

Snipe

BULLETIN

DATE: DECEMBER 1966
Vol. 8 No. 7



Commodore Harold L. Gilreath

Greetings

"God rest ye, merry gentlemen,

and a happy Christmas to you

one and all!"



Vice-Commodore
Terry Whittemore



Rear-Commodore
Fred Schenck



Executive Secretary
Birney Mills



Past Commodore
Eddie Williams



Chairman of the Rules Committee
Ted A. Wells



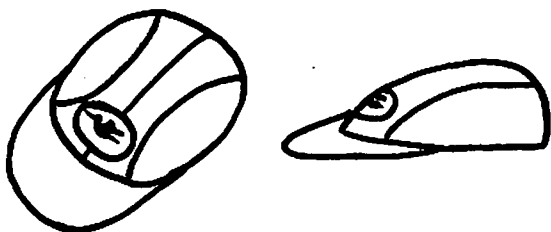
Treasurer
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SNIPE BULLETIN

The SNIPE BULLETIN is edited and produced monthly by Birney Mills, Executive Secretary.

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Forms close on the 15th 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 SNIPE BULLETIN of any change in address, giving both old and new addresses.



1957 Annual Meeting

SATURDAY FEBRUARY 16th is the date of the 1957 annual meeting in Chicago with headquarters, as in the last two years, at the Chicago Yacht Club. The schedule of the meeting and other arrangements for the day will be published in detail in the January Bulletin. WHY NOT PLAN TO COME?

Gilreath Wins Again

The distinction of having a man who has never let anything interfere with his sailing as Commodore of SCIRA has now been lost! On the 10th of November, Mrs. Eulogio Pedro Trigo of Clearwater Beach, Florida, gave her daughter in marriage to Harold L. Gilreath. All Snipers who have known Harold as a lad sailing in Chattanooga rush to congratulate him and all join in wishing the happy couple many years of fine sailing with fair and moderate breezes. For the time being, they are at home at 444 East Lancaster Blvd., Lancaster, California.

Commodore Posso Chosen

The first meeting of the Western Hemisphere National Secretaries of SCIRA was held Saturday morning, October 20, 1956 at Palmetto Bay, Flatts, Bermuda. Argentina, Bahamas, Bermuda, Brasil, Canada, Cuba, and the United States were represented.

Following the instructions of the Board of Governors, an election was held for the office of a General Secretary for the Western Hemisphere and Commodore Rafael Posso of Cuba was chosen unanimously for this post. Commodore Posso, an Honorary Vice-Commodore of SCIRA, has long been active in Snipe affairs and largely responsible for the growth of Snipe sailing in Cuba. He has sponsored many activities and supported them by his presence and SCIRA officially congratulates him on his new honor and welcomes him as a member of the Board of Governors, where he will serve along with the newly-elected General Secretary for Europe and Great Britain, Capt. Lasinio de Castelvero of Italy.

The Secretaries also recommended that the Hayward Deed of Gift be altered to allow dropping a disqualification in future Western Hemisphere regattas, as is now allowed in the European and World Championships. This will be considered in Chicago. Geoffrey Johnstone of Bahamas told of the interest in arranging for a new series to be known as the Carribean Snipe Championship which would be held about the same time as the Mid-winter Regatta at Clearwater. It is hoped these plans will progress beyond the present talking stage.

District 3 Meeting Called

Larry Wheeler, Governor of District 3, has notified all fleets in his area that the third annual winter meeting will be held January 12th at the LaSalle Hotel in South Bend, Indiana, a good centrally located spot. The program will consist of an informal discussion by all members present during the afternoon and all questions will be considered. Cocktails at 5:30, followed by dinner at 6:30, with a formal district meeting immediately after.

Each fleet is entitled to one official representative and one vote. Prime questions will be the 1957 District and National Championships, participation at the Chicago Boat Show, and if you have any suggestions or questions, please advise the Governor or come to South Bend and submit them yourself.

By Way of Explanation

Constant efforts have been made to improve the Bulletin during the last three years as it is to the advantage of all to maintain this project on as high a level as possible. Suggestions for improvement and criticisms have been solicited and welcomed and you are again invited to contribute in any way you can to attain our goal. However, there are certain rules which must be followed in order to get interesting articles timely printed.

Many criticisms concern the fact that a news item or pictures submitted were not printed or appeared so late they were "stale" news. Of prime importance in publishing a monthly paper is the time schedule and the editor, the plate-maker, the printer, and the mailing department all co-ordinate the calendar and must play their part to attain production. The Bulletin's closing date is the tenth of the month previous to publication and if the copy isn't delivered to the plate-maker on time, then our place is lost and pretty soon the Bulletin comes out late in the month as delays occur all down the line. So, if your copy comes in on the 14th of the month, that means it will not be published until the second month from its receipt. Thus a regatta held after the 10th of the month appears at a late date. Too many fleet publicity chairmen neglect to send in their material, taking two or three weeks after the event to write it, then rush it in by air-mail and are greatly disappointed when they don't see it in print the following week. The printing business simply isn't run that way, so get your articles in as soon as you can, for the Bulletin cannot publish news or pictures it doesn't have.

Also, articles should be written so they are interesting and not mere recitation of facts or repetition of similar reports. They can be short and still entertaining, but enough information disclosed to be inclusive. Race results should include the boat number, name of skipper (at least), club, full race results, points, and final position. Many pictures are sent in which are simply not suitable for reproduction due to poor quality. They must be black and white on glossy paper and poor prints are automatically rejected. They should be sharp and clear, otherwise you will get a gray reproduction of poor quality. The picture must be of general interest to all Snipes--one of Old Joe sitting in his boat can hardly be indicative of excitement. Action and human interest are important. Don't be discouraged by the above comments--send in anything within the above limitations within reason. One quality might offset another, so submit it for trial anyway. Don't give up if your pet photo isn't printed, for many amateur photographers fancy their productions as better than they really are and competition with other Snipe photographers relegate their efforts to the limbo of a dead file. The Bulletin now awaits your pleasure and comments.

Miscellaneous Items

All official Snipe races are sailed under the NAYRU rules and many enquiries are made as to where they are obtainable. Copies are available from the North American Yacht Racing Union, 37 West 44th St., New York 36, N. Y. at fifty cents each; you can also get the Race Committee Handbook for \$1.50 per copy. Incidentally, individual membership in the NAYRU is available for \$5.00, which entitles you to a copy of the Year Book which contains all the rules plus considerable nautical information of general interest to all sailors.

The official Snipe plans were completely revised by the Rules Committee in July 1956 and contain all the information necessary to build an up-to-date boat. Use of these plans and the measurement data sheet are recommended to all builders of Snipe and all information therein supersedes the booklet, How to Build Snipe, now out of print while being revised. Amateurs can get instruction on construction methods in the book Amateur Boat Building by Bill Crosby, obtainable from the Rudder Publishing Co., if needed in addition to the plans.

Gonzalo Melendez, whose boat was pictured on the cover of the October Bulletin, hastens to inform us that the photo was taken by Dr. Armando G. Menocal, Past-President of the Miramar Yacht Club instead of by Barcino, as erroneously credited.

- IF YOU INTEND TO BUY ANYTHING FOR YOUR SNIPE - look through the ads in the Bulletin and give your order to one of our loyal advertisers. They deserve your support!

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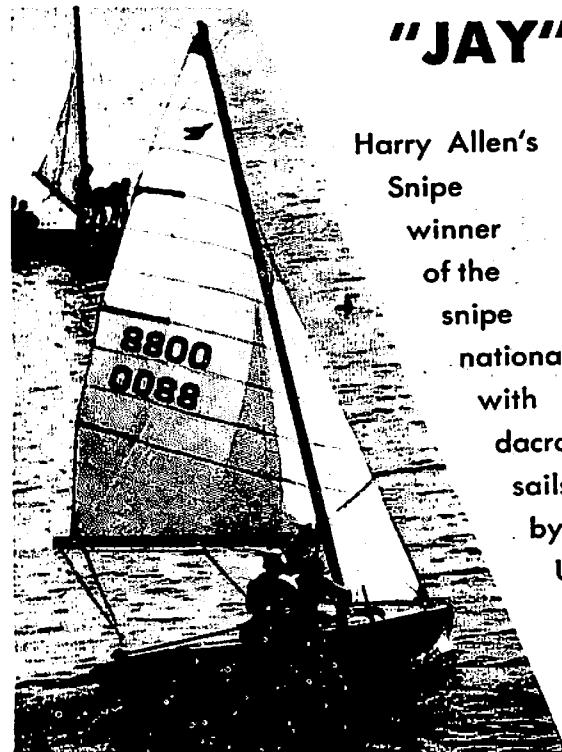
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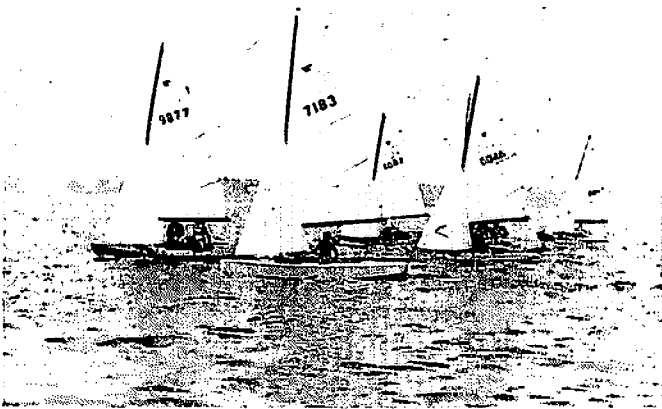
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NEW JERSEY TITLE RACES

ANOTHER OLSON TAKES OVER



MONEY ISLAND YACHT CLUB--Pier and waterfront.



START OF A RACE--Crane Bowl Races.

Mrs. Pat Olson, Beachwood Yacht Club, was the winner of all three events in the New Jersey Snipe Championship Races held at Money Island on Saturday and Sunday, July 7-8. She was presented with the Crane Bowl, one of the oldest Snipe Trophies.

Mrs. Olson, with Ernest Dean crewing, sailing over an 8 mile triangular course in a 10 mph west wind, won the first race over Andy Whitman, Pine Beach, second, and Frank Apgar, Sr., Lake Parsippany, who finished third. Her time was one hour and 27 minutes.

The afternoon race ended with Bruce Munro, Lake Mohawk, second and Dick Torpey, of the host club, third. The 8 mile windward-leeward course in a 10-15 mph wind which had veered to the west, was completed by Mrs. Olson with Dennis Olson as crew, in one hour, 15 minutes, 5 seconds.

Again Sunday morning, Mrs. Olson led the fleet around the course. Frank Apgar, Sr., took second and Bruce Munro, third. In a 12 mile east wind, the 6 mile triangular course was completed by Pat in 41 minutes with Dean crewing. Final scores were Mrs. Olson with 4800 points while Frank Apgar and Bruce Munro tied for second place with 4261 points.

The Crane Bowl remains in the Olson family for another year, having been held by a sister-in-law of the new champion Mrs. Beth Olson, for the past three years. It was dedicated in 1935, four years after the founding of the Snipe Class and has been a much-coveted trophy.

NEW JERSEY STATE CHAMPIONSHIP RACES

BOAT SKIPPER	CLUB	RACES	1	2	3	POS.
9877 Patricia Olson	Beachwood	1	1	1	1	1
8700 Frank Apgar, Jr.	Parsippany	3	5	2	2	2
7183 Bruce Munro	Lake Mohawk	5	2	3	3	3
8046 Andrew Whitman	Pine Beach	2	4	6	4	4
8042 Richard Torpey	Money Island	4	3	5	5	5
8647 Wm. DeLotta	Parsippany	8	6	7	6	6
5485 D. Nicholson	Pine Beach	6	DSQ	4	7	7
4220 Phyllis King	Beachwood	7	DSQ	8	8	8
4310 Edw. Alter	Parsippany	9	DSQ	DSQ	9	9

Heck no, if I gave it back to you the boys would never believe my story.



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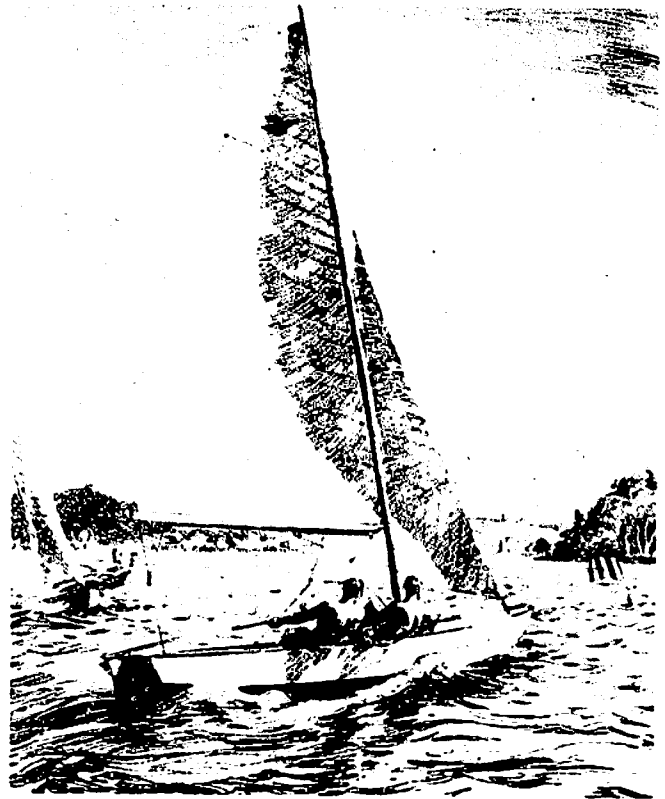
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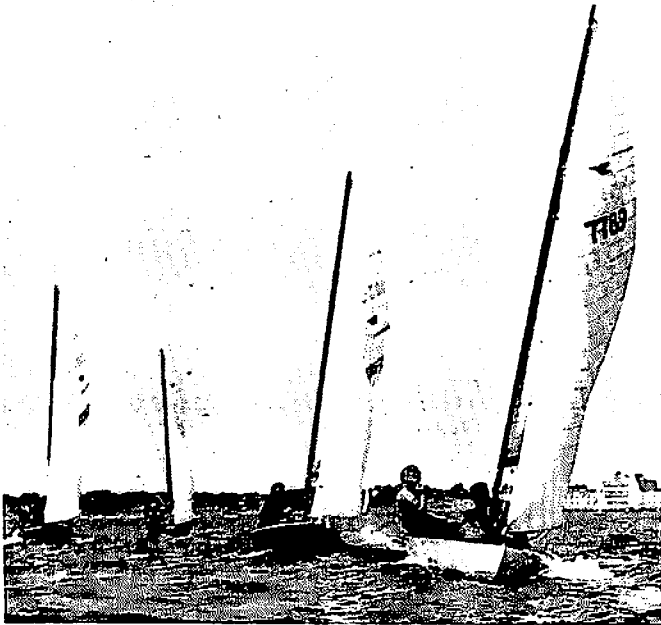
"FIRST TO THE MARK"

This beautiful etching, an authentic reproduction of a close-hauled Snipe, comes in a limited numbered edition signed by the celebrated marine artist, Yngve Edward Soderberg, of Mystic, Conn. The plate size is 9" x 12", mounted on a heavy matt 14"x19" ready for framing, and priced at \$15.00 per copy plus \$.50 postage. It may be personalized with your own numbers on the sail, if desired, at no extra cost.

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SHEEPSHEAD BAY GROUP OFF TO A GOOD START

REVIVED FLEET 112 IS QUITE ACTIVE



Left to right: Henry Berkowitz, Sy Label, Jess Aronstein, and Charlie Schnee sail in close competition.

The first invitational regatta of the Sheepshead Bay Fleet 112 went off as scheduled and a good time was had by all! The number of visiting boats was low due to the running of the Long Island Sound Championship regatta at nearby Westport. Next year we are planning a two day regatta with a clam bake and we will take plans to avoid conflicting dates. (This emphasizes the importance of clearing all dates with the District Governor and the Executive Secretary---Ed.)

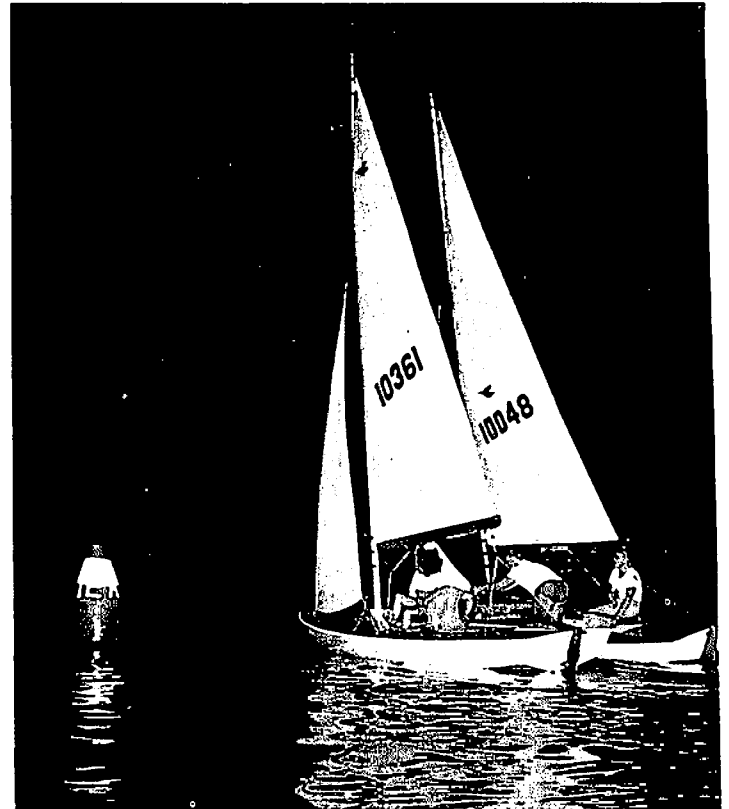
There was a good breeze at the start of the first race, which was a 3 mile windward-leeward course parallel to the Coney Island Beach. Artie Karpf had a good lead all the way, leaving behind a close contest for the next three places. After lunch, the wind died and the start of the second race was a bit confused due to the light airs, a strong tide, and a change in the schedule. But the wind picked up after the start and a close race for the first 5 spots followed the rounding of the first marker. Jess Aronstein squeezed out a first, with Artie Karpf and Sy Label neck-and-neck and close on his tail. Artie Karpf came out the overall winner, thus adding another victory to the record of his new fibreglas boat (he won the North Atlantic Championship the week before).

RESULTS OF THE SHEEPSHEAD BAY INVITATIONAL REGATTA

BOAT	SKIPPER	CLUB	RACES	1	2	PTS.	Pos.
10546	Arthur Karpf	Eastchester	1	2	3121	1	
10364	Jess Aronstein	Sheepshead	5	1	2896	2	
8989	Bill Ludlum	Wet Pants	2	6	2746	3	
7789	Charlie Sohnee	Wet Pants	3	5	2740	4	
9109	Jerry Sachnoff	Sheepshead	6	4	2594	5	
10361	Sy Label	Sheepshead	DSQ	3	2344	6	
10048	Joe Hartung	Sheepshead	7	7	2312	7	
8082	Sid Horowitz	Sheepshead	9	8	2113	8	
10363	Henry Berkowitz	Sheepshead	4	DNS	1369	9	
8429	Stan Rodwin	Sheepshead	8	DNS	1089	10	

FOR THE NEW YEAR

"There are, if I do rightly think
Five reasons why a man should drink:
Good punch, a friend, or being dry
Or lest you should be by and by —
Or any other reason why!"



This picture is of Sy Label and Joe Hartung racing for the windward mark during one of the night races held at Sheepshead Bay. These night races are run during the middle of the week to break up the monotony and to cool off during the hot summer nights. I have never seen anything in the Bulletin about such races and feel that they are unusual among Snipers. Our members enjoy the races while the non-members sit at the club dock watching us, perhaps with a little envy. The varied activities of our fleet might be one of the reasons for its rapid growth. Four more fibreglas boats have been ordered for next year.

— Jess Aronstein

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HOW TO COVER YOUR BOAT WITH FIBERGLAS

It's a temptation to rush into a do-it-yourself job without giving thought to basic preliminary steps. The finished results may be a monument to carelessness.

It takes only a little longer to do the job right--step by step. That's why you'll find the following points so strongly emphasized:

1. Be sure your boat is structurally sound and dry, and that you have sanded off all old paint and varnish.
2. Fill all seams and bad places with a non-oil base putty.
3. Buy only good materials, from recommended kit suppliers.
4. Take your time! Don't "blitz" the job. It's your boat. It is not hard to do a good job if you just follow instructions.

Keep these principles always in mind and in case of doubt, get expert advice before going ahead.

When the first Fibreglas molded boat hulls came on the market, boat owners sat up and took notice. They began to ask whether their present boats could be made leak-proof, tight and strong with the same materials. The answer is yes. The application of woven Fibreglas fabric to wood boat hulls, decks, etc. is completely practical. The practice has gained tremendously in popularity and a number of good kits are on the market.

By this process, a permanent bond is established between the area to be covered, the Fibreglas fabric, and an air-setting resin or plastic. The resulting covering is tough, smooth, and highly resistant to impact. Yet, if it becomes injured, it may be repaired without great skill or cost.

Any hull that is reasonably sound structurally may be covered by this method. But remember that a wood hull is only as strong as her fastenings. If these fastenings are badly corroded and the surrounding wood is soft or decayed, the hull is structurally unsound and may leak. Even though you can't slap on a little Fibreglas and resin and make a first class job of an old wreck, you can cover and strengthen a lot of areas which have begun to go, or soon would.

In this way, years can be added to the life of the boat. A boat of molded Fibreglas or with a Fibreglas covered hull will always command a higher price on the market or in trade.

Small boats can be materially strengthened by the Fibreglas method, as this material has great tensile strength which it imparts to the hull. When a hull (including bottom, topsides, and transom) has been covered, the result is substantially a molded hull. In the spring, it will only be necessary to wash and launch the boat. No more laborious removal of old paint. No more sanding or caulking. No more "swelling up". If, after extended use, the boat looks a little shabby because of scratches and faded areas, it may be advisable to restore its beauty by painting.

It's fun to have a dry, waterproof hull, dry gear and dry feet--and a boat that's always ready to go. That's the pleasant reward you get by covering your boat the Fibreglas way! Now let's see how to carry the job to the point of applying the covering.

First, be sure to buy good representative advertised materials. As with most everything else, cheap or cut-price materials or materials about which extravagant claims are made, should be avoided. Next, you should carefully prepare the hull in the manner recommended.

Your boat should have been hauled out and allowed to dry out thoroughly. Don't worry if shrinkage opens it up or the seams show caulking. These are the natural results of drying. Overturn the boat to make the bottom easier to get at. Choose a sheltered or shaded place, as exposure to direct sunlight sets up the resin too quickly.

CLEANING AND FILLING SEAMS. Rake out all loose putty or caulking. You don't have to dig deeply and remove it all. Simply remove any material that has loosened or is standing out beyond the surface. A small rattail file with the handle bent to form a hook makes an excellent tool. A putty knife is handy, too.

Fill all seams, cracks, screw holes, dings, etc., with a NON-OIL BASE putty such as Dura-tite, water-mixed wood putty, plas-

tic wood, etc. This is important, because oil-base putty is not compatible with the resins used in the covering process. Don't just give this part of the job a lick and a promise. Be thorough! At this time, secure all loose fastenings. Replace all badly damaged planking and other wood members.

SANDING. When the putty is dry and hard, the hull is ready for sanding. It pays to spend extra time on this operation, for any depressions will show up on the finished surface and may not be very pleasing to the eye. If you cover your boat after it has been in the water, haul it out and sand it immediately. Prompt removal of all paint will expose raw wood to the atmosphere and speed up the drying. But remember--the boat must be thoroughly dry before being covered.

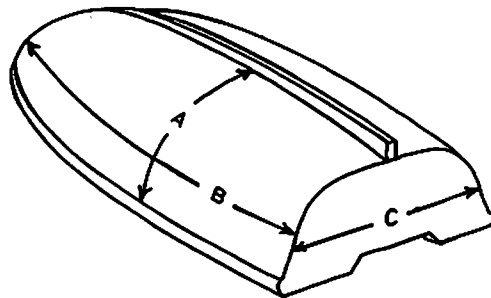
All old paint and varnish must be removed, right down to the bare wood! Don't be afraid to take off some wood, for the little wood removed in the sanding operation will be replaced in thickness and strength many times over in the covering process.

If you are tempted to burn off old paint with a blow torch---DON'T DO IT! The heat drives the oil of the paint into the wood and oil is not compatible with the resin. DO NOT USE A PAINT REMOVER for the same reason. It leaves a residue that doesn't help the process. Remove all paint by sanding, either manually or mechanically. Wear it off! A disc sander is recommended, with an 8" disc having a coarse grit, such as 4-16, which looks not unlike coffee grounds. Aluminum oxide grits are also very hard and make an excellent cutting surface.

AVOID DEAD SMOOTHNESS. A coarse disc is recommended because it won't "load up" readily, lasts longer, and produces a roughened surface which is the best base for the resin. Keep moving the sander back and forth over the surface. Do not dwell on one spot too long or you will sand too deeply. Sanding is a lousy job. Try to do it in the open, if possible. Sanding after you have filled all the seams means that you do all the sanding, remove surplus putty from the seams and take off the paint in one lick. The hull is now ready to receive the materials.

IMPORTANT! When you buy materials or a kit, be sure the seller can assure you that the oil used on the yarn during the weaving operation has been removed by a special treatment. Untreated fabrics may have an oil residue which is not compatible with the resin.

Do not worry about adding weight to your boat by using the heavier fabric. A Fibreglas covered hull does not pick up any measurable amount of water, whereas a floating wood hull absorbs a great deal of weight. The fabric comes in various widths, the most popular one being 44 inches. Rolls are as long as 125 yards. Here is the popular way to determine how much you will need for your job:



Boat measurements must be calculated as follows:

A - Width - widest point	_____ ft. _____ inches
B - Length - at gunnel or splash rail	_____ ft. _____ inches
C - Transom	Width . . . _____ inches
	Height . . . _____ inches
Width (A) x Length (B) x 2	_____ sq. ft.
Transom area - w. x ht.	_____ sq. ft.
Other areas (deck, cabin top)	_____ sq. ft.
Total area	_____ sq. ft.

THE FIBERGLAS CLOTH. Genuine Fiberglas fabric is made of strong, tough yarns. The fabric most commonly used weighs about 10 ounces per square yard and has a tensile strength of approximately 460 lbs. per inch of width. One layer of cloth is sufficient for covering a Snipe. The weave is quite open in order to permit the fabric to conform to compound curves without cutting the fabric. The open weave also permits "breathing"; consequently no air will be trapped under the fabric to cause blisters if reasonable care is used in the laying.

THE RESIN. The resin developed for this process is known as Polyester. It is made by leading chemical houses and is available through your kit supplier. When cuprinal or other oil base preservatives have been used, the surface must be neutralized by a wash coat of acetone, mineral spirits (Sovasol No. 5, a product of Standard Oil of New Jersey).

All resins are sold "unactivated"; that is, they must have a chemical added to start the action of curing and hardening. They also have a limited life in storage of about 6 to 8 months according to temperature. Be sure you get fresh resin, just as you insist on getting dated photographic film.

With the hull dry, the seams filled, all sanding done, and the area dusted off, the job is shipshape and clean--ready for covering.

First measure the boat and cut the first strip of fabric, allowing about 4 to 6 inches overage to avoid having to piece it out. Roll up this length on a paper tube. A mailing tube is easiest to handle, especially if working alone. Cut the additional strips needed and gather them on another roll so all the fabric is convenient to handle. Lay them aside in a clean place.

Now activate one quart of resin by adding the special chemical catalyst, following directions furnished by the supplier. Do not work with more than one quart of resin at a time. Apply the first prime coat directly to the bare wood with a brush or roller coater. If a roller, run it in all directions, laying on a good full body of resin to satisfy the thirst of the wood. When using a brush, work the same--all directions of the compass.

After this first coat has been applied, let it stand about 15 to 20 minutes, if the temperature is about 70 degrees--a little longer if lower and a shorter time if above 70 degrees. Then apply a second coat. When this is tacky, indicating it is curing, you are ready to start applying the fabric.

(The nice thing about the whole Fiberglas process is that you can't make a serious mistake. The worst is that you activated a quart of resin too soon, waited too long to get it on your boat, or waited too long before laying the fabric. You lose the resin you have activated--that's all. No harm done. Just apply a fresh mix the way you would apply a second coat of paint.

APPLYING THE FABRIC. Pick up the fabric you have gathered on the tube and smooth the loose end at either end of the area to be covered. Unroll it a little at a time and smooth it with your hand, pressing it into the resin. No tool is required. Do not butt the seams, but over-lay the fabric from 2 to 4 inches. To prevent seams from showing, all edges must be "feathered" out and this is done later after at least one coat of resin is on top of the fabric and it is sufficiently cured to permit sanding without loading the disc. After the boat is covered, apply resin to the fabric, waiting 15 to 20 minutes for the undercoat to start curing. Usually two coats of resin (with or without added pigment) are applied to obtain satisfactory appearance. In order to lose the pattern of the weave entirely, however, 3 coats are usually applied.

COLOR. You have a choice of adding color to the resin or painting the finished surface with one of the special paints developed for boat covering. A wide range of colors is available. When pigments are added to the resin, some fading must be expected.

ABOUT EXPANSION AND CONTRACTION. A boat will expand in the heat of the sun and shrink in the cool of the evening. It will expand in taking up water and shrink in drying out. These are tremendous forces to be reckoned with. The fact that there is some "give and take" to the Fiberglas fabric and the resin is helpful in combating the problem of expansion and contraction.

The whole process does not take long and you are in the water soon, with weight from water absorption eliminated for good. With the addition of an aluminum board, you can bring a heavy old boat down to minimum weight and into racing competition.

The foregoing article is published as a service of information and encouragement to the hundreds of Snipers who own old heavy boats with caulked seams and who continually enquire how they can improve their boats. Making the hull and deck waterproof certainly seems to be the logical first step.

FIBERGLAS Incidentally, the word FIBERGLAS is a copyrighted trademark of the Owens - Corning Fiberglas Corporation, 598 Madison Ave., New York - aa, N. Y., and they will gladly furnish a list of dealers where you can get materials and kits upon request.

— SEAVY WINS AT ATLANTA —



Left to right: Ned Lockwood; Allan Levinson; John Borum (Captain of Fleet 330); Sam Norwood; Francis Seavy; Guy Roberts.

The 2nd Annual Halloween Regatta of the Atlanta Yacht Club Snipe Fleet was held on Lake Allatoona, Georgia, on Nov. 3-4th and it was a great success again with a fine turn-out for the event. With 32 boats entered, 14 of them were from the local fleet and 18 "out-of-towner" represented 8 different states.

The weather couldn't have been any finer if the hosts had designed it themselves. Temperatures were in the mid-seventies with a wind velocity between 12 and 20 miles per hour. Francis Seavy of Clearwater, Florida, gave another convincing demonstration of his fine sailing ability and, at the end of the 3 race series, was way out in front in first place with 4565 points. Ned Lockwood, of Indianapolis, sailing Russ Hayes' boat 10355, was 2nd with Alan Levinson, also of Indianapolis, a close 3rd. 8th place was the best the local boys could do and Fred Pember accomplished that feat.

A summary of the contest is given below:

HALLOWEEN REGATTA --- ATLANTA, GEORGIA

BOAT	SKIPPER	POINTS	PTS.
6995	Francis Seavy	4565	1
10355	Ned Lockwood	4133	2
10353	Allan Levinson	4155	3
8598	Ken Lippincott	3786	4
10350	Frank Levinson	3766	5
7877	Jules Kroeger	3541	6
10175	Carl Zimmerman	3453	7
9123	Fred Pember	3358	8
9363	Sam Norwood	3201	9
10482	Lyle Hasty	3161	10
9500	Al Kroeger	2706	11
8099	Gregg Gruenke	2701	12
10548	Paul Piper	2584	13
10801	Woody Norwood	2315	14
9747	Dan Williams	2034	15
7198	Dick Whittier	1981	16
6260	Derek Peters	1585	17
9330	Tom Steward	1361	18
9331	John Borum	1286	19
9876	Dick Blumberg	1274	20
10038	"Pappy" Welch	1154	21
7196	Dudley Magruder	1032	22
8653	Charley Harris	885	23
9329	Elmer Riker	852	24
10372	Franklin Farra	851	25
10163	Malcolm Stevenson	778	26
6948	John Wesley	745	27
10086	Lloyd Cox	627	28
9126	Jim Ramage	523	29
7197	Pat Gupton	484	30
8389	Gordon Randall	409	31
4432	Ab Towers	243	32



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

KENNETH E. WATTS - TORRANCE, CALIFORNIA

PAPPY WELCH HOLDS REGATTA BIG TIME DOWN IN GEORGIA

The Reverend Howard Welch, down at Columbus, Georgia, has been trying for over a year now to get a fleet started locally and never misses an opportunity to plug Snipe. In order to work up local interest, he persuaded the Columbus Yacht Club to sponsor a Snipe Regatta on Labor Day at Bartlett's Ferry. His report of the affair is quite interesting.

"From our viewpoint, it was a howling success! We certainly accomplished our purpose of arousing interest in Snipe. We got fine newspaper publicity, plus personal appearances on TV sport programs. The result? (1) In our favor—a crowd in excess of 1,000 sat on the banks of the causeway leading to the dam on Sunday afternoon watching the race. Unfortunately, we made the course too long and they could not see the action at the far end. (2) In our disfavor—there must have been 500 motorboats (ALL SHEEP-HERDERS!!!) buzzing around trying to see the race but getting in the way, making chop, and confusing the scene. We had anticipated a few, but certainly not that mess. Late Sunday we contacted the officials of the local club and Power Squadron and they thoroughly policed the area for us on Monday. We made our courses much shorter and sailed more laps in order to make it more interesting to the spectators, but only about 200 showed up. But we did whip up some enthusiasm for Snipe and there are two new boats coming into action as a result. I am reasonably certain we will have an active fleet ready before long.

The 1st race was a windward-leeward affair. Sam Norwood led through the first windward leg, but Dick Whittier overtook him on the run and never gave up the lead. The spectators saw a close finish between Norwood and John Borum for 2nd place; then later saw a genuine photo finish between Lesesne and Welch for 5th, with the Race Committee declaring for Lesesne by a foot.

The 2nd race was triangular on a short course, for the wind was about 1 mph. Immediately after the starting gun, the wind came up strong, providing a few thrills for both competitors and spectators in a race which was all over ten minutes after it had begun.

The 3rd race was a triangular course sailed immediately after completion of the 2nd one and it turned out to be a ditzyl! A little confusing, as the R. C. first announced it as two laps and then changed it to three. So, at the end of the second lap, Norwood, Whittier, and Welch, ahead in that order, approached the Committee Boat which was not in proper position and, upon being informed there was another lap, immediately took off for the next mark. Dr. Sam, in the lead, failed to pass on the right side of the mark (used as one end of the finish line later) and Whittier and Welch simply took out after Sam and thus all three of us made the classic blunder of all time. We got down to the other mark before the other boats called it to the attention of the R. C. However, the lead boats returned to the mark and succeeded in salvaging a 3, 4, and 6th, which was not all at bad.

What our Atlanta guests really thought of the affair, I cannot say for sure as there is always the element of gracious Southern hospitality which demands that they say they enjoyed themselves. But I believe they really did! Mimi Norwood repeatedly said she never had so much fun and Doc, as usual, was Mr. Hospitality himself. Borum said he had been to many regattas and had never had so much fun. And thus the comments went.

Perhaps next year we will be better organized and then sponsor a real sanctioned regatta. We know what must be done now and I think we can manage a real whing-ding next Labor or Thanksgiving Day. We have good weather and quite warm winds about that time."

There is some real enthusiasm and all SCIRA members certainly hope Pappy Welch's ambitions will soon be realized and that the Columbus Snipe Fleet will be our newest baby.

LABOR DAY REGATTA AT BARTLETT'S FERRY, GEORGIA

BOAT	SKIPPER	CREW	RACES	1	2	3	Pts.
9363	Dr. Sam Norwood	Mimi Norwood	2	1	3		4565
7198	Dick Whittier	John Whittier	1	3	4		4413
9331	John Borum	Janet Borum	3	6	1		4269
7196	Ross Shelton	Dud Magruder	4	2	5		4186
7003	Bran Lesesne	Jane Magruder	5	4	2		4186
10038	Pappy Welch	Jerry Welch	6	5	6		3746
5889	Alan Rothschild	Charles Geer	7	7	7		3468

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SNIFE NEWS IN BRIEF

One of the reasons why sailors at Spring Lake, Michigan want to form a Snipe fleet is that Snipe has the backing of such a fine organization. They consider that quite an asset and it is, for, compared with most one-design classes with a small membership, SCIRA is quite unusual and outstanding in its success. It is a convincing argument for sailors and officers of yacht clubs who are organization-minded and realize the great advantages of well-managed activities. Be proud of your membership in SCIRA and get your friends into Snipes and SCIRA. All we need for further success is an increase in membership from Snipers who already own boats but have not joined up. We do not need to increase dues if we get more members. . . . Judy Graye, Secretary of the Alamitos Bay Fleet 218, says, "Clark King did all right in the way of prizes at the Nationals. He won the fine suit of SOUTHERN SAILS donated by Ira Caldwell of the Southern Sailmakers of Fort Screven, Georgia, and his father, Maxwell C. King, won a suit of synthetics donated by Kenny Watts, sailmaker of Torrance, California, and which was raffled off as a money-raising project by the Alamitos Fleet. We are also very proud of the way our representative to the Western Hemispheres came through the regatta; placing fourth after a DSQ is not too bad in that kind of competition! On October 27 and 28th, we sailed the Teddy Roosevelt Memorial Birthday Series (real imposing title, huh?) and it was won by Lee Thompson, while I got a second place and Bill Millington came in third. How about running for a SCIRA office--I wouldn't mind being a delegate to some of these regattas, like in Bermuda, etc." Judy enclosed a newsletter sent to all fleet members announcing a Fall and Winter series of races right through the months of December and January. She says that winter is a great time to sail and a good way to practice, for there is always good cheer as you stand before a roaring fire, scorching the seat of your pants as you dry out and show Old Joe how you passed Don out at No. 10. Now the obvious question is: How can summer sailors who get in three months of activity expect to beat these all-year-round experts? It is good fun trying, anyway! . . . The Indianapolis Fleet had a joint meeting with the Peoria Fleet to discuss the 1957 Nationals and, of course, the biggest problem is how to raise money for the event. One of the projects approved was the selling of good Snipe caps and the ad on page 2 announces the opportunity to get (1) a long-and-much needed class cap for yourself (2) a Christmas present for your crew (3) a chance to donate to a good cause----all for \$2.95 an item. They certainly deserve support and the caps should be much in evidence next summer. . . . District 3 now blossoms out with some very attractive writing paper for official use. Two-toned blue is the color scheme and, with art letters and a flying Snipe, it is really quite classy. They propose that a column or space be set aside in the Bulletin for District 3 news. Well, anything pertinent and interesting to sailors is always welcome and all anyone has to do to get into print is to send in good material. You must admit that District 3 abounds with energy and ideas! . . . There were 22 Snipes in the President's Cup Regatta at Washington, D. C., over Labor Day much to everyone's surprise and delight. In fact, the Potomac River Fleet #60 was so pleased that Bill Rushlow sent in a thank-you card, which is printed on page 12. Perhaps the long-desired revival of Snipe on the East Coast is now getting under way. . . . Hattie Carver gets around to most of the regattas, the last one being in Bermuda. She reports that Pete Leach won the Green Bay invitational last summer and that Ted Wells got a second. It was only a two-race series because of high winds. . . . Roy Yamaguchi has some news: "It is now almost a year since the Tokyo Bay Fleet was established in Japan. We are proud to say it is the strongest sailing fleet in Japan now. At the East Japan Snipe Championship Races, the first 8 places were won by members of this fleet. And then the two entries in the All Japan Championship took 1st and 2nd places to give our fleet national honors." Roy is now moving his family to New York where he expects to live for the next decade. He is establishing a branch office of the Tomoe Engineering Co., there. He wants to live on Long Island and, since he is bringing his championship Snipe #10681 with him, he is looking for a good place to race. Who knows--perhaps he will be racing at Peoria next summer!

IF YOU HAVE ANY NEWS ITEMS SUITABLE FOR THIS COLUMN, WHY NOT SEND IT IN? EVEN GOSSIP IS ACCEPTABLE!

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DELAFIELD, WIS.

Wells Wanderings by Ted Wells

OBSERVATIONS at the Western Hemisphere Championship.

I am sure that everyone who was present at the Western Hemisphere Championship in Bermuda will agree that it was a big success. The regatta was very well organized, the visitors were royally entertained, and the sailing conditions were perfect up to the last two days when the weather ceased to co-operate and the sixth race could not be held on account of too much wind.

Nothing new or startling from a technical standpoint which can be reported under the heading of news occurred there, but a few things did happen from which some lessons can be learned.

In conversations with some of the contestants, some skepticism was evident concerning statements made in Wells' Wanderings about the high wind velocities in which it is possible to sail a Snipe, particularly in rough water. Admittedly, on larger bodies of water the condition of the sea will frequently limit small boat sailing rather than wind velocity; however, even on a fairly small inland lake, boats without adequate bailing equipment will get into trouble in high winds. The boats in Bermuda were equipped with the "step on it" type of pumps, some of which worked after a fashion and some of which did not work at all, and even at the best, this kind of pump is capable of taking care of the water that you get in a fairly heavy rain and the water that you e

the water that you get in a fairly heavy rain and that is about all. It is entirely inadequate for racing on an inland lake with a high wind or on a larger body of water with even a very moderate wind. In the course of the conversation with some of the skeptics, it turned out that they had practically no bailing equipment in their boats and simply considered the weather unsailable when an appreciable amount of water would come into the boat while racing.

Quite a few rudders were broken in Bermuda although the wind and water conditions were never severe. A certain amount of tiller trouble was experienced also. Why this trouble should have occurred so frequently in the regatta when they apparently had no previous trouble, is a little hard to explain, except that the rudders were made from European plywood and, from an examination of the failures, it appeared that the glue job between the plies had either deteriorated or had never been very good.

One of the boats had an old pear-shaped mast which bent laterally so much that it was impossible for anyone to make this boat go with a wind of over about 10 miles per hour. This mast folded up in about the fourth or fifth race and it was amazing that it lasted that long. In observing the boats from the Committee Boat, it appeared that many of them would have been much better off with masts which were stiff enough to take full advantage of the synthetic sails which were being used. Incidentally, in an effort to stiffen up the mast which I have been using for the last six years, I moved the intersection of the side stays to a point two inches below the intersection of the jib stay instead of two inches above where it had previously been. This did not have a tremendous effect, but it did help quite a bit. I am going to try putting some unidirectional fiberglass on it this winter to see if that will help.

While I was not on the Protest Committee, I was asked to sit in during their hearings on two protests. As usual, there was a wide difference of opinion as to what the facts really were. Both protests involved tacking too close in front of another boat and in each case the boat making the tack thought that he had plenty of room. What this boils down to is that in important competition, where you are trying to get the most out of any situation, you

simply cannot trust your judgment to be perfect and you must allow a little bit more margin whether it is tacking close to another boat, squeaking past in front of a starboard tackler when you are on a port tack, or establishing an overlap at the last minute. All these maneuvers require an accurate calculation of time and distance which simply cannot be made when a skipper is sailing under the pressure he experiences in an important regatta.

Now that winter is here, it is a good idea to ask yourself whether you have gotten into trouble with too much water in the boat because of water conditions which were too severe or simply because you didn't have adequate means of getting rid of the water after you had taken it on. Don't forget that minimum size spray boards don't keep much water out. On an older boat, this is a good time to go over the whole boat and be sure that everything is going to stay together the next time you get caught in a high wind. While you can't do much in the winter about reminding yourself not to stretch your luck too far with the racing rules, a couple of thorough reviews of the racing rules during the winter months won't hurt even the most experienced skipper.



Photo by Meneses.

The CAPICHABAS (people from Vitoria) Roberto Hamilton Ruschi (with the bigger cup) and his crew, Anibal Martins. They won the seventh Regatta for the City of Vitoria Cup last September 7-8th.

High winds prevailed during the first day's races and every boat capsized except Claudio Lazlo's from Sao Paulo. "Bebeto" Ruschi, being 2nd and 1st the next day, repeated last year's performance and secured the cup donated by the Mayor of Vitoria to celebrate the date of the foundation of the State of Espirito Santo Capitol four centuries ago. Second place went to the Paulistas, Claudio Lazlo and Carlos Hirsch; third to the Cariocas, Galeno Gomes and Alberto Gualiche; fourth to the Capichabas, Fernando Jakes and Murillo Horta; fifth to the Cariocas, Augusto Barroza and Jolindo Martins Filho; sixth to the Capichabas, Fabio Ruschi and Delio Grijo. The late Clube do Espirito Santo sponsored the event, promoting night dances and a barbecue Sunday morning.

— Fernando de Avellar.

THOUGHTS ON YE MERRY OLDE CHRISTMAS TYME

"Four score and seven years ago,"
Christmas was in season.
But stores and merchants nowadays,
Have mixed things out of reason.

Witches barely park their brooms,
In time to meet the turkey
When Santa and his reindeer pals
Rush in — Gosh — it's berserky!



Labor Day week-end was a gala time for Snipers at Quassapaug Lake in Connecticut. Not only did they race for the Pyatt Trophy, but they also christened their new club house.

The race series was won by that well-known team of Harry Allen and Helen O'Leary and, since this was the third time they have accomplished the trick, the Trophy is permanently retired.

But more important to the life of Fleet 231 was the occupation of their new quarters, which happy event was made possible by Mr. and Mrs. Harris Whittemore, Jr. Always greatly interested in the sailing activities of their sons, Terry, now Vice-Commodore of SCIRA, and Bob, they have encouraged and sponsored many activities for the Quassapaug Fleet and this building is provided to the Snipers through their generosity for a nominal rental fee. Needless to say, everyone is greatly thrilled!

It consists of 9 private bedrooms with a huge dormitory, so the boys who come to future regattas at Quassapaug will never again overwhelm their hosts by their numbers. It is not difficult to imagine the gay parties which will occur there in the future. The main floor consists of a huge club room and kitchen and there is a lovely big porch on three sides, giving a beautiful view of the lake.

Mr. and Mrs. Whittemore take a keen interest in all club functions and their esprit d'corps has been contagious so that the lucky members of the Quassapaug Club think they have the best club--BAR NONE! Certainly they will be the envy of many Snipe fleets. SCIRA extends its congratulations to the Fleet and joins with them in salute to two loyal Snipers--Mr. and Mrs. Whittemore, Jr.

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WANTED: FIRST-CLASS RACING SNIPE. Please state racing record, if any, and condition of hull, rig, board, and sails. Mill Ricketts, 1508 1/2 Seminole Dr., Greensboro, North Carolina.

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WANTED: SEVERAL GOOD SECOND-HAND RACING SNIPES. We are anxious to form a new fleet at Spring Lake, Michigan, next season and will need some good additional boats for new sailors. The boats must be in sound condition and fairly good shape and priced between \$250.00 and \$500.00. Also, they must be within a reasonable distance of our area and available for inspection before purchase. Describe your offers in detail, please, to C. N. Jacobson, Hybanks, Spring Lake, Michigan.

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WHITTEMORE WINS AGAIN TAKES LONG ISLAND INDIVIDUAL CHAMPIONSHIP



The usual good breeze prevailed Aug. 25-26th during the three race series at the Cedar Point Y. C., Long Island Sound.

Saturday at 10:11 A. M. a 11 mph wind provided a beautiful start of 21 boats, which soon fanned out to converge on the marker. With few changes of position, the procession continued on to the finish, Terry Whittemore leading Ray Kaufman and Joe Remlin.

The second race at 3:10 had an increasing wind of 12-15 mph. With a fair start, the top hot ones seemed to get through the bunch to fight it out around the course, with the ultimate result of Remlin leading Terry, Jack Cummings, and Kaufman across the finish line.

The Sunday race started at 11:10 in a 10-14 mph wind with the usual running of the line by starboard tackers causing a jam at the further end of the line and forcing the port tackers away. Ray Kaufman was recalled to start last, on the port tack.

To illustrate the advantage of having clear wind plus the benefit of a five point break for the port tacker: Ray made a long tack of a mile and a quarter almost to the beach in smooth water. Then he made two more tacks to fetch the mark ahead of 9 other boats, having passed them on the way. On the second lap, he passed six more—very nice sailing! But Terry Whittemore was way out in front and led Cummings and Mrs. J. Umland (Jean Blanchard) in that order.

Mr. and Mrs. Joe Remlin of the sponsoring Cedar Point Yacht Club Snipe fleet headed a most efficient Race Committee. — Luard Luft.

FINAL RESULTS

LONG ISLAND SOUND INDIVIDUAL CHAMPIONSHIPS

BOAT	SKIPPER	CLUB	RACES	1	2	3	PTS.	Fin.
7432	T. Whittemore	Quassapaug, Conn.	1	2	1	1573	1	
7588	Joe Remlin	Cedar Point, Conn.	3	1	3	1496	2	
7686	Ray Kaufman	Eastchester, N.Y.	2	4	6	1371	3	
6977	Jean Umland	Quassapaug	6	5	4	1296	4	
9310	Jack Cummings	Winchester, Mass.	11	3	2	1288	5	
9448	Luke Czarny	Quassapaug	4	8	5	1251	6	
8634	St. John	Quassapaug	8	6	7	1156	7	
7885	Watts	Quassapaug	5	13	9	1034	8	
10346	Art Karpf	Eastchester, N.Y.	7	11	DNS	1028	9	
7183	Bruce Munro	Lake Mohawk, N.J.	9	9	10	1003	10	
8151	Jim Coley	Westport, Conn.	14	7	8	991	11	
10292	J. Marsland	Westport, Conn.	12	10	11	900	12	
7139	Jim Lusk	Westport, Conn.	13	12	13	802	13	
9489	Jack Mahon	Westport, Conn.	DNS	14	12	785	14	
6768	W. Grover	Quassapaug	10	15	16	754	15	
4250	J. Mulhausen	Westport, Conn.	17	17	18	609	16	
5626	P. Knight	Westport, Conn.	16	16	17	608	17	
8688	J. Lawlor	Quassapaug	15	DSQ	14	588	18	
8051	D. Pye	Long Island	18	18	DNS	484	19	
7427	Himsworth	Port Washington	20	20	18	470	20	
4809	Chas. Wiggins	Westport, Conn.	19	19	19	457	21	

THANKS TO VISITING SNIPERS FOR THEIR HELP!

The Snipe Class in the 1956 PRESIDENT'S CUP REGATTA was the biggest in recent history. Plan to attend next year! Bring the family to see the entire race from the shore or just visit the Nation's Capitol.

POTOMAC RIVER FLEET #60.