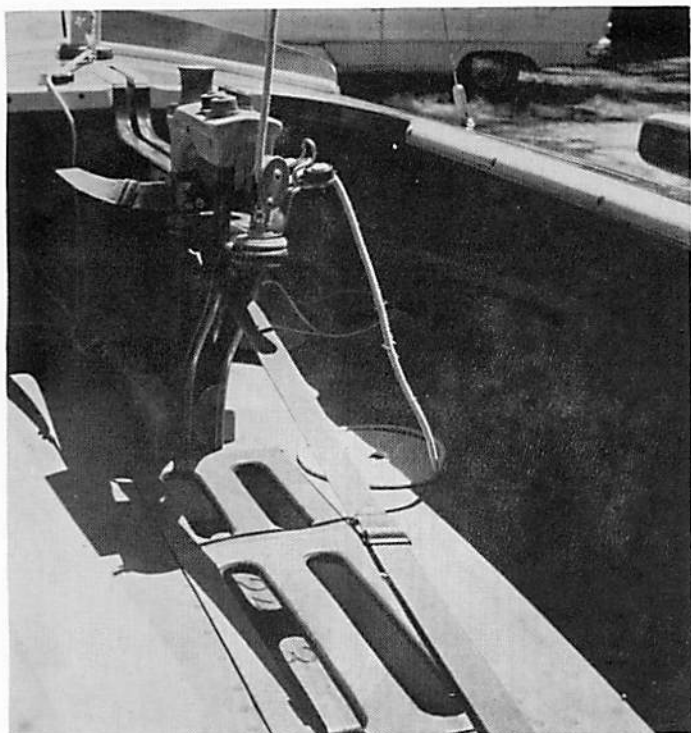
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TWO INTERESTING PICTURES - One a close-up of the sail control panel of Dr. Don Cochran's new Snipe. The other displays the winning form of the new junior champions. Looks like there is only one person aboard, but the arm in the background belongs to the crew. (Yes, we know they are not sailing a Snipe, but it does demonstrate some perfect team work.)

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# LOCAL BOY MAKES GOOD—WINS JUNIOR TITLE

## — BRUCE COCHRAN DEFEATS TOUGH COMPETITORS IN GROSSMAN AND LARSON —



Commodore George Reynolds of the Clearwater Y. C. presents the Duffy Junior Trophy to Bruce Cochran while Jim Wickman holds the Gilbreath Trophy presented to the winning crew.

On August 18-19, 12 Snipe sailors under 18 years of age met at Clearwater to vie for the U. S. National Junior Snipe Championship. This two day five race regatta on Thursday and Friday was a prelude to the National Championship Series of the following week.

And 15-year old Bruce Cochran of Clearwater, and a third generation Sniper, upheld the family tradition when he posted 1-1-2-2-4 to lead his nearest competitor by 506 points. Bruce's uncle James possessed the title in 1936, his grandfather Don was a top Sniper for many years in national events; while his father Dr. Don, Jr., is the present Florida king. He entered as a local favorite and he met the challenge with honor.

Fortunately, the weather for the two races Thursday was very favorable and it held over for the 3 scheduled on Friday, so that all 5 were raced in the Gulf of Mexico over Olympic courses in winds up to 12 mph. It was perfect for the "kids"!

Bruce, with able assistance from Robert Wickman, started right out to set the pace by winning the first race by a comfortable margin over Gene Grossman of Kansas City, Missouri, who was runner-up for the title last year at Fort Gibson. The best defending champion, Leslie Larson of Jamestown, N. Y., could do was 4th. And they couldn't stop him in the next immediate race, for he continued to show them the way around the course. His 2 firsts at the end of the day gave him a commanding lead, especially when Grossman disqualified himself in the 2nd race when he was called back after jumping the gun in the quest for a fast start. Returning to restart, his boat clipped a marker and he immediately withdrew his boat from the race, and, as it turned out, from the championship, for the Missourian turned in a superb performance in the races the next day when he got 3 firsts in a row. Although Cochran had 2 seconds and a fourth, Grossman couldn't quite surpass the lead he had obtained from the first two races under the point system and the finish was 7611 points for Cochran and 7105 for Grossman. Leslie Larson had to be content with third place. Bob Ritchie of Long Beach, Cal., who had 2 thirds for second place at the start of Friday's races, finished 4th.

There were 4 girl skippers in the event. They sailed every race and kept the boys on their toes trying to ward them off. Phyllis Blair of Clearwater did a very creditable job of getting a 7th for herself.

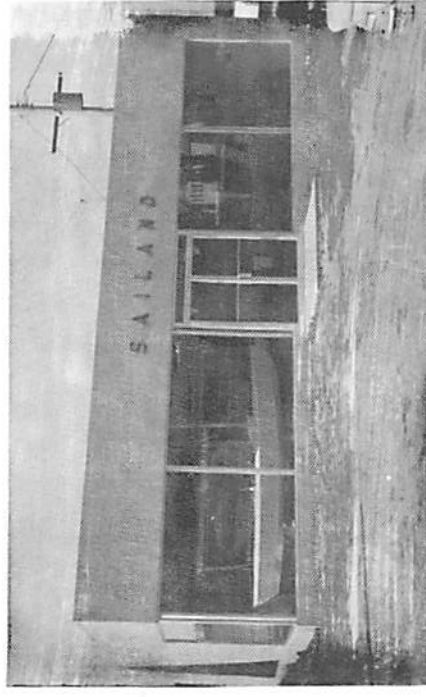
A special and separate banquet was held for the juniors Friday night with presentations of trophies and prizes for all. It was an ideal junior regatta with no trouble of any kind.

FINAL RESULTS - 1960 JUNIOR NATIONAL CHAMPIONSHIP.

BOAT	SKIPPER	FLEET	RACES	1	2	3	4	5	Pts.	Fin.
11221	Bruce Cochran	Clearwater, Fla.	1	1	2	2	2	4	7611	1
10832	Gene Grossmann	Kansas City, Kans.	2	DNF	1	1	1	1	7105	2
10590	Leslie Larson	Chautauqua, N.Y.	4	5	4	9	2	2	6579	3
11865	Robert Ritchie	Alamitos Bay, Cal.	3	2	13	6	7	7	6053	4
12004	Jock West	Peoria, Ill.	6	4	11	10	3	5	5899	5
11689	David Smith	Oklahoma City, Okla.	9	2	5	12	10	5	5645	6
11559	Phyllis Blair	Clearwater, Fla.	10	7	8	7	6	6	5587	7
11011	Beth Norwood	Atlanta, Ga.	12	10	3	3	DSQ	5	5419	8
7856	Edmond Daly	Quasapaug, Conn.	5	6	10	13	8	8	5355	9
10900	Alvin Bugbee	Chautauqua, N.Y.	13	9	12	5	5	5	5241	10
11111	Marilyn Swan	Clearwater, Fla.	11	8	6	11	4	DNF	5127	11
11270	David Neal	Clearwater, Fla.	8	DSQ	7	4	DNF	5127	12	
10553	Margo Swan	Clearwater, Fla.	7	DNF	9	8	DNF	4857	13	

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# HARRY LEVINSON WINS NATIONAL CHAMPIONSHIP

## JOHN WOLCOTT IS RUNNER-UP

— LEVINSON ALSO WINS CROSBY TROPHY — LESLIE LARSON GETS WELLS TROPHY —

Family sailing skill - plus patience with a sometimes balky Gulf of Mexico - won the 25th annual Snipe National Championship for Harry Levinson of Indianapolis, Indiana, at Clearwater, Florida, August 20-26th. 57 top Snipes (fleet and district champions) came in from 13 different states to try and wrest the coveted crown away from the defending champion Lt. Dick Tillman of Eglin AFB, Florida.

Crewed expertly by his brother, Alan, a championship skipper in his own right, Harry took the big trophy, donated by Commodore Charles E. Heinzerling, back to the Hoosier state, also the home state for Tillman.

Levinson logged remarkably consistent finishes over the Gulf courses. In the 10 regatta races he was worse than third only once - a 6th place he was able to discard before the final standings were figured. He had 5 firsts, bagged 2 seconds, and a pair of thirds for the amazing total of 13, 151 points. He took the lead in the fourth race and was never caught again.

Next to Levinson, was the 1958 Champion, John Wolcott of Fairfield, Conn., with 13, 233 points; three-time champion Ted Wells was a close third, followed by Francis Seavy, 1951 champ. Warren Castle of Dallas, Texas, a virtual newcomer in national racing (and a comer!) impressed everyone with a strong fifth place behind Seavy.

The Nationals this year consisted of the best 9 out of a 10 race series (5 in the qualifying Crosby and 5 in the Heinzerling) with the total of all race points, both preliminary and final, counting toward the championship. The 57 entrants were divided into 6 fleets, one racing each other in the 5-race Crosby Series. Dropping one of these races, the top 24 qualified for the Heinzerling National Trophy.

Sailed over Olympic courses, the races were very similar in character; the wind was fairly consistent throughout the week, never being completely dead and seldom over 18 mph except for one day, Wednesday, when it got up to 25 mph in bad weather and races were called off for the day. All in all, there was little excitement (except when a fish hit Eddie Williams' crew smack in the face while racing) other than the usual thrill of close action and fast competition.

The courses were laid out on the Gulf of Mexico off Mandalay Park opposite the yacht club. Clearwater Beach itself is an x denotes race dropped

island connected to the mainland by a causeway. Boats are kept in protected waters in docks at the rear of the club; they must go around one end of the island to get into the open waters of the Gulf. Thus Snipes were towed about 6 or 7 miles back down to opposite the club where the races were held. Between races at noon, the boats were beached on the sandy shore in front of the yacht club and sailors walked over there for lunch. This 1 1/2 hour tow and the "unusual" Florida weather with the last four days and 4 races of the finals being interrupted by continual series of heavy rains, thunder, and lightning were the only drawbacks to perfect sailing conditions.

Starting Saturday afternoon, the first four races were run off without a hitch, but the fifth and final qualifying race Monday afternoon saw the wind suddenly shift shortly after the start so that a true beat practically disappeared. At the end of the race when all reports were in, it was decided it did not come up to SCIRA regatta standards and to instructions previously given to the Race Committee, so it was ordered resailed. This was done Tuesday morning so that the first race of the final series of 5 races could start as scheduled that afternoon. At the noon skippers' meeting when the qualifiers were announced, it was also decided that the Wells and Griffith Trophies would be awarded on the results of the last five races.

At this point, Levinson had scored 4 firsts and a second, while Wells had 4 firsts and a third, thus giving Harry the Crosby Trophy for high point score for this series. The first 7 qualifiers had lived up to their reputations as top Snipe sailors. Levinson, Wells, Huggins, Wolcott, Seavy, Tillman, and Allen include 5 past national champions - while Warren Castle of Dallas, Texas, gave strong notice that he had arrived, too.

This 6th race (first of the Heinzerling) saw Huggins and Wells get involved in a wind shift and sad final scores of 14 and 15 respectively, their worst races of the regatta. The race ended in rising winds as a storm approached, which carried over into Wednesday and cancelled all races.

With the bad weather still continuing on Thursday, the remaining four races were moved to St. Joseph's Sound off Dunedin Bay into protected waters. And on this morning 7th race, some new blood rushed in to upset the applectart for the leaders when Lanny Coon and Lief Zars registered first and third. Here

### COMMODORE CHARLES E. HEINZERLING TROPHY SERIES

BOAT	SKIPPER	CREW	FLEET	RACES	1	2	3	4	5	6	7	8	9	10	PTS.	Fin.
12192	Harry Levinson	Alan Levinson	Indianapolis, Ind.	1	2	1	1	1	2	6	8x	1	3		13711	1
9497	John Wolcott	Marna Wolcott	Quassapaug, Conn.	2	4	2	1	3	3	5x	4	3	2		13233	2
10025	Ted A. Wells	Dick Caspari	Wichita, Kans.	3	1	1	1	1	15x	10	2	6	1		13151	3
6995	Francis Seavy	Tammy Lewis	Clearwater, Fla.	3	3	2	2	1	1	8	DNF	4	17		12164	4
11888	Warren Castle	Irene Castle	Dallas, Texas	4	2	3	3	5	6	19x	3	5	10		12000	5
3518	Robert Huggins	Ellie Huggins	Lake Merritt, Cal.	1	1	1	6	4	14x	2	12	10	8		11806	6
10567	John Jenks	Gary Stangeland	Lake Merritt, Cal.	11	3	4	5	2	7	12x	5	2	7		11659	7
10350	Richard Tillman	Beth Norwood	Elgin Field, Fla.	12	1	2	2	4	5	11	1	DNF	20		11089	8
10370	Bill Kilpatrick	Pat Kraker	Oklahoma City, Okla.	2	6	6	3	6	10	DNF	7	13	5		10837	9
11221	Bruce Cochran	Robin Wickman	Clearwater, Fla.	8	4	3	5	2	17	7	6	7	DNF		10832	10
11209	Dr. B. G. Horner	Lee Woodbury	Abilene, Texas	5	7	5	9	5	4	13	13	16x	6		10230	11
12334	Leif Zars	Keith Zars	San Antonio, Texas	4	9	5	7	4	12	3	15	20x	9		10199	12
9599	Jerry Thompson	Ohris Haynes	Alamitos Bay, Cal.	6	2	5	7	9	13	4	17x	11	11		10175	13
11622	Louis Nelms	Carol Nelms	Ft. Worth, Texas	5	10	4	5	2	DNF	9	9	12	12		10173	14
11771	Lanny Coon	Doug Coates	Newport Harbor, Cal.	4	DNF	DSQ	x	2	6	22	1	10	8		10104	15
10182	Thomas Legere, Jr.	Ann Legere	Winchester, Mass.	9	5	4	4	7	9	14	16	17	19x		9168	16
8800	Harry Allen	Cathy O'Leary	Quassapaug, Conn.	1	5	3	10	3	8	18	DNF	DNF	DNS		9048	17
12453	Dr. Don Cochran	Kent Bleakley	Clearwater, Fla.	2	7	8	10	12	11	20x	20	9	13		8717	18
9999	Pete Frost	Joan Lewis	Newport Harbor, Cal.	11	11	6	3	6	19x	15	11	19	15		8430	19
12001	Tom Steward	Skeeter Buck	Atlanta, Ga.	9	6	9	8	5	21x	16	18	15	14		8217	20
6385	Norman Towle	Richard Towle	Winchester, Mass.	5	8	9	9	8	16	DNF	19	14	18		7889	21
12322	Stan Salzenstein	Mike Ehrlich	Peoria, Ill.	6	9	DNF	12	3	DSQ	x	17	14	18		7477	22
12345	Harold Gilreath	Dale Boyd	Atlanta, Ga.	7	8	7	4	8	20	21	21	DNS	DNS		7100	23
6627	Rodney Long, Jr.	Jay Swan	Winchester, Mass.	3	3	8	17	7	18	DNF	DNS	DNS	DNS		6527	24



# OUR CONGRATULATIONS

TO

OUR COUNTRY'S FINEST SNIPE SAILORS

Winners of the 1960

U. S. National Snipe Championships, Clearwater, Fla.

Jr. Champion - BRUCE COCHRAN  
Clearwater, Fla.

Crosby Series - HARRY LEVINSON  
Indianapolis, Indiana.

Heinzerling - HARRY LEVINSON  
Indianapolis, Indiana.

Wells Series - JOE RAMEL, 2nd place.  
Lee's Summit, Missouri.

The above skippers all used our new  
"1960 Drifter" made of 3 oz. Snipecron.

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International High-Point Winner, Reichner Trophy  
EMILIO SALVI - Pernambuco, Brasil - 1957-58-59.

GUY ROBERTS

SNIPE RACING SAILS, Inc.

1701 SUNSET DRIVE

CLEARWATER, FLA.

Levinson ran into trouble for the first time in the rough and windy racing when he clocked a 6th and 8th for the day, reducing thereby his 312 point lead over Seavy to 192 points over Wolcott, now replacing Seavy in second place. Francis slipped away back to 5th place when he got an 8th in the morning and a DNF with a broken mast that afternoon. That day he should have stayed in bed! Wells made a partial recovery with a 10th place that afternoon, but, as it turned out later, it was not quite good enough to put him in the money.

In the final two races on Friday, which got under way after a nearly 5 hour wait for decent weather, patient Harry pulled away when the chips were down for a 1st and 3rd to win by a fine margin of 478 points over Wolcott, who was his closest competitor with a 3 and 2 for the day.

Both Levinson and Wolcott sailed with remarkable consistency and probably established some kind of a record for low scores in such an important sailing event. One result was that Wolcott got the Griffith Trophy for high point score in the last five races. And it is interesting to note that regardless of their fine records, Old Master Wells pursued them closely and only missed getting John by the slim margin of 82 points overall. The Levinson and Wolcott teams (John's wife Marna was his able crew) demonstrated their ability to win under all conditions and thus earned the right to represent the United States in the Western Hemisphere Races in Argentina in October. They will all go.

While the top 24 Snipemen led the way around, the remaining 33 skippers sailed the same courses under the same conditions for the Wells Trophy. Leslie Larson of Jamestown, N. Y., and 1959 Junior Champion, more than made up for his disappointment in not retaining that title in the races the week before (he was 3rd) when he sailed a consistent 6-6-2-4-4 series for 6709 for a 558 margin over second place Joe Ramel of Kansas City, Missouri, with a 6151. Eddie Williams of the same fleet was third with 5562, so Larson was never really seriously threatened after the 3rd race when Ramel dropped the lead with a 16th place finish. Les's father, Vic, an excellent skipper of long standing, crewed for him and the combination was unbeatable.

*Hey Sniper!*



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"THE PLEASURE IS ALL OURS" says SCIRA Commodore Red Garfield as he presents the Wells Trophy to his life-long friends and clubmates, Leslie and Victor Larson, from Fleet 124 on Lake Chautauqua at Jamestown, N. Y.

Trophies were presented at a large banquet Friday night in the CYC. It was marked by the presence of many old-timers, especially Past SCIRA Commodores Taver Bayly, Charles E. Heinzerling, and John Hayward. To Dr. Don Cochran, Jr., the Regatta General Chairman and Master of Ceremony, goes best congratulations for his leadership in organizing and running a near "faultless" regatta; and to his many committees, SCIRA expresses appreciation and thanks for their interest and efficient work for Snipe activities. Especially to Guy and Ruth Roberts who provided the many fine prizes and trophies and to Mesdames Frank Levinson, Cochran, Seavy, and Swan for their work at the reception and registration desks. The CYC certainly demonstrated that with years of experience and a capable membership they well know how to run a regatta.

# QUALITY *unsurpassed!*

— FIBERGLAS SNIPES —

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## GRAMPIAN MARINE LIMITED

P. O. Box 413 — Oakville, Ontario

CANADA

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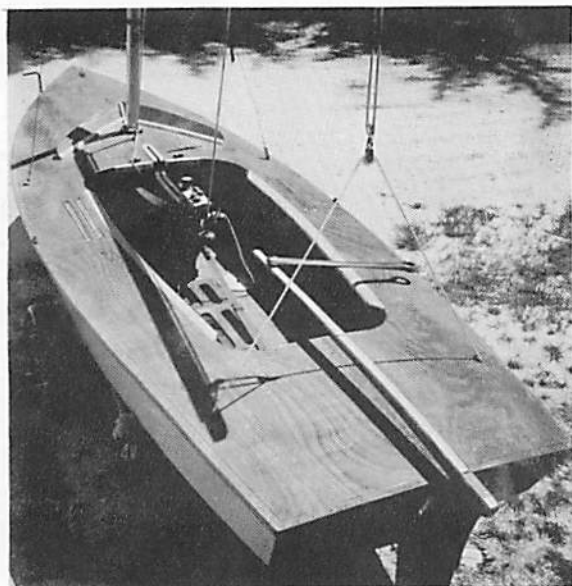
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CLEARWATER . . . FLORIDA

## 1960 CROSBY SERIES

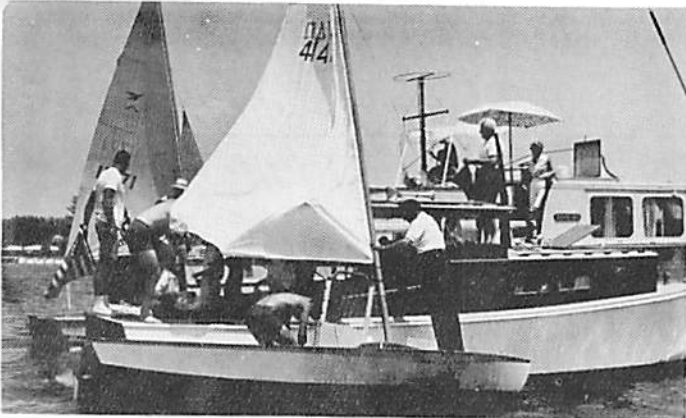
BOAT	SKIPPER	FLEET	RACES	1	2	3	4	5	Pts.	Fin.
12192	Harry Levinson	Indianapolis, Ind.	1	2x	1	1	1	1	6400	1
10025	Ted A. Wells	Wichita, Kans.	3x	1	1	1	1	1	6400	1
3518	Robert Huggins	Lake Merritt, Cal.	1	1	1	6x	4	4	6169	3
9497	John Wolcott	Quassapaug, Conn.	2	4x	2	1	3	3	6086	4
6995	Francis Seavy	Clearwater, Fla.	3x	5	2	2	1	1	6086	4
10350	Richard Tillman	Eglin Field, Fla.	12x	1	2	2	4	4	6011	6
8800	Harry Allen	Quassapaug, Conn.	1	5	3	10x	3	3	5784	7
11888	Warren Castle	White Rock, Texas	4	2	3	3	5x	5	5778	8
10567	John Jenks	Lake Merritt, Cal.	11x	3	4	5	2	2	5630	9
11221	Bruce Cochran	Clearwater, Fla.	8x	4	3	5	2	2	5630	9
11622	Louis Nelms	Lake Worth, Texas	5	10x	4	5	2	2	5482	11
10370	Bill Kilpatrick	Oklahoma City, Okla.	2	6	6	3	6x	6	5415	12
9599	Jerry Thompson	Alamitos Bay, Cal.	6	2	5	7	9x	9	5198	13
10182	Thomas Legere, Jr.	Winchester, Mass.	9x	5	4	4	7	7	5190	14
12354	Leif Zars	San Antonio, Texas	4	9x	5	7	4	4	5190	14
6627	Rodney Long, Jr.	Winchester, Mass.	3	3	8	17x	7	7	5133	16
11209	Dr. B. G. Horner	San Antonio, Texas	5	7	5	9x	5	5	5044	17
9999	Pete Frost	Newport Harbor, Cal.	11	11x	6	3	6	6	4794	18
12345	Harold Gilreath	Atlanta, Ga.	7	8	7	4	8x	8	4770	19
12453	Dr. Don Cochran	Clearwater, Fla.	2	7	8	10	12x	12	4727	20
11771	Lenny Coon	Newport Harbor, Cal.	4	DNF	DSQx	2	6	6	4644	21
12001	Tom Steward	Atlanta, Ga.	9	6	9	8	5	5	4634	22
12322	Stan Galzenstein	Peoria, Ill.	6	9	DNF	12	3	3	4534	23
6385	Norman Towle	Winchester, Mass.	5	8	9	9x	8	8	4498	24
6156	Charles Morgan	Clearwater, Fla.	6	6	7	DNF	13	13	4390	25
11582	Ronald Payne	Indianapolis, Ind.	16x	13	7	6	9	9	4189	26
9740	Eddie Williams	Kansas City, Mo.	7	15x	14	9	7	7	4065	27
12660	Bud Hook	Indianapolis, Ind.	19	5	DSQx	6	9	9	4029	28
11819	Joe Antilley	Abilene, Texas	15x	4	10	13	11	11	4014	29
8054	Dick McCarthy	Atlanta, Ga.	10	16x	11	7	11	11	3917	30
10900	Tersh Bugbee	Chautauqua, N.Y.	13x	10	12	8	10	10	3852	31
11820	Dick Elam	Abilene, Texas	7	8	14	15x	12	12	3815	32
10390	Leslie Larson	Chautauqua, N.Y.	10	9	10	12	18x	18	3787	33
11450	Joe Ramel	Kansas City, Mo.	8	11	8	15	17x	17	3754	34
11620	Samuel Mueller	San Antonio, Texas	16x	12	11	4	16	16	3735	35
8569	Bruce Colyer	Graham-Eokes, Fla.	10	7	12	14	14x	14	3687	36
12550	Robert Cummings	Dallas, Texas	14	14	6	DNF	10	10	3644	37
9330	Woody Norwood	Atlanta, Ga.	11	17x	12	8	14	14	3559	38
11809	Courtney Ross	Clearwater, Fla.	9	19x	11	18	8	8	3542	39
11007	John Boyd, III	Lake Quivira, Kans.	12	15x	9	14	12	12	3435	40
10901	Brad McFadden	Atlanta, Ga.	12	12	10	13	14x	14	3427	41
9123	Joe Harmon	Atlanta, Ga.	8	15	17x	14	11	11	3394	42
12321	Cleve Slauson	Peoria, Ill.	13	17	15	11	10	10	3321	43
10007	Dan Wesselhoft	Peoria, Ill.	13	12	15	10	16x	16	3262	44
9363	Dr. Sam Norwood	Atlanta, Ga.	18x	13	13	11	13	13	3252	45
7856	Edmond Daly	Quassapaug, Conn.	17x	11	13	15	15	15	3036	46
10686	Louis Bulsch	Loon Lake, N.Y.	14x	14	14	13	13	13	3026	47
8570	Red Garfield	Chautauqua, N.Y.	15	10	18x	16	17	17	2840	48
10376	Lee Stuve	Galway, N.Y.	15	14	19x	16	15	15	2706	49
4140	Russell Cook	Winchester, Mass.	14	DNF	13	DNF	15	15	2673	50
12637	W. B. Brooks, Jr.	Orlando, Fla.	18	16	16	12	DN3	DN3	2620	51
11669	David Smith	Oklahoma City, Okla.	18	18	16	11	DNF	DNF	2583	52
12137	Bob Lane	Clearwater, Fla.	17	16	15	17x	16	16	2502	53
12004	Jock West	Peoria, Ill.	17	13	16	19x	19	19	2469	54
11173	Jim Jackman	Indianapolis, Ind.	DNF	18	17	16	17	17	2306	55
11759	Jerry Guardiola	Miami, Fla.	16	DNF	18	17	20	20	2171	56
11111	Marilyn Swan	Clearwater, Fla.	19	17	17	20	18	18	2165	57

## 1960 SCIRA NATIONAL CHAMPIONSHIP WELLS TROPHY SERIES

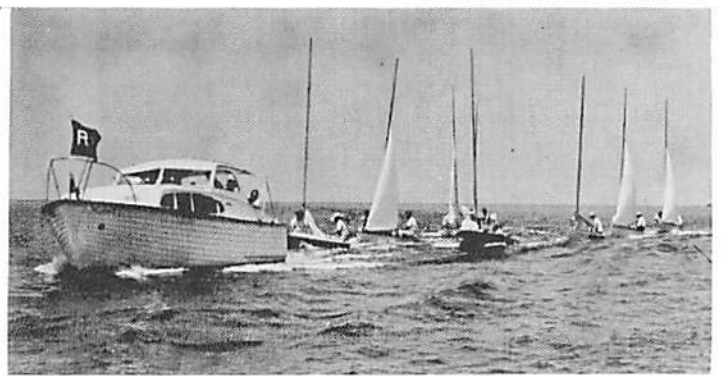
BOAT	SKIPPER	FLEET	RACES	1	2	3	4	5	Pts.	Fin.
10390	Leslie Larson	Chautauqua, N.Y.	6	6	2	4	4	4	6709	1
11450	Joe Ramel	Kansas City, Mo.	2	3	16	1	10	10	6151	2
9740	Eddie Williams	Kansas City, Mo.	1	12	9	2	17	17	5562	3
12550	Robert Cummings	Dallas, Texas	8	1	11	8	14	14	5407	4
10900	Tersh Bugbee	Chautauqua, N.Y.	7	7	12	7	8	8	5398	5
12660	Bud Hook	Indianapolis, Ind.	18	2	3	15	6	6	5395	6
10007	Dan Wesselhoft	Peoria, Ill.	5	9	18	5	7	7	5301	7
4140	Russell Cook	Winchester, Mass.	11	14	5	13	2	2	5230	8
12321	Cleve Slauson	Peoria, Ill.	4	8	13	14	12	12	4812	9
10901	Brad McFadden	Atlanta, Ga.	16	10	6	16	5	5	4732	10
9330	Woody Norwood	Atlanta, Ga.	13	23	15	3	3	3	4672	11
11007	John Boyd III	Quivira, Kans.	3	18	7	12	16	16	4595	12
11819	Joe Antilley	Abilene, Texas	18	16	25	11	1	1	4342	13
8569	Bruce Colyer	W. Palm Beach, Fla.	21	DNF	1	6	11	11	4269	14
11669	David Smith	Oklahoma City, Okla.	20	21	8	10	9	9	3915	15
11582	Ronald Payne	Indianapolis, Ind.	DNF	4	4	DN3	DN3	DN3	2838	16
10376	Lee Stuve	Galway, N.Y.	14	13	17	20	20	20	2786	17
11809	Courtney Ross	Clearwater, Fla.	DNF	20	10	20	13	13	2727	18
11620	Samuel Mueller	San Antonio, Texas	19	15	20	17	18	18	2706	19
8570	Edward Garfield	Chautauqua, N.Y.	22	5	19	24	DNF	DNF	2655	20
9123	Joe Harmon	Atlanta, Ga.	15	24	23	9	DNF	DNF	2538	21
9363	Sam Norwood	Atlanta, Ga.	9	22	14	DN3	DN3	DN3	2114	22
12004	Jock West	Peoria, Ill.	DNF	11	DNF	22	19	19	1989	23
11173	Jim Jackman	Indianapolis, Ind.	12	27	DNF	DN3	15	15	1857	24
7856	Edmond Daly	Quassapaug, Conn.	23	19	24	18	DNF	DNF	1851	25
11759	Jerry Guardiola	Miami, Fla.	24	25	21	19	21	21	1829	26
12137	Bob Lane	Clearwater, Fla.	25	28	27	21	22	22	1382	27
10686	Louis Bulsch	Loon Lake, N.Y.	27	17	22	DN3	DN3	DN3	1224	28
8054	Dick McCarthy	Atlanta, Ga.	17	DN3	DN3	DN3	DN3	DN3	576	30
11820	Dick Elam	Abilene, Texas	DNF	DN3	DN3	DN3	DN3	DN3	100	31



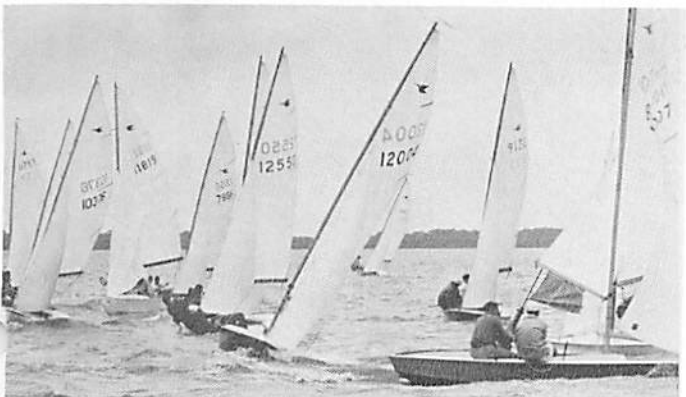
VISITOR FROM ARGENTINA - Augustin Melano (center) of the San Isidro YC in Buenos Aires discusses the coming Western Hemisphere Races with (l. to r.) SCIRA Commodore Red Garfield, Ted Wells, Birney Mills, and Rear Commodore Sam Norwood.



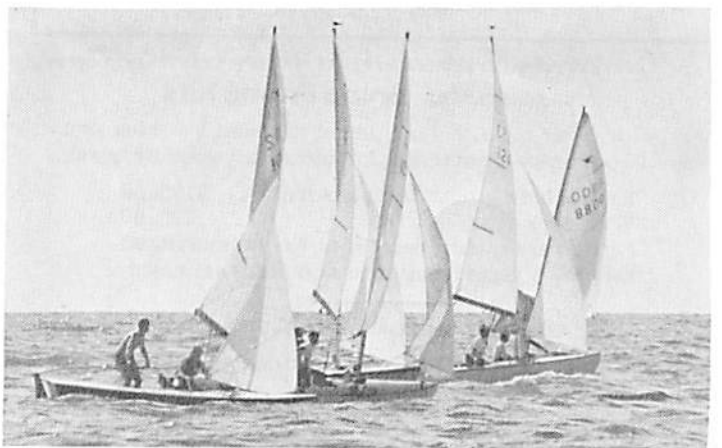
Commodore Taver Bayly prepares to leave for the Race Course.



57 Snipes were towed out to the Gulf and back each day.



Action was always close and fast, especially around the marks.



Here again 4 Snipes round a mark together as 8800 approaches it.

## ULMER SAILS WIN AGAIN!



**HARRY E. HENDERSON of Sydney, Nova Scotia**  
 1st in the Provincial Races  
 1st in Maritime Series  
 2nd in Canadian Championship for 1959

*"The whole week was a very fluky one, with the winds varying from light to extremely heavy, so I must say the performance of your sails was TOPS."*



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We believe we have, at last, perfected what we think is a Fool-Proof Snipe Frame Kit for either plywood or plank.

Kit including erecting platform..... \$195.00  
 With deck frames..... 225.00  
 Craft paper patterns cut to fit the individual kit for plywood bottoms and sides included.

COMPLETE SNIPE less sails — \$795.00

With MURPHY & NYE advanced design Dacron Main and Genoa Sails..... \$975.00  
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## —WINCHESTER B. C. REGATTA—

The home fleet housed a record crowd in the 1960 Snipe Invitational Regatta on July 9-10 in one of the busiest and most exciting regattas ever held at the Winchester Boat Club. Snipes form Eastchester Bay, N. Y., Winthrop, Mass., Quassapaug, Conn., Wet Pants Sailing Association, N. Y., Winchester, Mass., and others totaled 45 boats to make the Mystic Lakes, and especially the starting line, a stupendous sight.

And Tom St. John of Quassapaug Lake made the most of the gala occasion to win the main trophy.

Despite the local reputation for light, shifty breezes, strong winds prevailed all day Saturday and sudden squalls were everywhere. Those who had planned on light air really had their problems, although the shiftiness seemed more prominent than ever, baffling even the most alert ocean skippers.

Two races were held that day with three laps around a triangular course. The fleet, although neck-and-neck at the start, soon spread out considerably and formed a long stream from one end of the lake to the other.

St. John won the first race and Dick Ivers the second. Although not first, Rodney Long, Norman Towle, Artie Karpf, Luke Czarny, and others did well enough to make the races completely unpredictable.

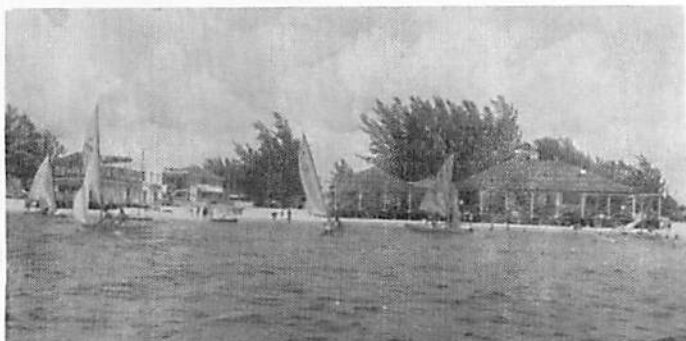
Saturday evening everyone gathered at the home of Mrs. Martin S. Swanson, who kindly lent her property for the occasion. Over 150 people attended the barbecue. As usual, new friends were made and the day's racing was discussed, some regretting mistakes and others relating humorous incidents. As one baffled Cottage Park Y. C. girl said, "I couldn't find any tides and the wind was going around in circles."

Sunday's weather looked a little unpredictable, too, but luckily a good breeze blew up in time to keep things moving. Ken Cook won the first race with Norman Towle and Rod Long next in line. But Tom St. John came back in the second day's race to get a first, so at the end of the 4 races, he led the pack in points.

As soon as results were figured out, Fleet Captain Dick Patrick awarded the trophies amid a group of tired but happy Snipers. Tom was the runner-up last year, so he was no stranger to Winchester. Rod Long and Norman Towle, both Winchester sailors, were second and third respectively.

This was a very successful regatta and created a lot of local interest at the club. Looks like Snipe sailing is on the way up in these parts!

AT THE NATIONALS - Between races, Boats were sailed up to the shore and beached with time out for lunch.



# St. JOHN NEW DISTRICT 1 CHAMP



THE VICTORS - District 1 Champion Tom St. John holds the big Lake Mohawk Trophy; Harry Allen looks at his third place cup; while second place Ray Kaufman smiles in satisfaction.

It looked as if the Winchester Boat Club Invitational Regatta held the previous week was just a tune-up affair for Tom St. John of the Quassapaug, Connecticut, Fleet 231, for he won two of the three races held at the District 1 Championship Races on July 16-17th.

Not only did the seemingly unbeatable Connecticut sailor walk off with the trophy, but he won the first two with such ease and such distance between himself and the remaining fleet that he almost appeared to be sailing a private race.

Not as many boats (21) as the previous week (45) competed, and the fleet included only the top three or less skippers from each fleet in District 1. Despite the fact that it was much smaller than the Invitational, its participants managed a very spectacular jam-up at the starting line in the second race; in fact, they had to call a re-start.

Saturday evening sailors and spectators alike gathered at the boat club for dinner. At a special meeting immediately following the dinner, Winchester's Tom Legere was elected Vice-Governor of District 1. After this, everyone adjourned to spend the evening dancing and socializing.

Saturday's evening festivities certainly didn't affect the participants' alertness and determination. The Sunday morning race could still turn in any direction and this type of situation upholds an exciting atmosphere. For the first time, St. John failed to get an early lead; in fact, no one did! The outcome was completely unpredictable as a different set of boats came out first after every beat. On the third lap, St. John sailed into first place and it looked like he would repeat Saturday's performance, but Ray Kaufman started moving and didn't stop until he overtook Tom and won the race.

Immediately after the races, Fleet Captain Dick Patrick distributed the trophies -- 3rd place to former National Champion Harry Allen of Quassapaug, 2nd place to Ray Kaufman, and first to Tom St. John. FINAL RESULTS ARE GIVEN BELOW:

BOAT	SKIPPER	FLEET	RACES	1	2	3	PTS, Fin.
8634	Tom St. John	Quassapaug, Conn.	1	1	2	4	721 1
11291	Ray Kaufman	Manhasset Bay, N.Y.	6	2	1	4	346 2
8800	Harry Allen	Quassapaug, Conn.	2	3	8	4	054 3
10183	Tom Legere	Winchester, Mass.	7	4	6	3	750 4
6385	Norman Towle	Winchester, Mass.	5	8	5	3	654 5
6627	Rodney Long	Winchester, N.Y.	4	6	9	3	618 6
10230	Russell Allen	Cedar Point, Conn.	8	12	3	3	374 7
10987	George Schwenk	Quassapaug, Conn.	3	9	12	3	309 8
9448	Luke Czarny	Quassapaug, Conn.	12	11	4	3	110 9
4552	Colby Kelly	North Cove, N.H.	14	5	10	2	959 10
8989	Wm. Ludlum	Wet Pants SA, N.Y.	11	10	11	2	761 11
8300	Ernest Hardy	Cottage Park, Mass.	18	7	13	2	469 12
10546	Arty Karpf	Eastchester Bay, N.Y.	9	14	15	2	429 13
12500	George Becker	Overboard SF, N.Y.	17	17	7	2	308 14
11798	Joseph Ford	Cottage Park, Mass.	10	DNF	18	1	931 15
11752	Bernie Becker	Overboard SF, N.Y.	15	15	19	1	836 16
13	Charles Ridge	Lake Mohawk, N.J.	16	18	16	1	779 17
11533	Rolf Carlson	Overboard SF, N.Y.	19	16	17	1	685 18
9443	Nate Kirschbaum	Wet Pants, N.Y.	20	19	14	1	654 19
12225	Raymond Smith	Cottage Park, Mass.	13	13	DNF	1	568 20
4164	Ken Cook	Quassapaug, Conn.	21	DNF	DNF	4	00 21

## FIBERGLAS SNIPE

### Complete - Ready To Race

Choice of self-bailing or standard hulls. Pick your spars, steel or aluminum board, glass or mahogany plywood deck or floorboards. All stainless hardware.

Snipe masts, furnished complete with stain-less track at luff slot entrance; tangs, bolts, and sheaves. Mast step cut to specifications.

2 3/4" round masts of Wells design with stain-less track at luff slot entrance, tangs, bolts, 2 3/4" round masts of Wells design with stain-less track at luff slot entrance, tangs, bolts, and sheaves.

2 pcs. average wt. 19.5#..... \$95.50

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Built in aluminum winches, 2 cranks, 1/16" 7x7 stainless wire halyards, stainless shackles \$45.00 extra. Bronze winches \$51.00.

Sanded mast only with hardware, list price less \$11.00. Tubing for shipment \$10.00.

New improved wedge shaped boom 1 1/4" thick at track, 3/4" at bottom. 4" x 8'6" average wt. 7#..... \$22.50

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# Wells Wanderings



by  
Ted Wells

## THE 1960 U. S. NATIONALS AT CLEARWATER, FLORIDA.

The Nationals this year generally followed a familiar pattern — weather completely abnormal; one of Old Joe's junior helpers working the Crosby Series, with Old Joe himself taking over at the start of the Heinzerling and Wells Series races. One unfamiliar situation was that fibreglas boats placed high in the Heinzerling Series, and one of them would have had a good chance of winning with a little more intelligence shown by her skipper. It is hard to blow a regatta with five 1sts, a 2nd, and a 3rd, but it can be done!

The normal weather, as advertised in the BULLETIN, was to be a light offshore wind in the morning; a flat calm in the middle of the day; followed by a light onshore wind in the afternoon plus a good chance of a mild thunderstorm late in the afternoon. All of which, of course, never happened. Weather is never normal at an important regatta. The only flat calm was a private one which descended on me when I mistakenly decided that I could cover both John Wolcott and Bob Huggins in the first race, thereby losing both of them. The winds were very nice, never being either very light or very strong for very long. As for the thunderstorms, they arrived mostly in the morning instead of late afternoon and we just got wet. The westerly shift from offshore to onshore did show up prominently twice by lousing up the course on races which had started (but only as a westerly shift to a generally south wind). After Old Joe showed up, he, of course, contrived an interesting mixture of westerly shifts, easterly shifts, and just plain little lake-type shifts — the latter

being about all that his Crosby series junior grade helper could manage.

The new Olympic course (first lap, 45°- 90°- 45° triangle; second lap windward - leeward; followed by a beat the full length of the windward lap to the finish) was used and I think everyone liked it. A new method of scoring was used, the purpose of which was to try to make the results depend on more races over a larger number of days, and therefore a larger variation of wind conditions. At the end of the Crosby Series, it appeared that Harry Levinson, Francis Seavy, and I had stored up scores that were unbeatable, and on a voice vote conducted at that time by Commodore Red Garfield on the popularity of the new system, it appeared that three skippers liked the system and 54 did not. The alleged lead that Seavy and I had turned out to be anything but insurmountable, however, and I don't know what the feeling was at the end of the series.

The Board of Governors is going to have to decide on what to do next year at the Nationals and comments from skippers will be appreciated. Neither the boat club nor certain parts of the anatomy of the contestants can stand more than the present 10 races. It is highly desirable to race in as wide a range of weather conditions as possible, and to eliminate as much as possible the element of luck, both good and bad. Never before have so few people won so many races in the Crosby Series as this year, and it probably won't happen again. In any case, when a regatta is halfway finished, generally not over one fourth of the contestants still have a chance to place near the top, anyway. Part of the reason for the viewpoint of some of the 54 was that they suddenly realized that the regatta had already gone half way -- it wasn't just about to start. In any case, in making suggestions, remember that the National Championship is really not a fun-fest or a social event. It is supposed to select a United States team (or teams) which can go on and win the following World or Hemisphere Championship, which hasn't happened often of late. But I think it will start shortly.



## 1959 NATIONAL SNIPE CHAMPIONSHIP

Recognize these winning grins? These happen to be worn by the new National Snipe Champion, Richard Tillman, and his crew, Beth Norwood. Had we the space we would like to display many more such winning smiles, including those of the Jr. National Snipe Champion, Leslie Larson.

Perhaps most pleasing to us is the realization that each entry in this national championship series is a fleet champion in his own right, and more than half of the entries used Watts sails, recognizing their championship caliber.

Sails  
by Watts

KENNETH E. WATTS

TORRANCE, CALIFORNIA

( THE PLYWOOD SNIPE continued from Page 2)

was approved by the Board of Governors in February.

In this method, they use clamps, chine pieces, keel batten, keel, and stem just like any other plywood hull. However, they have quite a fancy and expensive jig to hold all these pieces in place while the plywood skin is attached. They also have two 3/4" x 1 1/2" fore and aft members bracing the bottom, which are also located and held in the jig. There are two 3/4" solid plywood bulkheads located in the jig which come out and go along with the boat - all other locating points stay with the jig. A simplified deck structure is used, also. The bare hull weight is the same as that of a fiberglass or planked hull.

The hulls are built to the exact center of the new IYRU tolerances (as are all fiberglass hulls) and holding these tolerances with only two members that are frames in the ordinary sense obviously requires accurate and expensive tooling - plus experience and good craftsmanship. However, since the tooling has to be built only once, a lower cost hull can be achieved because there are fewer parts. BUT, it isn't any way for a home builder to try to build a hull!

The next thing to come up will be: why can't all builders, home and professional alike, start immediately using the deck structure approved by the Board of Governors and submitted to the IYRU? This is not quite identical to the deck structure approved in connection with the so-called frameless construction because of the two solid bulkheads in it, but it recognizes that the old 16 deck beam method should have gone out when quarter inch plywood came in. The new deck structure is covered by a new Paragraph 21 which states:

When deck is covered with 1/4" plywood, a simplified structure may be used, consisting of 5 cross beams, 3/4" x 3" plywood or spruce; three fore and aft members (One on the centerline) 1 1/2" x 3/4".

This has been approved by the Board of Governors and, together with all other approvals from the February meeting and the August meeting, submitted to the IYRU for their consideration in November. Free enterprise isn't dead yet, and if people want to stick their necks out prior to final IYRU approval, I guess they can do so.

( SCIRA MEETS continued from Page 2)

Rear Commodore Floyd E. Hughes, Jr., Council Bluffs, Ia.  
Executive Secretary Birney Mills, Akron, Ohio.  
Chairman of Rules Committee Ted Wells, Wichita, Kansas.

With Hughes' elevation to a Flag Officer, Terry Whittemore was chosen to fill out the 2 years remaining on his term as a Board Member. A. F. Hook of Indianapolis, Indiana, and William Kilpatrick of Oklahoma City, Okla., were elected to three year terms on the Board of Governors. These men will take office January 1st, 1961.

The Quassapaug Sailing Club of Naugatuck, Conn., submitted a bid for the 1961 U. S. Nationals for Sept. 6-14 to be held on Long Island Sound with headquarters at the Terra Mar Club at Old Saybrook, Conn. This bid was accepted with the feeling it would fit in nicely with the 1961 World Championship Regatta scheduled for later in the month at Rye, N. Y.

An invitation from the Seattle Snipe Sailors for the 1962 U. S. National Regatta was accepted. Details will be published at appropriate times in the future.

After a discussion of the advantages of holding the annual to hold the 1961 Annual Meeting in September at Terra Mar, whether or not this drastic simplification of SCIRA business and Snipe affairs will prove ample and satisfactory remains to be seen. At any rate, it is the best possible timing for the consideration of business involving any IYRU participation, as changes in rules or specifications. With action started in late summer by SCIRA and decision made by IYRU in November, the new rules can be published in plenty of time for observance the following summer season. However, any delay in reporting such decisions by IYRU would nullify the above advantages, so events of the future will decide whether or not the machinery will perform as expected.

Terry Whittemore made a detailed report on the organization of the 1961 World Championships. More in future BULLETINS!

## WANTED AND FOR SALE DEPARTMENT CLASSIFIED ADS. Used Boats and Equipment

Why not try an ad here for only five cents a word, at a minimum charge of \$2.00? RESULTS WILL BE GOOD!

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

**BUILD YOUR OWN TRAILER.** You can get blue-prints and a detailed instruction sheet for two different types of trailers which were especially designed by snipers to fit a SNIPE. Why spend a lot of money? Only \$1.25 postpaid, complete.

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

**WEAR SNIPE INSIGNIA.** A good quality emblem 2 1/2" x 1 1/2" suitable for wear on caps, pockets of blazers, jackets, sweaters, shirts, etc. A bright red Snipe embroidered on dark blue felt surrounded by yellow braid. Very attractive - shows up good! Advertise the fact that you own the best little boat in the world and belong to a grand organization. Get them for \$1.00 each from SCIRA, 655 Weber Ave., Akron 3, Ohio.

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

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

**SNIPE POST CARD IN COLOR** showing beautiful scene of Snipes racing in the Western Hemisphere Bermuda Races. Appropriate Snipe and SCIRA information on the back. A great way to advertise your hobby and the Snipe Class at the same time. You will be proud of the card - use it for any purpose! Obtainable only from SCIRA, 655 Weber Ave., Akron 3, Ohio, for ten cents each or 20 for \$1.00 postpaid.

**ATTENTION, MICHIGAN SNIPERS!** One day delivery service by United Parcel from SAILAND, 4300 Haggerty Rd., Walled Lake, Michigan. Bring your troubles to Leon Irish!

**FOR SALE: SNIPE 12160. LOFLAND FIBERGLAS HULL** and deck, white over aquamarine. Two Zephyr aluminum masts with stainless stays. Four mahogany rudders, three tillers. Two suits HARD dacron sails, full and medium. Aluminum dagger board, 30 lbs. Dacron boom tent. Total weight 425 lbs. Custom trailer, 15" rims. \$1275.00, firm. Contact: Jim Burrus, 5713 Brooklyn, Kansas City, Missouri.

**FOR SALE: Snipe 11222.** Like new, measured and registered, dry-sailed. Equipped for racing: dacron sails; new trailer. \$825.00. James C. Howell, Rt. 4 Idlewild, Columbia, Tenn.

**WANTED: RACING SNIPEs**, low, medium, or high priced! Also odd spars, sails, rudders, centerboards. Starting new fleet. Bob Nichens, 1202 Waukazoo, Holland, Michigan. Prefer Middle West locations.

**FOR SALE: SNIPE 11799 LOFLAND ALL-WHITE FIBERGLAS.** Sailed less than one season. Self-bailing cockpit, aluminum daggerboard, boom vang, ULMER medium-cut dacron sails. A \$1500.00 value for \$1150.00. T. W. Shidler, 7 Sheffield W., Winchester Mass.

**FOR SALE: HECKEL SNIPE 10770.** Fiberglass; MORGAN dacron sails; new rudder and tiller; excellent trailer; boat cover. William F. Graham, 803 Lowell Ave., Cincinnati 20, Ohio.

**FOR SALE: SNIPE 10007**, excellent condition with one suit of ULMER full cut sails; one WATTS medium main. 4 times fleet champion. 1st in the Wells Series in 1957. \$850.00. Write: Dan Wesselhoft, 404 S. Adams St., Peoria, Illinois.

**SOMETHING TO BUY OR SELL?** An ad here will get results!



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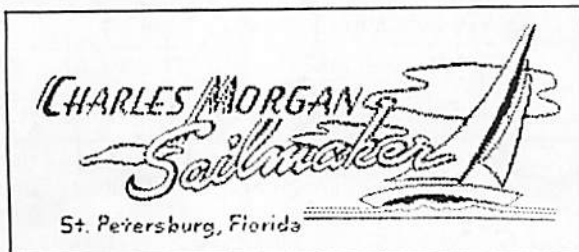
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## GUEST WINS GOVERNOR'S CUP



ROMEO H. GUEST (right) RECEIVES HIS CHAMPIONSHIP CUP.

Romeo H. Guest sailed his "Misty Too" to victory in the annual Governor's Cup Regatta in North Carolina with a 3-1-2 for the three races, giving him first place and the silver cup.

Tobacco Road Fleet 465 of District 4 played host for the Snipe invitational regatta held in conjunction with the regular annual series of races sponsored by the Carolina Sailing Club on June 18-19th. Over 100 invitations were mailed to Snipe skippers in this area and competition was keen and exciting. Fleet 465 is looking forward to even a larger turnout for 1961. It looks as though this annual event is going to be one of the "musts" for Snipers in District 4

Second and third places were won by Dick King in "Allegro" with 4-2-1 and Bill Bennett in "Grey Mist" with 1-4-3.

### JOHN JENKS EXPRESSES HIS OPINION OF THE NATIONALS.

"Clearwater, Florida, as a place to sail I felt was excellent. . . . . I judged that the sailing conditions were as fair and equal as those found at any of the Nationals during the past five years. There was always adequate wind; there was never excessive wind; and the shifts were minor with practically no dead spots, especially across the Gulf where the first 6 races were held. There were two exceptions where the wind shifted during a race so that the windward leg was no longer upwind. Both these races were disallowed, one after the race was finished, the other being cancelled after the first leg of the course had been sailed. This action was just one of many which the RC was constantly taking to insure the best possible conditions. The starting lines, 400 feet long, were subject to frequent adjustment so as to be equally favorable along its entire length.

The courses were the best I have ever sailed! All the same—the Olympic course which starts at the leeward mark of a right angle triangle with the hypotenuse the windward leg, all marks to port, with the second lap a windward-leeward with finish at the windward mark. Such a course involves three chances on the wind, and starting a race at the Nationals, so one can clearly see the windward mark a mile away directly into the wind, provides, to my mind, the very best that sailboat racing has to offer.

The competition this year, at least among the top 15 boats, seemed to be the keenest I have ever experienced. . . . and points up the fact to the 5 Californians present there that there is an uphill road to regain the usual dominance enjoyed at previous Nationals."

## CUSTOM BUILT SNIPEs

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