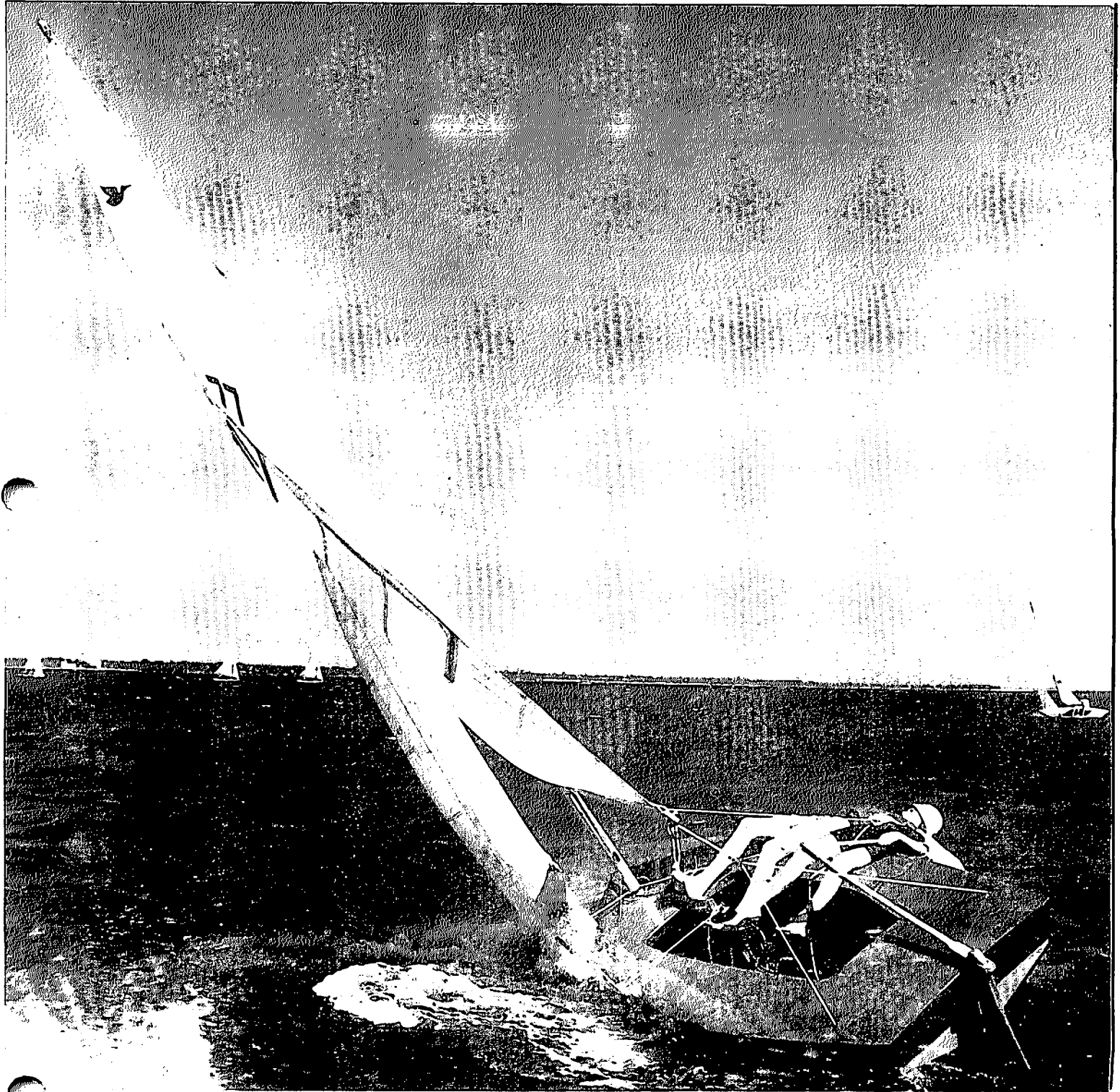


Snipe

BULLETIN



CHAMPIONSHIP TEAM—Carlos Rodriguez and Marty Andreas, crew, sailing in the Florida Junior Races. They won the title.

— Photo by City of Miami News Bureau.



The New and Improved

LOFLAND SNIPE

A Beauty with Style and Speed

Due to the large number of orders received as a result of our sensational exhibit of a complete fiberglass Snipe at the Chicago Boat Show, and our Bulletin advertising, we request that you allow at least ten weeks for delivery when ordering **YOUR** Lofland Snipe.

Of course, we are delighted with this universal acceptance of our boat, but not too greatly surprised, for we have always been enthusiastic about our product and were "FIRST IN THE FIELD WITH FIBERGLAS."

YOU WILL BE SOLD, TOO, WHEN YOU SEE ONE!

For further information and prices contact:

The Lofland Co.
3417 Arkansas Ave. Wichita 4, Kansas
Francis Lofland, Builder

TE 8-7539



Snipe Building Plans

BOOKLET . . . \$2.00
BLUEPRINTS . . \$5.00

SCIRA 655 WEBER AVE. AKRON 3, OHIO

ZEPHYR ALUMINUM SPARS

FOR
— SNIPES —

RECENTLY APPROVED BY SCIRA

ZEPHYR PRODUCTS INC., PIONEERS IN THE MANUFACTURE OF ALUMINUM SPARS FOR SMALL BOATS, OFFER THEIR PRODUCTS TO BUILDERS AND OWNERS.

SPARS AND BOOMS ARE PROPERLY ENGINEERED FOR SALT AND FRESH WATER AND COME COMPLETE WITH NECESSARY FITTINGS.

OUR SPARS ARE USED EXCLUSIVELY ON THE "RAVEN" AND OTHER STOCK BOATS.

ZEPHYR PRODUCTS, INC.

EXCLUSIVE BUILDERS OF ZEPHYR ALUMINUM SPARS

WAREHAM, MASSACHUSETTS

CUSTOM BUILT SNIPES

MASTS-BOOMS-RUDDERS

CENTERBOARD LIFTS

THE FAMOUS

MAIN SHEET JAM

— our specialty —

Patent no. 2-627, 834

DUFFY and ROBERTS

1810 S. Orchard Knobb Chattanooga 4, Tenn.



SNIPES BULLETIN

The SNIPES 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 SNIPES BULLETIN as part of their membership free.

Forms close on the 10th of each month preceding publication. Material received after that date will not appear until a later issue. Contract advertising rates may be had on application. Be sure and notify SNIPES BULLETIN of any change in address, giving both old and new addresses.

ALL HAIL TO "DOC" MOYER!

"Part of our wonderful heritage in SCIRA is sometimes overlooked, but not so often anymore with the present good reporting in the BULLETIN.

There is no feeling that "Doc" Moyer has been overlooked, because in years past he knew practically every Snipe sailor in the country, but it does seem time to give him another round of applause. At 74, he is still a great influence in keeping the Snipes sailing at Olcott Y. C. (New York) where the meter boats sail out on Lake Ontario. He has owned the large boats himself and 4 different Snipes since 1934, plus a speedboat. As many will recall, he was always a formidable competitor in "Scat" (the 4th one, which he still sails).

"Doc" has been Commodore of Olcott twice and was the Snipe Fleet Captain for ten years.

A dentist by profession, he has just retired after 51 years of practice. He has always been interested in politics in Lockport, N. Y., where he lives. He served as Mayor of Lockport from 1926 through 1929 and just this last Fall, he was elected Mayor again for a 2 year term. He said, "It's a lot easier running this city than drilling teeth".

"Doc" is known and loved by every Snipe sailor in New York State and during the State team championships in July 1954, he was presented with the citation which he holds in the picture.



The citation reads as follows:

- To our grand old Snipe skipper and friend Doc Moyer, we present this tribute of our affection, recognizing his untiring efforts in behalf of Snipe sailing; his sterling qualities as a sportsman; and, much more, as a man.

THE SNIPES SAILORS OF NEW YORK STATE.

July 24, 1954.

By Howard Fletcher, Governor of District #5, in behalf of all the Snipe sailors in New York State.

Two Important Dates Announced

The 1956 Snipe Nationals will be held this summer at Long Beach, California. The date has been set for August 3 to August 10th and Alamitos Bay will be the host fleet.

The regatta will be sailed inside the Long Beach breakwater; the wind generally falls in the 12-15 mph range and the chop is rarely more than two feet high. Ideal weather will, of course, prevail--as it always does in Southern California!

The full story will come out in the next issue of the Bulletin, but if any questions come up between now and then, drop a line to the Alamitos Bay Fleet Captain: George Walker, 835 Sussex Road, San Marino, California.

Announcement has just been made that the 1956 Western Hemisphere Championship Races will be held in Bermuda from October 16th through October 20th. More details will be in the May Bulletin.

New National Secretary for Uruguay —

Dr. Joaquin L. Sarroca has been the National Secretary for Uruguay since the first fleet was established at Paysandu, but now, that Club Neptuno Fleet #307 is in Montevideo, he feels it is fitting that the office be transferred to the capitol city where closer relationship with neighboring countries can be maintained. Therefore, he has resigned his post in favor of Luis Alberto Carlotta Pereira of the Club del Neptuno. Dr. Sarroca has done an excellent job in establishing Snipe in Uruguay and SCIRA thanks him for his time and energy expended; likewise, we extend our congratulations to Senor Pereira and wish him full sails at all times.

Snipe News in Brief

Jerry Sachnoff of the Sheepshead Bay, Long Island, Fleet 115, which was re-activated last year, reports: "We now have four fiberglass boats. We are all very proud of this because it will now give us a chance to compete in other parts of the East and yet not be handicapped with old water-logged boats. We sure got our bumps at Winchester last summer. I was dead last in every heat while Jesse Aronstein was 24th out of 27 entries, so it's that picture in mind that inspired these new boats. The people up there treated us just wonderfully and we want to go back and make it worth their while." Atta boy, Jerry--and may you bring home the bacon next time!..... On January 12th, Henry Milner sent in a complete report for 1956 in the old army style: "Enclosed please find our remittance for charter fee and 8 members, which is 100% all present and accounted for. We are trying to expand our little fleet and have a wonderful bunch of teenagers coming up whom we expect to turn into good snipers. The Army just acquired two of these but we expect to have more registrations during the coming season. For two years running now (1954 and 1955), Fleet #319, Hewlett Point Yacht Club, of East Rockaway, L. I., New York has been the first fleet to report in with 100% and we hope we retained the honor for 1956. At any rate, WE SURE TRIED!" Hats off to Fleet #319, boys, for this is the third consecutive year they have been the first fleet to pay up with 100%. This model fleet sets a perfect example!

The new Delta Fleet #407 will participate in the Cotton Carnival regatta for the first official time May 12-13th on McKellar Lake, Memphis, Tennessee. The boys are anxious to make this an annual sanctioned event and will welcome any snipers who will come and help them get started. This is a chance for some real neighborly help!

Remember Please

It is unpleasant to be continually reminding your good friends that a certain small sum of money is now due and that receipt would be greatly appreciated. But slowly rising costs of paper and printing of an expanding Bulletin make it imperative that receipts keep up with expenditures, so please remember that every Snipe owner is invited and expected to do his small part by being a member of the international organization.

IN NUMBERS, THERE IS STRENGTH!

All paid-up members of SCIRA are entitled to one copy of the rule book. The 1956 edition will be mailed to your fleet captain for distribution when off the press the May.

Sails by Watts

World's Snipe Champion

Watts' dacron sails took first and second place in the 1955 Snipe World's Championship Series at Santander, Spain. Mario Capio placed first, sailing Dr. Luciano Brambilla's "Portorose," #9701, from Milan, Italy. George Mantilla, of Havana, Cuba, placed second, sailing "Rexon" #9733.

KENNETH L. WATTS - TORRANCE, CALIFORNIA

FOR TOPSIDE PROTECTION TRY COUSIN FRED'S

RUBBER RUB-RAIL

Black \$7.00-----White \$8.00

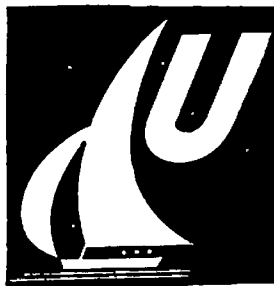
Additional for cockpit coaming

Black \$3.00-----White \$3.50

Postage Paid--West of the Rockies, add 25¢ for postage

Fred Pember... 877 Beaverbrook Dr. N. W. Atlanta, Ga.

CHARLES ULMER, INC. *Sailmakers*
CITY ISLAND 64, N. Y. ANNAPOLIS, MARYLAND



SAILMAKER to

HARRY ALLEN

— the 1955 U. S.
National Champion

and proud of it!

MAY WE BE YOURS, TOO ?

**WANT ENTRIES FOR YOUR
REGATTA?**

Why not help Snipe Bulletin and Your
Fleet by advertising here.

AN AD LIKE THE ABOVE ONLY COSTS \$5.00

THE COMMODORE SAYS

To prevent the possibility of a misunderstanding, I would like to explain in detail the rule change concerning three boat fleets.

First of all, the SCIRA standards have not been lowered in any way by this change. Our requirements of five boats minimum for regularly chartered fleets are unchanged. However, we have created a rule that will make starting a five boat fleet considerably easier. It is my belief that the entire SCIRA membership will agree that a change of this nature is a good one.

This rule states that a new fleet may organize with three boats under a temporary charter for a period of one year. In order to renew the charter for the second year, this fleet must have a minimum of four boats. After the end of the second year, this fleet must have and maintain a minimum of five boats to have an organized chartered fleet in SCIRA.

There are numerous advantages to this rule. As you know, it is much easier to get three people interested in buying a boat than it is five. You should also recognize that it is relatively easy for the original three to interest at least one additional party per year. The end result is the same: a minimum of five boats per fleet.

I have seen several fleets that would have grown a lot faster had they had the advantage of this rule. In these cases, three or four people would buy Snipes, but they did not have five, so they could not hold fleet races. As a result, they had little or no organization which made the job of interesting others in Snipes more difficult.

Another reason for this change is that it allows SCIRA to compete with other classes, most of which start with three boats. Very few of these classes presently have three boat fleets, but nearly all of them started with three.

This rule change can also be used to advantage in starting a new Snipe fleet in a club where other classes are actively racing.

It should be noted that this change does not prohibit starting a fleet with five or more boats. It simply says that a fleet can be started with three or four boats on a limited basis if five boats can not be obtained. There are many more advantages to this rule change and no apparent disadvantages and, as I see the picture, SCIRA can only profit from the change.

— Harold Gilreath, Commodore.

DISTRICT 3 HOLDS MEETING

The second annual meeting of District 3 was held in South Bend, Indiana, January 14th. 49 persons attended and represented 9 fleets in the district. The meeting lasted about 6 hours with a dinner and cocktail party which started at 6 P. M. Walt Krause of South Bend arranged a nice suite of rooms, which were made available to the Snipe group free of charge.

Business as follows: Any fleet wishing to hold the Central States Championships the following year, must put in a written bid to the District Governor at the time of the Central States Championship regatta. Requests will be voted on at the winter meeting, by one representative from each fleet voting to determine the site of the regatta.

The District Governor shall receive, schedule, and make recommendations on sanctioning of regattas and work with the National Secretary in scheduling the same. Regatta bids should be in the hands of the Governor by Dec. 1st. of each year, so all can be advised of the dates.

A district treasury was deemed urgently needed and all fleets are requested to send \$2. 50 to help defray costs within the district.

A fleet holding the Central States Regatta will be allowed to enter a minimum of three teams in the team races and six boats in the individual series.

By a secret ballot, the 1956 Central States Championship was awarded to the Portage Lake Fleet #85 (Michigan). Dates will be announced soon.

— Cleve Slauson, District Governor.

FIBERGLAS

SNIPES HULLS and DECK

TEL-O-TAILS

SNIPES JEWELRY

WIND FEATHERS

FIBERGLAS BATTENS

Write for information

Ray Greene & Co.

Byrne Rd. at South St.

Toledo 9, Ohio

YACHT TIMER — 1/2 PRICE

LIMITED SUPPLY WHICH MUST BE SOLD!

7 jewel—1 revolution per minute—5 minute indicator

STOP AND FLY-BACK FROM CROWN

Wholesale

ONLY \$15.00

Distributors

Edwards & company

ESTABLISHED 1886

TELEPHONE VICTOR 7330
1115 WALNUT STREET
KANSAS CITY, MISSOURI

SPECIFICATION MAST

SITKA SPRUCE
Z-SPAR ACRYLIC SEALED

Guaranteed Workmanship
Immediate Delivery

\$7500

F.O.B. Wichita, Plus Crating
Nominal Finish Fee for Custom Finish

THE CARLSON CO., Inc.

4055 North Broadway, Wichita, Kansas

Open Saturdays

Telephone: Temple 83348

Let us furnish all the material to complete your next

FIBERGLAS HULL

For Fine Boat Construction

DECK BEAMS
SPRAY RAILS



RUDDERS
SPARS, ETC.

CUSTOM BUILT SNIPES

from Completed Hull to Completed Craft
State your needs — write for prices

Hollow Masts - Booms
Luff-slot entrance ash-reinforced on both

ANNUAL MEETING OF THE RULES COMMITTEE

In the meeting of the Board of Governors, Harold Gilreath, outgoing Chairman of the Rules Committee and incoming Commodore, presented a report on the activities for the Rules Committee for the past year. Many questions which had come up during the past year in the United States and throughout the world were presented for consideration by the Board of Governors and the following decisions were reached:

In a case of a tie in a regatta, the skipper beating the other the most times shall be declared the winner. In case there has been an even number of races and each has beaten the other the same number of times, the local regatta committee will have to decide how to eliminate the tie.

It was decided that the Western Hemisphere Championships would be held under the rules of the country in which the championship is held. This means that the Western Hemisphere Championship in Bermuda this year will be held under the International Yacht Racing Union rules.

As a result of a discussion concerning the rules for the hemisphere championships, it was decided that all rules will be observed. This means that it will no longer be allowable to use reaching poles or use the whisker pole to hold the jib out on the leeward side, and, in the case of the hemisphere championship, starting rules will be somewhat different from those published in the past in the SCIRA yearbook.

The recommendation of the European Secretaries that the 1956 World Championship Regatta to be held in Portugal was accepted, providing Portugal can meet certain requirements which will be spelled out in the future for all countries wanting to hold Hemisphere or World Championships. The most important requirements in the future will be that these Championships must be sailed in borrowed boats with no skipper sailing his own boat and no skipper sailing the same boat twice. This means that the country must provide an adequate number of evenly matched boats for the Championship. European Championships can be sailed in the skippers' own boats because the transportation situation there does not cause insurmountable difficulties in getting boats to the Championship.

In world championships and in western hemisphere championships, six races will be sailed and one race will be dropped regardless of whether or not a disqualification occurred. This is optional in European Championship races.

Skippers in the World Championship, Western Hemisphere, and European Championships must be citizens of the countries which they are representing.

The use of a letter on a sail to designate the country in which the boat is registered will be optional in the future. The letters designating the different countries shall be those specified by the International Yacht Racing Union (US for the United States). The height specified by the IYRU is 12 inches.

The existing prohibition of the use of aluminum for centerboards is eliminated in order to allow owners of overweight boats to cut down some weight and also to permit easier handling of the centerboards by light crews.

On a number of occasions, permission has been requested to use a pivoted rudder. These requests are generally due to strictly local conditions and it was decided that pivoting rudders could be used where desired in local fleet races only where authorized by the fleet. They cannot be used in regattas or championships.

The builder's weight certificate has been eliminated. All boats must be weighed in the presence of the fleet measurer before being given a measurement certificate.

Several years ago, the use of spreaders on masts was prohibited on the theory that they were no longer used anyway. This is not correct, as many spreaders are used in Europe and they must be used on aluminum masts. Spreaders are now allowed, if desired or deemed necessary.

The dimensions shown on the latest Measurement Data Sheet to the back of the slot in the centerboard trunk is correct for daggerboards, but is incorrect for pivot boards. This dimension will be changed to be the same as it always has been.

Minimum weight for sailcloth for new sails was specified as three ounces per square yard.

The luff of the jib must have at least five clips, one being close to the top, one close to the bottom, and the others evenly spaced.

A new fleet may organize with a three boat minimum under a temporary charter for a period of one year; the second year they can have an official fleet with only four boats; the third year, five boats or no fleet.

Some examples were brought up of grommets which were obviously mis-placed in order to increase the sail area. It is probable that some specific limiting dimensions may have to be established, but, in the meantime, any obvious effort to gain sail area by mislocating grommets will be considered a violation of the rules.

Ted A. Wells, Chairman
SCIRA Rules Committee.

KEEP YOUR FEET OUT OF THE WATER!

When the 1956 Edition of the North American Yacht Racing Union Rules appears, the following will be added to Rule 30, Part III: "nor shall way be checked by abnormal means."

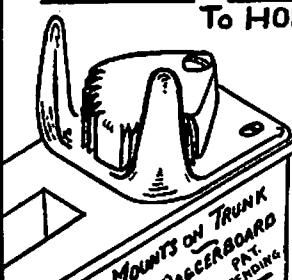
IVY INVITATIONAL INTER-DISTRICT CHAMPIONSHIP

JUNE 2 and 3
IVY CLUB — PEORIA, ILLINOIS

IDEAL FACILITIES FINE SAILING AREA
R. McMaster, 421 Merle Lane, Peoria, Ill.

DOUBLE ACTION JAM CLEAT

To HOLD THAT JIB



- TWO CLEATS IN ONE
- Faster—Smaller—Cheaper
- Cast Bronze
- Stainless Steel Spring.

Price \$8.75 postpaid.

P. B. Shea,
1101 W. Portage Trail
Akron 13, Ohio.

BOAT LUMBER

Cedar - Mahogany - Sitka Spruce
Teak - Oak - Cypress - Redwood

WATERPROOF EXTERIOR PLYWOOD 3/32" to 1" — 8' to 16' long
Send for Free Lumber Booklet

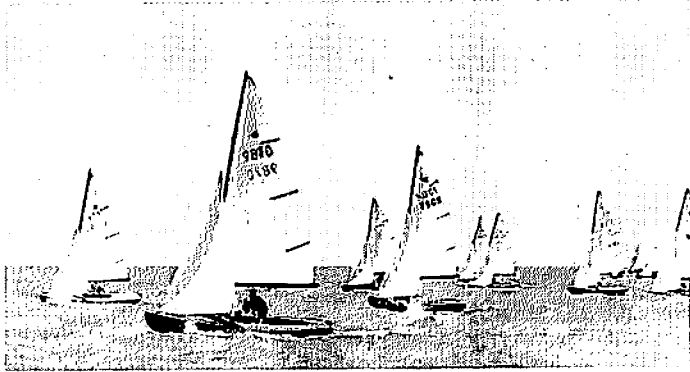
Ask about **BoatLIFE** finishes, available in Pasticlear and colors. The fastest, toughest most durable finish your boat can have.

Ask for free folder

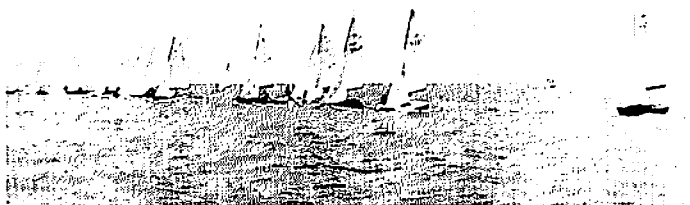
MAURICE L. CONDON CO. INC.
270 FERRIS AVENUE Dept. 5-7 WHITE PLAINS, N. Y.
Tel.: WH 6-1111 Open Saturdays

SEAVY WINS AT CLEARWATER REGATTA

Harry Levinson second, Lightbourne third in Midwinter Championships



Wells in 6025, Leach in 9870, Seavy 6995, and Westholt 7908 head for home.



Official start of the third race.

---Photos by Ogg Studio.

-By CHARLES GABOR, Chairman of Publicity Committee-

On Sunday, March 4th, 15 skippers and crews arrived with their boats and renewed old friendships amid hearty handshakes to start another (the 19th) annual Midwinter Snipe Championship at Clearwater, Florida. 12 boats went out for a trial race the day they arrived.

On Monday, 16 boats were in the trial race, as attendance at the Florida State Championships races held in Miami on Sunday delayed local arrivals. A happy time was had by all checking gear with Don Cochran, Sr., measuring sails and battens. There were 3 new boats, including Commodore Gilreath's new fiberglass. The oldest boat was Ted Wells' 6025, while Lee Stuve of Schenectady, New York with #10376 indicated that competition would be tough—they didn't come all that way just for a sail! With 20 entries from the U. S. and 8 from Cuba and Bahamas, it promised to be the hottest kind of racing, indicative of the coming Western Hemisphere Races this Fall in Bermuda.

The first race Tuesday was a most pleasant opener with perfect Gulf weather. It was noticeable that some of the inland skippers were evidently unacquainted with the chop and bounce which prevails under normal conditions. Too many of our skippers and crews do not get enough of the heavy going for proper experience and it shows up when the chips are down. Note, for instance, the result of the past two Internationals in Europe. This can also be expected for the big events in California and Bermuda. With the wind SSW 12 mph, the fleet got away at 3 P. M. to a beautiful start, except for one recall. Francis Seavy established an early lead to carry it to the finish, with Rodriguez second, Godfrey Lightbourne of Bahamas third, and Haywood and Wells 6th and 7th.

Wednesday the sun arose above the horizon a flaming red, foretelling a brisk wind. At 9:20, the wind was 16 mph with no storm warning displayed; at 10:10 the wind was 32 mph and the warning was up. Seavy, in 6995, was out there breaking in a new suit of heavy-weather sails and appeared to just skim over the top of the waves. At 2:30, the skippers voted to postpone the race on account of high winds.

Likewise, the Thursday race was completely blown out. Just as the Race Committee was laying a starting line, at 10:16 a line-squall appeared above the horizon from the WNW which prompted the Committee to call all boats to a safety run to the harbor or beach. At 10:26 the squall hit and really hit hard, piping up to 40-

45 mph from the WNW, a 160 degree shift in 70 seconds. Two boats, carrying full sail too long, turned over and were promptly picked up by patrol boats. Those who could not make the cove, ran for the beach, jumped overboard in the shallow water and hauled their boats through the surf to safety.

Among those who made the cove was Gilreath under jib; Haywood and Morgan under bare pole; Kroeger with a jib lashed to the boom as a storm try-sail. In attempting to round up, the boom let go, hiking upwards with the jib acting as a spinnaker. On the verge of capsizing several times, the boat finally finished up between a pile and a cabin cruiser with the boom doing its utmost to bang through the cruiser cabin. Lots of excitement! With the squall, came a cold front, the temperature dropping from 76 to 49 bringing a teeth-chattering condition, especially to those exposed to the chilling downpour.

Francis Seavy and another hardy skipper, with wind off the quarter, ran through the squall under jib for Clearwater. With only 5 skippers showing a desire to sail back, Ruth Roberts organized a group to bring trailers from the Clearwater Y. C. to Ted Kamensky's Beach for an overland trip. At 11:30 A. M., all races were called off for the day and schedule to make it a three race series instead of five races.

Friday was a very pleasant day with a NNE wind of 12 mph. Owing to a heavy groundswell in the Gulf, the Committee deemed it advisable to hold the two races in Dunedin Bay, 1 1/2 miles through the island passes. The head wind and tricky channels necessitated towing 22 boats, as 6 elected to sail.

The course was established as a three mile triangular two laps and the start at 12:15 P. M. was rather ragged, but all boats cleared the line, splitting tacks immediately to give the fleet the appearance of a flock of seagulls. Once the first marker was rounded, there was a constant changing of position throughout the two laps and it was a tossup until they neared the finish line, but Lightbourne pulled away to make a clean win with Seavy 2nd and Colyn Rees of Nassau 3rd. Zimmerman and Wells, having been completely blanketed at the start, finished 20 and 21st. A reshuffled deal. The entire fleet finished within a period of seven minutes.

Start of the final race at 1:42 P. M. brought the entire fleet up in beautiful formation, each boat hitting the line within ten seconds making a perfect start such as one seldom sees. Leach and Gilreath simply could not get going, while Haywood and Wells bypassed many boats. But Seavy led the fleet around the two laps for a beautiful first, while Carlos Rodriguez was runner-up with Godfrey Lightbourne in 3rd place. At 2:51 the last boat finished, markers picked up, the patrol boats, in fact the entire fleet, power and sail, were homeward bound. This was the first time in the 19 years of this event that five races were not completed.

The special social functions for the week included a chicken barbecue, informal dances (round and square), cocktail party, and various entertainment. The Regatta Banquet was held Friday night with Guy Roberts as Master of Ceremony, giving a splendid performance with a humorous quip for each individual skipper as each was called forward to get a floral piece to pin on his wife, sweetheart, or someone else's wife, amid much laughter and applause. Sam Norwood was in top form, while Hattie Carver, Queen of the Evening, received flowers from four different individuals.

Small sail bags with each skipper's number thereon, made by Ruth Roberts, helped to decorate the tables. The seating and decorating committee was Louise Clausen, Naomi Seavy, Mrs. Ken Lippincott, and Jean Levinson. Winnie Haywood distributed tickets and collected money. Guy Roberts introduced Commodore Fred Hemmerich who presented the trophies, which were well moistened from that time on. We all had a grand time!

Cherokee Bill was about to be hanged. The sheriff led the old Indian to the edge of the scaffold, raised his hand for silence, and asked, "Cherokee Bill, before I place this noose around your neck, do you have any last words to say?"

The Indian outlaw looked at the sheriff. "Cherokee Bill come here to be hung," he said solemnly, "not to make speech."

SEAVY FOUR TIMES FLORIDA STATE CHAMP

Harry Levinson second, Zimmerman third, Lightbourne fourth at Miami Regatta



MIAMI, Fla. ---Francis Seavy receives the Florida Bowl, emblematic of the State Snipe Championship, and congratulations from Al Willer, right, chairman of the Miami Yacht Club's Regatta held March 3-4th, 1956.

Consistency paid off for sailing veteran Francis Seavy of Clearwater, Fla., in the Miami Yacht Club's Mid-winter Regatta held on Biscayne Bay, March 3-4th.

Although the talented Snipe skipper didn't win any of the three heats in the state championship race, he finished close enough behind the leaders each time to win his fourth consecutive Florida sailing title.

The 34-year-old lumber salesman, regarded as one of the nation's best Snipe sailors, had to defeat an international fleet of 20 rivals to retain his coveted crown.

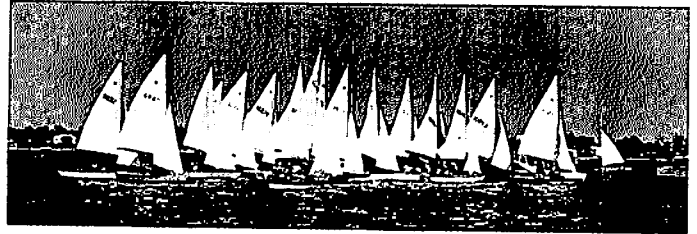
In the opening heat, Seavy finished behind Carl Zimmerman of Akron, Ohio, with Harry Levinson of Indianapolis third. In the second test, Levinson was the victor with Seavy again second. Although Seavy was third to Carlos Rodriguez, the 1955 Florida Junior Champion, and Godfrey Lightbourne of Nassau in the final race, he nevertheless emerged as a convincing winner in the overall standings.

Second place in the title event was taken by Levinson (3-1-10) with Zimmerman third (1-8-16) and Lightbourne fourth (8-5-2).

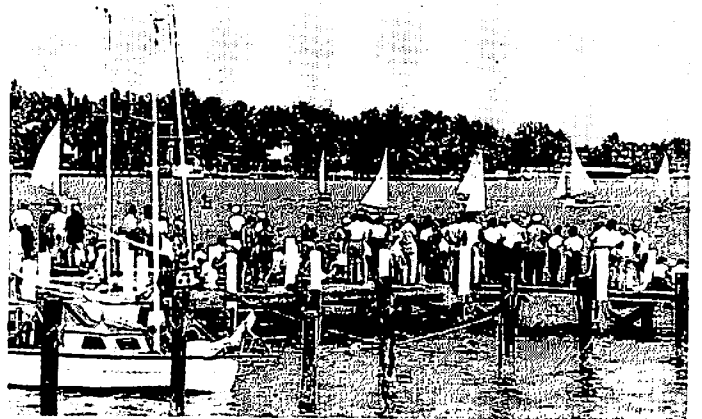
The Snipe fleet which participated in the 1956 event was one of the finest ever assembled in Miami with two boats from Nassau and Cuba competing.

Rodriguez, a young skipper who has been dominating the junior class here for a couple of years, wound up seventh in the final standings.

This MYC event was the last major sailing regatta of the winter season. A total of 146 boats raced in 14 scheduled classes. The regatta was sponsored by the City of Miami.



Tightly bunched is this 20-boat fleet as it crosses the starting line in the third and final race at Miami. Levinson in 10172 is luffing his jib to prevent jumping the gun and line.



Just a small portion of the huge crowd that was on hand for the big event in Biscayne Bay. All photos by the City of Miami News Bureau.

FOR SNAPPY SNIPE SAILING!

- BOAT SAILING.....\$1.00
- SMALL BOAT RACING.....\$2.50
- AMATEUR BOAT BUILDING...\$4.00

by William F. Crosby

Designer of SNIPE & OTHER SMALL BOATS.

The Rudder Publishing Co., 9 Murray St., New York 7, N. Y.

CLEARWATER

MIDWINTER REGATTA STANDINGS

BOAT	SKIPPER	CLUB	RACES	1	2	3	Pts.	F	I	N.
6995	Francis Seavy	Clearwater	1	2	1	4721	1			
10172	Harry Levinson	Indianapolis	3	5	8	3829	2			
9920	Godfrey Lightbourne	Nassau, Bahamas	14	1	3	3773	3			
10055	Colyn Rees	Nassau	5	3	9	3764	4			
8099	John Haywood	Clearwater	4	13	7	3309	5			
6025	Ted Wells	Wichita, Kans.	2	21	5	3217	6			
10052	Godfrey Kelly	Nassau	9	11	6	3149	7			
10111	Gonzalo Diaz	Santiago, Cuba	10	4	15	3006	8			
9870	Pete Leach	Green Lake, Wis.	6	9	14	2978	9			
8569	Carlos Rodriguez	Palm Beach, Fla.	7	daq	2	2902	10			
7015	Woody Norwood	Atlanta, Ga.	11	8	11	2889	11			
10054	Kenneth Albury	Nassau	8	6	21	2714	12			
9753	Harold Gilreath	Atlanta, Ga.	16	7	13	2565	13			
10350	Frank Levinson	Clearwater, Fla.	daq	12	4	2354	14			
9739	Eddie Williams	Kansas City	daq	10	10	2066	15			
10175	Carl Zimmerman	Akron, Ohio	15	20	12	1958	16			
7908	Dwight Westholt	Lee Summit, Mo.	17	15	17	1828	17			
8999	Carlos Bosch	Santiago, Cuba	13	14	24	1802	18			
8598	Ken Lippincott	Clearwater	18	17	16	1730	19			
6938	Hattie Carver	Green Lake, Wis.	19	16	18	1638	20			
9298	Dick Edwards	Clearwater	12	dnr	22	1491	21			
5268	Alberto Peirats	Santiago, Cuba	24	19	19	1257	22			
10376	Leo Stuve	Schenectady, N.Y.	22	22	20	1163	23			
9026	Floyd Purcell	Orlando, Fla.	23	18	25	1109	24			
6156	Carl Clausen	Clearwater	daq	23	23	792	25			
7877	Julius Kroeger	Rochester, N.Y.	20	dns	dns	441	26			
9422	Eddie Sediero	Santiago, Cuba	21	dns	dns	400	27			
9330	Tom Steward	Atlanta, Ga.	25	dns	dns	256	28			

STEP-ON-IT

BILGE PUMP

Leaves hands free!

BRONZE-3 LBS.-5 FT. HOSE-\$10.95
POSTAGE 50¢

HUNT-MILLER CO. 508 ST. PAUL ST. ROCHESTER, N.Y.

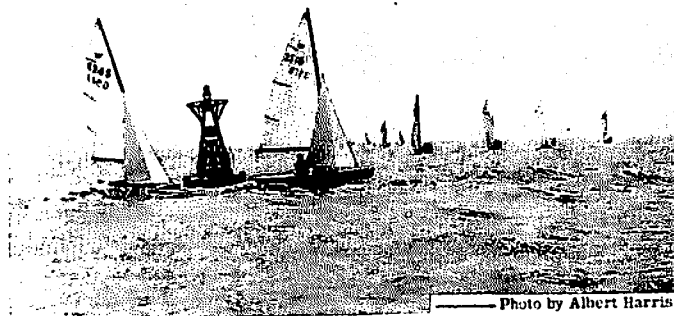


Photo by Albert Harris

Bob Huggins leads the way around a mark.

On October 23rd, members of fleet 114 held an invitation-
al regatta at the Encinal Yacht Club in Alameda. All members of
the Northern California Snipe Association were asked to partici-
pate and 18 of a possible 22 boats appeared, which is exceptionally
good considering the time of year. It was a 2 race series with
the winner receiving the Encinal Yacht Club Snipe Perpetual.

The winds were rather mild, ranging between 5 and 10
mph. Bob Huggins of Lake Merritt Sailing Club (Fleet #92) won
with his Shady-Too. Alex Burnett, also of LMSC, took 2nd and Jim
Warfield of EYC took 3rd. It was such a successful day with ideal
racing that 14 boats had a third impromptu race "just for the fun
of it." Following the racing, Fleet 114 hosted a barbecue in the
clubhouse. Afterwards, President Jules Voerge held a business
meeting which was followed by the Tel-Ra movie of the Pacific
Coast Championships. It is the first get-together of this kind that
has taken place in Northern California and from comments made
afterwards, it was a huge success. —Van Sargeant
Fleet Captain.

RESULTS

ENCINAL YACHT CLUB INVITATIONAL REGATTA.

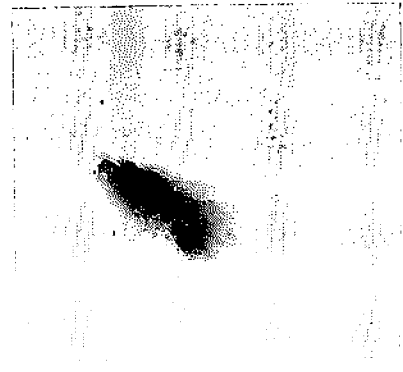
BOAT	SKIPPER	CLUB	RACES	1	2	FIN.
3518	Bob Huggins	Lake Merritt	2	1	1	
6924	Alex Burnett	Lake Merritt	1	2	2	
9369	Jim Warfield	Encinal Y.C.	3	3	3	
7802	Dorward Henderson	Encinal	5	4	4	
6454	Wayne Smith	Lake Merritt	6	5	5	
9359	Bob Brown	Encinal	7	6	6	
544	Hugh Snook	Lake Merritt	8	10	7	
9003	Van Sargeant	Encinal	10	8	8	
6739	Dick Shepard	Clear Lake	12	9	9	
3987	Walt Kenyon	Lake Merritt	11	11	10	
9002	Rod Pimental	Encinal	4	dnf	11	
5550	Allen Gates	Clear Lake	9	15	12	
3797	Stan Kintz	Lake Merritt	13	12	13	
6929	Don Trask	Lake Merritt	dnf	5	14	
6288	Lynne Murphy	Lake Merritt	14	13	15	
6975	Shirley Howland	Lake Merritt	15	14	16	
8754	Bert Johnson	Encinal	18	16	17	
9182	Earl Tindall	Encinal	16	dnf	18	
7152	Italo Galpesti	Encinal	17	dnf	19	

Sixteen Snipes turned out for the 27th annual Midwinter
Regatta at Los Angeles Harbor February 18-19. Not only were
the three local fleets represented (Los Angeles Harbor, Alami-
tos Bay and Newport Harbor) but the Lake Merritt Sailing Club as
well. Jules Voerge and Alex Burnett both came down from the
Bay City—mighty eager skippers!

One race was held Saturday afternoon, then two on Sunday.
The wind was in the 8-10 mph range and competition was top
drawer. Jerry Thompson of Alamitos Bay walked off with the
series with two firsts and a fourth while His Excellency, Fred
Schenck (Rear Commodore, District Governor, and Fleet Captain
all in one pudgy little bundle) took second place honors. Jules
Voerge, with a fourth, a third, and a sixth, finished third overall.

Two brand, spanking new Snipes have just joined the ranks—
both of them Varalyays. Lanny Coon and Fred Miller, Jr., are
the proud skippers and both have high hopes for the coming Na-
tionals. —Dick Lewis

Port and Starboard TEL-O-TAILS



- TEL-O-TAILS are a new "live action" sailing accessory for indicating wind direction; they attach to the stays.
- They twist on or off stays instantly, and can be raised or lowered to the proper height.
- They are colorful—in red and green.
- Are non-tangling—cannot wrap around stays.
- They are made of the lightest known materials—an absolute necessity for sailing in light changing air.
- Cannot corrode—made of bright plated spring phosphor bronze wire.

ONLY \$2.95 pair

LEON F. IRISH CO.

Route 5, Pontiac, Michigan

So Ben FIBERGLASS BOATS

A NEW BUILDER OF **FIBERGLASS SNIPES** BY AN EXPERIENCED BUILDER OF FIBERGLASS MOTOR BOATS.

Hulls or completed Snipes—Write for details.

SOUTH BEND LAMINATED PRODUCTS, INC.

215 S. Garst St. South Bend 18, Indiana.

VARALYAY BUILT SNIPES
"The Choice of Champions!"

1955 NATIONALS

- 2 First Places
- 2 Second Places
- 2 Third Places

1810 W. 166 St., Gardena, California

MODERNIZED HIAWATHA

He killed the noble Mudjekeewis,
Of the skin he made him mittens.
Made them with the fur side inside,
Made them with the skin side outside.
He, to get the warm side inside,
Put the inside skin outside.
He, to get the cold side outside
Put the warm side inside.
That's why he put the fur side inside,
Why he put the skin side outside,
Why he turned them inside outside.

--- Joe Austell Small



"Just Yacht Sails"

Southern Sailmakers

Lighthouse Point
Fort Screven, Georgia

SNIPE RACING SAILS

The finest hand finished Snipe racing sails that money can buy, made of the finest materials in the market and in a quality of workmanship never surpassed.

Available in ORLON and DACRON, Conventional cut or MITRE CUT, in your choice of FOUR special cuts designed for various conditions by our own Aerodynamist with the assistance of some of the greatest Snipe Skippers of all times.

Prices are as follows:

Mainsail and Jib, DACRON	\$110.00
Mainsail and Jib, ORLON	\$140.00
*For mitre cut mains add.....	\$ 10.00

Above prices are for sails complete with all hardware, class emblem, numbers, bag and battens.

Complete information, specifications, fabric samples and order forms will be forwarded at no obligation.

REMEMBER

"JUST YACHT SAILS"

Bells Wanderings by Ted Wells

Clearwater Midwinter Regatta

The old gag that the only thing we mortals can count on for sure are death and taxes can be paraphrased slightly to apply to sailing regattas. The only sure thing that a regatta chairman can count on is that the weather will generally be perverse and sometime is going to mess up his regatta pretty badly—which is what happened to Ed Barnard, Chairman of the Clearwater Midwinter Regatta this year.

After this regatta, which is the first of the season in the United States, this column is supposed to come up with some scientific observations of general interest concerning the races there. Since, this year, the race on the first day turned out to be the only real race (the other two on Friday being reaching contests in Dunedin Bay with practically no windward leg), these observations are going to be a little bit hard to come by.

Synthetic sails were almost universally used, so all comments on sails will be confined to them. It has been mentioned before that, with synthetic sails, a given suit of sails will be found to be satisfactory for wider ranges of wind velocities than will cotton sails, and I did a little experimenting along this line which was instructive but unprofitable as far as winning the regatta was concerned. My conclusions are that, if a person has a good suit of synthetic sails with a medium draft main and either a flat or a full jib, if he has a stiff mast, and if he and his crew are reasonably husky, he does not need any other sails, and is probably better off if he doesn't have any.

In the first race, which was on the Gulf with about a 15 to 18 mph wind and a fairly heavy chop, Francis Seavy and I used very full sails. Ned Linscott and I were able to keep up with Francis and Pete as long as we were able to hang out and keep the boat upright. As soon as our tummy muscles gave out and we had to move in and either luff the boat or let it heel, Francis pulled away from us. I believe in this case I would have been better off with a main which was full sized in all respects, but which had a little less draft.

After two days of postponements, we moved to Dunedin Bay where the choice of course was dictated by the fact that the tide was low and the wind was in the worst possible direction for laying out a windward leg. The wind was quite strong and puffy, blowing off the eastern shore, and the only beat was an extremely short one which looked like it might turn into just a one-tack starboard beat; but it was the last day of the regatta and there was no other place to go, so there was nothing the committee could do about it.

Since we had been towed over there and had not had time to sail around ahead of time and see what the course was like, I put on a combination of a very full jib and a medium main; this particular medium main has the draft well forward (which I do not like), but I had used this combination in high winds once or twice before and it had worked satisfactorily as the bending of the mast had removed the draft from the main.

From this experiment, I relearned something which I already knew, namely, that it takes a couple of years to get thoroughly familiar with your sails and that you should never try a regatta combination which you have not thoroughly tested before. My alibi for making this experiment is that when your lake has been dry for two years and the only sailing you can do is at regattas, your chances for experimenting are rather limited.

Because of the fact that it appeared that the alleged beat might turn into a one-tack affair on the starboard tack, I decided to start on the starboard tack into the line, even though I didn't like to do so because of the congestion which always takes place there.

In this case, I managed to get a good start, hitting the line close-hauled about one boat width below the committee boat going at full speed and within a few seconds of the gun. Just as Ned and I were congratulating ourselves on the beautiful start we had made, somebody smacked me just ahead of the transom on the leeward side, turning me practically completely around. The melee was so great that I was never able to find out who hit me and therefore couldn't file a protest, although it was apparently someone who came planing in on a barging start, crossed behind me, and then tried to head into a solid mass of boats where there was no place to go.

Whether I would have accomplished anything in this race if I hadn't been hit on the starting line is open to question, as the sail combination was definitely a poor one. The wind was not consistently high enough to bend the mast enough to keep the full jib from interfering badly with the main because of the forward position of the draft on the main. Also, the reaches were extremely close reaches on which the mast didn't do any bending and the main and the jib had a dandy fight for position. I am sure also that part of my performance was the result of sitting on the panic button after getting clobbered on the start, but in any case, it was a very sad performance from which the major lessons to be learned are that a full jib will not work with a main which has the draft well forward except under special conditions and that it is extremely dangerous to try, in an important regatta, a sail combination with which you are not thoroughly familiar.

The wind had died down somewhat before the next race started and it appeared that it would continue to die, but, since by this time my position in the regatta was of academic interest only, I decided to do a little more experimenting with sails. This time I used the same jib that I had used before and used what was classes by the maker as a medium-heavy wind main. This main was full size on the luff and the foot but was quite shy on roach, particularly near the top; the maximum draft was approximately in the middle of the sail; and it was quite flat. The wind continued to die until it became very light during the race and the interesting thing was that I was able to do as well with this medium-heavy wind sail as I did. If this had been a cotton sail sailing against other full cotton sails, I would have been completely sunk.

With this synthetic sail, three boats finished ahead of me, all of them, I believe, carrying full sails. If I had had a main which was full size in all respects but medium as far as draft is concerned, I am sure that I would have done as well as the boats with the full sails, which leaves me to conclude that you are probably better off if you have only one suit of sails consisting of a main with medium draft but full size, and a jib which works well with this main.

In an extremely light wind, you might be better off with a main with more draft, but in a very light wind, where you are when things happen is generally more important than what sails you are wearing. In a very high wind, you would undoubtedly be better off with a flatter main with less roach, but it is amazing how well a Snipe will go with synthetic sails when you are sailing on nothing but the jib and battens; and think of all the decisions that you are spared by never having to make up your mind what sails to use. Of course, you can no longer use the alibi of having chosen the wrong suit of sails when you only have one suit, but I have arrived at the conclusion that this is the best system.

After my series of frequent articles on starting lines and race committees and their tendency to ignore the contestants, I think I should award an orchid to Ed Barnard because in the morning race on Dunedin Bay, the starting line was pretty sour when the contestants got out there. Several skippers sailed by and informed Mr. Barnard of this fact. He promptly fired a postponement, even though the 10-minute gun had been fired, set out a new line, which was perfect, and started the race.

Telephone operator: "I'm sorry, sir—that number has been taken out."

Man on phone: "Oh, is that so? Well, can you give me any information as to just who has been taking her out?"

Voice Of The People

AFRAID OF NOBODY—OFFERS TO RACE WITHOUT BOARDS!

"On behalf of my fellow members of the Winchester Boat Club's "FAMOUS SNIPE FLEET #77", of which I have the honor to be Captain, I hereby take it upon myself to redress the innuendo to which we were subjected in the last issue of your otherwise wholesome and reliable publication. (Hear! Hear!--Ed.)

On page 3 therein, it was stated that certain unknown persons from New Hampshire (of ALL places), purporting to be a Yacht Club--North Cove Yacht Club, it says here--having now successfully sailed 20 races, are now grown so overconfident that they are hoping for a showdown with "a certain so-called HOT outfit from Winchester, Massachusetts." As we happen to be the only real, genuine HOT outfit around these parts, I logically assume they must mean us. Well, what's stopping them? We ain't chicken! We don't back away from nobody, not even Harry Allen and Terry Whittemore! (And we'll beat them, too, next time.)

Bring on your boats, North Cove, any time at all! But for obvious reasons, the race should be held here on the broad, cool, deep, and sparkling expanse of Mystic Lake. When we race, we put our daggerboards way down, and there is no water that I know of in New Hampshire deep enough for that!

The meager, piddling run-off from those little hills they call "mountains" up there is hardly enough to water the cows, and what little does get past the barns and into the valleys barely covers the old stone walls, cellar foundations, fences, etc., in the flooded pastures, fields, and meadows they now call lakes.

But if they dassn't come down, and we have to go up there to settle this affair of honor, why we'll just leave our centerboards here at home for safety's sake. We'll take them on and beat them anyway, boards or no boards. I don't think we'll even need them."
—Clarence Borggaard.

SNIPE HIS FIRST LOVE

"Back in the thirties, I built Snipe #131, which is still in use down in southern California. I never did sell the boat, so I guess it is still registered under my name. At the present time, I have two boys who want to race in a class where they can be together. In the past few years, I have built a few small boats and, with the present interest in the family, I'd like to try my hand at another Snipe.

I know that I can purchase one at a reasonable cost, but the fun in yachting to me is working, besides the enjoyment of sailing. Without dwelling too much on myself, I have completed a project of rebuilding a Rhodes 32 which was 16 years old and the whole project became worthwhile when a fellow came up and asked the number of my boat and when it was launched. My family was in on this project and we all feel very proud of my new old boat."
—Martin Stangeland.
Palo Alto, California.

A FLEET RECORD HARD TO BEAT

"Under separate cover, you will receive the Quassapaug Sailing Club Snipe Fleet #231 scores for the summer series. With pardonable pride, may I bring to your attention the spectacular season our club has had. (As mother of Helen O'Leary, National Champion Crew for Harry Allen, Mrs. O'Leary can have the quarter-deck whenever she wants it!--Ed.)

At the Sea Cliff Invitational Regatta, Harry Allen and Terry Whittemore placed in that order, as they did also at the Winchester Regatta. It is only history now to repeat what Harry and Terry did at the Nationals at Atlanta. Their representative crews, Helen O'Leary and Bob Whittemore, are also to be congratulated.

Terry Whittemore took first place in the Long Island Sound Individual Championship.

Messrs. John Pyatt and Tom St. John, Jr., have provided a trophy for the Northeast Team Championships, which was scheduled for Quassapaug, but unfortunately the August floods caused the race to be cancelled. We are looking forward to some interesting competition for this Trophy this summer."
—Mrs. M. D. O'Leary.

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.

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

FOR SALE: SNIPE #7433--Ultra light weight. Stainless board. Full-cut Watts sails plus hard Boston main. Reasonably priced. R. C. Cornell, 1103 South Higby, Jackson, Michigan.

FOR SALE: REGISTERED SNIPE #8656. Excellent racing condition. Newly finished linen-covered hull. Full-cut Watts sails plus heavy weather main. Stainless steel centerboard. Fully equipped with jam cleat racing rigging, whisker pole, anchor, soft cushions, paddle, etc. Spare mast and boom. Trailer and tarp--all for \$700. 00. Ken Holtby, 1133 N. Ridgewood, Wichita, Kansas.

TRY AN AD HERE WHEN YOU WANT TO BUY OR SELL!

WANTED TO BUY: One good 80 lb. dagger board. Let me know what you have, finish, and price. Ben J. Ansley, 754 Canyon Trail, Akron 3, Ohio.

FOR SALE: TWO NEWLY FINISHED VARALYAY DE LUXE SNIPIES #8066 and 8077. BRONZE CENTERBOARDS. EACH WITH COTTON AND DACRON SAILS BY WATTS. ALL IN PERFECT CONDITION. ALSO ONE TWO-WHEEL TRAILER. ADDRESS C. B. SAWYER, 17485 Shelburne Rd., Cleveland Heights 18, Ohio. BOATS LOCATED NEAR PAINESVILLE, OHIO.

FOR SALE: REGISTERED SNIPE #8589 built by Emmons. Dry-sailed. Two suits of sails. Refinished hull complete this year. Ready to race. Sails and boat measured. Price \$535. 00. Write or phone Lyle Hasty, Eagle Lake, Edwardsburg, Mich.

FOR SAIL: DRY-SAILED SNIPE #8049 by Emmons. Two suits of sails, one set new Dacron medium wind. Very good racing record. Hull in excellent condition. Ready to go. Price \$575. 00. Write or phone Jerry Hasty, Eagle Lake, Edwardsburg, Michigan.

FOR SALE: DRY-SAILED SNIPE #2727 built by Skaneateles. Plywood deck, mast, Larsen sails--all three years old. New boom. Trailer. Good racing record. ALL FOR \$550. 00. Pete Rushworth, 23 Ohio Ave., Lakewood, N. Y. Phone 8-084.

WANTED: A GOOD SNIPE--Reasonably priced. Send information on weight, age, make of boat, measurement certificate, record, etc., to B. M. Weyand, 436 Canisteo St., Hornell, New York.

FOR SALE: SNIPE #8076, 4 years old, for \$450. 00. Good condition; two suits of cotton sails; minimum weight; Peoria Champ '53 and '54. Tim Scanlon, 5246 North Delaware, Indianapolis, Indiana.

— Every Sailor Needs It — SCIENTIFIC SAILBOAT RACING

— by Ted Wells —

Five dollars from any book store or direct from
DODD, MEAD & CO., 432 Fourth Ave., New York 16, N. Y.



Airollers are heavy canvas cylinders 9½" dia. by 48" long, neoprene rubber lined and inflated by mouth only. They're used to roll boats up on shore, and are rated for sailboats and outboards up to 1200 lbs. Airollers roll without "sinking in" or "stalling" over sand, pebbles, rocks, mud, ramps and paved surfaces with amazing ease. Low pressure and frictionless they will not damage the finest racing finish. Snipe skippers have found Airollers wonderful for bottom cleaning, end-of-season storage, rolling up the beach to the trailer, temporary mooring float, fenders, and emergency life preservers. When deflated they stow in a small space. An illustrated folder will be sent free upon request.

Standard Airollers . . . \$15.00 each
 \$30.00 a pair boats up to 1200 lbs.
 Junior Airollers \$9.00 each
 \$18.00 a pair boats up to 400 lbs.

THE AIROLLER COMPANY
 Boston Post Road, Corner of Fair St.
 Guilford, Conn.

**WORLD'S CHAMPIONS USE
 SAILS BY
 LARSEN**



Jorge and Carlos Vilar Castex of Argentina won Snipe Class World's Championship in 1948. They were Second in 1949 and WON AGAIN in 1951. It was no accident, because they used EXCLUSIVELY LARSEN CHAMPIONSHIP SAILS

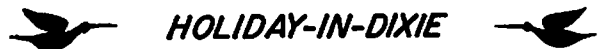
LOUIS J. LARSEN, Yacht Sailmaker
 WARREN STREET NEW YORK, 7, N.Y

Sanctioned Race Dates

- Apr. 27-28-29 HOLIDAY-IN-DIXIE Regatta, Shreveport, La. Bob Lawton, 22 Ward Bldg., Shreveport, La.
- May 12-13 COTTON CARNIVAL Regatta, Delta Sailing Club, McKellar Lake, Memphis, Tenn. Dr. E. Malcolm Stevenson, 1469 Poplar Ave., Memphis 4, Tenn.
- May 26-27 SEQUOYAH Yacht Club Regatta, Lake Yahola, Mohawk Park, Tulsa, Okla. Chet Livergood, 3054 S. Madison, Tulsa, Okla.
- May 26-27 SOUTHERN Championship, Lake Chickamauga, Tenn. G. E. Randall, 928 McKellar Dr., Tullahoma, Tenn.
- JUNE 2-3 IVY INVITATIONAL Inter-District Regatta, Ivy Club, Peoria, Illinois. R. McMaster, 421 Merle Lane, Peoria, Ill.
- June 23-24 MICHIANA Regatta, Eagle Lake, Michigan. T. W. Holt, 1120 N=Main St., Elkart, Indiana.
- JULY 7-8 GREEN LAKE INVITATIONAL Regatta, Green Lake, Wisconsin. E. C. Leach, Jr., Rt. 4, Oshkosh, Wisconsin.
- JULY 7-8 LONG ISLAND INDIVIDUAL Championship, Sea Cliff Yacht Club, Sea Cliff, Long Island, New York. Bengt Johnson, 10 Edgewood Ave., Glen Head, L. I., New York.
- July 7-8 NEW JERSEY State Championship, Money Island Yacht Club, Toms River, N. J. C. W. Moore, MIYC, Toms River, N. J.
- July 14-15 MICHIGAN STATE Championship, Grand Rapids, Mich. Frank Fehsenfeld, 748 Ethel S. E., Grand Rapids, Michigan.
- JULY 28-29 DIAMOND LAKE Invitational Regatta, Diamond Lake, Michigan. Stanley Price, 609 National Bank Bldg., South Bend 1, Indiana.
- Aug. 4-5 U. S. JUNIOR CHAMPIONSHIP, Alamitos Bay, Long Beach, California. George Walker, 835 Sussex Rd., San Marino, California.
- AUG. 6-10 U. S. NATIONAL CHAMPIONSHIP, Alamitos Bay, Long Beach, California. George Walker, 835 Sussex Rd., San Marino, California.
- Aug. 17-18-19 CENTRAL STATES Championship and DUNPHY TEAM Races, Portage Lake, Mich. George Cartland, 1704 Cambridge Rd., Kalamazoo, Michigan.

April 27-28-29

SNIPE SPRING CHAMPIONSHIP REGATTA



SHREVEPORT, LOUISIANA.

Write: C. O. Hardey, 1118 Richmond Circle, Shreveport, La.

PLAN NOW TO SAIL IN THE FIFTH ANNUAL

SOUTHERN CHAMPIONSHIP

SNIPE REGATTA

MAY 26-27, 1956

PRIVATEER YACHT CLUB

1043 Dartmouth St. Chattanooga, Tennessee.

SEQUOYAH YACHT CLUB

ANNUAL INVITATIONAL SNIPE REGATTA

MAY 26-27, 1956

on beautiful Lake Yahola, Mohawk Park, Tulsa, Okla.

EVERYBODY COME

Write: Chet Livergood, 3054 S. Madison, Tulsa, Oklahoma.