

# SNIPE BULLETIN

DECEMBER, 1952

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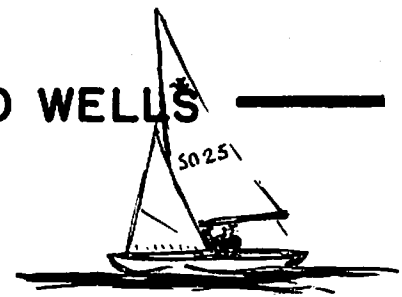


SNIPE Sailing at Denver, Colorado, has its attractions. Here Miss Colorado and Miss Pueblo help Sam Card rig up his Snipe

# WELLS' WANDERINGS

By TED WELLS

## THE WINTER OVERHAUL



Modern invention has apparently added a new hazard to plague the racing skipper who is refinishing his boat. This modern inconvenience is the presence of silicone in most currently marketed automobile polishes and waxes. A small amount of silicone in a polish or wax makes it much easier to apply and makes it much more durable. For the same reasons it is much harder to remove all traces of the polish or wax prior to repainting. Incomplete removal of the wax will result in a beautifully mottled finish with rings, wrinkles, blisters, and various other modern improvements.

Most of the paint companies now have on the market special preparations for the removal of silicone wax. If you have used any kind of polish or wax on your boat during the past summer get in touch with the nearest automobile paint shop and get some silicone remover from them and follow their instructions for its use.

I have received quite a few questions regarding the procedure for gluing up seams in boats which were formerly caulked. While the general idea is illustrated in Scientific Sailboat Racing here are some additional pointers.

If the boat builder has skimped on his fastenings between the planks and the frames and between the garboard plank and the keel batten put in some extra screws to be sure that everything is held tightly together. The boat should have had an opportunity to dry out so that the wood has a normal moisture content before trying to glue up the seams. The filler strips which are glued in should be made of the same material as the planking is. Any type of waterproof glue such as Weldwood or Penacolite may be used.

In taping the seams I would recommend either pinked-edge aircraft cotton tape applied with aircraft dope or fiberglass tape applied with a resin such as Varaloy furnishes. I would not recommend setting either tape in varnish or enamel as the adhesion with either of these is rather questionable. If the tape is applied with aircraft dope, all old enamel must be removed as the dope will undoubtedly cause it to wrinkle and blister.

It may be satisfactory to use straight-edge tape with resin as the resin has no tendency to shrink the tape; however, with aircraft dope a pinked edge is absolutely essential to prevent the edge from curling up.

Several people who have their boats covered with aircraft fabric doped on have asked me how they can remove the enamel without affecting the dope job on the fabric. Lacquer thinner will generally do this job very satisfactorily or for that matter just plain clear dope. If care is used no damage will be done to the dope surface underneath the enamel. Incidentally, I know of a number of boats which have been finished completely in dope without using any enamel and this practice appears to be satisfactory.

One of the members of our fleet has apparently discovered a material which is accidentally a very good anti-fouling paint, at least in fresh water. This is "Duco Undercoat" which is used by automobile shops. It is brown in color and can be sanded to a very good finish.

The most important thing to remember is that all dents should be filled with glazing putty and the surface must be very smooth before an attempt is made to repaint it. The new paint job will only accent any roughness which exists in the base upon which the paint is applied.

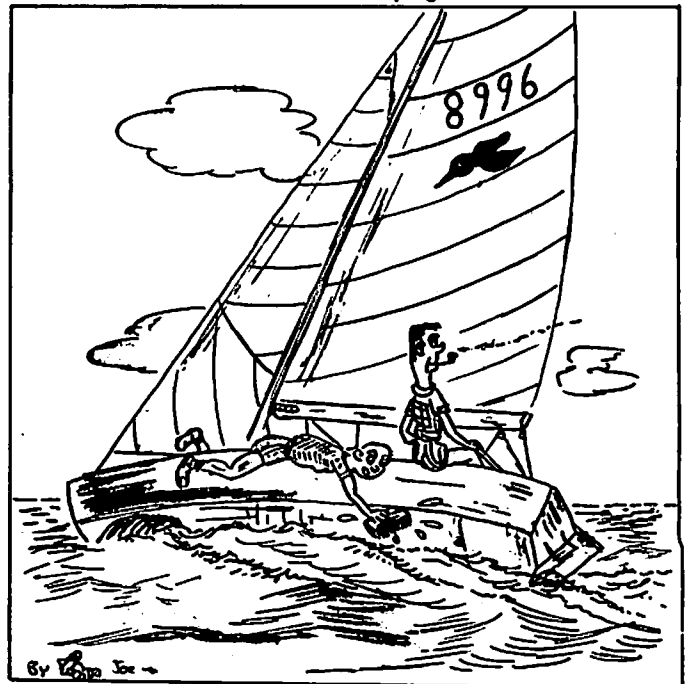
If you plan on putting on any additional varnish over any old varnished surface, clean the surface very thoroughly (the material which is made for removing silicone would be satisfactory for this purpose) and sand the old varnish to roughen it up well, before putting on new varnish. If you do not do this the new coat of varnish is likely to look fine for a few months and then start peeling off (this is the voice of experience speaking; I have a complete varnish removal job to do on my deck this winter as a result of a coat of varnish put on carelessly last spring).

As I mentioned in a previous issue of the Bulletin I no longer use Marine enamels as they dry too slowly and are too hard to put on. I have found that either automobile enamel or billboard enamel is much easier to apply and will stand up very satisfactorily. Of course neither of these enamels have any anti-fouling properties and if an anti-fouling bottom is necessary, I would recommend either Coperoyd or Duco Undercoat. Whether the Duco Undercoat will be satisfactory on salt water or not I do not know; however, it is very cheap and easy to apply and might be worth some experimenting.

## Newport Team Wins Logan-Streb Cup

The Logan-Streb Cup was held Sept. 14 at Newport (N.Y.) Y.C. It is a special trophy for a team race for three boats from each club. Each of the Newport boats got one first place and despite Jack Hama's "disq" in the first race, Newport won the Cup. Bumping Ernie Coleman's boat quite by accident, he dropped out, good sport that he is. However the winner team, Newport, never allowed the Nine Milers to get better than a third place. We will say one thing though. The races were held on the defender's home waters which may have been somewhat to their advantage since Irondequoit Bay is noted for its variable winds. If the next race is sailed on the compar-

Continued on page 8

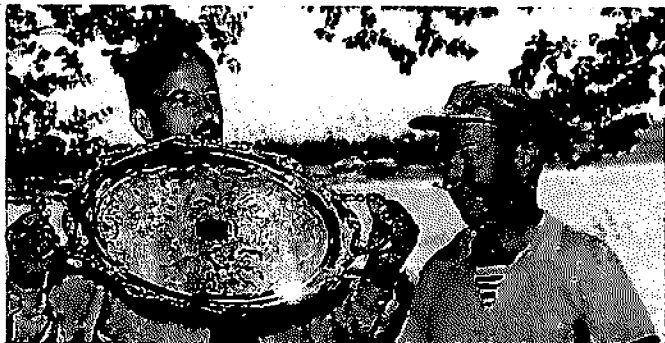


Okay—Come about—this side's done!  
DRAWN BY JOE PARADINE

SNIPER BULLETIN

# ROCKY MOUNTAIN REGATTA TO WELLS

IN THE First Annual Rocky Mountain Invitational Snipe Regatta, Ted Wells again displayed the championship sailing that so often carried him to victory. He walked off with all the honors, taking all first places. Jim Paxton of Omaha was second closely followed by a newcomer, Don Hughes, a 15 yearboy from Denver. Emblematic of the event is the Rocky



Ted Wells accepting the Perpetual Trophy from Earl Schlupp, Denver Director of Recreation.

Mountain News-Rogers Jewelry Trophy, a handsome silver platter. This trophy was presented to Ted Wells and his crew, Marvin Taylor by "Curly" Schlupp, Recreation Director of the City of Denver. The Mayor's representative presented Ted with a scroll and cit-

ation, making him an honorary citizen of Denver. As a symbol of their determination to return in 1953 and defend their trophy, Marvin Taylor presented a burgee of the Wichita Sailing Club. Not to be outdone, Jim Paxton presented the burgee of the Iowa-Nebraska Snipe Fleet.

The famed luck that has brought good winds for all Snipe regattas in Denver, deserted this regatta and the first two races were sailed in extremely light airs that faded to a calm. What puffs did come along were split up into 180 degree lightning quick shifts which kept the skippers busy. The first two races were over shortened courses but the last event was blessed with a nice, fresh breeze taking the Snipes twice around a course totalling 7 miles.

By Jerry Rafael.

Skipper and fleet	Races	1	2	3	Fin.
T.A. Wells, Wichita, Kans	1	1	1	1	1
Jim Paxton, Omaha, Neb.	2	3	2	2	2
Don Hughes, Denver, Colo.	3	2	4	4	3
Frank Arnoldus, Omaha	4	4	3	4	4
Mal Price, Denver	5	6	5	5	5
Sam Card, Littleton, Colo.	5	8	7	6	6
Jerry Raphael, Denver	6	7	9	7	7
Jack Hyson, Omaha	10	5	8	8	8
Jerry Plus, Littleton	7	9	10	9	9
Ed. Kaiser, Denver	12	13	6	10	10
Harry Knudson, Denver	9	10	dnf	11	11
Bill Heyne, Wichita, Kans.	11	12	11	12	12
Burt Scott, Boulder, Colo	13	11	12	13	13

## ZIMMERMAN COPS TRI-CLUB SERIES AT TURKEY FOOT

The Fifth Annual Tri-Club Regatta series was held on the mud puddle that the sailors of P.L.Y.C. Akron, Ohio, regularly sail on. The Tri-Club consists of an annual event between Chautauqua Lake Y. Club, Mentor Harbor Yacht Club and Portage Lake Y.C. It started five years ago at Chautauqua, the second was at P.L.Y.C. and the third at Mentor Harbor.

This has proven to be an enjoyable meet with plenty of fun, good companionship, sailing scuttlebutt and good competition. The first three years were won by Chautauqua while last year and this year P.L.Y.C. ran off with the honors. Each year we have raced three races - two on a Saturday and one on a Sunday. A trophy is given to the winning club and permanent trophies are given to the winners of the three races and to first, second and third high point skippers.

Here are the summaries of this year's races. Notice that S.C.I.R.A.'s Commodore Carl Zimmerman walked off with the honors even though Clyde Gischel won two of the three races.

By Larry Wheeler.

### Summary Tri-Club Regatta

Carl Zimmerman, P.L.Y.C.	3	1	3	1
C.B. Gischel, P.L.Y.C.	1	6	1	2
Ham Johnson, P.L.Y.C.	4	2	4	3
C.E. Rhonemus, P.L.Y.C.	2	5	9	*4
L.P. Wheeler, P.L.Y.C.	5	9	2	*4
N.D. Baker, Mentor Harbor	9	3	12	6
R.C. Dawson, P.L.Y.C.	7	12	5	7
Pat Wheeler, P.L.Y.C.	8	10	6	8
H.G. Griffith, Chautauqua L.	6	14	7	9
T.E. Lundquist, Chautauqua L.	dsq	4	8	**10
Prentiss Sawyer, Mentor Harb.	10	8	11	11
Birney Mills, P.L.Y.C.	11	11	10	12
Peter Rushworth, Chautauqua L.	13	7	14	13
Randy Nord, Chautauqua Lake	12	13	13	14
C.B. Sawyer, Mentor Harbod	14	15	16	15
Wm. Shibley, P.L.Y.C.	dns	dns	15	16

\* Tied for fourth place

\*\* Disqualified in first race. Hit mark.

(Note there are several names in above list that are in accord with SCIRA records and not in accord with names on race results.)

## SOUTHWESTERN CHAMPIONSHIP WON BY JOHN T. HAYWARD

The Eighteenth Annual Southwestern Snipe Championship, August 30, 31 and September 1 on White Rock Lake at Dallas, home of Snipe Fleet No. 1, ran like clockwork under the joint supervision of Joe Becker, Regatta Chairman, and Art Nazro, Race Chairman.

The schedule consisted of three races held for the Commodore Hub Isaacks Trophy; a three race team series and a handicap championship for the trophy put up by the Adolphus Hotel - the latter for all classes. Perfect weather with southerly winds ranging from 10 to 40 miles an hour greeted the twenty three Snipes from Kansas, Louisiana, Oklahoma, Texas.

The first race was triangular with a nice wind of about 10 mph. John Hayward of Tulsa, took the lead soon after the start and was around the windward mark first, followed by Ben Moore of Dallas, and Harold Martin, also Dallas. These positions remained the same for the next two legs with Hayward holding his lead. On the windward leg of the second round, Ben Moore, taking advantage of a wind shift

moved into first place. However, Hayward was able to squeeze back into first place at the finish. Moore was second, then Harold Martin and Willie Rotzler.

The second race was windward-leeward with a 20 mile breeze that made it pretty brisk going. Positions changed frequently on the first windward leg

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Winners at White Rock Lake, left to right; L. Norris, crew; Willie Rotzler; Bob Vesters; Bubba Harris; Ben Moore; John Hayward; Hollis Metcalf; Bob Lawton; O. Weisner. The three on the right are winners in the Lightning Class and were unidentified.



## EUROPEAN CHAMPIONSHIPS



## PHOTOS OF EUROPEAN CHAMPIONSHIPS AT SKOVSHOVED

1. Spain, Sweden and Denmark finishing second race. 2. The European Champions, skipper Erik Barfod, Norway, right and crew Haakon Frøtheim. Cup in midphoto is European Championship donated by Italy. Under it is medal given by President of France. Silver plate is from town Mayor of Gentofte. No.3 photo is Norwegian boat Abrakadabra, the winner. No.4 is Italy's Snipe Titta V, second in the series. No.5 shows Mr. and Mrs. Hawkins, the British Snipers, with the National Secretary for Denmark, Hans Albertson who is now studying in U.S. Photo No.6 is the French boat Moquer, third in points. She had yellow nylon sails. No.7 is the winning Norwegian team. Skipper Barfod

on left, crew Haakon Frøtheim in center and on the right Ole Corneliussen, National Secretary for Norway. The photo No.8 shows Santiago Amat, left, who is 65 years old and the hottest Snipe skipper that Spain has. He has represented Spain three times in Olympic sailing races. Next to him is J. de Muntaner well known and popular Spanish sportsman. They are standing in front of SCIRA Bureau from which announcements were made through eight loud speakers. All notices were put up here, the R.C. met here and it was general headquarters. Arrangements were well nigh perfect for this regatta.

# NORWAY WINS EUROPEAN SNIPE CHAMPIONSHIP

## ITALY SECOND, FRANCE THIRD. TEN NATIONS COMPETE CLOSELY

The European Snipe Championships held at Skovshoved, near Copenhagen, Denmark, late in the summer received "rave notices" in all the European yacht magazines and since it is likely that you can get the English version the best, we would like to see just what British Yachting Monthly had to say.

"Ten countries; Belgium, Denmark, England, Finland, France, Italy, Norway, Spain, Sweden and Switzerland - competed in the second European Snipe Championship, held under the auspices of the Pioneer Snipe Fleet and the flags of the Royal Danish and Skovshoved Y. C's at Skovshoved, Denmark, August 13-16.

"England's representative was Jack Morgan, Medway Yacht Club, crewed by W.N. Hodshon, who trailed his boat "Redshank" to Harwich where both boat and car were shipped to Esbjerg by the regular mail steamer and then trailed to Copenhagen via Odense.

"Each country, except Belgium, took its own boat which proved to be very well matched. In the second race, sailed in light winds and taking 2 hours, all boats finished within 4 min. of each other. On the last day, although the Norwegians and Italians were well placed, it was possible for England, France, Sp-

ain or Sweden to win the Championships. When it is remembered that these boats are all built in different countries and sailed by helmsmen who had not met before, it shows that the Snipe is a very good one design class."

Italy won the first race and Norway the second. Next day France won the first race and England the afternoon race. So far the wind had been light and shifty but in the fifth race it was stronger. Italy pulled out in front but did not cover Norway which enabled Norway to get third place and enough score to win the series. France was first and Sweden came in second in this, the last, race.

To again quote "Yachting Monthly" - "The Snipe Organization is very well supported in Denmark although it is only four years ago that Snipe was adopted by the country. One of the principal reasons for its adoption was that it was the most international type of dinghy. With hospitality equalling the excellence of the organization, all competitors took back happy memories of Skovshoved."

Note - Britains almost always refer to any boat sailed by two persons as a "dinghy".

A. Bestrynoki, ... Switzerland 10..7...9...8...9...9  
J. Florizoone, ... Belgium ...9..10..10...9..10...10

Scores were kept by regular SCIRA method and were as follows;

Norway.....	7311	France.....	7175
Italy.....	7084	Spain.....	6780
England.....	6725	Sweden.....	6575
Denmark.....	5891	Finland.....	5648
Switzerland...	5254	Belgium.....	4931

Summary - European Championships, 1952

Skipper	Nation	Five Races	Fin.
Eric Barford, ...	Norway	2...1...2...6...3...1	1
D. Poissant, ...	France	3...6...1...5...1...2	2
M. Dellacasa, ...	Italy	1...2...4...4...6...3	3
Santiago Amat, ...	Spain	4...4...6...2...5...4	4
Jack Morgan, ...	England	5...5...3...1...8...5	5
Stig Hag, ...	Sweden	6...8...5...3...2...6	6
M. Blegvad, ...	Denmark	8...3...8...10...4...7	7
O. Palmberg, ...	Finland	7...9...7...7...7...8	8

## 1952 Scores Coming In

Point scores for the past season are beginning to come in to headquarters and to date eight Snipe fleets have arrived. So far Ted Wells of Wichita is in the lead with 1696 points for 16 races. John Rose of Grand Rapids, Mich., is second with 1695 pt. and Earl Marshall of Port Jefferson, N.Y., is third with 1678 points.

We list some of them here for you:

T.A. Wells, Wichita, Kans	ptal 1696	16 races.
John Rose, Grand Rapids, Mich	1695	11
Earl Marshall, Port Jeff. N.Y.	1678	14
Bob Bradley, Pine Beach, N.J.	1668	15
Bob Vreeland, Newport, N.Y.	1665	13
Harold Lyness, Port Jeff, N.Y.	1654	14
I.Y. Halsey, Three Mi. Harb. N.Y.	1647	7
J. Kroeger, Newport, N.Y.	1643	18
Andy Whitman, Pine Beach, N.J.	1632	15
Ray Kaufman, Eastchester Bay, N.Y.	1630	7
Jack Hanna, Newport, N.Y.	1629	23
Kermit Nicholson, Pine Beach, N.J.	1615	15
Harold Gilreath, Wichita, Kans.	1607	6
H. Amundsen, Three Mi. Harb. N.Y.	1602	7
John W. Rix, Wichita, Kans	1600	20

That's all there are down to 1600 points. More will be printed every month now and Fleet Captains should get scores up and send in. If your fleet requires score sheets write to headquarters for them. PLEASE do not send in scores for boats that didn't take part in at least 5 point score races. Also do not, please, send in scores for unmeasured boats or for boats whose owners have not paid SCIRA dues in 1952. Such scores are only discarded and make work for everyone.

## Dates of N.Y. Boat Show

The New York Boat Show opens January 9th, Friday, and runs until the 17th - a Saturday. Plans are being made to hold a Snipe meeting on the afternoon of January 16th for the Board of Governors and the Rules Committee. The January Bulletin will contain further data as to where and when and also data on an Association dinner, if any. Watch for it.

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## Norway Wins Scandinavian Race

Placeringerne i det IV nordiske snipemesterskab:

Norge:				
"Hejpe 8"	D	7	3	
"Yadoo 6"	9	2	5	
"Abrakadabra	4	4	1	
Danmark:				
"Ha Ha Ha"	5	6	2	
"Dumpe"	8	9	10	
"Strik"	6	3	6	
Sverige:				
"Rödspettan"	1	8	12	
"Stickan"	2	1	4	
"Fimpen"	D	11	11	
Finland:				
"Lilli-Mon"	10	D	8	
"Too-Late"	3	5	9	
"Blue Sky"	7	10	7	
Points:				
Norge	3178	4046	4340	11,564
Danmark	3610	3694	3707	11,011
Sverige	3905	3589	3110	10,604
Finland	3561	3041	3270	9,872

## 24 Snipes in Italian Champs.

Classifica XI Campionato Snipe

Nome	Equipaggio	Flotta	Arrivi prove					T.P.	Class.
			I	II	III	IV	V		
TITTA V	M. Della Casa N. Tubarechi	Genova	2	3	1	2	2	1571,80	1*
PUNTA SALVORE	D. Di'Isot M. Scognemiglio	Muggia	1	8	2	3	1	1500,80	2*
ISTRIA	V. Porta	V Muggio	3	1	4	1	6	1497,60	3*
ZARA	C. Leglio G. Carosera	Verbanò	4	2	5	5	3	1439,80	4*
NEBRI II	R. Teppati B. Abba	Servola	11	10	7	4	3	1145,—	5*
ARIEL II	M. Stetza A. Briffa	Vernazola	8	5	18	6	8	1137,—	6*
DAISY III	A. Romano G. C. Scarsonega	Sutri L.	14	4	6	7	19	1042,50	7*
PALINO	P. Scarsonega D. Costera	Capodistria	6	11	12	8	11	1041,—	8*
IPPOCAMPO	R. Mattasi T. Pizzorno	A. Volta	7	7	3	20	16	1014,—	9*
NINFA	G. Bellini G. Schiavino	Tigullio	5	12	8	14	17	956,20	10*
EOLO III	R. Tafuro L. Brambilla	Santa Maria	12	9	R.	9	4	952,80	11*
TIMAVO	P. L. Brambilla S. Costera	Montalcone	10	6	15	18	9	937,—	12*
PIVELLO	C. Benna M. Tamburini	Rimini	9	21	13	11	7	932,80	13*
DIANA III	G. Segafredo L. Sandrin	Grignano	16	13	10	13	24	926,60	14*
QALANTUOMO	R. Zulliani A. Monti	Castiglione	Sq.	14	11	10	13	789,70	15*
VOLTOLINO II	F. Baccini G. Biondini	Livorno	17	20	9	16	12	751,40	16*
MAESTRALE	G. Garfagnoli M. Migone	Rotignano	20	17	17	12	10	731,—	17*
FIUME	X V. Lasinio L. Podestà	Enea	19	22	14	22	18	550,60	18*

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# RACING SNIPEs

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## 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  
is no accident because they used exclusively  
**LARSEN CHAMPIONSHIP SAILS**

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## THE COMMODORE SAYS

WHAT MAKES a yacht club healthy and thriving or  
what makes one shrivel up and pass out? Ever since  
I have been commodore, due to the sudden passing of  
Owen Duffy, these questions have been of great inter-  
est to me.

The very novelty and pleasure of sailing can do  
a lot to keep a new club going for a few years but  
there must be fundamentals to keep it in a prosper-  
ous condition continuously. Some of the fundamen-  
tals of yacht club health are as follows:

A good membership.

The club should not be too small as a few resig-  
nations is often fatal to a small group. With a min-  
imum safe number of about thirty the committee on  
memberships should keep active so as to maintain  
at least this number.

A group of people who like each other, and who  
like to get together continuously during the inact-  
ive season, is a big aid to continued success. They  
should be a group that will get together merely for  
the pleasure of each other's company, rather than  
only to discuss sailing subjects.

A good club management.

This is, of course, important as the club must be  
so operated as to satisfy the well-to-do members  
and also so as not to overstrain the finances of  
those in more moderate circumstances.

A good type of racing.

The fundamentals of good racing seem to me to be  
(1) class racing; (2) lots of prizes; (type of val-  
ue is not important); (3) congenial racing; (4) pro-  
per handling of all protests.

### Picked Snipe Class

Class racing is always more satisfactory than  
handicap racing and there are additional advantag-  
es to belonging to a large class. So, therefore, what  
could be better than having a good Snipe fleet and  
being a part of the largest and best (we feel sure  
about this one) fleet in the world.

Speaking of handicap racing, about twelve years  
ago, I was regatta chairman of a fleet which had 16  
boats of which the closest relationship of any two  
was about the degree of 3rd cousins. I used a prog-  
ressive handicap system I saw written up somewhere  
and the fellows are still kidding me about racing  
Sunday mornings and biting their nails until about  
Thursday when I would calmly announce the winner. I  
still remember the thrills I got through when the  
formula tossed up a class D sailor who immediately  
became a red hot enthusiast and spent the next few  
weeks in extra tuning, studying and practise.

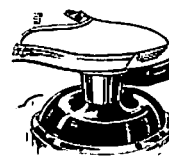
It would be valuable to SCIRA if several of our  
most successful fleets would send in a description  
of their activities and methods of operation. Per-  
haps these points of interest on our fleet may be  
helpful.

In our club we have had continuous racing since  
1936. Snipe class racing started about 1939 and has  
been the dominant fleet since that time. We have an  
official race each Sunday morning, then have lunch  
together and then give our first and second place  
ribbons for the Snipe A class, Snipe B class and a

## SNIFE DECALS



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SNIPE BULLETIN



smaller class of larger boats. Establishment of a B class in 1940 has been quite successful and materially pepped up interest in the skippers with older boats who do not want to "haul out".

Five trophies are given out in the Snipe Class each year, one for each series of 3 series of six races each in the A class and one for the high season average. There is also one for the high score for the season in B class. The winner of the first series is not eligible to win either the second or third series trophies and the winner of the second series is not eligible for the third.

There is usually quite some good natured rhubarb at these ceremonies which always reach greatest height when someone falls off his boat, or the dock, or tips over, when they are presented with elaborate ceremony a complicated contraption consisting of a soldered misalliance between a coffee pot and an oil can with some spoons for handles.

We also have Saturday afternoon races, a series, which are usually held Sunday afternoons!

Occasionally we have had a junior series when there were enough juniors to make a race.

Our membership has been between 25 and 30 always a congenial group. We hold several parties during the off season, a trophy dinner in November a Commodore's ball, a lobster party in October and numerous informal parties the rest of the year.

It is hoped that this will be of some interest and value to other clubs and if you have further ideas helpful to fleet or club, please write them out and send them in so that the rest of us can benefit from them.

Carl D. Zimmerman, Commodore.

## 5 Nations Racing in Clearwater

Western Hemisphere Championship at Clearwater Florida will be in full swing when you see this issue of Snipe Bulletin - dates are Nov. 25 to 28. Here is a list of entries and next month we will have a report of who won.

Jorge Mantilla, Mirimar Yacht Club, Havana, Cuba.  
 Dr. Clemente Inclan, Mirimar Yacht Club, Havana, Cuba.  
 Hervev W. Doane, Armdale Yacht Club, Halifax, Canada.  
 Walter MacKinley, Royal Cape Breton YC., Sydney, Can.  
 Ted Wells, Wichita Sailing Club, Wichita, Kansas  
 Morris Whitney, Clearwater Y.C., Clearwater, Fla.  
 Kenneth Simmons, Spanish Point, Pembroke, Bermuda.  
 George Soares, Spanish Point, Pembroke, Bermuda.  
 Hannay Trudy Juetz, Iate Clube Cruzeiro do Sul,  
 Sao Paolo, Brazil.

Pierre Mattos, Rio de Janeiro Fleet, Brazil.

At the time of going to press no word has come from Argentina but it is almost certain that they will send their champions Jorge and Carlos Castex together with one other skipper and crew. The list without them, though, includes ten boats from five nations and Clearwater Yacht Club is going all out to give the visitors a grand time. And there's going to be hot competition for the U.S. team.

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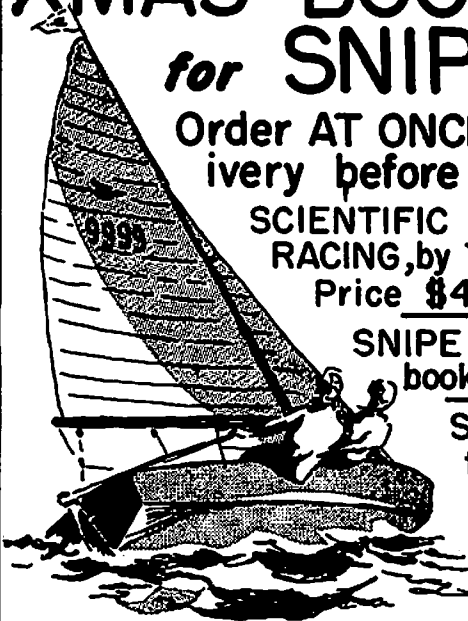
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Third Time the U. S. National Snipe Championship.  
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## World's Champs at Monaco in '53

Plans are going ahead to hold the World's Championships next summer at Monaco on the French Riviera. We hope to announce exact dates next month. The entries are strictly limited to one from each nation - the national champion or his alternate - and each nation holds its national championships, picking the winner to go to Monaco. Boats will be supplied and drawn for ahead of each race but every skipper must bring and use his own sails. Dates are to be announced next month so that the dates for all other regattas may be built around them. As in past years it is likely that there will be an entrance fee for U.S. Nationals from each entry. This entire sum to be turned over to the U.S. winner in order to help defray expenses to Monaco.

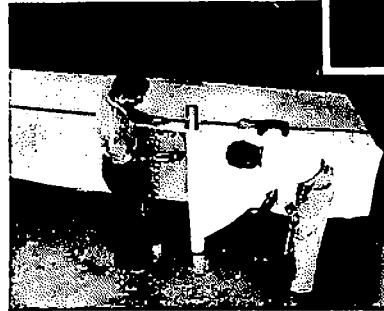
### Southwesterns, from page 3

because of slight wind shifts, Ben Moore was first around the mark, followed by Hayward, Harris and Hollis Metcalf. These positions remained unchanged until the run home when these five boats were lined up abreast planing for the finish. Martin and Bubba Harris tied for first place with Hayward third and Moore fourth. Metcalf was fifth.

The third race was triangular with puffs ranging up to 45 mph. Ben Moore took an early lead holding it to the windward mark which he reached well ahead of V. L. Beakey, Hayward, Metcalf and Harris in that order. However, on the downwind leg, Hayward's ability to make his boat plane was demonstrated to all. He carried it for the entire leg and moved up into first place with apparent ease. On the following leg, Hayward lengthened his lead and at the finish Harris was second, Martin third, Metcalf fourth. Ben Moore was fifth.

In the team race for the Times-Herald Perpetual Trophy, the team of the Woodlawn Sailing Club from San Antonio comprising Rotzler, Harris and Vatters, defeated the White Rock S.C. team of Becker, Kuntz and Moore. Shreveport was third.

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Following the races a dinner dance was given at Casa Linda Lodge with the White Rock Sailing Club putting on a hilarious floor show. On Sunday evening dinner was served the visitors at Dallas Sailing Club.  
By Fred B. Deere.

### Logan-Streb Cup, from page 2

tively open waters of Lake Ontario, it may be another story. We'll see.  
By Al Kroeger

#### Summary of Logan-Streb Cup

Team	Skippers	1st	2nd	3rd	Team Pts.
Newport Y.C.	Kroeger	2	1	2	
	Hanna	dsq.	2	1	
	Dannenberg	1	5	5	13,111
Nine Mi. Pt.	Coleman	4	4	4	
	Webster	5	3	3	
	Glen	33	6	6	12,185

## SNIPES BULLETIN

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