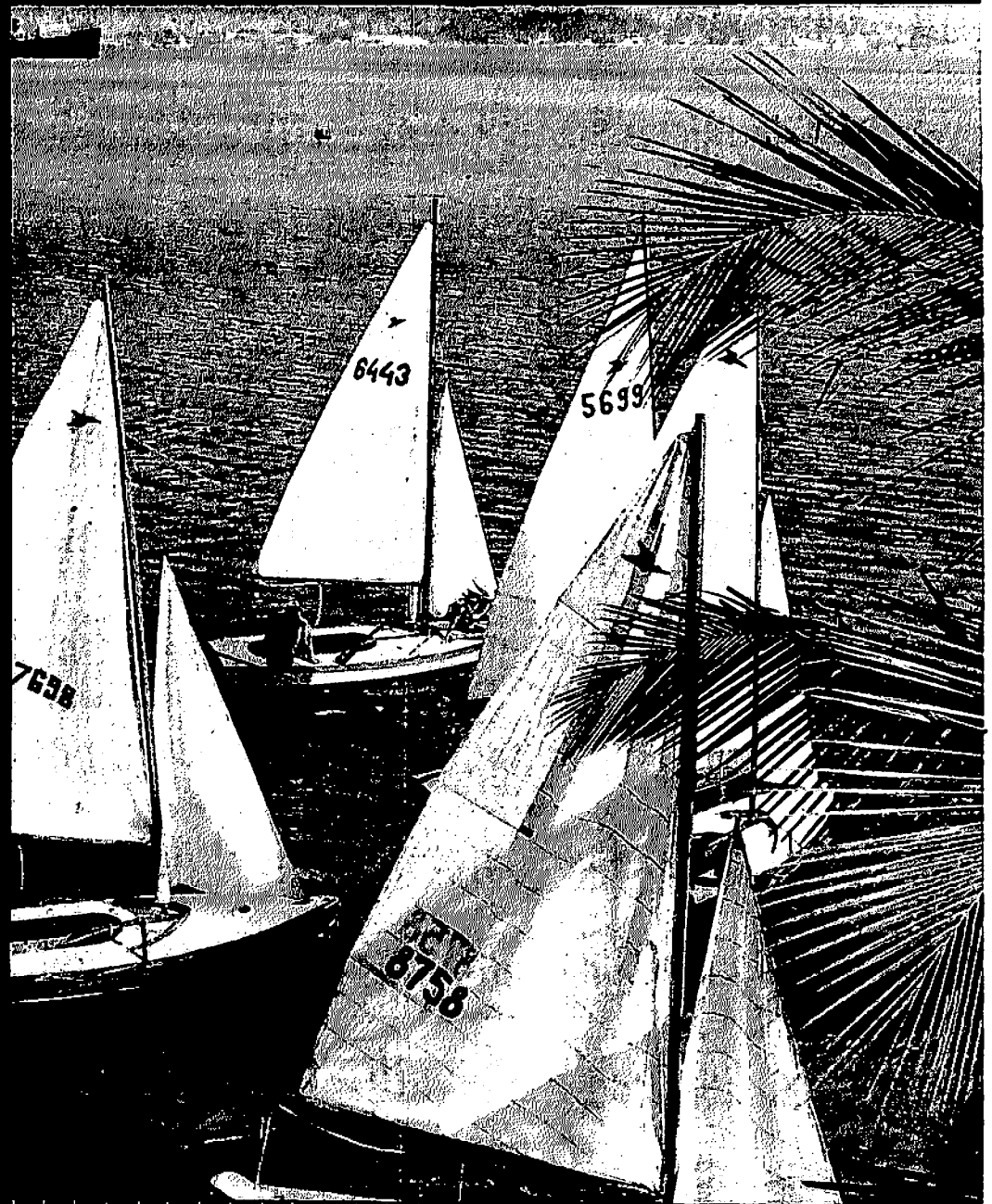


SNIPE BULLETIN

APRIL, 1952

VOL. I NO. II



Getting Ready for a Race
Snipes at Luanda Fleet, Angola
West Africa

WELLS WINS AT CLEARWATER REGATTA

Seavy is second, Kaufman third in Midwinter Championships

The fourteenth running of the Midwinter Championships at Clearwater, Florida, took place as per schedule on March 4 to 8th. In all, five races were held, all but one of them in strong winds and good seas. Twenty-five Snipes took part in the series, and when the smoke of battle cleared away, skipper Ted Wells, representing Wichita Sailing Club, came up as the winner. Francis Seavy, Clearwater, was in second spot and Ray Kaufman of Eastchester Fleet, City Island, N.Y., was third.

In all, five races were held, the first one being a triangular course, set in the Bay off Dunedin. This was necessary because of strong winds that kicked up a big sea outside. The wind, SE to start with, shifted exactly 180 degrees just after Committee boat was anchored, necessitating a complete reversal of everything. The boat was moved to what had been the windward end of the course and after a wicked looking squall passed overhead, the race finally got under way.

Francis Seavy, Clearwater and National Champion for U.S., waltzed out into the lead and continued to gain on the pack throughout the race. At the finish line he was far ahead with Cliff McKay, Jr., of Clearwater in second place. Owen Duffy, new Commodore of SCIRA, was third and Ted Wells, fourth. The Clearwater contingent were convinced that they were out for a sure win this year.

The second race

The second race, a windward-leeward affair on the Gulf of Mexico, was held on the morning of the 5th of March. Wind was fairly good at the start but at the first windward mark it started to soften up considerably. The first half of the fleet to round were in good shape but then the wind died completely for a short time and there was a hole of about half a mile between the leaders and the rest of the fleet. Ted Wells must have made up his mind to win this race because he was out in front and pulling away for the entire event. Duffy was second at the finish line and Harold Gilreath of Chattanooga was third. Clearwater took nose-dived when Seavy dropped back to fourth and Cliff McKay to thirteenth.

The third race, on the same day, was also held on the Gulf, after lunch - this time over a triangular course. More wind and a left over sea made it bad going but Wells again poked out in front with McKay in second spot most of the time. In fact on the next to the last leg of the course, Seavy made quite a gain on Wells but lost it on the home leg.

Ray Kaufman of Eastchester Bay fleet was in third, Owen Duffy fourth and Gonzalo Diaz of Cuba, fifth. Another squall threatened during the race but failed to Materialize although it did rain a few drops.

The fourth race, windward-leeward, was held on the Gulf on March 6th with a light NE wind backing around to NW. The wind was cold and light sprinkles of rain didn't add anything to the comfort of the skippers and crews. Seavy got himself badly bogged down with a stuck halliard and started nearly two minutes behind the gun. At that he managed to sail through most of the fleet to finish 8th. John Hayward was the eventual winner by a big margin. Boats that tacked to port as soon as possible received a nice little dividend in the way of a favorable air along the beach and some of them were able to lay a course well above the windward marker the first time they came about to starboard tack. Those remaining on the starboard tack after the start, went far off the proper course and the surprising thing is that they did it when what was happening along the shore was clearly apparent to anyone. On the next leg of the course, more boats kept in shore but a surprising number of tail-enders still didn't seem to get what was happening. Hayward was an easy winner and Ole Botved, Danish left-over from the Cuba World's Championships, was second. The third across the finish line was Harold Gilreath and Mr. Wells was fourth which put him well ahead on total score. Seavy's eighth place practically ruined his chance.

Clearwater pix next mo. (we hope)

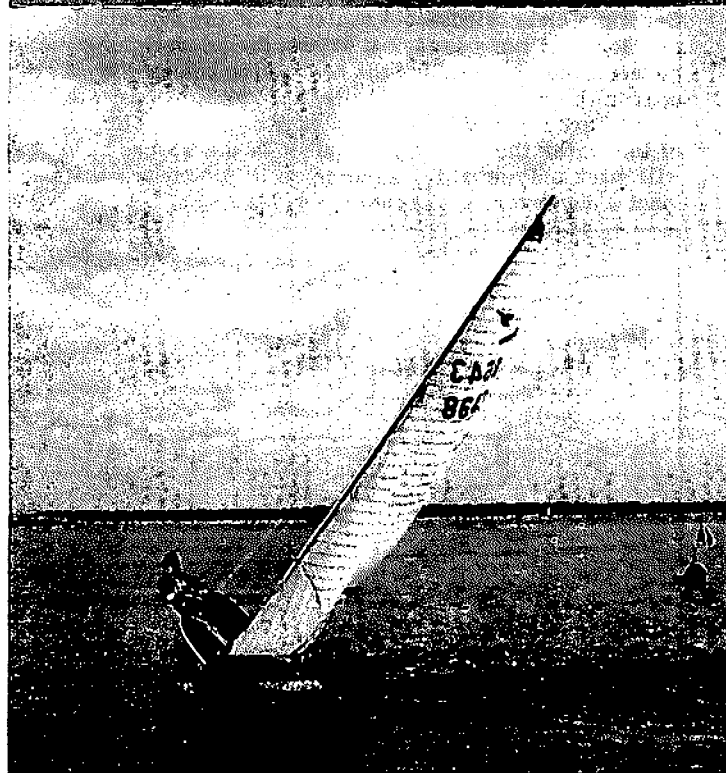
The fifth and final race was held after lunch on the 7th on the Gulf and, as per schedule, a triangular course was laid out in a fairly strong NW wind that kicked up considerable sea before the end. In fact Guy Roberts split his mast and almost lost it over the side and Jim Paxton of Omaha had turned over before anyone realized it. The race was a walk-away for Seavy who made sure he had no faulty equipment this time. Ray Kaufman was in second spot and Wells managed somehow to eel his way past Owen Duffy and Gonzalo Diaz (Cuba), right at the finish line, to eke out third place. Someone said that the only way he could have been beaten was to come in eighth or lower. Of course, Mr. Wells had no intention of letting this happen and as a result he was again crowned Midwinter Snipe Champion for the 3rd time.

CONTINUED ON PAGE 8

NO.	SKIPPER & FLEET	1ST RACE	2ND RACE	3RD RACE	4TH RACE	5TH RACE	FINAL PTS
6025	T.A. Wells, Wichita S.C.	4	1	1	4	3	7382
6995	Francis Seavy, Clearwater	1	4	6	8	1	6883
7886	Ray Kaufman, Eastchester	5	5	3	6	2	6782
6258	Owen Duffy, Chattanooga	3	2	4	13	4	6487
4835	Gonzalo Diaz, Cuba	7	10	5	5	5	6005
7419	Cliff McKay, Jr. Clearwtr	2	13	2	14	8	5644
8653	Harold Gilreath, Chatt.	24	3	7	3	6	5558
8099	J.T. Hayward, Tulsa, O.	12	11	10	1	7	5458
5933	Eddie Williams, Mo. Y.C.	8	6	9	7	11	5394
8598	Morris Whitney, Clearwtr	6	17	12	12	9	4507
8720	Ole Botved, Denmark,	24	7	15	2	14	4371
6156	Guy Roberts Clearwtr	13	8	8	10	23	4247
7371	E.C. Leach, Green L. Wis.	9	9	13	20	12	4114
8300	I.Y. Halsey, 3 Mi. Harb. NY	10	14	16	19	10	3760
6911	Don MacIvor, Wichita,	11	12	11	17	18	3746
7982	Ray Boswell, Clearwtr	14	18	14	16	13	3396
8659	Jim Shaughnessy, N.Y.	17	15	18	9	17	3330
8086	Jim Paxton, Omaha,	16	24	17	11	23	2714
6433	E.J. Thede, Clearwtr	24	21	19	15	15	2525
3566	Peter Hardeen, Oshkosh	18	20	22	18	20	2301
5547	Dr. Sam Norwood, Atlanta	19	22	23	22	16	2155
2170	Jack Meadows, Clearwtr	23	19	21	21	19	2092
8200	Geo. Henrich, L.I., NY.	15	15	20	DNS	24	2082
8800	Harry Allen, Westport, Ct.	DNS	DNS	DNS	DNS	DNS	----



Pictures of the Month



Top: Skippers and crews at Loon Lake (Stauben Co.) Regatta last summer. (Photo by Ed McHenry.) Second picture is a Snipe racing start on Gull L., Mich. Picture in lower left is of Jean & Bob Lawton sailing on Cross Lake, Shreveport, La. Their annual regatta May 10 & 11 attracted 85 boats last year. The

Group picture above on the right is of Snipe skippers, crews and officials at Luanda, W. Africa taken immediately after racing for the "TacaPost". Our cover shows part of the fleet. On the lower right is a photo of Loon Lake's regatta.

WELLS' WANDERINGS

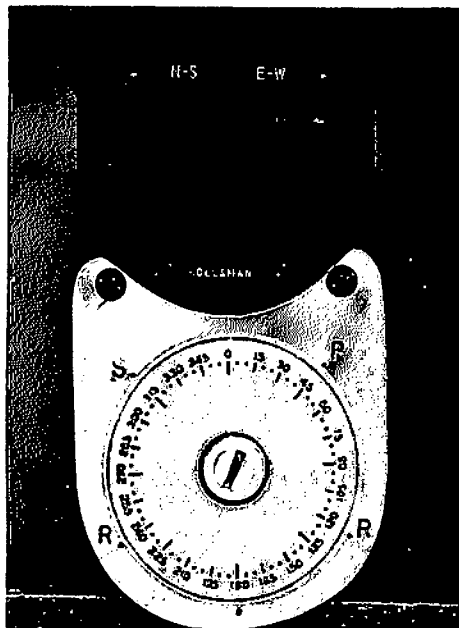
By TED WELLS

More On the Use of a Compass • • •

The gadget shown attached to the compass in the photograph will have had its service test in Clearwater at the Midwinter Championship by the time this is printed. The gadget consists of a rotatable dial on which the 360-degree circle is divided into five-degree increments. This dial is mounted on a piece of metal on which are various dots, lines, and letters, the function of which will be apparent later, I hope.

The chief use of this gadget is by adsent-minded skippers who can't remember what the close-hauled starboard and port tack headings were when they started. It also helps in adding 180 degrees to the starboard tack close-hauled heading to give the heading to sail away from the line just before the start.

A use of more questionable value is to determine the heading to the next mark on reaches or runs, since race committees love to hide marks -- preferably right in front of a

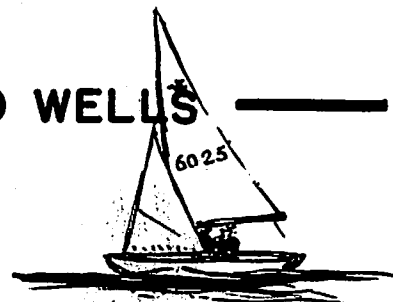


This is Ted Wells' newest gadget for making it simpler and easier to win Snipe races. Soon you won't have to do anything outside of raising a sail or two. From then on, gimmicks of various kinds take over and you come in a winner. You can even read a book, *Scientific Sailboat Racing*, as an example and not miss a trick.

bunch of beach umbrellas or in a half-mile square area of open water where there are at least five white cruisers, all of which look identical to the white cruiser which is supposed to be sitting on the mark.

The way the gimmick is used is as follows: The dot and the letter S are 45 degrees counterclockwise from the vertical centerline of the metal plate, and the dot and the letter P are 45 degrees in the opposite direction from the centerline. The rotatable disc is set so that the average close-hauled starboard and port tack headings are opposite the dots and the letters S and P. (315 degrees and 45 degrees respectively in the photograph). The heading to use sailing back from the starting line is shown by the line on the metal plate opposite S (135 degrees in the photograph, any heading less than 135 degrees and you will be barging on your return to the line).

If the wind shows a consistent gradual shift on the first windward leg, and a still further shift by the time you finish the first lap and start the second beat, you will probably gain some by taking your first tack in the direction toward which

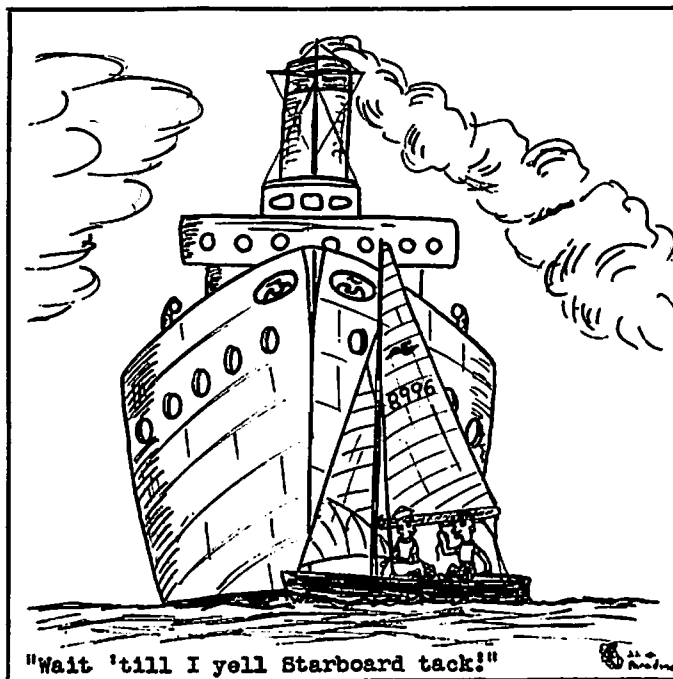


the wind is shifting. Also, if during the first lap the wind has died and then picked up and shifted in the process, or if you have had a squall during which the wind has shifted, and if you can't see the windward mark on starting the second beat, either because it has been hidden by the race committee or it is still raining so hard that you can't see that far, this gimmick will keep you from dashing off on a tack which may be carrying you away from the mark instead of towards it. The number on the disc half way between S and P is the bearing of the windward mark (more or less, depending upon how accurately the windward leg was originally laid out; 0 degrees or straight North in the photograph).

The letters R are 120 degrees each side of the vertical centerline of the plate, and if the course is laid out as an equilateral triangle (which it usually isn't) and if the first leg was exactly to windward (possible but not probable), the number opposite R under S is the heading for a reach on a starboard tack (240 degrees in the photograph) and the number opposite R under P is the heading for a reach on a port tack (120 degrees in the photograph). The dot at the bottom of the plate shows the course on a run in a windward-leeward race (sometimes).

HELPFUL HINTS FOR THOSE WITH LEAKING CENTERBOARD TRUNKS

Get some clear windshield sealer from any automobile supply store and run a bead of it around the intersection between the centerboard trunk and the keel batten before you put your boat in the water. I service tested this in Clearwater last year where my boat practically sank before I could get it out of the water the first time I put it in the water. The stuff will stick only on a dry surface so it is best to put it on at least a day before going into the water.



Drawn by J.J. Paradine, Snipe No. 8996

APRIL, 1952

Snips from the SNIPE'S Bill



McKay Wins at Palm Beach

Cliff McKay, Jr. with crew Jimmy Carriok, sailing the "Mary-Anne" made a clean sweep of the Snipe class in the Washington's Birthday Regatta in Palm Beach, February 24th.

Only six Snipes went up against the Clearwater skipper. Second place went to Steve Bellows, Miami and third place to Hal Rich, Jr., Palm Beach.

The first morning race was sailed in light airs on a triangular course. McKay wasn't threatened at any point of the course, although Nicholi Welsh, who placed sixth in the final standings, threatened Bellows' lead up to the final reach to the finish where he was passed by both Bellows and Rich.

Early in the afternoon, the wind picked up to what turned out to be quite a blow. McKay skimmed around the lake without any trouble from anyone at all, with Bellows again placing second and Rich third.

The final race, which this time had a short wind ward leg, saw McKay and Bellows fight it out for a lead on the final leg. McKay again came out on top with Bellows second and Rich third.

The Ibis, sailed by Nicholi Welsh, turned over after the first race. After the last race, on the way to the launching ramp, a squall hit and Rich's "HotteRodde" lost its mast, but the races were over and the final standings could not be changed. They were as follows:

- 1st. - Cliff McKay - Clearwater Y. C.
- 2nd. - Steve Bellows - Palm Beach Y. C.
- 3rd. - Hal Rich - Palm Beach Y. C.
- 4th. - John Hopkins - Palm Beach Y. C.
- 5th. - Robert Lundberg - Palm Beach Y. C.
- 6th. - Nicholi Welsh - Palm Beach Y. C.

Races Must Be Sanctioned

Snipe fleets planning on holding races should make it a point to request the Exec. Sec. for sanction blanks in accordance with Section 14 of the Association By-laws. (The last paragraph of this is no longer enforced). Having a sanction for a race means that the dates will be protected from conflict with other regattas nearby and amount to full recognition by the Association. The Fleet, though is required to check skippers to make sure all of them have membership cards for the current year. No card means no entry and skippers who "forget" have only themselves to blame. And while we're at it -- please don't wait until the last minute before you send in your dues. Exec. Sec. gets a great deal of mail and each letter is answered in turn. Air mail special delivery saves only a very small amount of time, if any, with the post office service what it is. Send in your dues now - while there is plenty of time.

Sanctioned Race Dates

Following race dates are set up for the coming season. Others will appear as they are sent to us. Be sure to send in your dates.

- May 3-4th, Galveston Boat Club, 5th Annual Lloyd C. Roosevelt, 5711 Fraser St., Galveston, Texas.
- May 9,10,11, Shreveport Yacht Club, Spring Championship. Bob Lawton, 220 Ward Bldg. Shreveport, Louisiana.
- May 17,18th, Southern Snipe Champ., First Annual, Privateer Y.C., Harold Gilreath, 901 Oak St., Chattanooga, Tennessee.
- May 24-25th, Grand Lake Regatta, Hayward Trophy, John T. Hayward, 624 East 4th St., Tulsa 3, Oklahoma.

SNIPE BULLETIN



Argentina Regains
Snipe Class World
Championship with

LARSEN SAILS

The World Championship of the Snipe Class, the largest one design racing class in the world, consisting of nearly 9,000 boats, was regained by Jorge and Carlos Vilar Castex at Havana in early December. These Argentine sailors first won this coveted title in 1948 in *Pamparito* (pictured), were runner up in 1949 with the same sails and came out tops again in 1951, sailing a different boat in each race but (as in previous years) using their Larsen sails throughout. We have made several suits of sails for the brothers Vilar Castex and, while we recognize their superior racing skill, we feel that other factors have contributed to their outstanding success, namely sails recognized by many as the best in the world.

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Green Lake, Wis.
Elmer D. Morse, Chairman

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- July 26-27th, Diamond Lake Yacht Club, (Mich.)
James F. Wolf, Comm. 414 So. 5th St.,
Elkhart, Ind. or Diamond Lake Y.C.,
Cassopolis, Michigan.
- Aug. 2-3rd., Eagle Lake Y.C., Michiana Champs.
Edwardsburg, Mich. (Data not rec'd)
- Aug. 4 or 5, New Jersey State Champs., Beachwood
Y.C., (Data not rec'd)
- Aug. 9-10th, Junior Nat'l. Championships, Green
Lake Y.C., Elmer D. Morse, Comm. Green
Lake Y.C., Green Lake, Wisconsin.
- Aug. 11-15th, National Championships, Green Lake
Y.C., Elmer D. Morse, Comm. Green
Lake Y.C., Green Lake, Wisconsin.
- Aug. 13, 14, 15, European Championships, Copenhagen,
Denmark
- Aug. 22-24th, Great Lakes Champs., L. Wawasee, Ind.
Frank Levinson, 5919 Garver Road,
Indianapolis, Ind.
- Aug. 23-24th, Rocky Mtn. Championships, Denver,
Col., Samuel P. Card, 5330 Lakeshore
Drive, Littleton, Colorado.
- Aug. 24th, Milford Y. C., Harrison Trophy,
Robert Doolittle, 47 Commodore Pl.,
Milford, Conn.
- Aug. 30, 31, Southwestern Champ. Trophy, Dallas,
Sept. 1st., Texas, Joe Becker, 1905 Park Row,
Dallas, Texas.
- Sept. 13, 14, Annual Lake Lotawana Regatta,
Missouri Y. C. (Data not rec'd.)

Your Association Dues —

There are a lot of people apparently who never
read any of the boating mags, Bulletin, or anything
else, for that matter, because a surprisingly large
number of Snipe skippers are still sending in two
bucks for Association dues. Last year, on June 1
the dues were raised to \$3.00 a year, transfers of
ownership to \$2.00 and assignment of numbers to \$2.
This news was given wide publicity in all the boat
magazines and gave Snipe Bulletin its start.

Use Snipe Plans for Building —

If you are building or about to build a Snipe
class boat, use the official plans and not the res-
triction sheet. It is necessary to have both. Using
only the restriction sheet gives you only a small
part of what you should know and it is quite possi-
ble to miss some important measurements altogether
such as for the contour of the stem. And don't
forget that the rules state that the plans must be
followed.

Vreeland Reelected Commodore —

On March 2nd, the New York State Snipe Associa-
tion held its annual meeting at Newport Yacht Club.
Delegates from seven of the state's nine Snipe fle-
ets were on deck and officers were elected as fol-
lows; Bob Vreeland, reelected as Commodore. George
Glenn, Vice-commodore and Don Landauer, Oak Orchard,
as secretary-treasurer. Howie Fletcher of Olcott
declined to run again. The Association is going to
promote more junior activities and races and will
inaugurate a Junior N.Y. State Championship follow-
ing closely the pattern for the Junior Nationals.

The first Junior State Championship is schedul-
ed for Newport Yacht Club, August 9-10 which dates
are in conflict with the Junior Nationals at Green
Lake, Wis., already scheduled for August 9th and 10.
It is assumed that the N.Y. State regatta will have
to be changed. Other regatta dates approved by the
meeting are July 4-6, Retzhaupt and Briody Trophies
for the Champs of Lakes Erie and Ontario respecti-
vely. July 26-27, Weed and Mayer Races for 2 and 5
boat teams respectively. Aug. 23-24 N.Y. State Team
Championships for 3 boat teams at Oak Orchard. None
of these regattas has been officially sanctioned by
SCIRA as no requests have been made as yet.

Officers laid down the law about all boats hav-
ing proper mast stripes painted on, not tape; all
membership cards to be in order, SCIRA dues paid, as

APRIL, 1952

well as proper measurement, etc. The N.Y. Association plans to be even tougher than last year.

Your Change of Address

Snipe Bulletin is doing its best to come to you each and every month but if you change address and don't let us know your new location, we send Bulletin to your old address and then it is sent back to us by the post office people and every one that does this costs us return postage. If you move to some other address be sure to let us know sending the information to SCIRA, 522 Stellar Ave., Pelham, 65, N.Y. Be sure to include your name and the complete addresses, new and old. If you don't do this we can't very well send you the Snipe Bulletin.

Two New Fleet Captains

Dave North of 8337 E. 14th Street, Tulsa, Okla. has been elected Snipe Fleet Captain of Sequoyah Y. C. Snipe Fleet for the 1952 season.

The new fleet captain of the Milford Yacht Club Snipe Fleet is Robert Doolittle, 47 Commodore Place Milford, Conn.

Hayward Leads Point Score Race Here is Part of Growing List

No.	Skipper and Fleet	Races	Pts.
8099	John T. Hayward, Tulsa, Okla.	16	1740
7021	Robert Wilkins, Mass. Bay	16	1728
8303	J. Morgan, Medway, England	16	1720
3518	T. Hanna, Rochester, N.Y.	18	1719
23	H. Martin, Dallas, Texas	17	1714
5851	O'Brien Bros., Iowa-Nebraska	16	1705
7873	Victor Larson, Chautauqua, N.Y.	15	1693
6380	K. Micholzen, Pine Beach, N.J.	9	1690
7886	R. Kaufman, City Island, N.Y.	9	1681
7908	D. Westholt, Lake Lotawana, Mo.	14	1678
6258	Owen B. Duffy, Chattanooga, Tenn.	10	1676
6766	Hiram Upson, Quassapaug, Conn.	12	1673
8696	Wm. Ruahlow, Potomac Riv. Wash. D.C.	16	1670
3303	Stettler & Smith, Corey Lake, Mich.	17	1668
7588	J. Remlin, Cedar Point, Conn.	19	1663
7779	R. H. Graf, Hewlett Pt., L.I.	7	1658.7
6446	Kelley Khrman, Gull Lake, Mich.	22	1658
4340	J. G. Hyde, Jr., Wolf Lake, Mich.	16	1657
7080	H.D. Baker, III, Mentor H., Ohio	19	1656.3
7445	Earl L. Marshall, Ft. Jefferson	12	1656
8086	Jim Paxton, Iowa-Nebr.	17	1653.7
8600	E.D. Gavney, Jr., Gull Lake, Mich.	22	1653
8300	I.Y. Halsey, 3 Mile Harb., N.Y.	10	1652
4500	Hamp Cottar, Lake Worth, Texas	8	1650
7192	R. Vreeland, Newport, Roch., N.Y.	12	1642
4297	R. & W. Cleland, Corey Lake, Mich.	17	1640.4
3741	R.S. Gozzaldi, Dallas, Texas	17	1640
6286	John Pfaff, Eagle Lake, Mich.	11	1639
5933	Eddie Williams, Lake Lotawana, Mo.	9	1637
7926	Camp Eberhart, Corey Lake, Mich.	24	1634
8653	H. L. Gilreath, Chattanooga, Tenn.	13	1633
6783	Art Stook, Lake Lotawana, Mo.	11	1631
7430	Edward Younie, Mass. Bay, Mass.	16	1629
2692	Walter Matas, Crystal Lake, Ill.	18	1628
3865	Jack Hyson, Iowa-Nebraska	15	1625
4363	Joe Schrank, Oshkosh, Wis.	12	1623
7007	Bill Errico, City Island, N.Y.	9	1620
8048	G. Cartland, Portage Lake, Mich.	20	1618.8
7428	Billy Roberts, Chattanooga, Tenn.	14	1618.3
8459	H. J. Lyness, Port Jefferson, NY	11	1617
1032	Bob McPherson, Oshkosh, Wis.	12	1616
8752	H. Amundsen, 3 Mile Harbor, NY	10	1614
6637	J. F. Hanna, Newport Y.C., NY	25	1613
6995	Francis Seavy, Clearwater, Fla.	8	1612
3763	V. L. Beakey, Lake Worth, Texas	8	1611
4290	Lawrence Reed, Galveston, Texas	8	1608
6975	Gene Patrick, Lake Merritt, Cal.	5	1607.2
7184	Douglas Drake, Chic. Corin., Ill.	6	1607
8191	G. W. Livergood, Sequoyah, Okla.	20	1602.7
7420	R. Busby, Potomac, Wash., D.C.	8	1602
5471	John Quinn, Crystal L., Ill.	16	1600
8046	A. Whitman, Pine Beach, N. J.	10	1598
4590	David North, Sequoyah, Okla.	12	1597
8661	Dick Tomlinson, Portage L., Mich.	13	1596
7410	P.W. Howland, Medway, England	14	1597.9

SNIPER BULLETIN

1st Annual SOUTHERN SNIPE CHAMPIONSHIP

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Chattanooga, Tennessee

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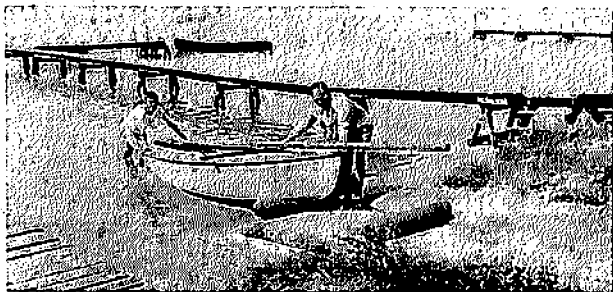
Labor Day Weekend Aug. 30, 31, Sept. 1

WRITE JOE BECKER, 1905 PARK ROW

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from

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Clearwater, from page 2—

The entire series was handled in the usual way of the Clearwater Yacht Club—perfectly. General Chairman Cliff McKay, Sr., and his hard working helpers, managed without difficulty to make everything click every time. Dinners, dances, lunches and even a "fish fry" made visitors happy even though they all couldn't win.

SNIFE BULLETIN

Snipe Bulletin is produced and edited monthly by William F. Crosby in the interests of owners of Snipe Class sail boats. Snipe Bulletin is wholly owned by the Snipe Class International Racing Association with headquarters at 522 Stellar Avenue, Pelham, 65, N.Y., U.S.A. The Snipe Bulletin is distributed free of charge to all owners of Snipe Class boats who are in good standing for the current year. Contents are not copyright but must not be reproduced without special permission.

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Forms close on the 15th of each month preceding publication and material received subsequent to the 15th will not appear until later issues. Contract advertising rates may be had upon application to above address.

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2595	William Berg, Hewlett Pt., N.Y.	9	1527.2
8192	Bill Jackson, Lake Merritt, Cal.	8	1525

Privateer's Lady Commodore—



Here are the new officers of the Privateer Yacht Club at Chattanooga, Tenn. Left to right they are Harold Gilreath, Fleet Captain; Ray Boswell, Rear-Commodore; Peggy Osborne, Commodore; Bill Layson, Secretary-Treasurer and Ted Mapes, Vice-Commodore. The photo by Bill Truex. So far as we know this is the only "Lady-Commodore" in captivity.

1952 Rule Book is Two Dollars—

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