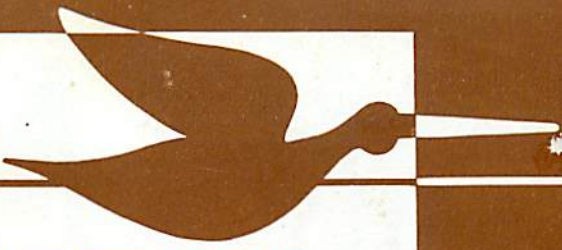


Snipe

BULLETIN



OCTOBER 1962
Vol. XII No. 5

Meeting of the European Secretaries
SNIPE DAY at the Seattle World's Fair
" Building a Plywood Snipe "

SNIFE SKIPPERS AROUND THE WORLD

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IN 1961

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Joe Harmon - Jose Herandez-Rubio - Runo Rossi
Jos Pember

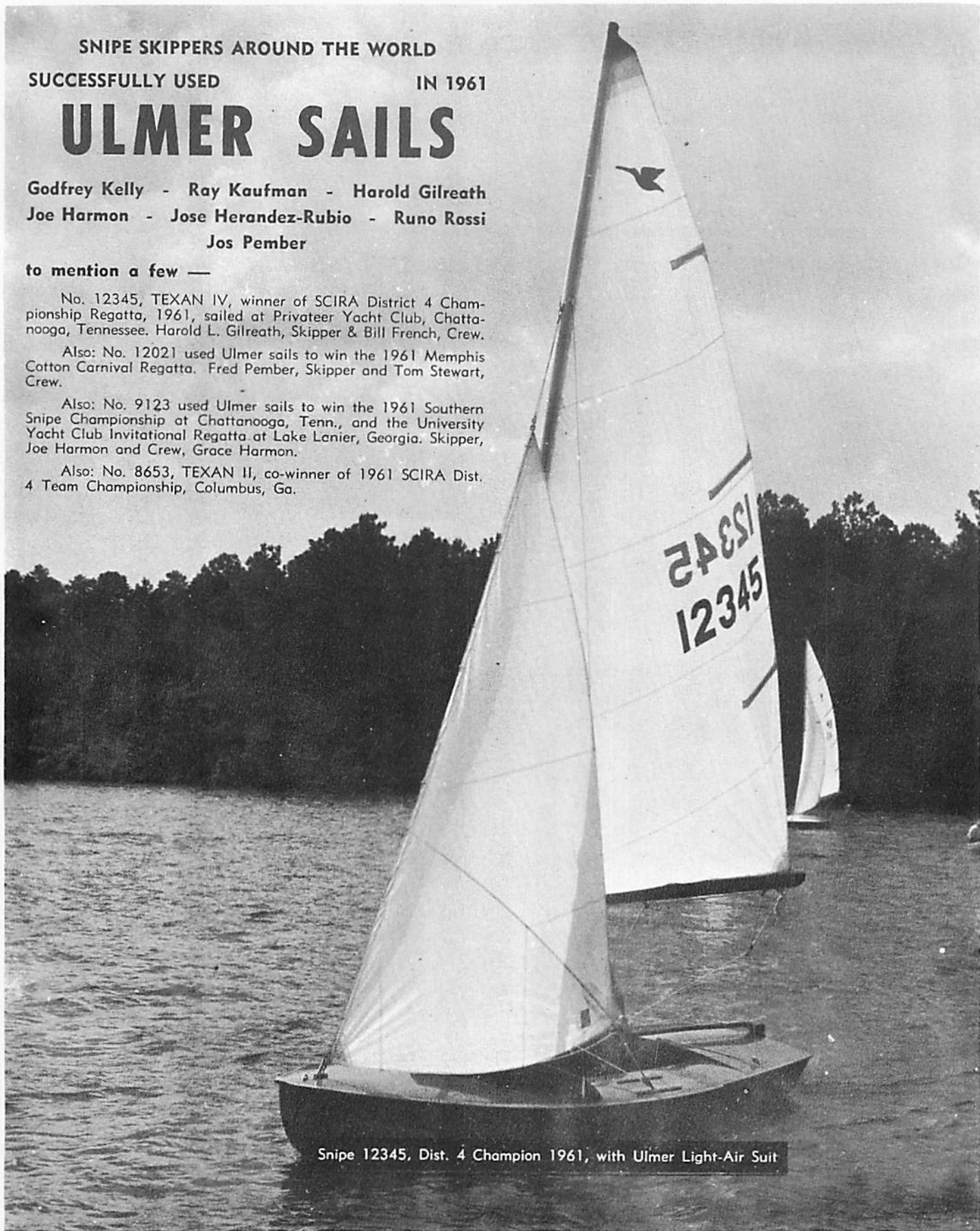
to mention a few —

No. 12345, TEXAN IV, winner of SCIRA District 4 Championship Regatta, 1961, sailed at Privateer Yacht Club, Chattanooga, Tennessee. Harold L. Gilreath, Skipper & Bill French, Crew.

Also: No. 12021 used Ulmer sails to win the 1961 Memphis Cotton Carnival Regatta. Fred Pember, Skipper and Tom Stewart, Crew.

Also: No. 9123 used Ulmer sails to win the 1961 Southern Snipe Championship at Chattanooga, Tenn., and the University Yacht Club Invitational Regatta at Lake Lanier, Georgia. Skipper, Joe Harmon and Crew, Grace Harmon.

Also: No. 8653, TEXAN II, co-winner of 1961 SCIRA Dist. 4 Team Championship, Columbus, Ga.



Snipe 12345, Dist. 4 Champion 1961, with Ulmer Light-Air Suit



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Voice Of The People.

OPPOSES NATIONAL ENTRY PLAN BASED ON NUMBERS

" I see that Dexter Theede has a compromise plan for determining National entries. I can only say that any plan which pro-rates the boats in the districts based on boat population will eliminate many of the best skippers from National competition. Take our district, for example.

We have only 70 boats in the whole district. But you noticed that District 6 took 6 of the first 10 races in the Heinzerling. And Newport Harbor took 5 of the first 10 in their own fleet! Now, with as many boats as they had in their fleet, Newport had to qualify two in the District Championships in order to send their five boats, all of which placed in the top ten in the Heinzerling. I don't believe any other District, let alone fleet, has ever done this.

If the Nationals were limited to say 30 boats, and the Districts were allocated entries into the Nationals based on Dex's pro-rated basis, I doubt that District 6 could get more than one boat into the Heinzerling. This might be great from the standpoint of some districts with many boats and few good skippers, but it surely would degrade the present high quality of national competition. The San Francisco Fleet of District 7 is also a case in point (so is the Clearwater Fleet 46 in Florida-Ed.) They have a modest number of boats, but quite a few top skippers. If we count them, California boats took seven of the first 10 places. Does Dexter say that with only 130 boats in California we should only have two in the Heinzerling? Sounds sort of silly, doesn't it?

It is said that the reason that the Gold Cup Regatta for high powered speed boats is held in Seattle the first week in August is that it is statistically the week with the least wind in the year. We got back from Seattle in good shape, but I don't know if I will ever recover from that one day where we waited six hours on our boats to get in one race!"

— Herb Shear
El Cajon, Calif.

SCIRA PUBLICATIONS ARE PRAISED

" After studying " BUILDING A PLYWOOD SNIPE", I have concluded that this is the most complete information available on sailboat construction. I have seen no other boat literature so complete in every detail. The many illustrations and style of writing put an extra finish to this work. "

— Dale E. Canfield
Fayetteville, Arkansas

" As commodore of the Boston College sailing team, I want to try instructing our members this year with your PRINCIPAL SAILING RULES by Fearon Moore. Previous experiences with this fine little pamphlet indicates that it does make the rules much more comprehensive to the beginning sailor. (And besides it will be a plug for my class!)

— Douglas Magde.

" Also, let me add my thanks and appreciation for that wonderful BULLETIN. Wish I had paid more attention to Ted Wells' July column. I crewed in the Adams Cup Semi-Finals at Dallas Corinthian YC and we ended up 4th and last by not playing that shore. "When in Rome. . . ." Needless to say, the local Ft. Worth team won!"

— Connie Van Deventer.

LETTERS WE " LOVE " TO GET

Dear Sir,

I am nine years old going on ten and I would to have the plans to build the Snipe.

Love,
Craig Morehead

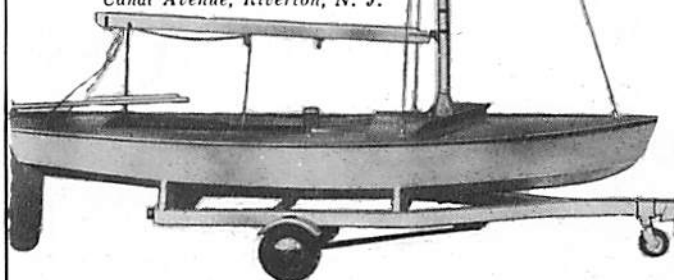
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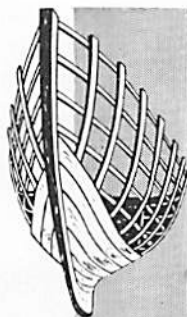
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SNIPE BULLETIN

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

Address all correspondence to:

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

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\$2.00 Per Year.

\$2.00 of the amount of membership dues in SCIRA are paid for a year's subscription to the Snipe BULLETIN.

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The Cover

This fine picture portrays more than just a Snipe sailing on Lake Chickamauga down in Chattanooga. It is a chilly October day; the leaves are almost down; the sun is dimmer and the water colder, while the north winds bring a hint of frost and the first snow fall. This lone sailor sings his final swan song to summer pleasures before he docks his boat for the winter haul-out. Truly, "Now the melancholy days have come!"

— Photo by Ellen M. Horan of the Privateer YC.

THE SCORE

Numbered SNIPEs — 14088

Chartered Fleets — 554

September came through with a bang! The score for numbers issued rose from 14026 to 14088 for a total of 62 boats, considerably more than enough to reach our objectives. 40 of these numbers went to France, 12 to the USA, and 10 to Belgium.

While it was well-known that SCIRA was enjoying its best year, it was still a most pleasant surprise when the final figures for new boat registration were compiled at the end of our year on Sept. 30th, and when the total of 755 (14088-13333=755) emerged, it meant we had surpassed our last previous 31 year record (established last year) by 134 boats.

And it is no mean record, for it averages over 2 boats a day every day in the year - something which other one-design classes can shoot at for years. Many classes do not have 755 units in the entire class, and we recall that a few years ago one prominent class bragged that they had finally obtained 1000 registrations in just ten years. Also, remember that SCIRA does not issue numbers when plans are sold, but only when the hull is either ready for decking or all complete. Thus there is a very small percentage of "paper" or non-existent Snipes.

24 fleets were chartered during the year and the total of 554 in 28 different countries now average about 18 a year for 31 years. Although modern transportation encourages fewer (but bigger and stronger) fleets, new groups of Snipers constantly set up their own organizations. 7 charters went to the USA; Italy got 4, Finland 3; France, Spain, and Turkey 2 each; and Bermuda, England, Sweden, and Portugese West Africa 1 apiece.

Now for the future! Can we make it 1000 boats in 1963?

European National Secretaries Meet

I am pleased to report that at Palma de Majorca during the European Championship Regatta of the Snipe Class, I convoked the meeting of the National Secretaries for Europe. The following countries were present: Belgium, Denmark, England, Finland, France, Italy, Monaco, Norway, Portugal, Spain, Sweden, and Switzerland.

Since I would not be re-elected, Mr. Angel Riveras de la Portilla of Spain was unanimously appointed General Secretary for Europe and Great Britain. Besides, it was decided that the

European Secretary should be called the General Secretary for Europe in substitution of the preceding one (General Secretary for Europe and Great Britain.)

Considering the amount of work the office brings, it was decided to divide the area into two Districts: North Europe District and South Europe District.

The North Europe District contains Denmark, England, Finland, Germany, Iceland, Norway, Poland, and Sweden.

The South Europe District includes Belgium, France, Greece, Italy, Monaco, Portugal, Spain, Switzerland, Turkey, and Yugoslavia.

Our friend, Svend Rantil of Sweden, was appointed Secretary for the North Europe District, while I myself was appointed for the South Europe District, and I could not decline the appointment.

Sr. Riveras de la Portilla will be glad to meet the Board of Governors next October and give all the details of the meeting.

The Italian National Secretary has been entrusted with the organization of the 1964 European Championship.

European Secretaries will present their various proposals to the class on the occasion of the World Championship Regatta which will take place from Sept. 6-13th, 1963 at Cannes, France.

Since I now leave the office of General Secretary for Europe, I wish to reaffirm my affection for the Class, and give my hearty greetings to all who co-operate to develop more and more Snipes throughout the world.

— Capt. Vieri Lasinio di Castelvero
Genoa, Italy.

A Report of the Finland National Championship

We held our Nationals July 17-20th in Pori, Finland. Our new champion for 1962 is Juhani Salovaara (NJK).

We tried out a new race system that made a fine success the first time tried. Briefly, it is patterned somewhat after the U. S. Nationals, except we only had 6 races in all. It was decided in advance that a heat system be applied if there were more than 40 entries. As there were 42 participating, the group was divided (partly by vote and partly by spreading the top sailors in different fleets) into 4 fleets designated by letters. Then a round robin was sailed in the first three races so that all raced once against each other and thus had a better chance to make top places and collect points to qualify for the finals. All 3 races points counted and the 24 best boats went into a championship group while the rest sailed for a certain PYP trophy.

The next 3 races were sailed by the 24 group and the rest ten minutes later. Point counting included the first three races, but dropping the poorest place in all 6 races for the grand total and determination of the winning place. This is a modified and shorter form of the USA Nationals, but a good method for countries where only 4 days can be reserved for the entire National regatta. This is the case here, and still we had time to include three team races (the 1962 winner the Yacht Club NJK).

Conclusions: Only 20-25 Snipes on the starting line much easier than trying 40-50. In the first heats, skippers look out to avoid DNF or DSQ in order to qualify for the last three races, but, on the other side, two good places and a DNF/DSQ is enough to guarantee a final place. After the first three races, every skipper already knows his closest competitors without having raced against them more than once. All our boys said this was an outstanding system for our circumstances with no negative sides. All boats designated their group with wide stripes on the outside planking at the stem, where it was easily seen and quickly recognized. Before every start, a loudspeaker announced on the spot which groups were to start. No mistakes were made by any skipper, thus all were happy.

The racing system was in exact accordance with the SCIRA rules, but with 2 buoys at starting and finish lines (due to the bigness of the RC boat, a borrowed military patrol boat.) This allowed better wind to all inner flag starters.

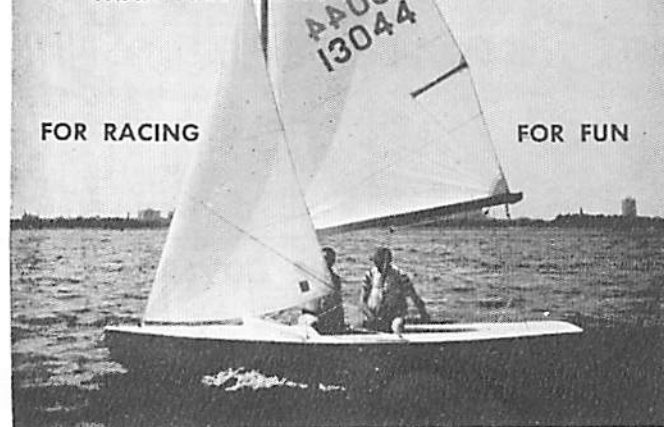
The Scandinavian Champs were sailed in the Snipe Class in Helsinki, August 7-11th. More about that regatta later.

— Aarno Walli
National Secretary for Finland

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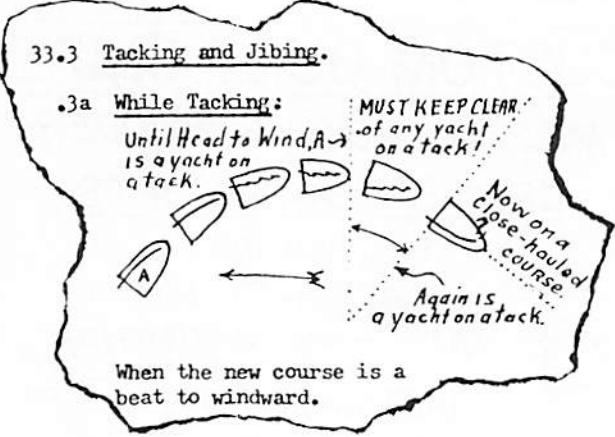
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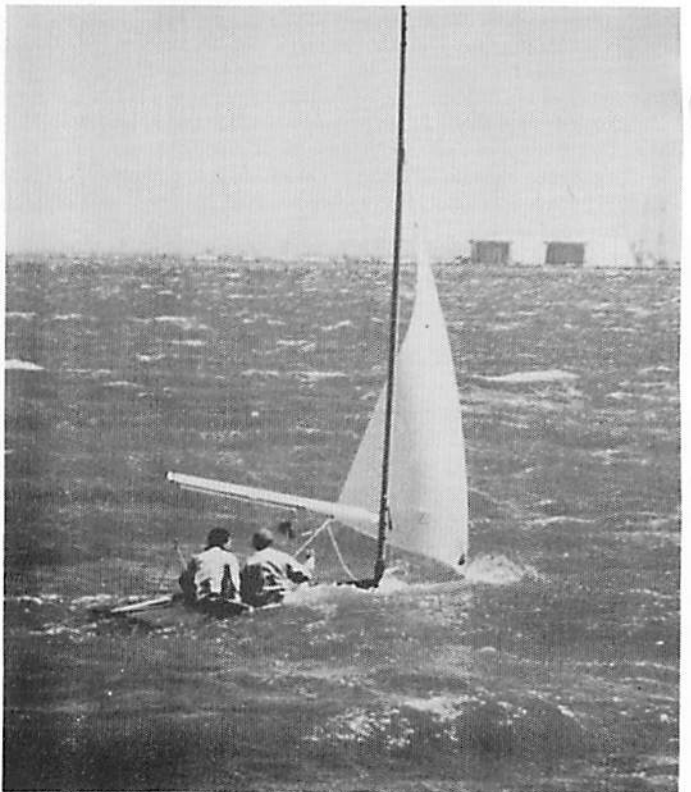
3a While Tacking:
Until Head to Wind, A is a yacht on a tack.
MUST KEEP CLEAR of any yacht on a tack!
Now on a close hauled course.
Again is a yacht on a tack.

When the new course is a beat to windward.

12th Revised Edition by Fearon D. Moore
16 pages of diagrams and explanations
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WILD RIDE ON A SNIPE



"Here is a picture of our fiberglass Varalyay Snipe 13362. I think many would be interested in the story behind the picture.

The Snipes were having their District 7 Championship Regatta on May 19-20th at Palo Alto, California.

On the first leg of the 1st race, there was a brisk breeze of 20 mph and moderate seas. Shortly after the race started, the wind increased to 45 mph with 3 foot seas. Within a few minutes, 17 boats out of 20 starters were swamped (three had gone back). Our boat was included in the casualties. My husband didn't want to be towed in, so he and my son took down the mainsail, secured everything, and sailed the two miles back to the dock with the hull under water. They had to hike out, under water, and even tacked a few times. It was touch and go all the way, but they made it!


We were one of the very few that didn't have any damage to our boat. One batten pocket blew out of the mainsail, and that was all. Everyone has stories to tell about this day. We were lucky the Race Committee took this picture, as they sailed by, of this most unusual way to sail a boat.

This is the only race I haven't crewed in this year, and we have had a very windy season. Almost every race has been sailed in winds of 20 mph or more. In our last race two weeks ago at Sausilto, with wind gusts up to 40 mph, four boats (we were one of the four) finished the second race AND ALL HAD GIRL CREWS!"

— Mrs. John M. Salvin, Jr.
Oakland, Calif.

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-CENTURY 21 EXPOSITION HONORS INTERNATIONAL SNIPE CLASS-

**SNIPE DAY
at the Seattle
World's Fair**



WELLS TROPHY IS PRESENTED AT PLAZA CEREMONY - Governor Rossellini holds the platter. Others (l. to r.) are Fred Gram, Joseph Gandy, President of Seattle World's Fair; Mike Humenick, Bill Buckles, Ted Wells, and John Rose. Inset picture above : Sharon Rose stands at the stern of the show boat and, of course, everyone recognizes the Space Needle.



PLAZA OF THE STATES - Look hard and you will see the Snipe in the center of the picture in front of the speaker's stand. Officials stand at attention while the national anthem is played. Joining Fair and state representatives were the Commodore of the Corinthian YC; SCIRA Vice-Commodore Floyd and Mrs. Hughes, Rear-Commodore Bud Hook, Mr. and Mrs. Ted Wells, Mr. and Mrs. Birney Mills, and Mr. and Mrs. John Rose represented the International Snipe Class.

The Snipe Class received another great honor when August 14th was proclaimed SNIPE DAY at the World's Fair in recognition of the world's largest racing class. It is believed no other boat ever got such distinction at any other World Fair.

That Tuesday morning, 120 Snipe Nationals participants and members of the Corinthian YC had breakfast in one of the 4 Eye of the Needle restaurants atop the Space Needle. Following a session of picture taking, all progressed to the colorful Plaza of the States in the center of the grounds where all programs are staged. Sure enough, right in front of the platform with chairs on each side and a fountain in the back, was Lou Varalyay's beautiful fibreglas Snipe "Pop'N'Jay". Proud and pleased, albeit

a little surprised it was really happening, about 600 Snipers and Fair visitors watched the colorful Black Foresters Band stage a musical background; then Fair President Joseph Gandy made an official SNIPE DAY proclamation; Regatta Chairman John Rose, Ted Wells, and Birney Mills presented the Snipe story to the assembled crowd; and Washington State Governor Albert Rossellini gave all a most hearty welcome. The band played some more while everyone gathered around the Pop'N'Jay to admire and answer questions about Snipe and SCIRA. Everyone commented on the wonderful publicity and colorful display which had been arranged for this ceremony. It was a great day for SCIRA and one all privileged to be there will long remember.

DON ADAMS DISTRICT 6 CHAMP

Don Adams of Alamitos Bay YC piled up a formidable 7345 points to win the Pacific Southwest District 6 Championship July 14-15th.

Adams won 3 out of the 5 races sailed on the open ocean off Newport Pier, defeating champion Scott Allan of Newport Harbor YC by 535 points. There were 22 entries in the races.

Moderate winds with a light chop held steady for the first four races under overcast skies. Only in the last race was there a shift that changed results. Adams sailed his Ex Caliber to three straight wins Saturday and settled for a 2nd and 9th on Sunday. Allan started out with a 7th place, but got back in the running with a 2nd and 3rd in the final two Saturday races. On Sunday Allan showed his old championship form by winning the first race, but dropped to 8th in the second race.

3rd place went to Mike Jager of Newport Harbor with 6211 and 4th spot to John Laun. of NHYC, a relative newcomer to the Snipe class with 5610 pts. Defending champ Lanny Coon was out of the running with a DNS and DNF. He finished with a 2nd.

Final Results -PACIFIC SOUTHWEST CHAMPIONSHIP-(Top 10)

BOAT	SKIPPER	CLUB	1	2	3	4	5	Pts., Fin.
13232	Don Adams	ABYC	1	1	1	2	9	7345 1
12762	Scott Allan	NHYC	7	2	3	1	8	6810 2
6752	Mike Jager	NHYC	3	3	6	4	14	6211 3
13599	John Laun	NHYC	8	7	2	DNF	3	5610 4
12378	Carl Hultgren	MBYC	2	4	8	15	11	5525 5
11532	Don Stockett	MBYC	5	DNF	5	12	1	5433 6
9011	Bob Schaefer	CEYC	12	13	9	5	4	5314 7
13054	Shorty Campbell	ABYC	6	5	12	17	5	5276 8
8418	Dan Elliott	MBYC	10	6	11	6	10	5272 9
13878	Bill Symes	NHYC	11	10	7	7	13	4957 10

-TED WINS 8 OF 12 REGATTAS-

The 12th Annual Missouri Valley Championship Regatta, sailed on the waters of Lake Manawa, Council Bluffs, Iowa, and sponsored by the Iowa-Nebraska Sailing Association, was a familiar repeat when victory and the Nonpareil Silver Punch

Bowl Trophy went once again to Ted Wells of Wichita for the 8th time in the 12 year history of the event.

The three race series, sailed on July 7-8, was an outstanding success with a starting field of 36 boats competing in ideal sailing conditions under sunny skies, 60 degree temperature, and breezes of 15-18 mph. The Iowa-Nebraska Fleet, northernmost fleet in District 2, was pleased to serve as host for participants from Oklahoma and Texas in addition to our regular guests from Missouri and Kansas.

The "Old Maestro" was born and raised in nearby Omaha, Nebraska, and when he sails on Lake Manawa, he gives the home folks a fine display of his sailing ability. The local hopeful was Bob Harding, who two weeks earlier had won top honors at Wichita's Midwest Championship Regatta, thus bringing that trophy to the Iowa-Nebraska fleet for the first time. He did a good job of pushing Ted around, too, but his two 2nds in the first two races did not bring enough points to overcome Ted's 1st and 3rd places. And in the final race Sunday A. M., Ted sailed to a fine 1st and Bob wound up in 3rd place after a start which found him crossing the line next to last - a spot of honor occupied by your scribe.

The ever-present top sailor Bill Kilpatrick from Oklahoma City sailed a 4-1-4 for 3rd place overall followed by Gordie Freyder of the home fleet with 3-6-2 series. At the Trophy luncheon Sunday noon, attractive silver Revere bowls were awarded to the first 10 places to both skippers and crews.

— Floyd Hughes

Final Results - 12th MISSOURI VALLEY REGATTA- (top 10)

SKIPPER-CREW	HOME	RACES	1	2	3	Fin.
Ted Wells-Cash Miller	Wichita, Kans.		1	3	1	1
Bob Harding- Bill Latta	Iowa-Nebraska		2	2	3	2
Bill Kilpatrick-Don Hohman	Oklahoma City, Okla.		4	1	4	3
Gordon Freyder-Dorie Freyder	Iowa-Nebraska		3	6	2	4
Dick Caspari-Tony Sucka	Wichita, Kans.		5	4	8	5
Bob Williams-Mike Williams	Wichita		7	7	6	6
Stu Griffing-Bill Barnard	Cincinnati, Ohio		9	6	9	7
Tom Steward-Phil Freyder	Dallas, Texas		12	13	7	8
Floyd Hughes-Jim Somers	Iowa-Nebraska		10	8	14	9
Joe Ramel-Esther Ramel	Kansas City, Mo.		6	25	6	10

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BOB HUGGINS, winner 1961 of the Griffith High Point Championship

GREGG HARRIS, winner 1961 of the Junior National Snipe Championship.

SCOTT ALLAN, winner 1961 of the Crosby Trophy.

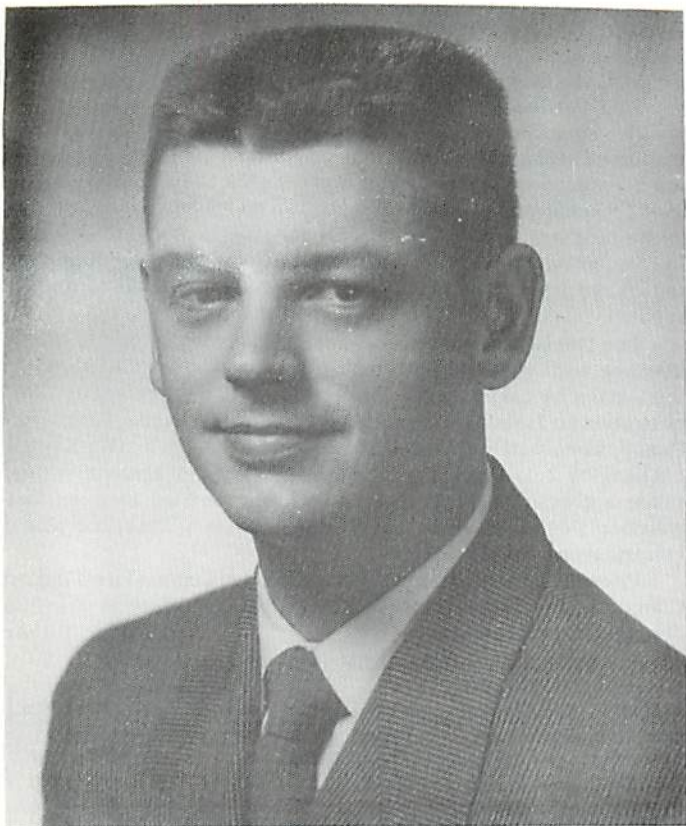
JOHN JENKS, winner 1961 S.C.Y.A. Midwinters.



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BUILDING A PLYWOOD SNIPE



During my 1956 term as Commodore of the Snipe Class International Racing Association, I requested our Executive Secretary, Birney Mills, to do something about providing the home builder with current instructions for building a Snipe. For several years attempts had been made to have William F. Crosby's booklets, HOW TO BUILD A SNIPE, revised, but these efforts were unsuccessful. It became apparent that an entirely new treatment would be required to adequately describe the building of a Snipe with modern materials and technique. As I was interested in building a plywood Snipe, Mr. Mills asked me to undertake the project while constructing my own boat.

I wish to acknowledge the assistance rendered by William A. French, who contributed many hours of his time to this project. Although he did not have any previous boat building experience, he is a very capable engineer. Mr. French helped in the actual construction of my boat, assisted in the photographic work, and provided considerable editorial comments.

I also wish to acknowledge the assistance provided by Robert A. Huggins, who helped coordinate the publication of this book.

— Harold L. Gilreath

SCIRA IS GRATEFUL TO AUTHOR GILREATH—

Harold L. Gilreath, well-known prominent sailor in the International Snipe Class, is now an author in his own right. "Building a Plywood Snipe" (henceforth referred to as BAPS) is his first, and probably last, production. After three years of preparation and work, the booklet is finally on the market and SCIRA has filled a much needed vacancy in Snipe literature.

Harold has always been a devoted Sniper and has promoted Snipe and SCIRA wherever he lived - first in Chattanooga after college days, then Wichita, and now Marietta, Georgia, where he resides with his wife, Cookie, and two children and works at the Lockheed Aircraft Corporation. He never fails to deliver his very best in all undertakings and SCIRA is indeed most fortunate and pleased to be the gratuitous recipient of this fine booklet.

As it is sold over the years, we will always be cognizant of the deep debt we owe to Harold. All Officers and members give a rising vote of thanks to Past Commodore Gilreath and to those connected with the undertaking in any way. We are proud of the accomplishment!

COMMENTS FROM AN EXPERIENCED SOURCE

Writing a book isn't easy. I speak with some authority here, having gone through the same agony in preparing the manuscript for SCIENTIFIC SAILBOAT RACING. (I also wrote a book on airplane manufacturing so long ago that you never heard of it.) Therefore, in the case of a book like this where there is no possible personal gain for the author, it generally doesn't get written.

This book needed writing. When Past Commodore Gilreath offered to do it if the Snipe Class International Racing Association would only pay for the film used, the Board of Governors lost no time in accepting his offer. He is a top notch racing skipper (I know—he raced in the Wichita Snipe Fleet for several years and would have won the Nationals and the World Championship in 1953 if I hadn't beaten him in the last race at Ardmore, Oklahoma). This is important, as all Snipes can be made so that they can be winning Snipes, but most of them aren't. It takes a good skipper to know what is important.

When this fine racing skipper also happens to be an excellent craftsman, engineer, and amateur boatbuilder, the results are something the about-to-be boat builder can be thankful for. Building a boat isn't easy, either. But with all the detailed guidance furnished in this book, it will certainly be much less work, and the quality of the finished product will be far above what would have resulted if the boat had been built without this guidance.

When you finish your boat, you can't win races immediately if you are a beginner, but you will have a boat that will not limit the improvement you make as a skipper. You will be racing in a class where tough restrictions guarantee that no one can out-build you. Your boat is capable of winning any championship.

— Ted A. Wells

—NOTICE TO ALL PURCHASERS OF BAPS—

Regardless of all care taken, some where along the line, a few "bugs" or errors are always bound to creep into a printed production. Your attention is called to the following items pertaining to BAPS:

- (1) There is, of course, a chine clamp in each side of the boat. On page 23, Plate 10, Bill of Materials, line 6 in the Quantity Column: Change 1 to 2. This change has been made in all books on hand now for future sales.
- (2) Dimensions on page 28, Plate 141: The dimensions given are more than adequate for laying out the frames. Any considered missing, might make the job easier, but would not accomplish the desired degree of accuracy. To make this layout, establish your chine and sheer locations by the off-set dimension given; draw in the line defined by "A" dimension; measure downward the thickness of the keel batten and keel (1 3/8" in this case) and draw in these lines; set in the width of the keel (4" in every station except No. 1, and it is 3" there). The intersection of the vertical lines that describe the keel width and the horizontal lines that describe the junction between the keel and keel batten provide the locations necessary to complete the frame outline.
- (3) Full scale frame prints referred to have not as yet been produced simply because material which will hold its accuracy, be easily shipped, and not cost too much, has not yet been found. If you have any ideas or actual production facilities, send in your suggestions or propositions and perhaps you will be in business.
- (4) Covering with fibreglas cloth: Omitted from BAPS because Snipe 12345 did not need this extra weight to bring the hull up to the minimum required weight. See recent clarification of this requirement printed on page 12 of this issue.
- (5) It has been found that the plastic rings binding the book are sensitive to heat. If exposed to hot sun rays or other intense heat, they are likely to get soft and lose their spring, thus straightening out and releasing the pages. Be careful where you lay your book or store it when not in use.
- (6) If you find any blank pages or printing omissions or imperfections in your copy of BAPS, send in the pages and they will be immediately replaced with perfect sheets. If bad enough, return the entire book and it will be replaced. We don't expect many of these mechanical errors, but they can happen.

GODFREY KELLY OF BAHAMAS WON AT BERMUDA RACES



There was close competition around this mark.

The Bermuda International Race Week Regatta was held during the week of April 30th to May 5th, under varied weather and sailing conditions. Six classes of boats, including International One-Designs, Dragons, Luders 16s, International 14, Fireflies, and International Snipes took part. In the Snipe class the only other entry outside Bermuda Snipers was Godfrey Kelly of the Bahamas, who brought Derek Higgs along with him as crew. This team proved to be the eventual winner with three 1sts, a 2nd, and a 4th in the five race series. No races were permitted to be dropped. The runner-up position was shared between cousins Eugene and Kenneth Simmons. All races were sailed over Gold Cup courses which averaged about 7 miles.

In the tune up race on Monday, the 30th, the winds blew out of the east at 15 knots and this made for a long journey to the starting line. Five Snipes reported for the starting gun and only two finished. Godfrey Kelly was able to work out a good lead on the reach and held it throughout. Kenny Simmons, sailing a new Lippincott boat 13017, was the only other one to finish. Eugene "Penny" Simmons was unable to start as his crew - Miss Cathy O'Leary - found the heavy wind and sea a little too much.

The first race of the series scheduled for Tuesday only produced four boats and a brisk wind of 14 mph out of the north made for good sailing. Positions changed frequently and it was not until the last leg to windward that Kelly was able to work his way into the lead.

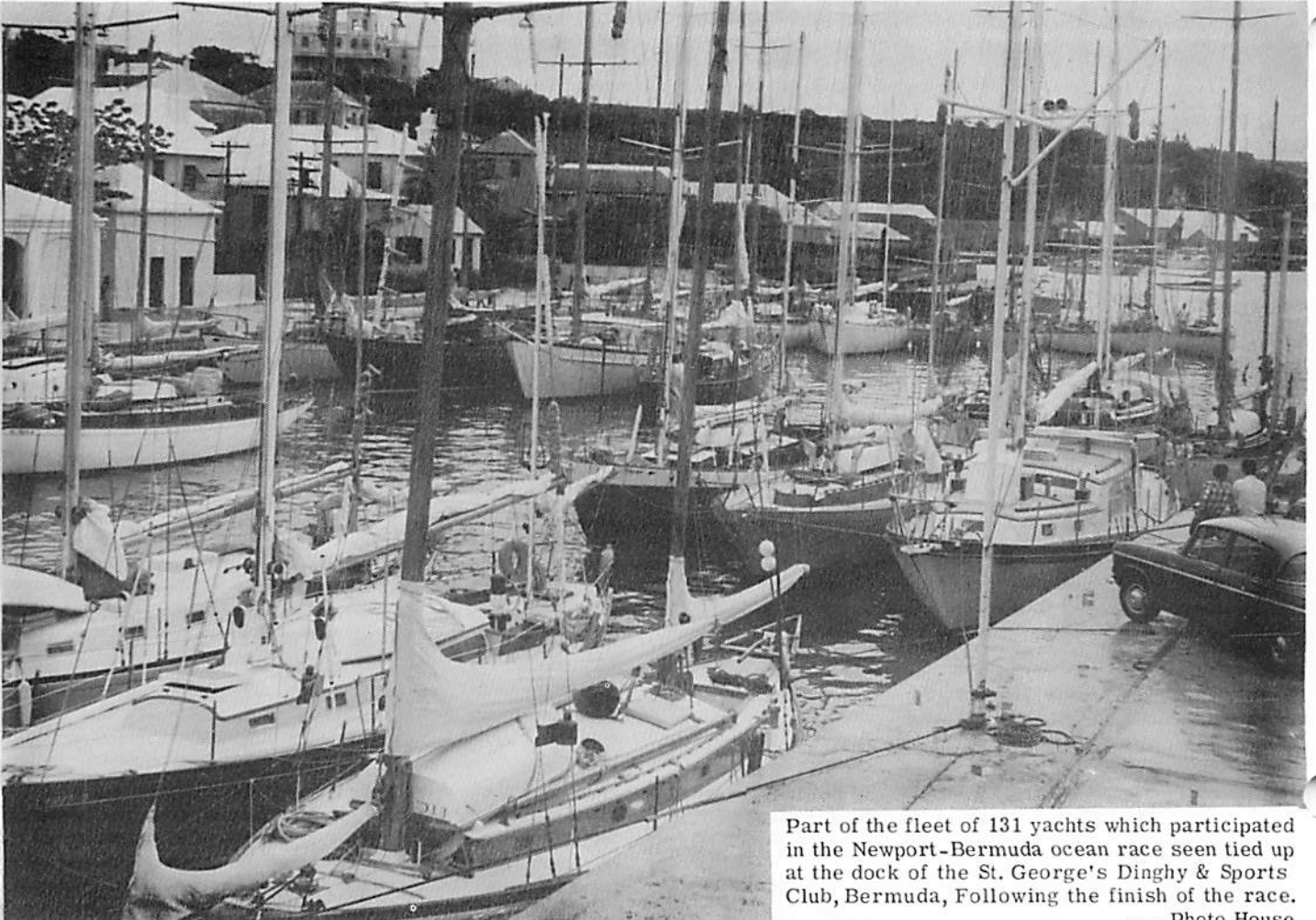
The races listed for Wednesday were called off due to heavy wind conditions and rough seas. By Thursday it had improved and the second and third races were sailed in light winds out of the southeast and south-southwest at 3 and 5 mph respectively. In the morning race, Penny was 1st, Kelly 2nd, and Wayne Soares, who had been ill for the first race, was 3rd. Godfrey recovered what little ground he had lost by taking the afternoon event.

The final two races were sailed Thursday in bright clear weather with winds of 8-10 mph. Godfrey virtually wrapped up the series by taking the morning race and then relaxed in the afternoon to finish in fourth place. The cousins, Kenny and Penny, were battling it out for 2nd place overall with Kenny trailing by 2 1/2 points going into the last race. Kenny, however, made a concerted effort to wrap up 1st in the final race and then watched Penny finish in 3rd behind Soares. Thus, 2nd place honors were evenly divided.

Presentation of trophies were made by Commodore Edmund Cooper of the Royal Bermuda YC at a cocktail party at which all classes were present. — Reggie Tucker

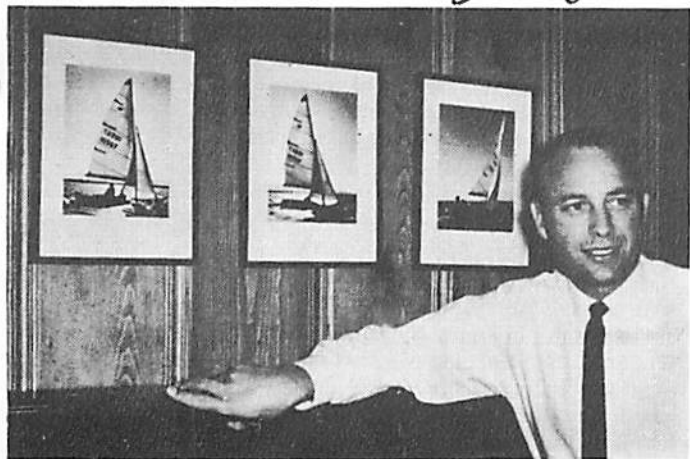
FINAL RESULTS - BERMUDA RACE WEEK

BOAT	SKIPPER	COUNTRY	Race1	2	3	4	5	Pts.	Fin.
13331	Godfrey Kelly	Bahamas	1	2	1	1	4	29	1
13017	Kenneth Simmons	Bermuda	2	4	3	2	1	19	2
9884	Eugene Simmons	Bermuda	3	1	2	3	3	19	3
10520	Wayne Soares	Bermuda	DNS	3	6	DNF	2	9	4
9879	William Adcock	Bermuda	DNS	6	4	4	5	7	5
12221	Conrad Soares	Bermuda	4	5	5	DNS	DNS	5	6



Part of the fleet of 131 yachts which participated in the Newport-Bermuda ocean race seen tied up at the dock of the St. George's Dinghy & Sports Club, Bermuda, following the finish of the race.

— Photo House



Recently, I had the very fine opportunity of seeing a group of the top athletes of the world competing in the U. S. -Russian track meet. As I watched Valerly Brumel smoothly clear the high jump bar at 7'-3", Jim Beatty run a blazing 1500 metres in 3:39. 9, and the many other outstanding performances, I was greatly impressed with the conditioning of these men, the amount of dedication, and training it must take to become a world or Olympic champion!

Since my personal interest is in championship ability, I have been reading with interest the comments of ex-Sniper Fred Miller writing in the One Design Yachtsman of his experiences meeting and racing with many of the top small boat skippers in Europe. Fred described the schedule of Paul Elvstrom and other top Finn skippers who seemed to religiously follow a schedule of training which included sailing several hours each day "until the pond froze over." And Fred seemed to be suggesting that somewhat like the world champion, that in small

boat sailing, to be a real champion requires coming home from the office and "on the tiller" every day at 3:00 P. M.

Now, there may well be some necessity to pursue a rigorous and dedicated training schedule to become a champion Finn sailor, which depends to such a large extent on physical brawn and stamina as well as how much your mast bends in what kind of winds, but I doubt that this is true in the case of championship Snipe sailing. At least, as one of many who finds himself working 8-10 hours a day for a living while still coveting first place in each important Snipe Championship Regatta, I have carefully built a case for the success of the weekend sailor and his potential to successfully compete with the best anywhere,

It seems to me that especially in a Snipe, which I've mentioned before, offers so little possibilities of gaining additional boat speed by "tinkering", you can quickly reach a point of greatly diminished returns from just constantly sailing. Buzz Levinson, former SCIRA Commodore, made some excellent points along this line in his recently published article in One Design Yachtsman in making the case that in Snipe competition, possibly more than in any other class, successful (winning, that is!) racing has been reduced largely to a matter of sound tactics and maneuvering skill in close competition - and the way you develop these skills is not by just the amount of time spent sailing, but time spent in top level regattas. If this point is valid, and I think it is, then Snipe sailing throughout the country should produce the top small boat skippers simply because there are more Snipe regattas with top level competition than is to be found in any other class. The fact of the matter is that there are some of the top small boat skippers in the world sailing Snipes in this country - Ted Wells, Harry Levinson, Bob Huggins, Dick Tillman, John Wolcott, to mention just a few of a long list of weekend sailors of championship calibre.

In summary, then, I would suggest that because of the unique features of Snipe sailing, inherent small differences in boat speed in particular, and because of the frequent opportunities for any Snipe skipper to sail in top level competition, it is practical for a business man with only weekends to sail to reach a level of competitive proficiency with that found anywhere.

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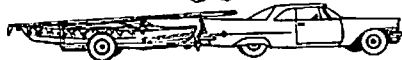
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Wells Wanderings



by Ted Wells

REGATTA WEATHER (continued)

As 51 Snipes floated soggily downwind to the finish line two hours and twenty minutes after the start of what was supposed to be a two-and-one-half lap windward-leeward race at Lake Lotawana last weekend, the subject of shortened courses and time limits in sanctioned regattas came up for considerable discussion. Since it had taken about one hour to make the last mile, we had a ple time and opportunity to give the matter careful consideration.

Discussion concerning shortened courses and setting time limits in sanctioned regattas (other than National and International Championships) are left to local race committees on the theory that they know local conditions best. The race under discussion here was the second race on Saturday afternoon. The radio said the wind would be 15-25 mph during the afternoon, with scattered showers and thunderstorms, shifting to strong northerly winds during the night. The wind in the first race had varied from about 5 to 10 mph. It started to drop with the warning gun for the second race, and about a third of the way up the first beat, it disappeared completely in a deluge of rain, then picked up to about 0 to 7 mph and shifted from 90 to 180 degrees, changing the windward-leeward course to a leeward-leeward one, at least during the brief intervals during the 2 mph puffs. The rest of the time the cigarette smoke would have just gone straight down with the raindrops, if you had been able to keep a cigarette going.

About 45 minutes after the start, we had covered about a mile and were even with the clubhouse. This seemed like an awfully good time to call things off and sail two races Sunday morning, but the committee instead shortened the course to one-and-one-half laps of reaching, running, and raining, and it finally became apparent that the time limit was at least two and one half hours. I don't know how long the course was, but I'm sure not much, if any, over three miles. An average speed of slightly over one mile per hour isn't much of a race. (Of course, I must admit to prejudice here. I worked my way back to about 15th place in the first lap by doing all the obviously correct things. On the last leg, I managed to move back to 25th. A 1st and 2nd on the other two races improved the average considerably - in fact, to 3rd overall.

Sunday morning at breakfast, Bill Kilpatrick and I were discussing drifters and wishing someone would write a book on how to sail in them. Since it has been ten years since I did anything right in a drifter (with maybe a few isolated exceptions), I'm obviously not the one to do it. Bill and I will donate the nautical equivalent of the Pulitzer Prize for literature to whoever writes this book. We will even settle for just a short article, if we get to read it first and do well in a few drifters.

— Every Sailor Needs It — SCIENTIFIC SAILBOAT RACING

— by Ted Wells —

The "SNIPER'S BIBLE" has very recently been thoroughly revised, completely reset, and enlarged by some 20% of new material. This new edition includes all the fruits of Ted's experience since he wrote the first one, a matter of an additional eight years of mighty rewarding sailing.

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Seriously, however, shortened courses are hardly ever satisfactory, and unless the boats can make some minimum speed, you don't have much of a race. (In all IYRU championships, time limits are based on an average speed of about 2 1/2 mph). Maybe there should be something in the Rules for Sanctioned Regattas permitting abandoning a race already started if desired and recommending no shortened courses and a time limit related to the course length.

MIDWESTERN HOSPITALITY (continued)

Continuing the practice of no skipper winning his own regatta in this district, Jimmy Zars won at Fort Worth. I guess Louis Nelms actually is now sailing on Eagle Mountain, but he used to sail at Lake Worth, and after placing high at the Nationals, was certainly the favorite son. He placed as far back as I did in Wichita. Bob Harding won at Lotawana with a good solid lead over Joe Ramel of the home fleet. Poor Zars! - San Antonio hasn't had their regatta yet. Everyone will be helping him to maintain the tradition!

FIBERGLAS CLOTH ON PLYWOOD HULLS

RULES CHAIRMAN EXPLAINS REQUIREMENT

When the instructions pertaining to plywood Snipe hulls were first drawn up, the concept of minimum hull weight was not in existence, and, also, it was originally thought that half inch plywood would have to be used to build a boat that would weigh the same as a planked hull. Now we know that a 3/8" plywood hull will weigh in properly, and we have the 195 lb. minimum weight specified in case exceptionally light plywood might be used. So it is no longer necessary to arbitrarily require covering a 3/8" plywood hull if it meets the minimum hull weight without covering. Ted Wells, Chairman of the Rules Committee

(BUYERS OF "BUILDING A PLYWOOD SNIPE" PLEASE NOTE)

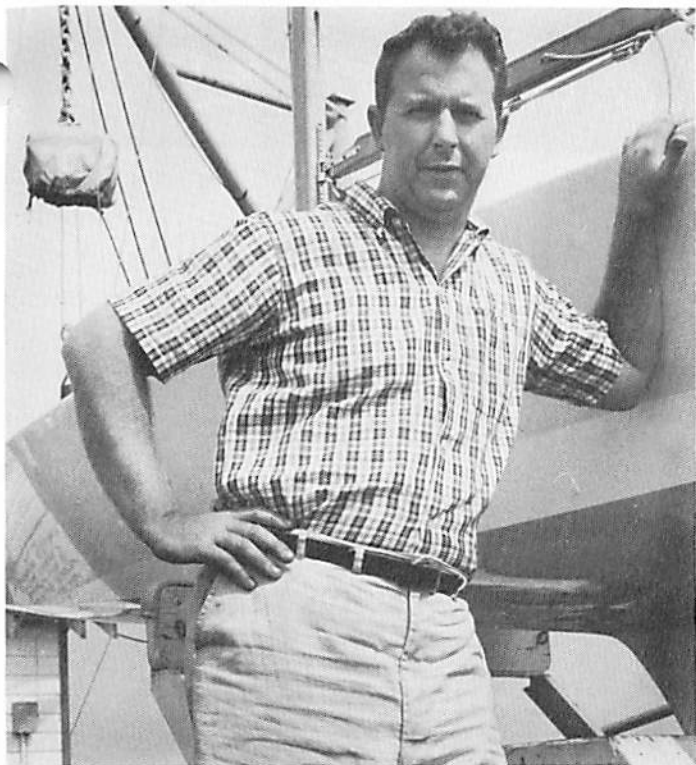
This clarification of the requirement for bringing plywood hulls up to the minimum weight was necessary due to the advent on the market of BUILDING A PLYWOOD SNIPE. Mr. Gilreath found that his 3/8" plywood hull was within 8 1/2 lbs. of the required 195 lbs. minimum, which amount is easily covered by the 10 lbs. ballast rule. He thus confirmed what other reliable plywood builders had maintained for some time — that the fiberglass covering of a plywood hull was unnecessary except for the purpose of bringing the weight up to the minimum weight if the hull turned out to be light.

Many sailors have said such covering of a plywood hull should be optional and not required (except in the above case), and some felt that no hull should ever be covered with it if the surface can be protected without it. As Gilreath says. "I just don't like the idea. I have watched the sailors at Wichita patch their fabric for years and this looks like extra work to me. After all, a boat covered with a thin sheet of stainless steel is vulnerable to sharp objects, and these same objects damage Snipe hulls in most instances. So if the hull is going to be damaged regardless of covering, why put something on it that will require extra time?"

On the other hand, fiberglass cloth covering on an old leaky planked hull and/or deck, can work wonders in rejuvenating the boat. Many such Snipes have had many years of life added to them by such treatment resulting in a dry boat, maybe for the first time on its existence. It is the ideal remedy in such cases and the only disadvantage is the additional weight of the cloth. Required total removal of finishes down to the bare wood just about balances off the weight of the adhesives used, so the cloth weight is the only thing to consider and in many cases that can be compensated elsewhere on the hull, rigging, or equipment.

So the decision whether or not to cover a hull with fiberglass is an optional affair depending entirely on the hull and the circumstances - a new 3/8" plywood will use it if necessary to bring the hull up to the required 195 lbs. minimum weight as specified in the MDS, while another boat might use it to stop leaks and protect the surface. Some will not use it at all.

WHAT'S NEW?



This competent looking chap is none other than Herb Hild, who announced in the August BULLETIN his entry into the sail-making business as Hild Sails, Inc., and now takes his first ad in the BULLETIN - the entire back page.

He has opened his own sail loft in the United Boat Service yard at City Island, N. Y., and completely renovated the 3000 sq. ft. loft. It is equipped with most modern equipment, and has complete facilities for racing sail design, general sailmaking, repairing, and sail maintenance. You can sail your boat right up to his dock and get quotes on your needs on the spot.

The new firm includes such officers as Harris "Terry" Whittemore III, who is Vice President and a Director. Whittemore is a member of the New York Yacht Club, Past Commodore of the International Snipe Class, and an active Snipe sailor in the Connecticut area. Frank Gordon of Scarsdale, N. Y., also a director, is a leading Star skipper and a member of Lake Sunapee Yacht Club (N. H.). As a member of the New York Bar, Gordon acts as company counsel. Herb himself, as President, is a member of City Island YC and serves as Club measurer. He is also First District Secretary of the International Star Class and a member of its Governing Committee. As an active Star sailor, he has captured many major championships, including the Atlantic Coast Championship, Larchmont Race Week, and the Tomahawk Series on a New Jersey Lake.

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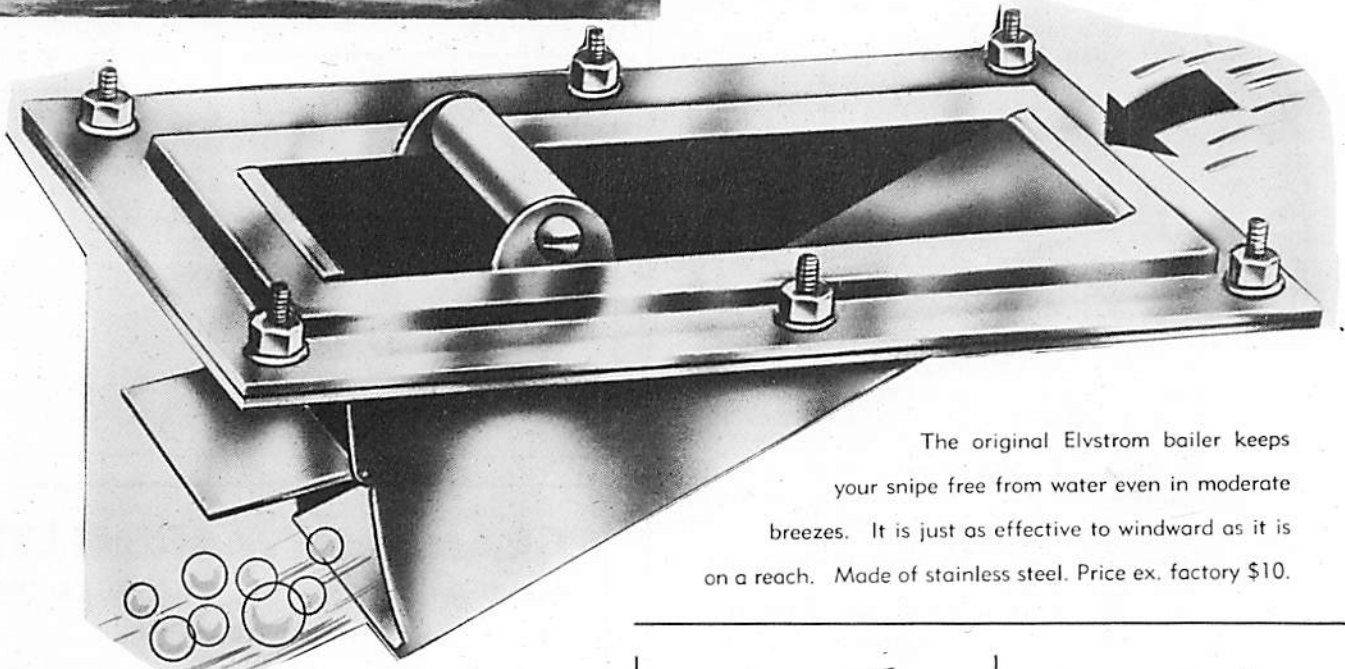
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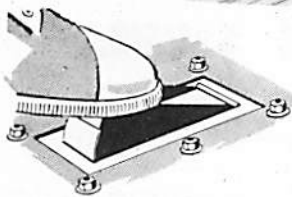
1959 World Championship



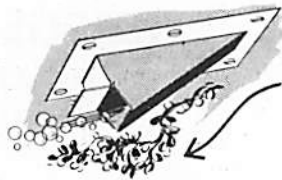
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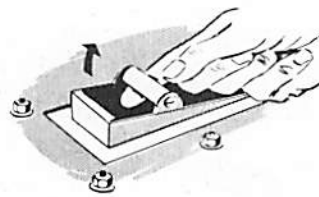
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NOTICE TO ALL SNIPEERS!

I HAVE HERE FOR SALE a few of the magnificent LIPPINCOTT Snipes used in the World Championship Regatta last year. These boats were designed and outfitted by experts and are fully equipped for racing (less sails) in the toughest competition. **FLEET DISCOUNT FOR PURCHASE OF THREE OR MORE.** Your enquiries are invited. Terry Whittemore, 327 Church St., Naugatuck, Connecticut.

FOR SALE: "OLYMPIC" Sails as used by the British National Champion - \$78.00 complete. New section Proctor masts. Olympic Boats, 220 Hither Green Lane, London S.E.13, England.

FOR SALE: SUIT OF SNIPE SAILS -RATSEY DACRONS. Used very slightly, medium cut, \$100.00. Save 40% on new sails: ROCKALL English dacrons for \$91.00 - six weeks delivery. Other class sails available; send for price list. Gerber Boat Works, 689 Minneford, City Island 64, N. Y.

FOR SALE: SUIT HARD 1962 dacron drifters with shelf foot feature in main (used four times) \$130.00. MERRILL dacron full main, fair condition, \$40.00. Suit of LARSON cotton flats under size and good condition \$35.00. Wayne Gray, 2080 Big Bend, Memphis 14, Tenn. Phone area code 901-398-7983.

FOR SALE: EMMONS 8583. Completely overhauled last winter and proved very competent this summer. Many extras including stainless steel dagger board. Minimum weight. Varnished hull and deck. Ed Probeck, 4728 Lawn, Western Springs, Ill.

FOR SALE: VARALYAY I1771. Cover, trailer. NORTH sails. 1st Pacific Coast Champs; 1st SCYA Mid-Winters; 3 Crosby Series; 1st District 3 High-Point (all made in 1961). Make an offer. Lanny Coon, 432 Rivera Terrace, Corona Del Mar, Calif.

FOR SALE: STAMM SNIPE 11207. Fiberglass hull and deck (light green); stainless steel rigging; aluminum mast, boom, and dagger board. One suit of sails. Ready to race. Custom steel trailer with tie-downs. Price only \$800.00. Bill Sholem, 2141 Barberry Dr., Springfield, Ill. Phone: 546-2132.

FOR SALE: ROBERTS cotton main and jib - \$45.00 WATTS mitre cut orlon main and jib, full cut, \$60.00. Medium cut ROCKALL main and jib used one season, \$60.00. Medium cut ULMER main and jib, \$80.00. Pierre Henkart, 3 Prospect Ave., Troy, New York.

FOR SALE: BOTVED SNIPE 10061. Roberts sails (2 seasons); stainless board; plywood hull; minimum weight. Dry sailed in excellent condition - \$650.00. R. Walsh, RD 1, Newfane, New York. Phone: SP8-8815.

FOR SALE: 1962 LOFLAND FIBERGLASS SNIPE with North medium cut sails - \$1175.00 - with trailer \$1295.00. Burton Goodman, 9069 N. King Rd., Milwaukee 17, Wis. FL2-1709.

FOR SALE: 2 SUITS OF FULL CUT ROBERTS SAILS. 1 suit is orlon in excellent condition with new girth with excellent racing history - \$50.00. 1 suit is 3.2 oz dacron used one season; like new; maximum measurements - \$120.00. Fred Brede, 2111 Watkins Lake Rd., Pontiac, Mich. Phone OR3-4771.

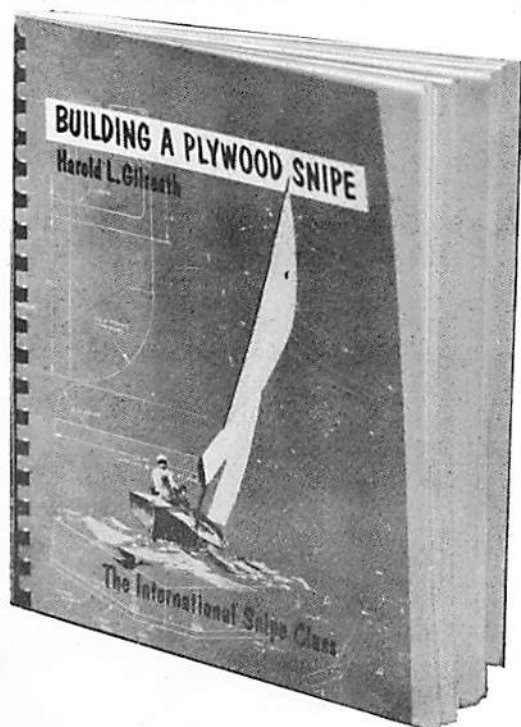
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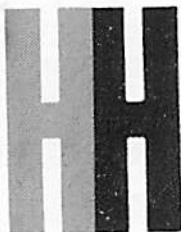
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