

Snipe

BULLETIN



SEPTEMBER 1959
Vol. 9 No. 4



The new U. S. National Champion, Richard Tillman, and Miss Beth Norwood, his crew, admire their trophies.



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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.

Subscription Rates.

\$2.00 Per Year.

Owners of measured and paid-up Snipes receive
SNIPE BULLETIN as part of their membership free.

Forms close on the 15th of each month preceding publica-
tion. Material received after that date will not appear un-
til a later issue. Contract advertising rates may be had on
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change in address, giving both old and new addresses.

Concerning the Cover

Dick is holding the famed Heinzerling Trophy, emblematic of
the U. S. National Championship of the Snipe Class, while Beth
has the PLYC Cup for champion crew in her right hand. The
two trays are permanent awards to the winning skipper and
crew. — Muskogee Phoenix and T-D photo.

THE SCORE

Numbered SNIPES — 11987

Chartered Fleets — 479

Last May, the above figure was 11854, so 133 new Snipes
have been added to SCIRA fleets throughout the world in the
last 4 months. At the same time, more sets of plans and kits
than usual have been sold and several countries have purchased
loft lines for making a mold for fiberglass hulls and now reports
of first fiberglass hulls are beginning to come in. All very
encouraging news indeed, and SCIRA is continuing to grow a
Snipe becomes more and more popular.

Four new fleets have been added (not as many as usual)
but many more are in the process of organizing now and will
become active next season. One of the last things that Charles
Galeyn did before retiring as National Secretary for Belgium,
was to apply for a charter for the fleet at the Yacht Club de la
Meuse. Charter #476 was granted to them, making the 6th active
fleet for Belgium.

Brazil continues with its steady development of the Snipe
class and charter #477 was issued to the new Saco de Sao
Francisco Fleet at Niteroi. October is rapidly approaching
with the excitement of the World Championship Races at Porto
Alegre and Brazil is all prepared to act the part of host. They
have done a wonderful job of organizing and promoting the event.
The preliminary arrangements and literature have been very
inclusive and all those lucky enough to attend this great series
which will be outstanding in SCIRA history, will arrive well-
informed of the schedule and tutored in procedure. The organ-
izing committee of the Clube dos Jangadeiros has overlooked
nothing and they have done a remarkable efficient job.

The other two fleets established were in Spain -- #478 to
the Club Nautico de Laredo and #479 to Club Nautico de Castro-
Urdiales. Over the years, Snipe has enjoyed steady development
in Spain and the above fleets have the national numbers of 62 and
63 respectively. They have always participated in international
events and held the second World Championship Series ever held
outside the United States at Palma de Mallorca in 1948. And the
quality of their sailing is high, too, as ably proven by Juan
Manuel Alonso Allende, the present Snipe World Champion and
defender of the title in Brazil next month.

And an added stimulus to our organization was the sensation-
al article in the August 3rd issue of SPORTS ILLUSTRATED
concerning Snipe sailing. If you missed it, by all means go to
the library and look it up. Better still, subscribe to the maga-
zine so you'll not miss another one. Coming at the same time
as the Nationals, it excited interest all over the country and the
resultant publicity is still showing up in the volume of daily

mail. Seems everyone wants to get a kit, build a Snipe, and join the fun! The two-page color picture is one of the finest sailing pictures ever printed and is bound to attract the attention and admiration of all who see it -- let alone the sailors in the crowd! By the way, the red boat skipper is Howie Watts of Lake Quassapaug, Connecticut, who appears about to run over Mike Choquette of Birmingham, Michigan, in the yellow boat. The shot was taken at the Nationals at Chautauqua last year. Thanks of SCIRA go to the editorial staff of SPORTS ILLUSTRATED and especially to Tom Atkinson, who wrote the article with skill and understanding. However, Messrs. Wells, Whittemore, and Schenck claim that elevation to such prominence put a whammy on their performances at the Nationals. We haven't heard what it did to Carlos Bosch, the other quoted authority. TO SUM IT ALL UP -- looks and feels like Snipe is about to start planing!

Action Taken by the Board of Governors —

The Board of Governors met in three short sessions at Western Hills in Oklahoma and a SCIRA general meeting was held Friday afternoon, August 8th. It was attended by probably the most representative group of Snipers ever to attend such a class meeting, as all parts of the country were represented by able sailors.

The most important action taken by the Board marked a milestone in SCIRA's 28 years of existence. By an unanimous vote, the Board accepted the granting of International Status to Snipe by the International Yacht Racing Union and the title THE INTERNATIONAL SNIPE CLASS became official. The class organization will remain the same (Snipe Class International Racing Association, Incorporated) and it will continue to conduct all official business in accordance with IYRU rules and regulations agreed to by the acceptance of this honor. Like Star, Snipe will be a self-administered class. Several minor changes will probably have to be made in time: for example sail markings. The IYRU rules covering those are printed below as a matter of common interest:

PART II—GENERAL RULES

17—Numbers, Letters and Emblems on Sails Distinguishing Flag

1. Every yacht of an international class shall carry on her mainsail:—

(a) A letter showing her nationality, thus:—

A	Argentine	K	United Kingdom	RI	Indonesia
B	Belgium	KA	Australia	RM	Roumania
BL	Brazil	KB	Bermuda	S	Sweden
BU	Bulgaria	KC	Canada	SA	South Africa
CY	Ceylon	KK	Kenya	SR	Union of Socialist
CZ	Czechoslovakia	KR	Rhodesia and Nyasaland		Soviet
D	Denmark				Republics
E	Spain	KS	Singapore	TH	Thailand
F	France	KZ	New Zealand	TK	Turkey
G	The Deutsche Bundes Republik and West Berlin	L	Finland	U	Uruguay
		M	Hungary	US	United States of
GE	Greece	MD	The Principality of Monaco		America
GO	Deutsche Demokratischen Republik	N	Norway	V	Venezuela
		OE	Austria	X	Chile
H	Holland	P	Portugal	Y	Yugoslavia
I	Italy	PH	The Philippines	Z	Switzerland
J	Japan	PZ	Poland		
		RC	Cuba		

(b) A number or emblem showing the class to which the yacht belongs.

(c) Number of yacht:—

A number to enable her to be distinguished on the programmes. This number shall be allotted to her by her own national authority.

Assuming a five-point-five metre yacht belonging to the Argentine Republic to be allotted number 3 by the Argentine national authority, her sail shall be marked:—

5.5
A 3

You can readily see, that, after 28 years of issuing numbers from 1 to 11987 as new boats were built all over the world, we have a unique problem which never rose before in any one-design class. The national letter and number can be added to the sail as is, which already shows the emblem and the international number. But that would make a tremendous problem in the United States where no national numerical record has ever been kept. Numbers have always been issued in order on an international basis. Must we give up that system? It is a

problem which will require considerable thought, if it has to be solved.

Another change necessitated by the above action is the changing of the time of the annual SCIRA meeting from February to a period immediately preceding the U. S. National Championship Races, usually held in August. Thus SCIRA will meet when the whole country is represented in time to prepare requests and rule changes to give to the U. S. IYRU representative in September which he in turn can present for IYRU consideration at their annual meeting in November. Timing will be improved all around, for the rule book can then be issued at the beginning of the calendar year.

At any rate, Snipe is now on the honor role, thanks to the hard and persevering work of many ardent supporters in several different countries. Their united efforts accomplished an honor which many other one-design classes covet. Thanks to all of them! Snipers now have something they can really boast about!

Furthermore, in anticipation of expanding participation in World affairs, the membership of the Board was increased from 11 to 15. The elective member representing the District Governors was dropped, leaving 6 members-at-large to be chosen for the Board. They will serve three-year terms and the terms will be staggered for the first two years until that schedule is obtained; then in the following years, 2 members will be elected each year. Thus there will be more democratic representation on the Board, at the same time providing a reservoir of talent for future flag officers. Elections will be held at the next annual meeting, which, as of now, will be held in Chicago on the second Saturday of the Chicago Boat Show next February. Exact details and date will be announced later. This is the regular scheduled meeting under the old time-table --the August meeting next year, as announced above, will henceforth become the regular annual meeting.

The invitation extended by the Clearwater Yacht Club of Clearwater, Florida, for the 1960 U. S. National Championship Races was accepted, the dates of August 19th to 26th being approved.

A short report of the Rules Committee, consisting mostly of clarification of existing rules, was approved for presentation to IYRU this November.

In recognition of his fine work and enthusiasm for the promotion of Snipe in Bermuda and the Western Hemisphere, culminating in the inclusion of Snipe in famed Bermuda Race Week last April, the title of Honorary Vice-Commodore was conferred on Reginald Tucker, former National Secretary for Bermuda. Congratulations, Reggie!

OUR CONGRATULATIONS

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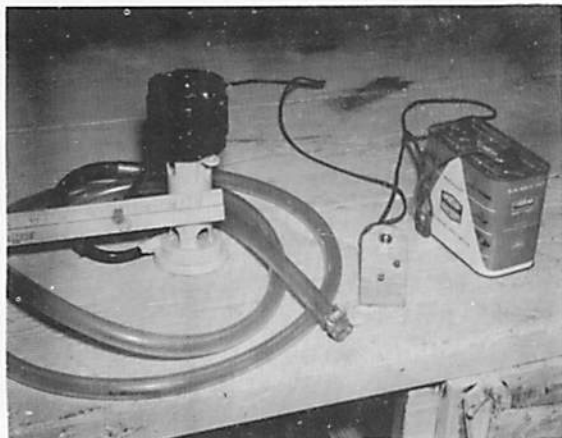
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THE COMMODORE SAYS

Through the BULLETIN one reads about Snipes all around the world. You begin to know most of them and finally, when you meet them face-to-face, it is indeed a pleasure! That happy event usually occurs at a big regatta, as, in my case, at the Midwinters in Clearwater and in Bermuda last Spring.

Mr. Reggie Tucker of Bermuda was instrumental in getting the Snipe Class included in Bermuda Race Week for the first time this year -- the 350th Anniversary of the discovery of the islands. Through his hard work and also that of many other Bermuda sailors, the race week was very successful and it is hoped that Snipes will be included on the program again.

I know it is rather late for comments on the affair, but I have a few observations to make on this unusual regatta and they may be of interest to many. The Bermudians are as good as their record shows in the Western Hemisphere Races of 1956 and 1958. The weather was typical for regattas -- very different from normal -- in this case, heavy winds prevailed. Due to scarcity of replacement parts, Bermuda local rules do not permit racing in over 20 mph winds. Practically all races were above this limit and the wide rubrails and better bailing equipment gave the American entries an advantage. Whenever the wind fell, the local boats were very much in contention. Also, in one race, several Bermuda boats were late to the line when it was rumored a race would be postponed.

The Great Sound on which the races were held provides the finest in sailing waters, with steady winds and tide and currents negligible. All courses sailed were gold cup type courses, which consist of one triangular lap and a windward-leeward lap. The courses were very long, due in part to a classic remark about how many boats had traveled several thousand miles for the regatta and did not want a short course. The committee obliged!

Actually, the gold cup course is not particularly suited to Snipes as they do not carry spinnakers. Windward-leeward races are also quite dangerous in high winds on open water. Capsizing or swamping can occur as well as snapping a mast. In the U. S. Nationals there is a rule requiring two windward-leeward races out of a five-race series. Not only high winds, but a large number of participants make this rule difficult to carry out successfully, as demonstrated at Chautauqua last summer.

Snipes should be very proud of their class, as it has evolved through the years into not only the largest but the best racing organization of its kind. Recently the " Rules for Sanctioned Regattas" were published in the BULLETIN and they are also on page 135 of the 1959 Rule Book. These are excellent, and it is very important for the Fleet Captain and other fleet members to know them and acquaint their race committees with them if they do not already follow these rules. Actually, they are a guide for fleet racing as well as for regattas. When a fleet sponsors a regatta, it is responsible not only for hospitality but also for as good racing conditions as the weather and locality permit. Oftentimes non-Snipe sailors are left a free hand in running race committees at regattas and they may install their own rules or ideas which may or may not be good. At any rate, they are likely to be unfamiliar to regular Snipe sailors and this can lead to trouble. This is where the fleet members can lend assistance by insisting that the Class Rules for Sanctioned Regattas be followed. An entry has the right to expect such a procedure when he goes to an officially sanctioned regatta-- that is one of the chief reasons why SCIRA insists on control over interfleet affairs by granting sanctions which imply and guarantee a well-run series of races in a regatta worthy of the Snipe organization. I am very happy to report that most regattas I have been privileged to attend recently were very well run affairs. It takes hard work, but a successful regatta is worth it!

A prominent Dixie Snipe was sitting in his rocker on the porch of his cabin, rocking east and west. Nearby sat his 42-year old son, rocking north and south.

" Son, " drawled the old man, " It's about time you larned not t'wear yourself out thataway. Rock the way the board runs and save yer stren'th".

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New Yorker Nabs Snipe Title



THE HAPPY VICTORS DISPLAY THEIR TROPHIES - Jim Lenna (left) crewed for his good friend, Les Larson, the new Junior Champ. (Center) Vic Larson gives his son a pat of approval.

BETH NORWOOD LEADS THE BOYS AROUND in a race to nowhere which ran out of time. The lake queen in 11011 is closely pursued by Larson in 10390 and Barbara Ann Shaffer, San Antonio, Texas, in 11209.

It was a Big Day for the Chautauqua, New York, contingent at the U. S. Nationals when 15 year-old Leslie Larson won the 1959 Junior National Championship of the Snipe Class, for it marked the attainment, after ten years, of another fruitful reward for their famed Junior development sailing program.

Les, son of Victor Larson (a well-known sailor who placed 2nd in the 1946 National Championships) is a second generation Sniper, who, along with his crew, Jim Lenna, has been sitting in a Snipe ever since he was big enough to lift a tiller. It was a most gratifying victory to his teacher and biggest booster — his Dad!

The Juniors, in a fleet of 15 boats from 9 different states, got away to a very inauspicious start Friday morning, August 1st, under a hot and clear sky, calm waters, and little or no wind. Shades of Lake Chautauqua! And the story almost repeated itself. With 3 races scheduled that day, the first race was cancelled for lack of wind. After noon, enough wind came up to give them a start and off they went at a snail's pace, and they did make the finish line under the time limit with Larson in 1st, Gene Grossman, Kansas City, Mo. , 2nd, and Taylor Brown, Baltimore, 3rd. As it turned out, these were the 3 favorites and leading contenders throughout the series. (They finally finished in exactly the same order, too.) The 3rd race that day was a 6 mile triangular and Beth Norwood, Atlanta, Georgia, was leading when time ran out.

Saturday, with 3 races lined up, was a repetition of Friday and they got past the finish line only once within the 2 1/2 hr. time limit. In the 2nd race, Larson was leading Grossman and only 1/4 mile away when the race was called. But the wind picked up late in the afternoon and Brown and Larson conducted a head-and-head duel all the way around the 6 mile windward-leeward course. Larson led at the start; Brown at the windward mark; Larson at the next two marks; then a luffing match kept them even until the 4th mark where Brown slipped inside to get the advantage and outraced Les there for the rest of the way home. Grossman was close on their heels for a 3rd place.

The standing was now exceedingly close for Brown and Grossman, each with 1-3, had 3044 points and Larson, 2-2, was only 2 points behind with 3042. So, on Saturday night, with only 2 of 6 scheduled races completed, there was a slight aura of despair around official headquarters. In desperation, they announced a last try of 3 races for Sunday morning, the first to start at 7:00 A. M. IF there was a wind. And sure enough, the breeze that came up Saturday evening was blowing stronger the next morning. (Incidentally, it never did let up, lasting more or less throughout the entire next week.)

The 3 races were sailed on scheduled time in 5-12 mph winds and the kids all got a thorough work-out. And the first race saw the scales swing heavily in favor of Larson when he got a beautiful first while Brown and Grossman gave him a wide margin when they fell to 5th and 6th places respectively. Although they almost reversed the situation in the next race with 3rd and 1st as Larson sailed his worst race for a 5th, they couldn't keep him back from 1st place and the title in the 5th and final race. Les got an able assist in this event when his club-mates, 12 year-old Charles Ulrich III and 10 year-old Alvin Bugbee, put a nice 2nd place between him and his pursuers.

The series was a little smaller than usual in number of entries. Many " regulars " of recent years have now graduated to the seniors; also, the long trip to Oklahoma discouraged many youngsters from taking their own boats. Most were there as crews for a senior member of the family who had entered the big event. But it turned out to be one of the best Junior series ever held and a tired bunch of kids returned home all fired up with Snipe enthusiasm. And they'll be back next year!

U. S. JUNIOR CHAMPIONSHIP

BOAT	SKIPPER	CLUB RACES	1	2	3	4	5	Pts.	Fin.
10390	Leslie Larson	Chautauqua, N.Y.	2	2	1	5	1	7538	1
10832	Gene Grossman	Missouri Y.C.	1	3	6	1	3	7313	2
9364	Taylor Brown	Middle River, Md.	3	1	5	3	4	7153	3
10560	James Richter	Indianapolis	9	5	2	4	5	6506	4
8571	Charles Ulrich, III	Chautauqua	5	9	4	7	2	6366	5
10170	Colton Weatherston	Missouri Y.C.	6	4	10	2	8	6165	6
11000	Honnie Grossman	Missouri Y.C.	4	6	11	8	6	5808	7
11011	Beth Norwood	Atlanta, Ga.	7	10	3	6	12	5627	8
11659	David A. Smith	Oklahoma City	8	11	9	11	9	4937	9
4604	Richard Caspari	Wichita, Kans.	13	8	13	12	11	4398	10
11619	Andy Cruce	Oklahoma City	14	15	8	DNF	7	4326	11
8997	Barton Cox	West Texas	12	7	14	DNF	14	4131	12
6764	Barbara Ann Shaffer	San Antonio	15	14	12	9	13	4054	13
7856	Edmund Daly	Quassapaug, Conn.	11	12	DNF	10	10	3663	14
11209	Keith Zars	San Antonio	10	13	7DNF	DNF	DNF	3577	15

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— DICK TILLMAN IS THE NEW ~~DISTRICT 4~~ CHAMPION —

With the help of Beth Norwood, Dick continues his winning ways to take the 1959 National Snipe Title
BOB HUGGINS RUNNER-UP AGAIN — MIKE CURRAN WINS WELLS TROPHY — WELLS TAKES CROSBY SERIES



NATIONAL SNIPE CHAMPS skipper Dick Tillman and crewman Beth Norwood make a final check of their rigging and straps prior to departure from Western Hills Lodge and eventual participation in the Pan-American Games later in the month where they will represent the United States.



RUNNER-UP BOB HUGGINS of Lake Merritt, California, points out to his wife and crew, Ellie, the fact that they have finished in close second place for three years straight in the Nationals. This is by far the most consistent and best record of anyone in the country amidst such stiff competition and they rate TOPS!

You can see it was easy to write the headline for this article, for Dick Tillman lived up to predictions by winning the 1959 U. S. National Championship of the Snipe Class. By doing so, he also broke up the California and Connecticut pattern, whose sailors have divided the honor for the last 6 years.

Dick, a graduate of Annapolis and a 2nd Lieutenant in the U. S. Air Force, is stationed at Eglin Field, Florida, and sails under the burgee of the Atlanta Fleet 330, where he is an affiliate and enjoys the privilege of having Miss Beth Norwood crew for him. He sailed Snipes as a boy on Lake Wawasee, Indiana, under the tutelage of the Levinson Fleet. He put together a 2-10-2-2-8 record to pile up 6613 points to win over Bob Huggins of Lake Merritt, Cal., by the narrow margin of 61 points, less than 1 boat in the top point scoring system. Ted Wells, with 6422 points and 3rd place, was 191 points and 3 boats behind the winner. These 3 men were the top contenders as 752 points separated them from the rest of the fleet.

64 boats from 16 states entered the 24th Snipe Class National Championship Races held Aug. 3-8 at Lake Ft. Gibson, Oklahoma. 3 fleets combined forces as joint hosts -- Sequoyah 68, Oklahoma City 14, and Wichita 93 -- with the gratifying result that, in the unanimous opinion of all, this was probably the most successful and efficiently-run National event ever held. It will always be remembered as "the friendly Nationals." 78 boats from 16 states raced in Chautauqua last year, so locale did cut down a little on entries, which was desired. 10 races were scheduled during the week -- 5 for the qualifying Crosby Series and 5 for the final Heinzerling Championship series. The group was divided into 6 fleets (4 with 11 boats and 2 with 10), making not over 21 boats on the starting line in the Crosby races, as each fleet raced each other fleet once in a round-robin series with the 24 highest point scores determining the entries for the Heinzerling Championship Series.

The area where the races were sailed was ideal. A 6 mile course could easily be laid out in any direction on open water with plenty of room to spare. The weather co-operated in its own peculiar way, for the wind left over from the Junior races Sunday morning continued at a 3-16mph gait all through the week. It was shifty and variable, creating many good and bad spots which resulted in many frustrated sailors as the score board testifies, but all races were run as scheduled with no postponements or cancellations -- really a remarkable accomplishment!

The first race Sunday afternoon ran true to form with 5 favorites - Wells, Huggins, Wolcott, Whittemore, and Thompson - leading their heats. But on Monday, with moderately fresh winds driving the sloops, Ted Wells copped two beautiful 1sts to step out in front with 2-1-1 ahead of Huggins and Jerry Thompson, both tied for 2nd with 1-2-2. Ted's winning streak continued through Tuesday, for that morning in the 4th race, he got another 1st to get in an enviable position over all his pursuers, and when he finished off the series with a 3 that afternoon, he had won the Crosby Trophy for the first time with the record score of 7765 points, 310 ahead of Huggins with 7455. It was an outstanding performance and Ted's stock was at an all-time high as the championship series approached. Of the 24 qualifiers, 14 were repeaters from last year. There were no major upsets, but Bel and Bebe Russell, well-known father and son team from Chatauqua who have attended the Nationals since 1947, finally got out of the Wells list into the big time when they sailed "Chequendeque". Fred Schenck's old boat, into 21st place. There was much rejoicing on the local home front! Again, California made good their silent boast, for, as usual, 7 California boats entered and all 7 qualified, leaving only 17 places for the other 49 states.

Since the wind was blowing steadily in spurts and weather reports were rather indefinite for the next two days, the Race Committee decided Tuesday night that 3 races would be set up for Wednesday. And the day was perfect -- hot sun, clear skies, with favorable but shifty breezes. Two windward-leeward races and one triangular were run off in good time with foreboding results.

In the first windward-leeward, Harold Gilreath of Atlanta asserted himself with a nice 1st and Dick Tillman, who had a 1st in his heat of the final Crosby race the previous afternoon, kept up his hot streak with a 2nd. Jerry Thompson was in 3rd place. Keyed up from his fast pace in the five Crosby series races, Ted fell back to 13th place, his worst performance in the regatta and which turned out to be a handicap which he could not quite overcome, although he made steady improvement for the rest of the races.

The second windward-leeward was a repetition of the first but with a new set of winners. Bill Kilpatrick of Oklahoma City won this one, followed by the defending champion John Wolcott of Lake Quassapaug, Conn., and Ray Kaufman of Manhasset Bay, N. Y. Ted regained much lost ground with a 4th.

while Tillman and Huggins sailed their worst races, 10th and 12th respectively. Gilreath stayed right up there with a 6th.

The third race late in the afternoon was over a 7 mile triangular course, sailed in short time with brisk winds. A newcomer, Hi Upson of Lake Quassapaug hopped up into view with a comforting 1st with Tillman bouncing back into 2nd and Huggins starting to move into contention for the first time with a 3rd after chalking up a 7-12 previously. Mr. Gilreath gracefully bowed out with a tough 17th. The standings that night saw Tillman in command with 4003, Upson with 3869, Huggins with 3441, and Wells 3177.

The 4th race Thursday morning, a 7 mile triangular course, saw the die cast when the top winners were Huggins 1st, Tillman with his consistent 2nd place, and Wells with 3rd. Dick was in a strong position to win with 483 points ahead of Huggins, the only one to gain on him in that race. And Bob was faced with the difficult task of beating Dick by 7 boats to win -- or Dick had to finish 6th or better to cinch the crown.

Although the wind had started to die down at noon, the Race Committee gave them a timely start in uncertain winds. It turned out to be essentially a two-man race between Dick and Bob, although Old Master Wells showed them all how to sail around the course. At the first windward mark, Bob was in 2nd place and Dick was way back in the fleet in 23rd place, next to last! And Bob made the best of the situation. He virtually sailed alone around the course, following Wells closely and never pressed from the rear. It sure looked bad for Lt. Tillman! But excitement mounted rapidly with every lap (Mother Mimi Norwood couldn't bear to look !) as Tillman, carefully avoiding any entanglements, started to sail his own do-or-die race. He started to move on the second round and gradually passed boat after boat. In the last few hundred feet, he passed the last one to cross the line in 9th place, just far enough back to lose the prize to Huggins by the narrowest of margins. But anything can happen in a boat race and the race is not over until the official scores are posted. Upon return to shore, it was found that a protest had been lodged against the boat which had finished

1959 SCIRA NATIONAL CHAMPIONSHIP COMMODORE CHARLES E. HEINZERLING TROPHY SERIES

BOAT	SKIPPER	CITY	RACES	1	2	3	4	5	Pts.	Fin.
10350	Dick Tillman	Atlanta, Ga.	2	10	2	2	8	6613	1	2
3518	Robert Huggins	Lake Merritt, Cal.	7	12	3	1	2	6562	2	3
6025	Ted A. Wells	Wichita, Kansas	13	4	6	3	1	6422	3	4
8653	Harold Gilreath	Atlanta, Ga.	1	6	17	4	11	5670	4	5
9320	Hi Upson	Middlebury, Conn.	4	11	1	12	14	5439	5	6
10370	Bill Kilpatrick	Oklahoma City, Okla.	10	1	21	10	7	5098	6	7
9497	John Wolcott	Fairfield, Conn.	DSQ	2	5	6	16	4923	7	8
10567	John H. Jenks	Palo Alto, Cal.	12	20	8	5	6	4892	8	9
9599	Jerry Thompson	Long Beach, Cal.	3	16	19	14	4	4651	9	10
8652	Alan Levinson	Indianapolis, Ind.	6	5	23	13	13	4415	10	11
10101	Belford Russell	Jamestown, N.Y.	8	9	16	17	10	4274	11	12
8300	Kenneth Cook	New Britain, Conn.	19	7	10	7	21	4157	12	13
11888	Fred Schenck	Newport Harbor, Cal.	17	8	11	8	22	4015	13	14
11411	Peter Geib	Newport Beach, Cal.	11	17	7	22	12	3834	14	15
11402	Stewart Brown	Baltimore, Md.	18	15	13	18	5	3814	15	16
7432	Terry Whittemore	Middlebury, Conn.	9	21	DSQ	19	3	3608	16	17
11771	Lanny Coon	Grand Rapids, Mich.	14	14	14	9	23	3535	17	18
10569	Stanley Kintz	Lake Merritt, Cal.	15	13	15	DSQ	9	3416	18	19
11900	Julius Kroeger	Rochester, N.Y.	5	23	12	21	18	3390	19	20
11291	Ray Kaufman	Port Washington, N.Y.	DNF	3	22	11	DSQ	3250	20	21
11450	Joe Ramel	Kansas City, Mo.	16	22	4	DNF	19	3128	21	22
7885	Howie Watts	Middlebury, Conn.	DNF	18	9	15	20	2959	22	23
11386	Art Lippitt	Wichita, Kansas	21	19	18	16	16	2663	23	24
11209	Dr. B.G. Horner	San Antonio, Texas	20	24	20	20	17	2188	24	

in 5th position in the final race, between Huggins and Tillman. After some finger nail chewing for a couple of hours, the ruling was made that the protest was upheld, and thus Dick automatically moved up into 8th place and the 1959 title. It was a dramatic finish to an otherwise routine regatta!

In the meantime, the Wells Series was being raced right behind the Heinzerling fleet under the same conditions. A couple of newcomers, Mike Curran of Kansas City, Mo., and Louis Nelms of Ft. Worth, Texas, dominated the races. They had a close contest throughout and in spite of getting lost way back in the fleet with 19th and 16th places in the final race, managed to keep ahead of Paul Zent of Indianapolis and Lief Zars of San Antonio. Mike won the trophy with 6191 points, 220 ahead of Louis. The many newcomers in this series all vowed they would like another crack at big time Snipe racing.

Ted Wells added another laurel to his long list of victories (New Champion on page 8)



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.

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TED A. WELLS, veteran winner of just about every Snipe honor available, oversees operations while members of the Measurement Committee Bob Williams of Wichita (right) and Joe Becker, Tulsa, check over sails belonging to SCIRA Commodore Alan Levinson of Indianapolis (on left at end of table).

(NEW CHAMPION from page 7)

when he also won the Griffith Trophy with a grand total of 14187 points amassed in all 10 races, 170 points ahead of Huggins with 14017. Ted is still the unchallenged Old Master!

There is little that can be said about actual racing tactics as everyone had about the same experience. They sailed the same courses to the windward marks, but the proper course was anybody's guess due to the shifting winds. As the fleet split up into groups, you found that you had it made or simply had had it. In one race, Bud Hook, way back on the windward leg the second time around, took off all by himself on a course he had seen Bob Huggins sail the previous afternoon, went up along the right hand shore and boiled down on the mark on a Snipe-killing starboard tack ahead of practically the entire fleet. He finished in a very creditable 8th place! Many sailors had the experience of winning one race and then, two hours later, come in 16th or 22nd on the same course. Otherwise, the races were uneventful -- no storms, no acrobatics required, no capsizes, little equipment breakage, but with probably more protests than usual.

No one will ever forget this regatta. The location and accommodations furnished by the Western Hills Lodge right on the lake in the wooded Muskogee country, home of the Cherokee Indians, were unexcelled with all comforts of living, a pool, constant activities for all ages, and an excellent cuisine. The program ran off without a hitch, thanks to Jerry Jerome, the regatta chairman, and his excellent committees. Jerry has all the qualities of firmness and humor necessary for that thankless job. He was ably assisted by his wife and two lovely daughters, who kept all official records. The O'Brien brothers ran the Race Committee superbly -- all the starting lines were excellent. Protests were handled quietly and fairly. Otto Wiesner and his measurement committee kept an eagle eye on all boats and, with the aid of the new official SCIRA measuring rig in use for the first time, did that difficult job with no room for arguments of any kind. Everyone was satisfied with the fairness of his findings. Likewise, Joe Becker and Bob Williams checked all the sails. The wives at the reception desk were as nice as they could be and made everyone feel at home. All in all, it was a superb week of sailing topped off by a fine banquet with very amusing speeches by Jerry and the Lt. Governor of Oklahoma. Now on to Clearwater!

(Credit for the pictures used go to the Muskogee Phoenix and Times-Democrat. Many more pictures of the affair are available and we hope to publish them later, but one can see that room in the BULLETIN is rapidly getting scarcer. There is more demand for advertising than ever before, which crowds out the interesting news items and regatta reports. A problem!)

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1959 SCIRA NATIONAL CHAMPIONSHIP
WELLS TROPHY SERIES

BOAT	SKIPPER	CITY RACES					PTS. Fin		
		1	2	3	4	5			
6783	Mike Curran	Kansas City, Mo.	5	2	6	4	19	6391	
11622	Louis Neims	Port J. Arb, Texas	7	7	16	16	5971	1	
8600	Paul Zent	Indianapolis, Ind.	4	14	5	11	5723	2	
10793	Lier Zars	San Antonio, Texas	13	4	9	11	5677	3	
10007	Dan Wesselhoff	Peoria, Ill.	1	6	18	21	4505	5	
13929	Martha Hansen	Jamestown, N.Y.	15	8	18	15	4481	6	
11677	Jill Carver	Jamestown, N.Y.	1	3	26	16	4380	7	
10163	James Biles, III	Memphis, Tenn.	10	1	17	DNF	4282	8	
9366	Jack Schwindler	Kansas City, Mo.	20	25	14	25	4269	9	
23	Warren Castle	Dallas, Texas	17	17	25	9	4266	10	
9315	Stuart Griffin	Kansas City, Mo.	12	31	10	11	4088	11	
11748	Eugene Grossman	Detroit, Mich.	21	20	11	2	4082	12	
9100	Mike Chonnette	Wichita, Kans.	6	10	21	9	3796	13	
6978	Bob Williams	Wichita, Kans.	9	19	37	12	3766	14	
10801	Woody Norwood	Atlanta, Ga.	6	19	37	12	3764	15	
16660	Bud Hook	Indianapolis, Ind.	24	2	27	14	2980	16	
10900	Terah Blythe	Jamestown, N.Y.	22	30	20	13	2478	17	
10300	Victor Larson	Jamestown, N.Y.	22	30	29	13	2478	18	
11020	Frank Rieserck	San Antonio, Texas	DNS	19	30	28	2359	19	
11000	Victor McLaughlin	Wichita, Kans.	28	19	4	31	2344	20	
10400	James A. Larce	Wichita, Kans.	28	19	4	31	2344	21	
12823	Sam Norwood	Atlanta, Ga.	30	11	17	DNF	2160	22	
10819	Joe Artillery	Atlanta, Ga.	18	13	17	17	2162	23	
8367	Floyd Hughes	Council Bluffs, Iowa	13	33	22	35	20	2177	24
8034	Dick McCarthy	Battle Creek, Mich.	23	12	23	20	2077	25	
10261	Robert McLaughlin	Omaha, Neb.	29	8	13	23	1977	26	
8970	Edward Garfield	Tulsa, Okla.	8	13	36	DNF	1840	27	
10170	C. Weatherston	Jamestown, N.Y.	11	18	21	17	1856	28	
9330	Tom Stewart	Orchard Lake, Mich.	19	40	21	17	1856	29	
10686	Louise Baisch, Jr.	Atlanta, Ga.	13	17	24	25	1671	30	
10901	Brad McFarland, Jr.	Hornell, N.Y.	36	14	24	22	1568	31	
9869	Dr. Norman Curran	Kansas City, Mo.	12	25	40	27	1568	32	
11599	Barbara Buchan	Jamestown, N.Y.	31	31	29	11	1469	33	
15824	Dick Oabler	San Antonio, Texas	31	21	34	20	1146	34	
11756	Wm. Collins	Indianapolis, Ind.	34	40	15	29	991	35	
10659	Norman Tanner	Tulsa, Okla.	27	37	33	24	35	601	37
11820	Dick Eism	Abilene, Texas	DNF	32	DNF	30	DNF	211	38
11611	Jim Beckout	Dallas, Texas	37	35	38	34	DNF	111	39
9527	Richard Hixon	Tulsa, Okla.	38	40	37	35	37	78	40

1959 CROSBY SERIES

BOAT	SKIPPER	CLUB	RACES					PTS. Fin	
			1	2	3	4	5		
6025	Ted A. Wells	Wichita 93	2	1	1	1	3	7765	1
3518	Robert Higgins	Lake Kerritt 92	1	5	3	4	2	7455	2
9457	John Wolcott	Quassapaug 231	1	5	3	2	7382	3	
743	Terry Whittemore	Quassapaug 231	3	2	1	6	7234	4	
9569	Jerry Thompson	Alamitos Bay 28	2	3	1	3	7175	5	
11900	Julius Kroefer	Kempert 103	7	7	1	5	7096	6	
8653	Harold Gilbreath	Atlanta 330	3	1	3	5	7009	7	
10350	Dick Tillman	Atlanta 330	4	5	6	4	6804	8	
11888	Fred Schenck, Jr.	Kempert Harbor 94	1	3	2	2	6665	9	
8655	Alan Levinson	Indianapolis 409	10	1	7	3	6512	10	
11402	Stewart Brown	Middle River 219	6	6	8	4	6439	11	
9302	Hi Upson	Grand Rapids 137	6	6	8	4	6400	13	
11771	Lanny Coon	Lake Verriet 92	8	4	11	5	6272	14	
10565	John Keneth	Winchester 77	6	4	4	4	6171	15	
3100	Kenneth Cook	Lake Verriet 92	6	4	10	6	6021	17	
11411	Peter Gehb	Kempert Harbor 94	3	7	3	7	5991	18	
11259	Dr. B. G. Homer	Woodlawn 140	7	12	4	7	5717	19	
10370	Bill Kippner	Woodlawn 140	10	10	4	8	4688	20	
10101	Balford Bursell	Oklahoma City 14	11	10	6	8	4323	21	
1482	Joe Watts	Quassapaug 231	11	17	6	9	4278	22	
11952	Joe Pando	Missouri 49	1	10	12	10	4270	23	
11398	Art Lipplit	Wichita 93	15	17	12	9	4206	24	

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Wells Wanderings

by
Ted Wells



ALIBIS AND COMMENTARIES

It looks like Old Joe has become a fixture at the Nationals, and we had better learn to live with him. This year, we were lulled into a false sense of security in the Crosby series, which Joe couldn't make, so he sent a completely inexperienced apprentice to louse things up. All the apprentice was able to manage was a slight lift to the port tack once in a while along the south shore. He was fired at the end of the Crosby series and Joe himself took over the lousing-up job, ably assisted by the top-finishing Crosby series skippers.

Bob Huggins, who finished 2nd in the Crosby series, did the poorest job of aiding Joe, so finished second in the Heinzerling series (he was first for about four hours). Dick Tillman did his best in the second race, and almost made it in the last race by finishing where it took a DSQ ahead of him to dislodge Huggins from first.

In what way and to what extent the others aided Joe in keeping themselves from winning, I don't know -- but I know I gave him one big assist by bungling the start of the first race. And I did it simply by not doing what I tell everyone else to do -- always have two stop watches on board, and have the crew read the time after you tack for the start. There were reasons for what I did which don't look very good in retrospect. It all boils down to one thing -- you aren't allowed even one mistake in top competition. And the competition was top notch, too! Practically any boat in the Heinzerling series could sail along side any other boat and not lose or gain an inch.

It was apparent both before and during the races that confusion exists on right-of-way on the starting line. The new rules really haven't changed anything -- they just say things differently. In order to understand them, first read "Wells Wanderings" for March 1959, then get out your new rule book.

The anti-barging rule simply states when and how room need not be given at the mark on the windward leg of the starting line. It has nothing to do with boats reaching down the line. The rules applying below the mark are those pertaining to the rights and obligations of leeward and windward boats, either overtaking or converging.

It must also be noted that luffing is by definition altering course to windward. When a close-hauled boat is about to hit a boat on a reach, there is no question of luffing since the close-hauled boat is not altering his course. His only obligation is to allow the boat on a reach (which is the windward boat) ample room and opportunity to keep clear after he has established his overlap to leeward of the windward boat. This overlap is most likely to be established by overtaking from clear astern, and, if so, the leeward boat must allow the overtaken one sufficient room to head up and keep clear.

Once the windward boat has headed up to a close-hauled course and if an overlap still exists, he must be sure he goes fast enough and points high enough so he doesn't fall off on the leeward boat. After the leeward boat has established his overlap giving ample room and opportunity for the windward boat to keep clear, it is up to the windward boat to stay clear. If this carries him over the line early, that's just too bad!

A hail by the leeward overtaking boat is not required. He can still sneak up and tag the windward boat if he feels like it

without letting out a whisper (it has been done), but in case of argument on the " ample room and opportunity" subject, a hail will strengthen the case of the leeward boat. Also, in most circles, running around trying to tag out someone else isn't considered good sportsmanship.

Remember that an overlap is determined by a projector of a line perpendicular to the center line of the overtaken boat, at the aftermost part of his rudder. If the overlap is established by a close-hauled boat fairly far to leeward and the overtaking boat heads promptly on a close-hauled course, the overlap will cease to exist and the close-hauled boat again becomes an overtaking boat and things start all over again. If the close-hauled boat continues to overtake the other boat, the latter ranks as an obstruction and the overtaking boat, if he cannot get to windward of the overtaken boat, can demand that any boat to leeward of him give him room to pass to leeward of the overtaken boat.

All of this isn't as complicated as it sounds. Get out the rules book and some model boats and run through a bunch of

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A proposal has been submitted to lower the limit by 25 lbs. In my opinion, this is pure nonsense! 25 pounds does not make a significant change in the manhandling of the boat or the performance of it, either. The planing speed would be virtually the same and the boat's speed in light air would hardly be affected. In today's close competition, however, no one can afford to be off the minimum weight. A 25 pound reduction would, therefore, be a bother to many skippers, yet the boat would perform almost the same as before.

If the weight limit is to be lowered, it should be a significant change, somewhere in the neighborhood of 100 lbs. Snipes would plane better and ghost faster, but they would no longer be Snipes!

The main reason that Snipe has appealed to us is its strictly one-design nature. We see all types of sailboats on the Chesapeake Bay, but we stick to Snipes because we cannot be outbuilt. I know that, if my boat is properly equipped and tuned, it will stack up favorably anywhere in the world at anytime (excepting my own too frequent errors in sailing!). If the specifications were changed and my boat became obsolete, I doubt that I would buy another. Development classes have their places, but one-designs have theirs, too. I sincerely hope that the Snipers throughout the world agree on that point -- let's have no more changes -- keep the class ONE-DESIGN!"

— Stovy Brown
CONVERTED TO THE FIBERGLAS HULL

" Next, I would like to say (and you have my permission to print this) that the fiberglass Snipe that I used in the Nationals was an excellent boat; in fact, it is one of the finest boats that I have ever been aboard.

As to the performance, I can only say I wish I had had a little more time to spend in tuning the boat. It is quite difficult to come to a regatta with a new boat, new sails, and a skipper and crew that had never practiced together. The last time Louie (Varalyay) and I sailed together was at Lake Wawasee, Indiana, in 1938.

The boat showed moments of fine sailing; in fact, we did win one race in the Crosby series when the wind did blow and was not quite as shifty as usual. If I had to order another Snipe, I would order the same boat.

My only thought is that my poor showing should not hurt the future of fiberglass Snipes, and I don't feel that I am that good a sailor that future Snipers might say, " Well, Fred Schenck couldn't win with one -- we'd better get a wood boat. " In fact, Cleve Slauson and Stan Salzenstein are ordering new fiberglass Snipes now.

Last, but certainly not least, is that this year's Nationals were the best managed series I've ever raced in. Beautifully done! Perhaps a little more protesting than usual, but that matter will clear itself up in time. "

— Fred Schenck.
ALL IN THE DAY'S MAIL

" We are cadets at the Israel Nautical College and, naturally, are very interested in boats. Recently, we have been reading about Snipes in current magazines.

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— Rony Lasar, 53 Hilel St. , Haifa, Israel

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

FOR SALE: SNIPE 5888, fiberglass covered hull, mahogany plywood deck, stainless rigging and halyards, winches, aluminum board. 1 set Watts dacron; 1 set Watts cotton; trailer and cover. \$500.00. Bob Grover, 1241 Meadows, E. Peoria, Illinois. Phone 9-3506.

FOR SALE: VARALYAY 9361 -- White hull, mahogany deck, new laminated Varalyay mast, wire halyards, winches. Lifting slings, chrome fittings, ALL equipment, including top canvas. Roberts full orlon sails. Beautiful racing trim and boat is near new condition. \$1075.00. Cleve Slauson, 6814 Skyline Drive CMR 116, Peoria, Illinois. Evenings phone 8-1958.

FOR SALE: SNIPE 5112 in good condition. Registered and measured; well-equipped; three suits cottons; daggerboard and rigging of stainless steel. Now being raced. Trailer included. \$450.00. Frank Gulden, 122 Awixa Ave., Bay Shore, New York. Phone MOhawk 5-0377.

FOR SALE: SNIPE 5630 BUILT BY EMMONS. Watts cotton sails. Whisker pole; steel board; paddle; other extras. Good record. \$275.00 complete. Charles King, 47 Hadley Ave., Toms River, New Jersey.

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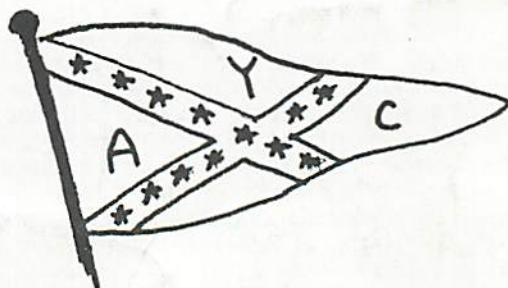
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HALLOWE'EN REGATTA

OCTOBER 23-24

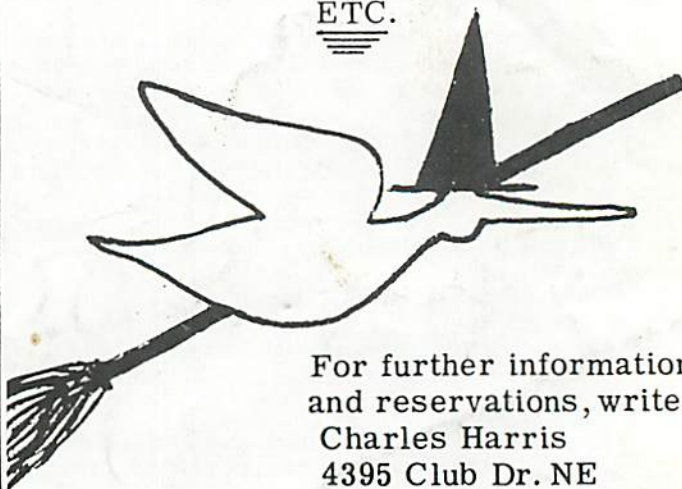
ATLANTA YACHT CLUB



HOSTS to the GHOSTS

PREVIOUS TOP SPOOKS
Seavy Williams The Levinsons
Lockwood Wheeler Gilreath
Zimmerman Wells Bosch
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ETC.



For further information
and reservations, write:
Charles Harris
4395 Club Dr. NE
Atlanta 19, Ga.

Y'ALL COME!