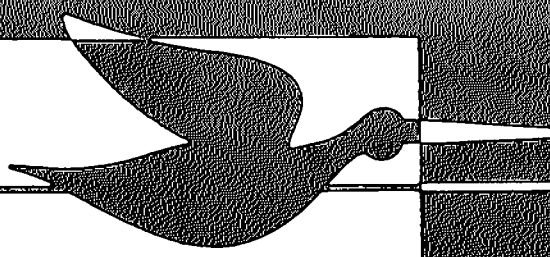
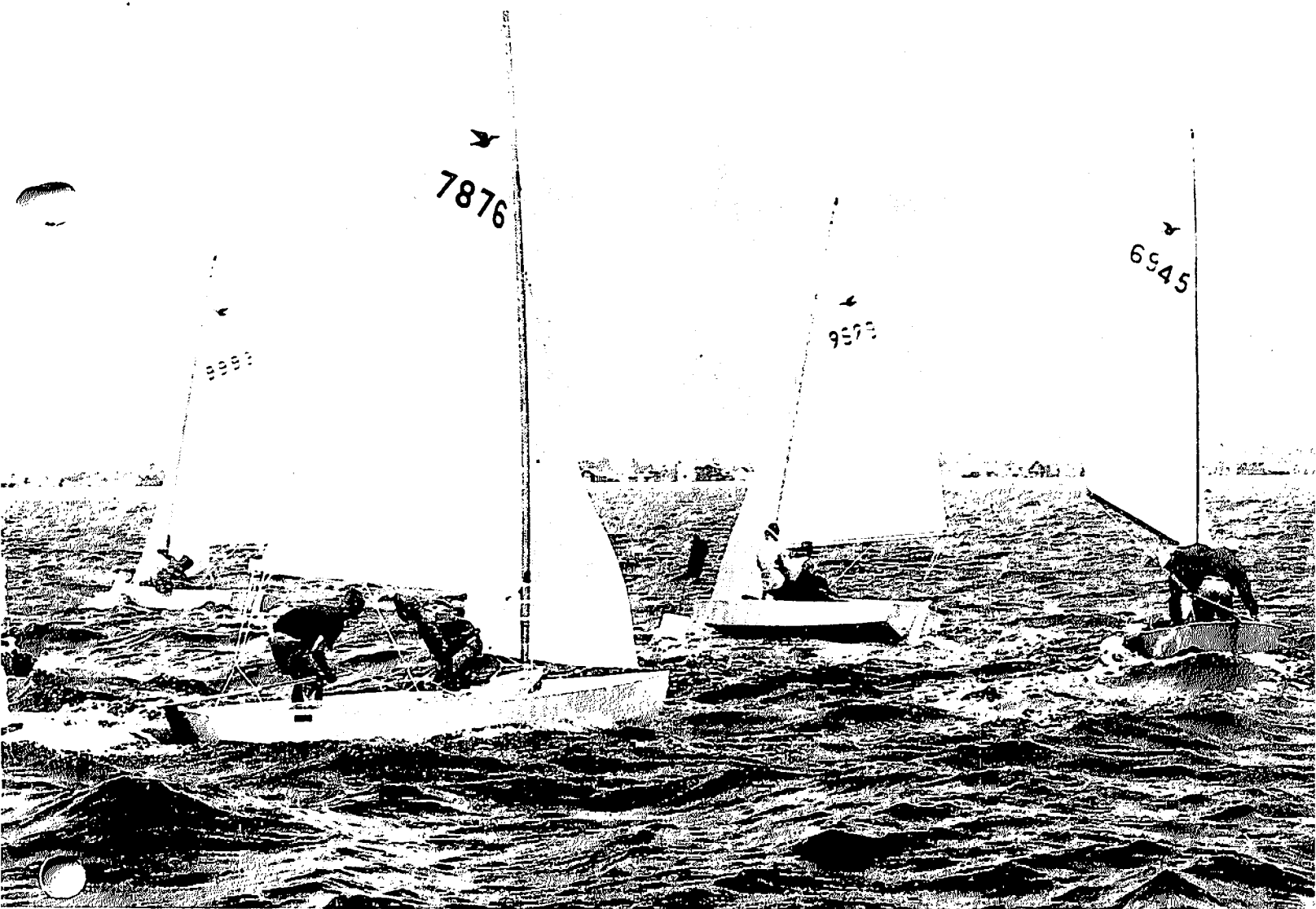


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BULLETIN



SEPTEMBER 1958
Vol. 7 No. 4

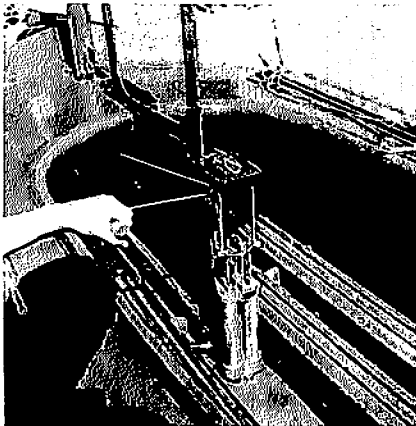


HOW TO JIBE AROUND A LEEWARD MARK — Tom Frost, (9999), Junior National Champion Jerry Thompson (9599) , George Walker (6945), and Champion Clark King show how it is done in the final Heinzerling Race. —Beckner Photo.



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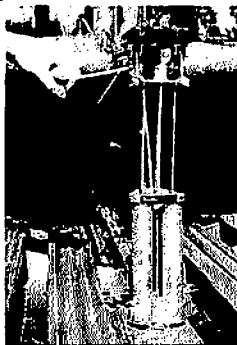
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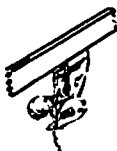
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NEWS from the NATIONALS

A SCIRA Board of Governors meeting was held at the Nationals this year. There were six members present and the following action was taken:

CHANGES.

1. U. S. National Championship Regatta Qualifications: The first three places or their alternates in a district championship qualify for the Crosby Series. These qualifications are in addition to the present system of one for each five members in a fleet.

This change was made as a result of a report submitted by Carl Zimmerman after investigation through the District Governors and Fleet Captains.

2. The U. S. National Champion automatically qualifies to enter the Crosby Series in the year following the one in which the title was won. It was the opinion of the Board that a National Champion should have the right to defend his title and prevents the possibility of a National Champion being eliminated within his own fleet.

3. Since the Commodore usually attends many regattas during his tenure of office and may fail to qualify within his fleet as a result, it was decided that: The current Commodore of SCIRA automatically qualifies for the Crosby Series.

4. The "HOW TO BUILD SNIPE" booklet will be temporarily withdrawn from the market. The old supply is exhausted and the booklet should be revised and brought up-to-date. Until the new edition is ready, the Snipe blue prints will supply necessary information for building a Snipe to home builders. The official plans were revised in July 1956 and are up-to-date.

5. At the request of the Pacific Coast Snipe sailors, the Pacific Coast Championship Regatta was changed to an invitational event.

OTHER ITEMS:

Since there were not enough District Governors or their official representatives present to elect a member at large to the SCIRA Board of Governors for 1957 as prescribed in Section 31 of the Constitution, it will be necessary to handle this election by mail. Commodore Gilreath will handle this matter at a later date.

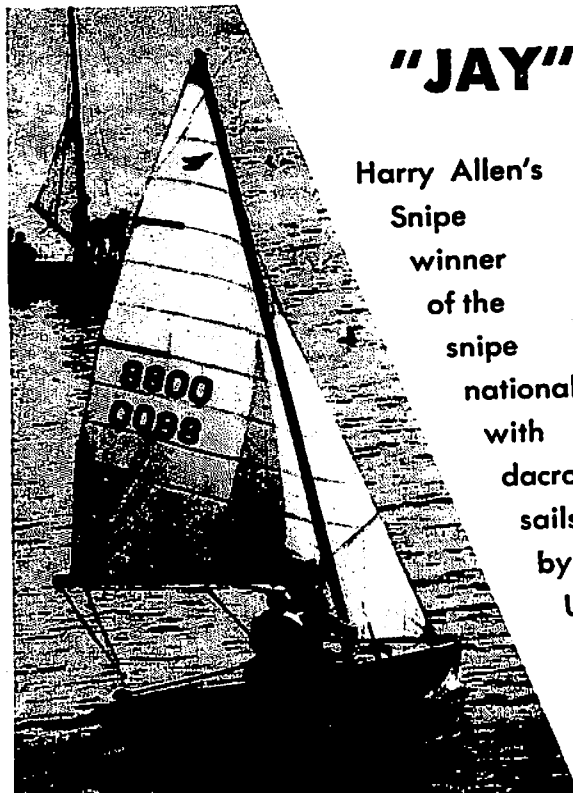
Terry Whittemore was the Official SCIRA Representative at the Nationals this year and did a very fine job. Ted Wells has been appointed as the Official SCIRA Representative for the Western Hemisphere Snipe Championship at Bermuda October 16-20th.

A new member of the SCIRA Board of Governors is to be chosen at the Western Hemispheres this year. This member can be from any country in the Western Hemisphere other than the United States. Terry Whittemore will act as Chairman for this election. This new man will be a General Secretary for the Western Hemisphere and will be elected by the National Secretaries or their official representatives in Bermuda.

Commodore Gilreath has been sent to California by the Lockheed Corporation for an indefinite period. His permanent address is: 444 1/2 East Lancaster Blvd., Lancaster, California.

SNIPES NEWS IN BRIEF

The 17th Annual Invitational Regatta at Diamond Lake, Michigan held July 28-29 was a great success. 44 Snipes were entered and were divided on an ODD and EVEN basis into two divisions, which resulted in an uneven division of boats. In the future, the same system used in the U. S. National races will be adopted. The contest narrowed to a struggle between John Rose, former Michigan State Champion, and Harry Levinson of the Indianapolis Fleet. John won first place by winning the last race, while Harry ended up with a 6th place for 65 points less than John's. . . . District 3 Governor Cleve Slauson reported that "We went to the Decatur Regatta where they have three boats. About 6 from Peoria attended along with 5 from Indianapolis. I think the Decatur boys have the necessary know-how and it may not be long before there is a new fleet there. We all go to Springfield over Labor Day and I expect a lot of help from the Indianapolis boys there, also." . . . Luke Czarny has been elected official measurer of Quassapaug Fleet 231. He has just built his own new boat and is well pleased with the results. He says, "I have been in many other sport activities, but none can compare with the enjoyment one derives from racing a Snipe." You can say that again, Luke! . . . Carlos Rodriguez, Florida State Junior Champ, thinks that he will not be able to race a Snipe while attending Harvard this winter. Here is his opinion of Snipe: "About two weeks ago, I sailed in the Moth Internationals. I finished 5th, but it was a great experience. Only after sailing in a different class have I been able to appreciate the wonderful design and performance of a Snipe." . . . The U. S. Olympic Trials for Hawaii and West U. S. were held in the open waters of San Francisco Bay this summer. Entries for the Sharpie class sailed their races in Snipes, as they were considered the most popular of available boats. 28 champions of different classes attended and Jules Voerge, a Berkeley kid who grew up on a sailboat, ran off and hid from the field, winning both final heats by comfortable margins, thus qualifying for the Olympic finals by winning the 8 races Western State trials. His brother, Jerry, crewed for him and SCIRA is proud of the important part Snipe has taken in these races and wishes the Voerge brothers the best of luck when they come East to participate in the finals. . . . Charles Ridge of the Lake Mohawk (N. J.) Fleet is the proud owner of Snipe #13, which he has just acquired. The boat is in good condition and will be raced regularly along with several other old Snipes which are in the fleet, which was one of the first ones established in the East with the Charter #10. . . . W. A. Robertson of Indianapolis sent for plans, etc., and says: "If you have a booklet entitled HOW TO SELL YOUR WIFE ON SAILING, please send that, too." There is a fine chance for an embryo author! . . . Cyrus W. Schambs, 42 Grace Court, Brooklyn, N. Y., is trying to get a fleet together in Huntington Harbor, Long Island, N. Y. There are no close adjoining fleets, so, if you live in that community, he will be pleased to have your help. . . . Dr. J. L. Henderson, Commodore of the Natchez-Lake St. John Boat Club, Natchez, Mississippi, says that his newly organized club is interested in having a Snipe fleet there. Looks like prospects for increased Snipe activity in the South are good. . . . Paul Beasley of the Lake Worth, Texas, Sailing Club says: "Snipe sailing in this area has not been very good. Fleet #1 is sadly in need of water and our Fleet 53 isn't much better off. We have not had a legal point score race this season. The drought in this country is getting very serious." . . . Dr. Myron Appel reports that he and his son take on all comers in their Snipe 7312, a heavy but good boat for coastal waters. He says there are several new Snipe prospects around and that Corpus Christi may become an active fleet again in the near future. . . . Diamond Lake Fleet 158 remains one of the biggest and most active of all SCIRA fleets. They have about 12 fiberglass boats racing there this summer with 30-35 boats in every race. . . . The new Japanese Secretary reports that there are about 400 Snipe class boats in Japan, but none of them registered in formal organizations. The new fleet 428 plans to send Japanese representatives to the World Championship Races next year. . . . D. J. Fergusson from "Down Under" in Claremont, Tasmania, Australia, says that they have 10 Snipes in commission at the Austins Ferry Club on the River Derwent at Hobart. Competition is keen there and, since there are Snipes sailing with other clubs, they want to increase both performance and activity.



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NEWS FROM CANADA

JIM MACKINLAY IS NEW DOMINION OF CANADA CHAMPION. . . . DOBSON YACHT CLUB TAKES ALL HONORS IN CANADIAN REGATTA HELD AT THE WATERS OF THE NORTHERN YACHT CLUB, NORTH SYDNEY, NOVA SCOTIA. . . . THE CLUB PLAYED HOST FOR THE NOVA SCOTIA, MARITIME, AND DOMINION CHAMPIONSHIP DURING THE WEEK OF JULY 30th TO AUGUST 4th. . . . AN EXTREMELY CLOSE EVENT!

"Harry Henderson of the Dobson Yacht Club and his crew, John MacLeod, won the Nova Scotia Championship and the Angus L. MacDonald Trophy in a three race event which marked the opening of the regatta. Harry and John registered a 1st, 4th, and 1st for a total of 4569 points. In second place was Clayton White and his crew, Colin MacKenzie, of the Royal Cape Breton Y. C. with a 2nd, 2nd, and 6th; this 6th position losing the chances for White as he was the top man at the end of the first two races. In third place was Bob Dauphinee and his crew, David Scarfe, from the Halifax Armdale Y. C. with a 4th, 1st, and 5th.

Dr. Ray Kennedy and crew, Lawton Isherwood, won the Maritime Championship on Wednesday with a 2nd, 3rd, and 1st. They are Dobson members, too. Runner up was Jim MacKinlay while Harry Henderson got a tough third place. He had two 1sts in the first two races and also was 1st in the last race, but was disqualified and moved back to 10th position by the race committee.

The last two days of the meet featured the National Championship races and again Dobson Club received the honors, for Jim MacKinlay and his crew, Emerson Henderson, won with a total of 4346 points. I am sure that this was the closest trophy three-race event ever held in Canadian waters and I would say that you wouldn't find it as close very often anywhere, if at all. There was the difference of only 12 points in the first four boats and the first three boats were only 6 points apart. That old veteran, Sid Forsey, from the Northern Club, tied for second place with Harry Henderson and, with both boats scoring 4340 points, they were just 6 points behind the champ. Bob Dauphinee with 4334 was just 6 points behind them and 12 away from the top. I think this is some kind of a record in boat racing for Snipes--at least it is down this way. It was the most competitive and best championship held in local waters and the crowd was pleased all the way. The \$64 question of who won after the third race caused the race committee to lock themselves up in a room.

The great success of this event augurs well for the future of Snipe in Canada. " —Stephen Astephen

DOMINION OF CANADA NATIONAL CHAMPIONSHIP

SKIPPER	CREW	POINTS	POS.
Jim MacKinlay	Emerson Henderson	4346	1
Harry Henderson	John MacLeod	4340	2
Sid Forsey	Bud MacKay	4340	2
Bob Dauphinee	David Scarfe	4334	3
Clayton White	Colin MacKenzie	4186	4
Steve Astephen	Abe Astephen	3750	5
Ray Kennedy	L. Isherwood	3537	6
Dan MacKenzie	Bud Moraff	3019	7
Paul Connors	B. Hanlon	3009	8
George Urquhart	Robert Hartlin	2950	9
Wm. Lewis	J. Mohan	2824	10
Bert Smith	A. Battersby	961	11

MORE LATE ITEMS: At the Canadian SCIRA annual meeting held after the Championship Regatta, Steve Astephen, P. O. Box 73, North Sydney, Nova Scotia, Canada, was elected as the new National Secretary for the Dominion of Canada. He is a member of the Northern Yacht Club at North Sydney; has been a Snipe sailor for 20 years and participated in most of the Maritime regattas. He says, "I love sailing and, above all, Snipes are number one with me." Congratulations, Steve! . . . Canada will send a team to Bermuda for the Western Hemisphere Races in October. . . . The 1957 Canadian Championship will be held at the Dobson Yacht Club. . . . Snipe sailing is having its best year in Nova Scotia. . . . Steve will be glad to hear from all Snipers.

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JERRY THOMPSON IS THE NEW JUNIOR CHAMPION

GEORGE WALKER A CLOSE SECOND



Jerry Thompson, in "Tomahawk" with his brother Lee, Jr., as crew, crosses the finish line to victory and the 1956 Junior U. S. Snipe Championship. Jerry is a member at Alamitos Bay.

Sixteen Juniors sailed in three races on Saturday and Sunday, Aug. 4-5, competing for the Junior National Snipe Championship title. Two races were sailed Saturday with a 14-16 mph westerly. The first was over a triangular course and Jerry Thompson of Alamitos Bay was well in the lead at the finish. In the second race (windward-leeward), George Walker, also of Alamitos Bay, put on the pressure and came home out in front. In the third and final Sunday race in a 10-12 mph westerly, Lanny Coon of the Newport-Balboa fleet put up a real battle and fought it out with Jerry Thompson over the triangle and they finished less than a length apart--Thompson first, Coon second. After this hot exhibition, Jerry went on to the Senior events to win second place in both the Crosby Series and the Heinzerling National Championship events. Jerry sailed the most consistent races of all the entrants in the regatta. He will bear watching!

U. S. JUNIOR CHAMPIONSHIP

BOAT	SKIPPER ---- CREW	RACES	1	2	3	POINTS
9599	Jerry Thompson-John Weber	14	2	1	1	4474 1
8945	George Walker-Roger Coates	4	1	3	3	4413 2
7132	Woody Norwood-John Boyd	7	3	5	5	3825 3
4200	C. Nettleman, M. Jefferson	6	7	4	4	3750 4
10686	Lanny Coon-John Calvin	3	DSC	2	2	3541 5
9100	Mike Choquette-J. Bartels	12	5	7	7	3293 6
6288	Lynne Murphy-J. Voerge	8	9	8	8	3202 7
6171	Johnny Grave-D. Coates	9	6	11	8	3149 8
10368	Arden Zinn-Don Zinn	5	DSC	6	6	3097 9
7003	Brannon Lesesne-H. Lesesne	10	8	9	9	3074 10
10048	Dave Feinstein-B. Huntsman	14	4	DSC	11	2723 11
10322	Joyce Ramel-Bob White	11	11	12	12	2641 12
7422	Ron Zelsdorf-Don Young	15	10	10	10	2598 13
8418	Bill Rothwell-B. Wendell	16	12	14	14	2195 14
10390	Pussy Miller-Terry Inch	2	DSC	DNS	DNS	2097 15
10569	Stan Kintz--	13	DNS	13	13	1568 16

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World's
Snipe
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Watts' dacron sails took first and second place in the 1955 Snipe World's Championship Series at Santander, Spain. Dr. Luciano Brambilla's "PORTOROSE", # 9701, from Milan, Italy placed first. George Mantilla, of Havana, Cuba, placed second sailing "ROXAN" # 9755.

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CLARK KING WINS SECOND U.S. TITLE JERRY THOMPSON IS RUNNER-UP

HARRY ALLEN RETAINS CROSBY TROPHY—ARDEN ZINN NEW WELLS VICTOR

A triumphant comeback after a two years' bout with tuberculosis tells the story of Clark King's clear-cut victory in the U. S. National Snipe Championships at Long Beach, California on August 6-10.

Representing the Los Angeles Harbor Snipe Fleet, the two-time National champ (he also won in 1950) wound up 521 points ahead of second place Jerry Thompson, the recently crowned Junior National Champion hailing from the host fleet of Alamitos Bay.

Third place honors went to Bill Sweningsen, also from Alamitos, while Tom Frost of the Newport-Balboa Fleet, the 1953 and 1954 National Champ, took fourth overall. Quassapaug (Ct.) Snipe Fleet's Harry Allen, winner last year at Atlanta, finished fifth in the final standings.

Light, shifty winds plagued the fleet on Monday for the two opening races of the Crosby Series (the elimination regatta), and left a number of favorites on shaky ground. And, unfortunately, the third and final Crosby race, sailed the next day, wasn't much of an improvement.

When the elimination results were posted, Harry Allen proved to be the winner with Jerry Thompson, 365 points behind, in solid second place. Tom Frost was ninth and King was way back in 16th place. And only the top seventeen qualifiers could compete for the Heinzerling National Championship Trophy!

The first two races for that event were sailed on Wednesday under similar but slightly better conditions. Frost, with a fifth

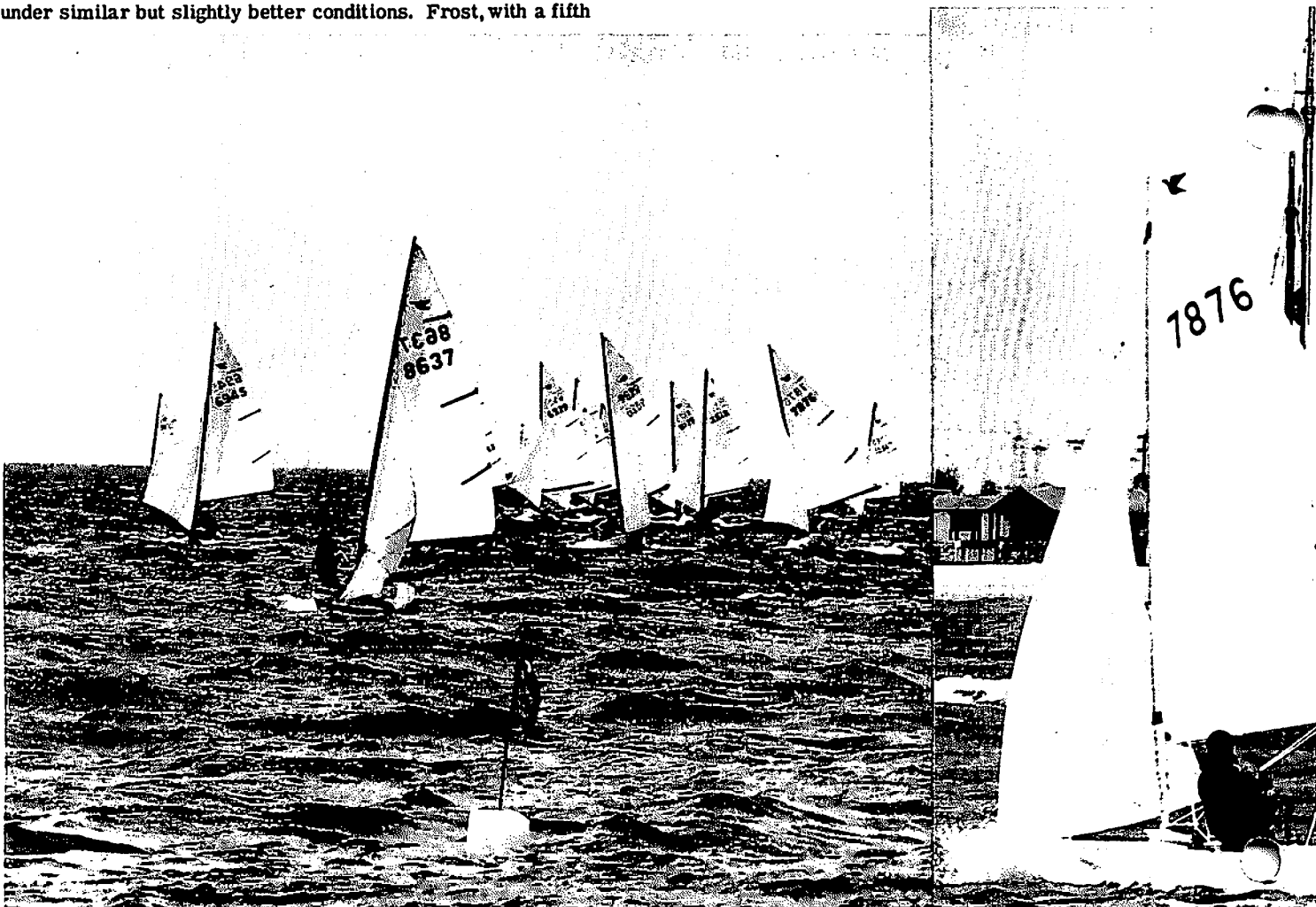
and a second, turned in the best performance of the day and Thompson, the consistent little devil, grabbed another second. Allen and King held down fourth and fifth spots respectively.

The breeze finally came into its own on Thursday and King's notorious "Ghoul", back at last in her famous windward groove, carried her skipper to a decisive pair of first places. Thompson still held fast to his second, while Frost dropped to third and Allen, thanks to a DNF, wound up sixth.

King finished third in Friday's fifth and final race, a comfortable two places ahead of Thompson and in undisputed possession of the Heinzerling Trophy. But Bill Sweningsen, Alamitos Bay, snuck in ahead of Frost by 12 points and the latter ended up fourth overall. The final outcome: King, Thompson, Sweningsen, Frost, and Allen.

In the meantime, the 16 boats in the lower half of the Crosby Series, sailing five minutes after the Heinzerling group, competed under the same conditions for the Wells Trophy. This time, the Zinn brothers, rank outsiders from Michigan, sailed the last four races, after a bad 11th in the first race, very consistently and won the coveted prize. The next seven places were grabbed by California boats, but Arden and Don were 36 points ahead of the pack at the final count. Fred Schenck got three brilliant firsts in this series, but a hard luck DSQ held him back to a final fifth place. Prizes were awarded at the Friday night banquet.

---Dick Lewis, crew for Clark King.



Approaching the leeward mark of a triangular course in the first lap of the last race, Bill Sweningsen, the winner of this race in 8637, leads the way. George Walker in 6945 is in nice position right behind him while Clark King is coming up on the right in 7876.

The winning team in "Ghoul" dis- cross the line immediately in fro

1956 CROSBY SERIES



King, the new U. S. Champion, insists that new, Dick Lewis (left) gets into the picture.

BOAT	SKIPPER ---- CREW ----- CLUB	RACES			PTS.
		1	2	3	
8800	Harry Allen-John Boyd, Lake Quassapaug, Conn.	2	3	1	4565 1
9599	Jerry Thompson-Lee Thompson, Jr., Alamitos Bay	3	2	7	4200 2
6929	Don Trask-Don Wunn, Clear Lake, Cal.	8	3	2	4054 3
7432	Terry Whittemore-Bob Whittemore, Quassapaug, Ct.	1	7	6	3981 4
8637	Bill Sweningsen-Jim Clinton, Alamitos Bay, Cal.	3	5	6	3965 5
6025	Ted Wells-Charles Henry, Wichita, Kans.	7	8	1	3845 6
3518	Bob Huggins-Bill Weinman, Lake Merritt, Cal.	9	6	3	3693 7
9175	Chuck Kober-Charles Merrill, Alamitos Bay, Cal.	9	4	5	3689 8
9999	Tom Frost-Pete Frost, Newport Harbor, Cal.	6	1	12	3666 9
7132	Woody Norwood-Hank Lesesne, Atlanta, Ga.	4	15	2	3566 10
10686	Lanny Coon-Nordie Younglove, Newport Harbor	6	5	11	3421 11
10567	John Jenks-Laurie Jenks, Lake Merritt, Cal.	16	4	4	3363 12
10175	Carl Zimmerman-Harry Welshofer, Akron, Ohio	5	10	8	3346 13
9753	Harold Gilreath-Brannon Lesesne, Atlanta, Ga.	10	11	3	3305 14
10172	Harry Levinson-George Nettleman, Indianapolis	1	9	15	3300 15
7876	Clark King-Dick Lewis, Los Angeles Harbor, Cal.	14	2	9	3274 16
6945	George Walker-Wendell Walker, Alamitos Bay	10	2	14	3211 17
9369	Jim Warfield-Steve Whidden, Encinal Y.C., Cal.	12	7	7	3153 18
10101	Fred Schenck-Thornton Hamlin, Newport, Cal.	14	9	4	3122 19
3421	Leonard Smith-Richard Lay, Alamitos Bay, Cal.	2	10	16	3107 20
9740	Joe Ramel-Esther Ramel, Missouri Y.C.	7	16	5	3077 21
9100	Mike Choquette-Joe Bartels, Cuiyira S.C., Kans.	4	DSQ	8	2987 22
8080	Walt Gleckler-Jeff Carey, Los Angeles Harbor	13	6	10	2970 23
10390	Fred Miller-Terry Inch, Newport Harbor, Cal.	8	8	DSQ	2707 24
6924	Alex Burnette-Norma Burnette, Lake Merritt, Cal.	5	16	13	2705 25
9363	Sam Norwood-Mimi Norwood, Atlanta, Ga.	11	14	9	2653 26
9739	Eddie Williams-Joe White, Missouri Y.C.	11	13	11	2584 27
10368	Arden Zinn-Don Zinn, Gull Lake, Mich.	13	12	13	2409 28
8191	C.W. Livergood-Otto Wiesener, Tulsa, Okla.	15	16	10	2262 29
10173	Jules Voerge-Jerry Voerge, Lake Merritt, Cal.	15	11	15	2252 30
9924	Vic Larson-Tersh Bugbee, Chautauqua, N.Y.	16	13	12	2250 31
7085	Jack Steele-John Hines, Los Angeles	17	12	14	2148 32
7333	Phil Ramser-Don Ayres, Los Angeles, Cal.	12	15	16	2142 33

All photos by Beckner

1956 SCIRA NATIONAL CHAMPIONSHIP COMMODORE CHARLES E. HEINZERLING TROPHY SERIES

BOAT	SKIPPER ---- CREW ---- CLUB	RACES				POINTS	
		1	2	3	4	5	
7876	Clark King-Dick Lewis, Los Angeles Harbor, Cal.	6	4	1	1	3	7238 1
9599	Jerry Thompson-Lee Thompson, Jr., Alamitos Bay	7	1	4	5	5	6717 2
8637	Bill Sweningsen-Jim Clinton, Alamitos Bay, Cal.	10	5	3	4	1	6670 3
9999	Tom Frost-Pete Frost, Newport-Balboa, Cal.	5	2	5	9	2	6658 4
8800	Harry Allen-John Boyd, Lake Quassapaug, Conn.	1	8	6	DNF	6	5764 5
10567	John Jenks-Laurie Jenks, Palo Alto, Cal.	3	12	10	6	7	5627 6
6945	George Walker-Wendell Walker, Alamitos Bay, Cal.	15	DNF	2	3	4	5586 7
7432	Terry Whittemore-Bob Whittemore, Naugatuck, Ct.	2	6	11	8	12	5576 8
9175	Chuck Kober-Charles Merrill, Alamitos Bay, Cal.	8	3	8	11	9	5546 9
6929	Don Trask-Don Wunn, Oakland, Cal.	11	7	14	2	8	5395 10
10175	Carl Zimmerman-Harry Welshofer, Akron, Ohio.	4	10	7	13	14	4999 11
3518	Bob Huggins-Bill Weinman, Palo Alto, Cal.	12	11	13	7	10	4642 12
6025	Ted Wells-Charles Henry, Wichita, Kans.	16	9	9	12	11	4414 13
10172	Harry Levinson-George Nettleman, Indianapolis	9	14	15	15	15	3781 14
10686	Lanny Coon-Nordie Younglove, Newport-Balboa	13	13	12	14	16	3763 15
9753	Harold Gilreath-Brannon Lesesne, Atlanta, Ga.	DSQ	DSQ	16	10	11	3428 16
7132	Woody Norwood-Hank Lesesne, Atlanta, Ga.	14	15	17	DSN	17	2557 17

1956 SCIRA NATIONAL CHAMPIONSHIP WELLS TROPHY SERIES

BOAT	SKIPPER ---- CREW ---- CLUB	RACES				POINTS	
		1	2	3	4	5	
10368	Arden Zinn-Don Zinn, Battle Creek, Mich.	11	1	5	2	2	6838 1
7085	Jack Steele-John Hines, Los Angeles Harbour	9	2	4	3	3	6802 2
10390	Fred Miller-Terry Inch, Newport-Balboa, Cal.	2	4	2	8	7	6656 3
10173	Jules Voerge-Jerry Voerge, Lake Merritt, Cal.	3	6	3	6	5	6534 4
9369	Jim Warfield-Steve Whidden, Alameda, Cal.	13	3	1	4	4	6566 5
10101	Fred Schenck-Jean Schenck, Newport-Balboa	1	8	DSQ	1	1	6514 6
8080	Walt Gleckler-Jeff Carey, Los Angeles Harbour	12	5	6	7	8	5607 7
3421	Len Smith-Dick Lay, Alamitos Bay, Cal.	10	7	8	5	9	5526 8
9924	Vic Larson-Tersh Bugbee, Chautauqua, N.Y.	8	9	12	14	6	4908 9
9739	Eddie Williams-Joe White, Lake Lotawana, Mo.	7	10	9	10	13	4886 10
9100	Mike Choquette-Joe Bartels, Kansas City, Kans.	4	12	10	12	12	4853 11
9363	Sam Norwood-Mimi Norwood, Atlanta, Ga.	14	11	7	11	10	4646 12
6924	Alex Burnette-Norma Burnette, Palo Alto, Cal.	5	DNF	11	13	15	4281 13
9740	Joe Ramel-Esther Ramel, Lake Lotawana, Mo.	6	13	13	DNF	14	4198 14
8191	C.W. Livergood-Otto Wiesener, Tulsa, Okla.	15	DNF	14	9	11	4005 15
7333	Phil Ramser-Don Ayres, Los Angeles, Cal.	DNF	-	-	-	-	Fat Last

Lays championship form as they sit on the committee boat.

EUGENE SIMMONS BERMUDA CHAMPION

NATIONAL RACES ARE VERY SUCCESSFUL
A PREVIEW OF THE WESTERN HEMISPHERE SERIES

The new Bermuda National Snipe Champion is Eugene Simmons, who, together with John Shirley, sailed "Little Undine" into a perfect 8000 point score to win the five races set by the Bermuda Snipe Associates.

Two races were held on Sunday, July 8th, but the first race had to be cancelled due to expiration of the time limit. Many factors, including dirty black squalls and nasty, choppy seas, contributed to this failure.

The 2nd race, which then became the first in the Series, was a windward-leeward with moderating seas and wind at 15 mph. Unfortunately, there were only 7 starters, as the last boat to finish in the first race pulled her rudder-pin out of the transom and was forced to miss the fun. Likewise, Robert Oatley withdrew his "Camito" with a broken jib hallard as it crossed the starting line. It did not take long for Eugene Simmons to work out into the lead and he was 53 seconds ahead of the next boat at the weather mark. During this race, Bernard Hayward in "Half Crown" was disqualified for barging at the start.

The 2nd and 3rd races were held on Tuesday, July 12th. Both races were triangular and everything went off just perfect. They had everything, good courses, fine sailing, plenty of excitement and one protest. According to the Press, the entire fleet was eligible for a Seamanship Pennant award.

On the last lap in the 3rd race, the fleet was suddenly struck by a squall with a wind of 25 knots catching them on a reaching leg. "White Mist" capsized while in 3rd position, righted, and continued to race; then, on rounding the mark, she went over again, this time breaking the goose-neck on her boom. She continued to finish, the end of her boom on the front of her jib. She was just beaten out of next to last place by "Swallow", who caught an overtaking surge on the finishing line. "Camito" also can qualify for extra seamanship award as she, too, capsized and finished in 5th place. Eugene Simmons was first around all marks in both races and proved he knew what he was doing when he wore his boat around the reaching mark instead of taking a chance on capsizing by gybing. The last leg of this race will long be remembered by the race committee, the officials, spectators, and participants, since the squall continued to hammer away at the Snipes and they got up and started to plane. It was a wild, mad ride and one that was thoroughly enjoyed by all.

The 4th race was completed in a 10-12 knots wind with two laps over a triangular course. The wind freshened a bit for the fifth race over a 2 lap windward-leeward course.

It is well to note that "Little Undine" was first at each of the marks of the course in all five races. It is just not possible to



A CHAMPIONSHIP TEAM AND BOAT--Eugene Simmons and John Shirley sailing "Little Undine" on a reach.

win by any greater margin. She was never involved in any disputes or protests, which reflects credit on the team in knowing what they were doing and when to do it. All of the boats were in excellent condition and the use of synthetic sails, for the first time by some, proved successful.

"Little Undine" and "Thunderbird" will, therefore, represent Bermuda in the forthcoming Western Hemisphere Championships.

This regatta was very well organized. Everything went along beautifully and smooth, with members of the three clubs working in close cooperation either on the starting committee, as judges, or supplying boats, etc. Special congratulations go to the Spanish Point Boat Club for their ability to organize and entertain.

FINAL RESULTS---1956 BERMUDA NATIONAL CHAMPIONSHIP RACES

NO.	BOAT	SKIPPER	CREW	RACES	1	2	3	4	5	PTS.	Pos.
9884	LITTLE UNDINE	E. Simmons	J. Shirley	1	1	1	1	1	1	8000	1
9882	THUNDERBIRD	R. Strange	G. Brown	2	6	3	3	2	2	7155	2
9560	MERMAID	C. Simmons	R. Soares	5	5	4	2	5	5	6778	3
9879	HALF CROWN	B. Hayward	C. Brown	DSQ	2	2	4	DSQ	4	6524	4
9881	CAMITO	R. Oatley	J. Amos	DNF	3	5	6	4	4	6490	5
9883	SWALLOW	E. Hayward	I. Hayward	3	4	7	7	6	6	6350	6
9557	WHITE MIST	K. Simmons	C. Soares	4	DSQ	8	5	3	3	6222	7
9562	HARBINGER	N. Stephens	W. Soares	DNS	7	6	8	7	7	4626	8

The Club, which has been entirely renovated, is indeed a picture and the hospitality is unsurpassed. The Western Hemisphere Championship Races will be held here October 16th to 20th and we all look forward to your enjoyment of these fine facilities.

Congratulations to everyone involved for one of the finest Snipe Regattas that Bermuda has ever witnessed! — Theodore S. White
National Secretary.

So Ben FIBERGLASS BOATS

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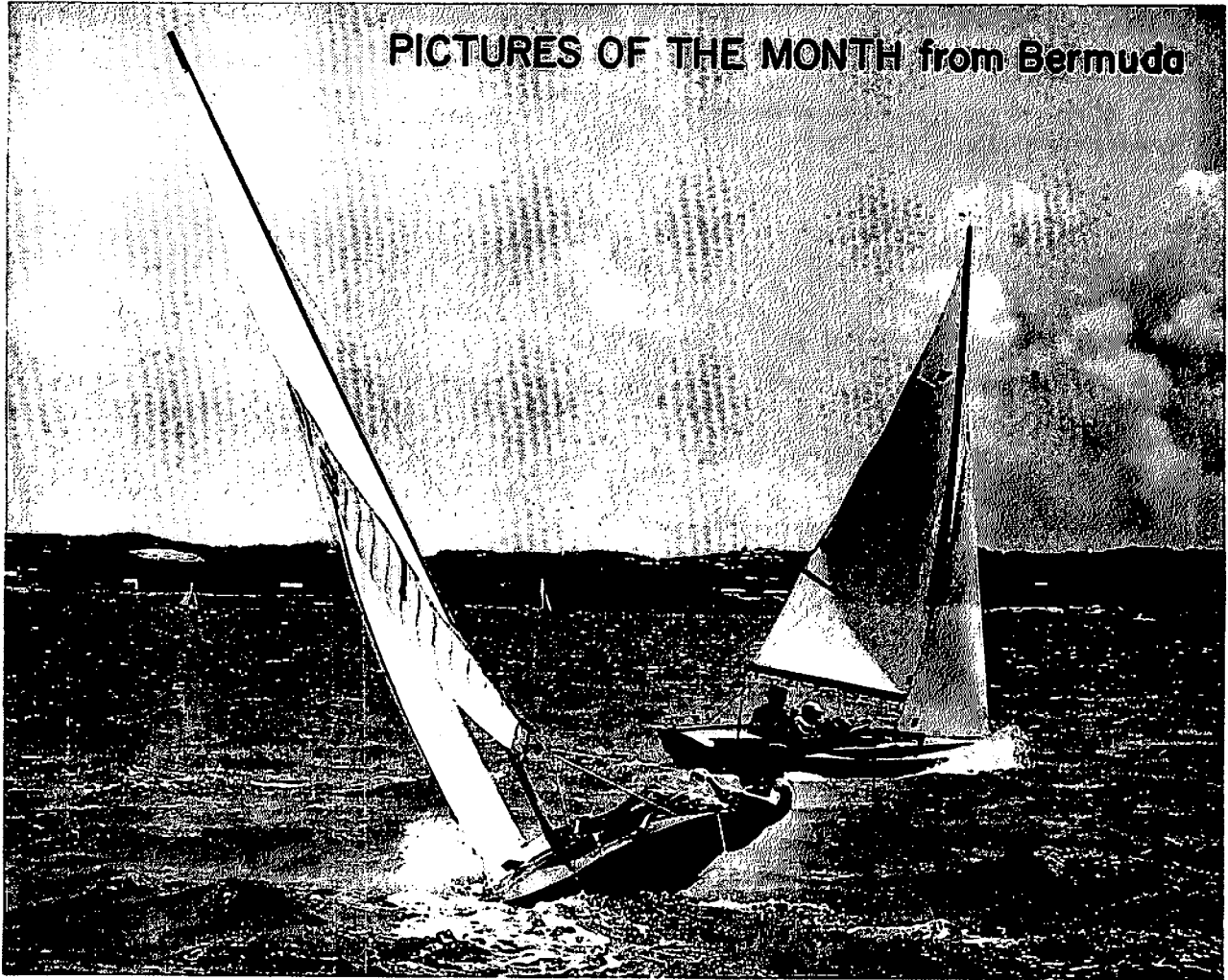
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Tel. WH 6-4111

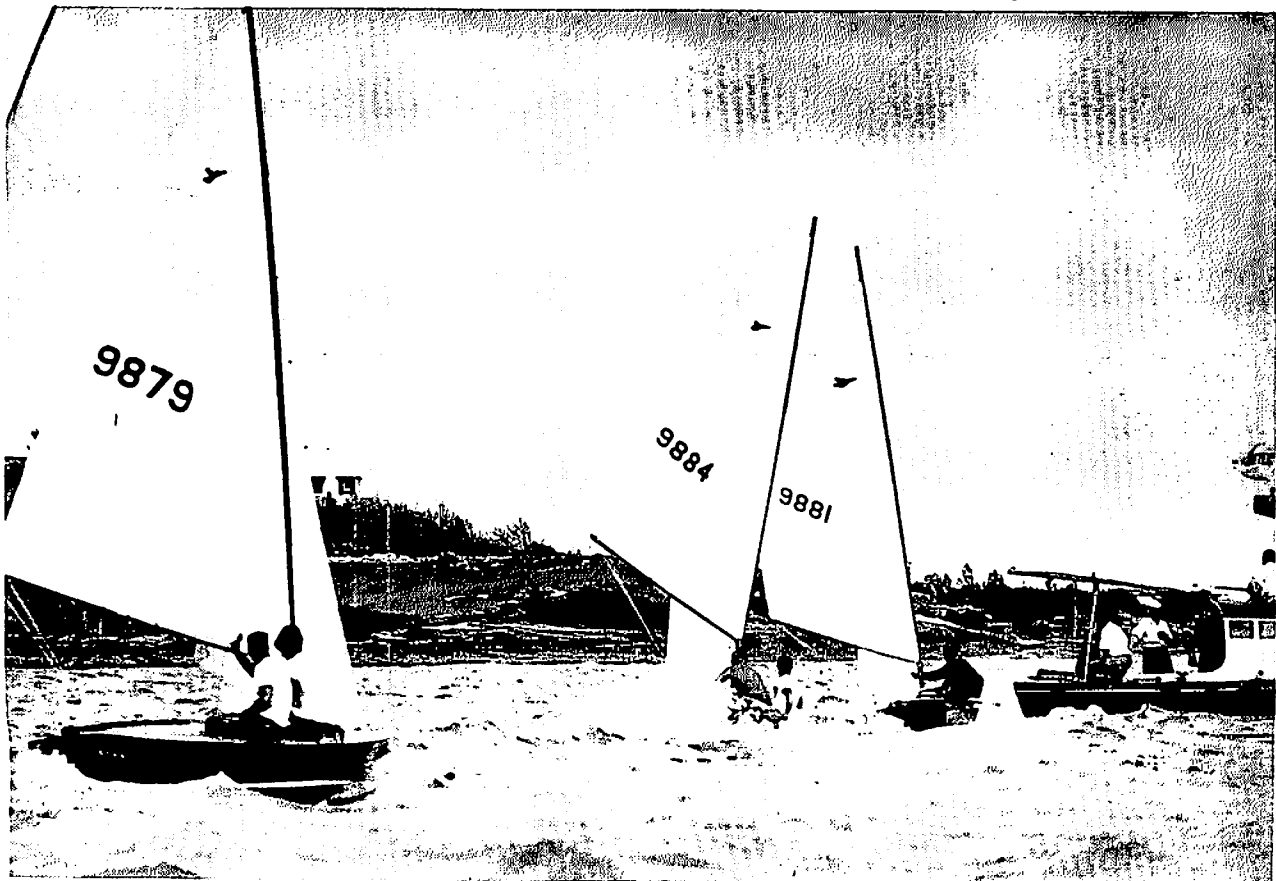
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PICTURES OF THE MONTH from Bermuda



R. Strange in "Thunderbird" and B. Hayward in "Half Crown" (9879) cross tacks on the way to the windward mark



"Half Crown", "Little Undine", and "Camito" are off to a flying start. Note how low their sails are carried.

Voice Of The People

DEFENDS HIS PIVOT BOARD SCHEME

"Franklin Johnson's nuclear attack on my pet centerboard scheme proves that not all Snipe sailors are nautical engineers. (Me, for example). I admit that my uneductaed guess of 20 lbs. per square foot for the board is too much for a Snipe. However, I suggested this as the upper limit, knowing that the trend now is to lighter boards.

A 5/16" steel board cut to the proposed size should weigh between 45 and 50 lbs. In the "down" position, such a board would be as effective as a much heavier daggerboard with arms reaching up to the deck. As for the tenderness of a Snipe running with the board up and many pounds of metal added to the heeling moment--all I can say is, "Down with the daggerboards."

Johnson's contention that a 20% reduction in centerboard area will increase leeway by 20% is not quite true. He should know that the underwater aspect of the hull and the rudder area together with the centerboard comprise the lateral plane, and that a 20% reduction of board area represents a very small fraction of the boat's profile.

It is my belief that any loss of efficiency due to the smaller board can be corrected with the tiller. The one advantage that Franklin overlooks is that reducing the board area also reduces skin friction. The less drag the better. Otherwise, Wells' statistics reinforce my proposition for a more convenient pivot board that will take the griping out of Sniping. And last but not least, it is one of the approved shapes shown in the plans.

With greetings from Snipe Fleet #60

--Peter Nickles, F. C.

Item: Bill Rushlow's slick new Varalyay with Roberts sails is sure to make the headlines in area races. It was built from a material known as WOOD."

REPORTS ON FIBERGLAS HULL

"The June issue of the Bulletin arrived a few days ago and, after mulling over the excellent article on decking a fiberglass Snipe and the article by the skipper of Texan III, I can contain myself no longer and hereby offer my two-bits worth resulting from my experience with #9923 --one of the earliest fiberglass boats. Since she has been in active use since early August of 1954, some of the aging characteristics may be of interest to others owning or contemplating a fiberglass hull.

First of all, leaks. When first tossed into the water, there was slight leakage around the daggerboard case at the keel. One paint job around the offending area with clear polyester resin cleared it up. Since then she has been as dry as dust.

Secondly, fatigue. After one and one-half season's use, the port shroud attachment, which is a stainless T-shaped plate, bonded in with fiberglass cloth and resin, loosened so much that only the sheer clamp kept it from pulling up and clear out of the boat. This was easily repaired with cloth and epoxy resin, but if I hadn't discovered it, I might have lost the mast. The only reason for this loosening that I can account for, is the jarring that results when the jib is down and a preventer is not placed on the shrouds to take up the slack. Therefore, I highly recommend the use of a preventer on the shrouds to keep the mast from banging around and jerking the chainplate fittings.

Another way fatigue seems to take its toll is at those places which are subject to flexure (as in the middle of the bottom) and to which a rigid bond is made over a small area (as at the end of a floorboard support). I had installed my floorboards over beams bonded to the hull at each end with cloth and resin. At those points, by the end of last season, cracks were developing on the OUTSIDE of the hull. Since it was apparent that, given enough time, there would be a complete break at these points, I took the beams out and now have floating floorboards, you might say. The beams are screwed to the floorboards, but not bonded to the hull. The whole shebang is held more or less in place by running a beam across at both ends of the daggerboard case.

Although I hate to take exception to our Honorable Commo-

(Continued on page 12)

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!

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

FOR SALE: SNIPE DECALS. Two bright red Snipe insignia 6 1/2" long with number decals, only \$1.00 postpaid. Use them on your car, trailer, boat, etc. STICKS ANYWHERE. Get them from SCIRA, 655 Weber Ave., Akron 3, Ohio.

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

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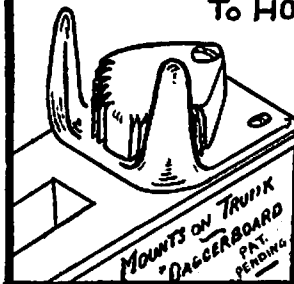
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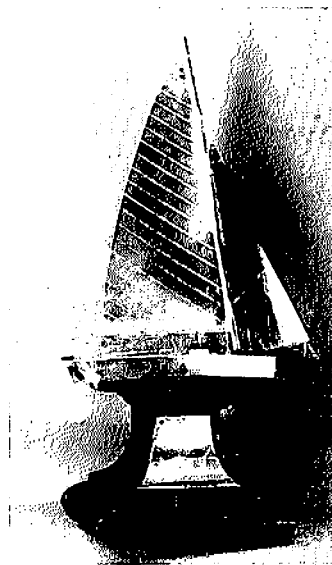
(VOICE OF THE PEOPLE from page 11)

dore, the bottom of my hull flexes. What it does when it is breezing up and you are banging through the chop, I can't say, for I'm not enough in the boat to be able to tell. But my experience with floorboard beams convinced me that flexure occurs, particularly when trailing behind the car.

Outside from these items, none of which can't be avoided, I'm 100% sold on fiberglass hulls!"

--- Bruce Wetmore, Potomac River Fleet #60.

— NEW BRAZILIAN TROPHY —



This handsome trophy called "ARIGO II" has been donated to SCIRA by Claudio Laszlo of Sao Paulo, Brazil. Arigo is the counterpart of "Hill-billy" or "Greenhorn" and is the name of Laszlo's boat. Claudio is an ardent Sniper and represented Brazil in the World Championships at Santander, Spain, last year.

The Trophy is emblematic of the Paulista Snipe Championship open to the Brazilian Southern fleets with the Club Bandeirante as sponsor.

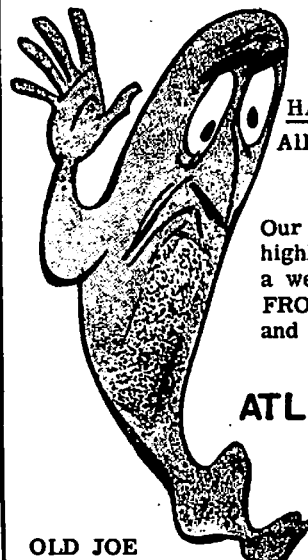
Terms: 3 races (2 triangular, 1 windward-leeward); boats loaned, if necessary; 4 days hospitality to entries.

Locale: Billings Dam near the State Capitol of Sao Paulo.

The first regatta for the Trophy Arigo II was held May 12-13 in the big paulista dam called Represa Billings. Thirteen boats representing seven Snipe fleets from 4 different states and the Federal District were on the starting line for the first race. Paulistas, gauchos, paranaenses (people from the State of Parana), capichabas (people from Vitoria in Espirito Santa), and cariocas—all combined in friendly rivalry. And once again, the Misses Bibi Juetz and Dora Schneeberger from Sao Paulo Fleet 311 were the winners of another regatta! They sailed their famous "Boogie II", an Argentinian-made Snipe which is the most cosmopolitan and travelled Snipe in all Brazil. Bibi takes it wherever an interfleet Snipe race is scheduled. 2nd place went to Kurt Keller and 3rd to Waldemar Bier, both from Porto Alegre.

With the certainty of larger participation next year, this regatta promises to become an important Brazilian event.

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