

# SNIPE BULLETIN

FEBRUARY · 1954

VOL. 3 NO. 9



**SNIPE'S MAN OF THE YEAR**

PRESENTING OUR NEW COMMODORE--  
TED A. WELLS.

1953

**SNIPE NATIONALS**

*Sails  
by Watts*

**SCORED A CLEAN SWEEP!**

**TOM FROST** and **FREDDIE SCHENCK** sailed

the "Snowball" to victory in both the

Junior and Senior National Championship Series.

**HAROLD GILREATH** placed second

and **TED WELLS** third. They all used sails by Watts.

Order Watts sails for your next suit.

**KENNETH WATTS • TORRANCE, CALIFORNIA**

**SNIPE BULLETIN**

SNIPE BULLETIN is produced and edited monthly by Birney Mills, Secretary. Address all correspondence to Snipe Class International Racing Association, 655 Weber Ave., Akron 3, Ohio, U. S. A.

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\$2.00 Per Year

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

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 to notify SNIPE BULLETIN of any change in address, giving both old and new addresses.

**TED A. WELLS ELECTED  
COMMODORE OF SCIRA**

The 21st Annual Meeting of SCIRA was held at the New York Yacht Club on Friday January 22nd. Two sessions lasting all day were required to transact all the business listed on the agenda, so this report must necessarily be brief. Further details will be printed in the March issue when more space will be available.

The following officers for 1954 were elected:

Commodore Ted A. Wells, Wichita, Kansas.

Vice-Commodore Eddie Williams, Kansas City, Kansas.

Rear Commodore Robert Vreeland, Rochester, N. Y.

Executive Secretary Birney Mills, Akron, Ohio.

Treasurer Dr. H. E. Isaacks, Ft. Worth, Texas.

Board of Directors: Harold Gilreath, Wichita, Kans. was elected to the Board as Chairman of the Rules Committee. John Hayward, Clearwater, Fla., Carl Zimmerman, Akron, Ohio, and Gilreath with the elected officers comprise the Board of Directors.

Incorporation of the Association was approved and immediate steps will be taken to do so.

The financial report for the fiscal year Oct. 1, 1952 to Oct. 1, 1953 is given below:

RECEIPTS.

Cash in bank Oct. 1, 1952.....	\$2,218.66
Dues and Fees.....	\$5,152.26
Advertising in Bulletin...	1,625.02
Subscriptions- Bulletin...	183.00
Advertising--Year Book....	642.85
Year Books sold.....	65.25
Snipe Plan Booklets.....	360.80
Snipe Blue Prints.....	379.00
Royalties from Wells Book.	345.42
Miscellaneous.....	191.91
<b>TOTAL Receipts.....</b>	<b>8,945.51</b>
	<b>\$11,164.17</b>

EXPENSES.

Wages (Secretary & Office)..	\$5,213.15
Royalties paid on plans.....	193.75
Advertising.....	355.20
Postage.....	510.03
Printing	
Bulletin.....	\$1,666.43
Dues cards...	25.00
Year Books...	1,030.00
Other.....	195.97
	<b>2,917.40</b>
Blue Prints.....	109.52
Refunds.....	139.00
Miscellaneous.....	292.44
	<b>9,730.49</b>

Cash on hand Oct. 1, 1953... \$1,433.68

Birney Mills assumed office as Acting Secretary on Oct. 1, 1953. Certain expenses have already been cut and expected

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increase of income from dues will be used to expand much needed services already in effect.

The most important piece of business was the adoption of the district government plan as outlined in the January Bulletin, with the following changes: All of Maryland to be included in North Atlantic #1; sub-districts A2, B2, A4, and B 4 to be abolished and unified into Districts 2 and 4. Each district will elect its own officers with a District Governor as top officer. These District Governors will select one of their number at an official SCIRA meeting (to be held at the Nationals) to be a member of the National Board of Governors for the following year. Thus each district will have more local control over its own affairs and a direct hand in the choosing of future National officers.

Ted Wells, as Chairman of the Rules Committee, reported that satisfactory progress was being made on fibreglas hulls and that now, with the completion of certain details, interested manufacturers would soon have definite plans to announce. Several minor changes in the rules and specifications were adopted and will be published as a special report next month. Of most interest, was the approval of the unlimited use of dacron sails for all events. The restriction placed on nylon and orlon sails last year will remain for another year at least (limited to local races.)

Two invitations for the U. S. Nationals were presented to the Board for consideration--one from the Atlanta Fleet #330, Lake Allatoona, Ga., and the other from Mentor Harbor Y. C. Fleet #42 near Cleveland, Ohio on Lake Erie. Decision will be announced in March. Dates are Aug. 7-8 for the Juniors with Aug. 9-13 set aside for the Nationals. Other dates and events formally accepted:

1954 European Championships at Arcachon, France, Aug. 10-20.

1954 Western Hemisphere will probably be in Havana, Cuba.

1955 World Championships go to Santander, Spain.

It was recommended that future annual meetings be rotated between New York and Chicago, with the 1955 meeting to be held on a Saturday during the Chicago Boat Show. After a late afternoon session, cocktails were served, followed by dinner in the Commodore's Room. A very pleasant and informal evening was enjoyed by those present and departures for various parts of the United States were made with regrets and with everyone repeating the familiar words of "Hope to see you at the Nationals".

## ATTENTION - all fleet captains!

Response for information on new fleet officers for inclusion in the 1954 year book has been splendid, but a few are still missing. Please get this to us at once, or we will have to repeat last year's listing. Likewise, season high point scores have piled up for alignment. Many thanks for your prompt co-operation. Captains and district secretaries should study the new district set-up and get the ball rolling in their area. Details on procedure and elections will be in next month.

Don't forget that dues in SCIRA are now \$5. 00 per boat. Theoretically, that means \$3. 00 for the owner and \$2. 00 for the crew, but be sure and send in \$5. 00 for each boat when paying up. The crew will not get a membership card, but he will receive a copy of the Bulletin. That will almost double our circulation, and puts us in an interesting dilemma. Our first full page ad appears in this issue and we have hopes of a steady increase in advertising. However, that will decrease the amount of Snipe news space and if we don't have plenty of interesting news, reader interest will lag, which will make the Bulletin less attractive to advertisers. Those facts are sign-posts to a larger Bulletin--similar in size to the December issue--and we hope to attain that goal, provided the Bulletin can carry itself on a sound financial basis.

SCIRA dues are still low--the Lightning fleet charges \$5. 00 per boat plus \$2. 00 each for 2 crews, or a total of \$9. 00. This present increase should provide enough income to establish SCIRA on a firm basis for several future years, and you should get extra value for all money so received.

**DON'T FORGET THE MID-WINTER REGATTA AT CLEARWATER MARCH 8-12.** For further details and entry blanks, write to Francis Seavy, P. O. Box 697, Clearwater, Florida.

# Varalyay

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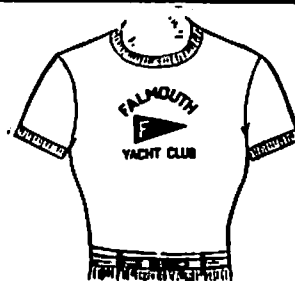
**EMMONS**

UNFINISHED SNIPE HULLS, TRUNK BOLTED IN \$ 245.  
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FINISHED WITH DECK READY TO PAINT OR VARNISH \$425  
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# SNIFE MEASURING RACK ————— DESIGNED BY HARRY LUND

The measuring rack shown in these drawings was designed by Harry Lund, former Commodore of SCIRA, and was used with great success at the Nationals last year, and this. It must be used in conjunction with a Measurement Data Sheet and if properly built and used, it will save hours of work.

The hull should be weighed first with mast, boom, sails, rudder, all rigging, centerboard and regular equipment. The boat has to weigh in this condition at least 450 pounds - not any less. The weight, if light, cannot be made up with a heavy anchor and pounds of extra gear.

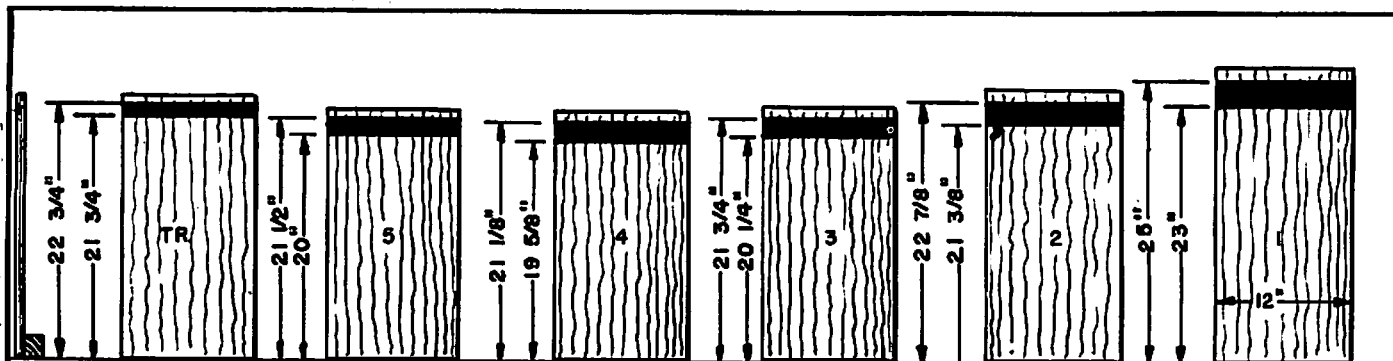
The boat then is placed on this rack which should be square and plumb all around and securely held in place. The boat must also be squared and plumbed. The stem must go up against the upright piece on the right hand side of the drawing. The painted band thereon automatically gives the allowable tolerances and the stem must come between top and bottom of the painted band when the boat is properly blocked up.

As may be seen various blocks are used under the keel and it is a simple matter to slide them under the keel at the proper station on the cross pieces. The blocks for chine height are also handled in the same way and, like the sheer height blocks they will give both vertical and lateral

checks at the same time. All the blocks should be straight sided on both vertical sides so that they may be used for checking both sides of the boat and so they will handle quickly and easily.

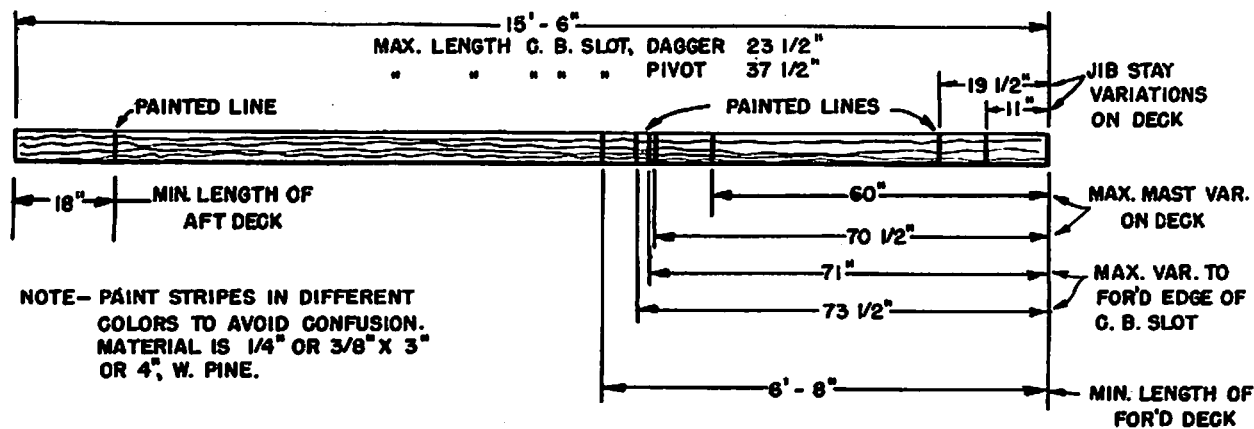
Each block is simply slid in place on its proper station and the check for beam and height is accomplished automatically. If the inner edge of the block is not within the painted stripes, the measurement is off. If any of the vertical dimensions are lower than the painted stripe or the top of chine block, the boat is off. A little study of the drawings will show just how simple it is. The blocks should be made of three-eighths inch plywood, painted white or light gray and with painted stripes of blue, black or red. Each must be clearly marked with its number so there can be no confusion.

The long strip, shown above, will save a lot of time measuring the location of jib stay, mast, cockpit, after deck, centerboard, trunk, etc. Narrow stripes are painted on this measuring batten and if you paint them in different colors it will help to avoid confusion. The other batten shown for the boom dimensions is not an entirely necessary piece of equipment, as a boom can be measured just about as quickly with a tape. A rack like this should be in the possession of every Snipe fleet.



END VIEW SHOWING  
CLEAT AT BOTTOM.  
ALL TEMPLATES  
SHOULD HAVE THIS

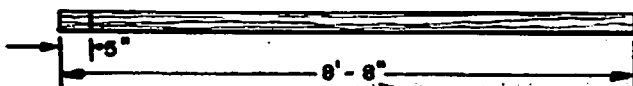
TEMPLATES FOR MIN. AND MAX. HEIGHTS TO SHEER.  
ALL TEMPLATES ARE 3/8" PLYWOOD. ALL EDGES MUST  
BE SQUARE. ALL SHOULD BE MARKED WITH STATION  
NUMBER AS MADE TO AVOID ERRORS.  
ALL MUST BE MADE WITH EXTREME ACCURACY.



NOTE - PAINT STRIPES IN DIFFERENT  
COLORS TO AVOID CONFUSION.  
MATERIAL IS 1/4" OR 3/8" X 3"  
OR 4", W. PINE.

ABOVE JIG USED TO CHECK MAST, C. B., AND OTHER POSITIONS

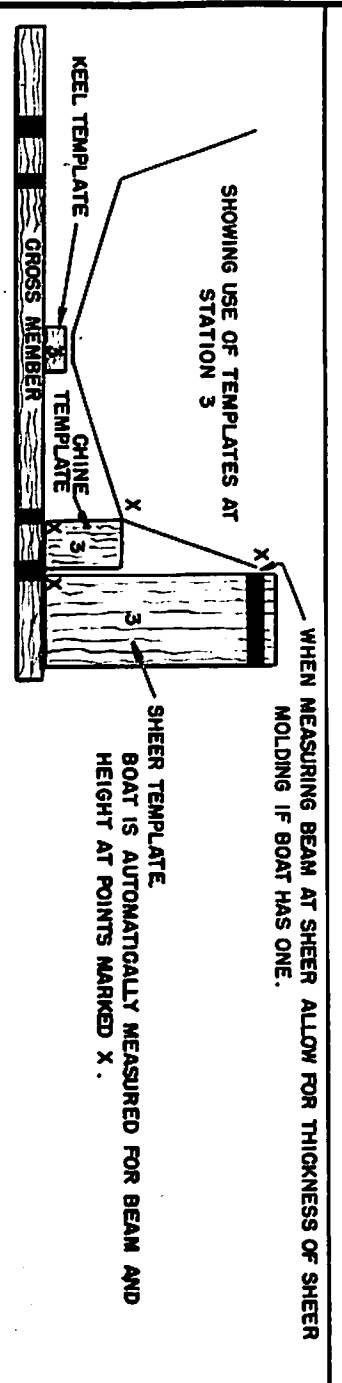
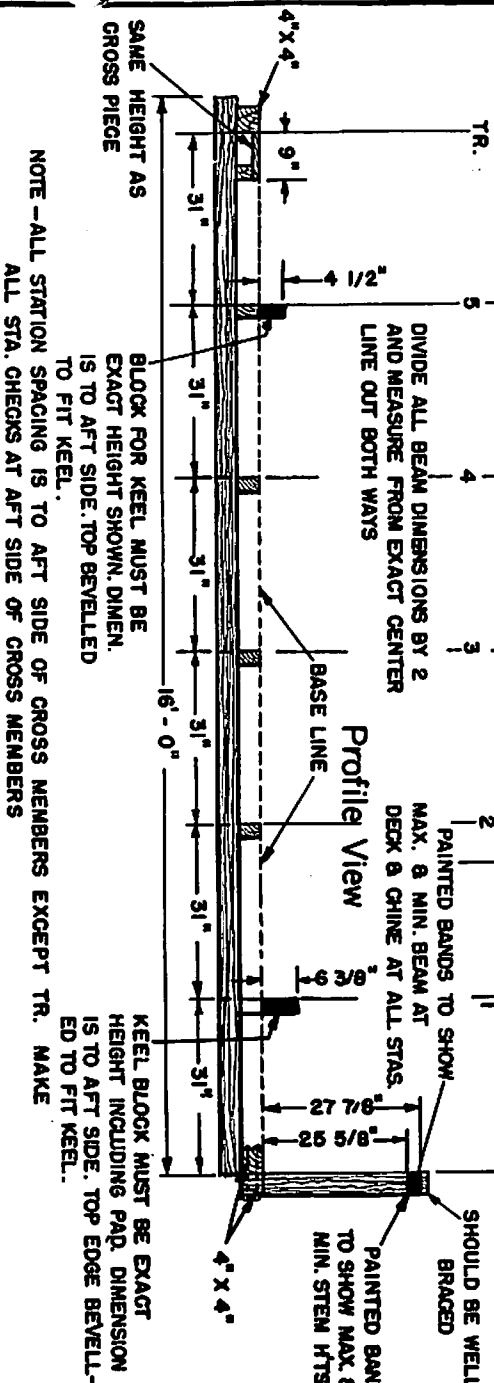
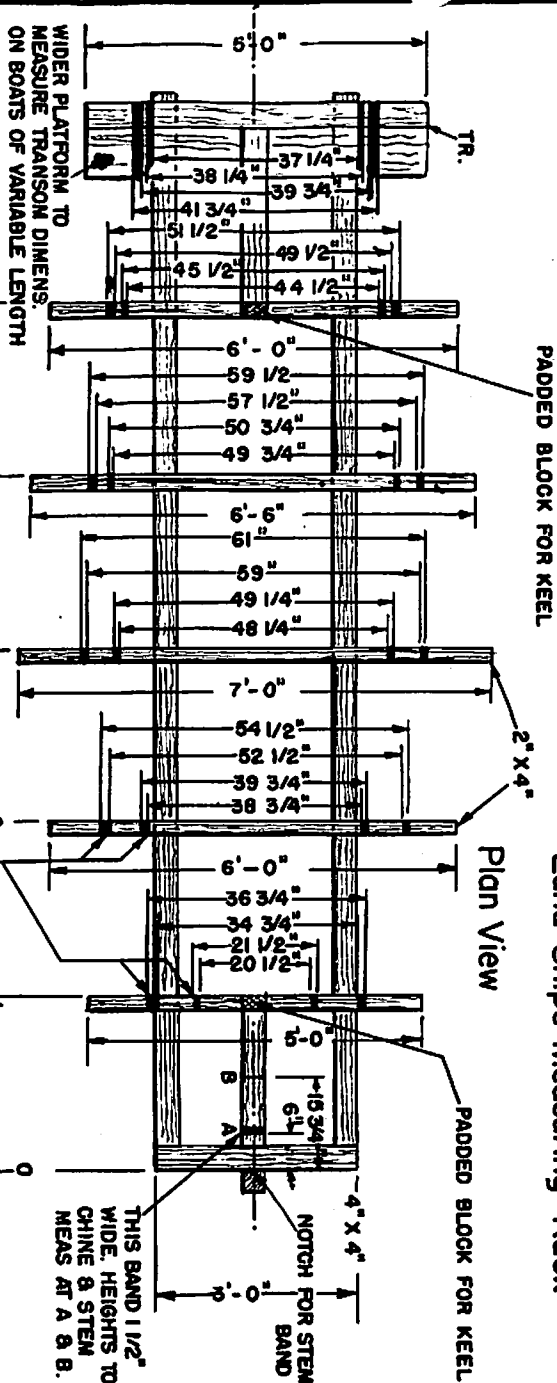
NARROW BAND PAINTED  
SHOWS MIN. LENGTH



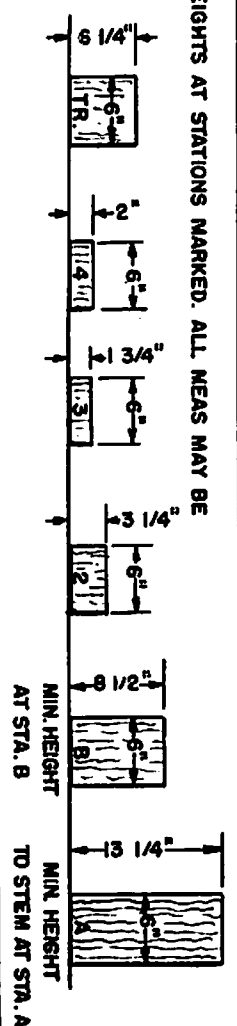
JIG TO CHECK SNIFE  
BOOMS 1/2" X 1 1/2"

MAX. OVER ALL LENGTH  
MEASURE TO AFT SIDE OF MAST

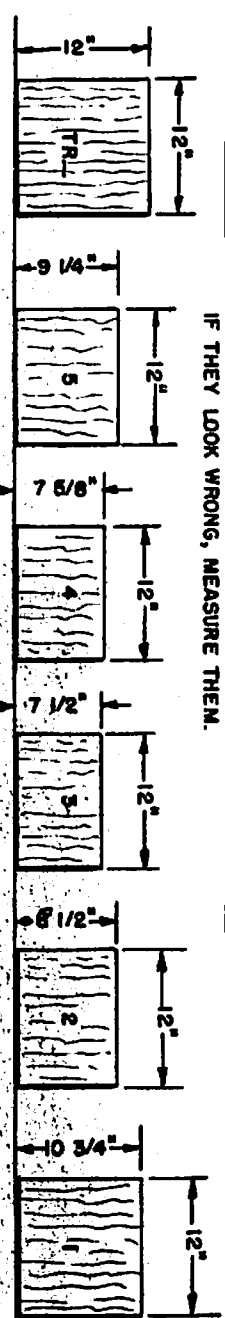
# Lund Snipe Measuring Rack



TEMPLATES WITH MINIMUM HEIGHTS AT STATIONS MARKED. ALL MEAS MAY BE 1" HIGHER BUT NO MORE.



TEMPLATES FOR MINIMUM HEIGHT TO CHINE. MAY BE 1" HIGHER AT EACH STATION BUT NO MORE. IF THEY LOOK WRONG, MEASURE THEM.

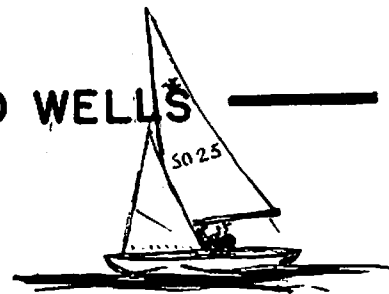


# WELLS' WANDERINGS

By TED WELLS

MORE ON GOING  
TO WINDWARD.

Feb. 1954.



While the technique of going to windward depends almost entirely on the skipper, there are a few of the items mentioned last month in connection with the boat which have a bearing on the technique. The location of the jib fairlead, for example, depends greatly on the jib that you are using. There are some makes of jibs which trim properly with the fairlead about six to eight inches in from the sheer regardless of wind velocity, but mine won't--I have to have a track as close to the sheer as possible for use in light winds. In any case, I consider it necessary to provide fore-and-aft adjustment because in a high wind the mainsheet is strapped down tightly enough to pull the whole rig aft, which means that the fairlead should be about three inches farther forward in a high wind than it is in a light wind even with the same jib. For those who still prefer to sail without cleats for the jib and mainsheets, I have no advice to offer except to look at the equipment on boats which consistently win races. For those who have cleats, the only thing to remember is that except in a very high wind when everything will be strapped down as tight as you can get it all the time, it will be frequently necessary to change very slightly the adjustments of the sheet due to the varying wind velocities--and by slightly, I mean adjustments so small as a quarter of an inch on the amount the sheet is trimmed in. On jam cleats for the jib, why not locate them so the crew can hang onto the jib sheet in high winds without the sheet popping out of the cleats?

On the subject of centerboards, the only conceivable advantage to a daggerboard is that the slot can be closed up tighter around the board. How much difference this makes, I am sure I don't know, but how many pivot board boats have you seen close to the top in the National Championships in recent years? (For the benefit of readers out of the U. S. A., the answer is none).

The proper place to trim the main probably depends upon the make of sails to some extent, but it is my opinion that the best position for the end of the boom in going to windward is vertically above a point about four to six inches in from the sheer, and the traveler used should be one which will permit strapping down the sails tightly enough so that the leech does not fall off, without pulling the boom in any farther than the amount mentioned. There are some people who can win races with the knotted type of traveler, but there are more who can't.

Some people have gone a little overboard on the subject of tiller length. I have seen some, including the French boat I borrowed at San Remo, Italy, on which the tiller was so long that the skipper had a tendency to get tangled up in it in coming about. If you want to sit that far forward, the best thing to do is to chop off the tiller until it doesn't interfere with you while coming about and then use a longer extension.

How much difference weight makes is very debatable, but I don't think that anyone will argue that a heavy boat has any advantage. If I had to choose between a good crew weighing 190 pounds and a fairly good one weighing 140 pounds, I would take the good one with the 50-pound weight disadvantage even in a light wind. I have also decided that the advantages to be gained from the use of an 80-pound board have been considerably exaggerated. A 70-pound board is much easier to handle and gives an easy way to save 10 pounds. Also, with a well-finished boat I do not worry at all about the amount of weight that the boat picks up as the result of being left in the water; however, I also don't see any point in giving odds to anyone else by trying to race a boat that weighs more than a few pounds over the minimum.

On the subject of sails, I am becoming more and more convinced that knowing how to use a suit of sails and developing confidence in them is more important than small variations in the cut of the sails. Obviously, no one can win races with poor sails and it pays to buy the best sails that

you can get; however, the leeches of all sails flutter a little bit, the jib will backwind the luff of the main on any full or medium sail, and in a very light wind, even a perfectly cut sail will probably develop a wrinkle along the front of the battens. If your sails are obviously no good, throw them away or keep them for moonlight sailing. If they have been made by a good sailmaker and have not been blown out of shape, stick with them and learn how to use them.

The most controversial item on the Snipe as far as its effect on the ability of the boat to go to windward is the mast. There are a number of very good skippers who maintain that it is absolutely impossible to make a boat go to windward unless the mast is fairly flexible. While I must admit that in theory at least some of their arguments are correct, I can't go along with them completely. Any Snipe mast that weighs under about 20 pounds will bend to some extent. Where the argument comes in is in trying to settle how much the mast should bend. There is no argument of course on the subject of the direction in which the mast should bend, if at all. Everyone agrees that sideways bending is very undesirable, and I believe that everyone agrees that some fore-and-aft bending certainly does no harm and may do some good.

In theory, a flexible mast will allow you to use a fairly full sail in a wide range of wind velocities, as a bending of the mast tends to flatten out the sail as the wind velocity increases. No one can question the validity of this theory, but in practice I believe that the value to be gained is quite limited. (The legality of this might be questioned by some sea lawyers as violating paragraph 47 on mast rakers). It has always seemed to me that when a mast bent very much the sail took on a lot of queer wrinkles and was very difficult to trim properly. The boat which I borrowed in San Remo had a beautiful mast which was quite flexible. In one of the races the wind was about 18 mph and I was using a medium-cut main. In an effort to hold the leech of the main more or less straight, I had things strapped down to where the end of the boom was only about a foot off the deck. The sail resembled an old-fashioned washboard more than anything else I can think of, the mast looked like an oversized bow, and the leech still looked like I was on a reach without a boom jack.

That, perhaps, was an extreme example, but it illustrates what can happen to you if you have a very flexible mast and get caught with a full or medium sail in too much wind for the sail. With a flat sail, that mast would probably have been all right, as the sail would not have let it bend as much.

In winds up to about five miles per hour, there will be very little if any bending with any mast. Quite a few skippers place chocks behind the mast where it goes through the deck in order to induce a little bending in the mast under those circumstances and they swear their boats will not go unless they do this. On my boat, I have experimented with this, but could not find that it made any difference. What this probably adds up to is that it is like trying to get the answer to the question of which sails are the best. Whether you block your mast or don't, or whether your mast is quite stiff or fairly flexible, does not make any difference as long as you are accustomed to sailing with it the way it is and as long as you like the way the boat performs. If your mast bends a lot sideways, you had probably better do something about it. Also, if it bends excessively in a fore-and aft direction, something should be done about it. Otherwise, there is, in my opinion, no magic trick that can be done with a mast in order to get you to the windward mark sooner.

**Deluxe racing**

# **SNIPES from DENMARK**

**I AM NOT A PROFESSIONAL BOATBUILDER**  
**I AM JUST A SNIPE SKIPPER LIKE YOU!**

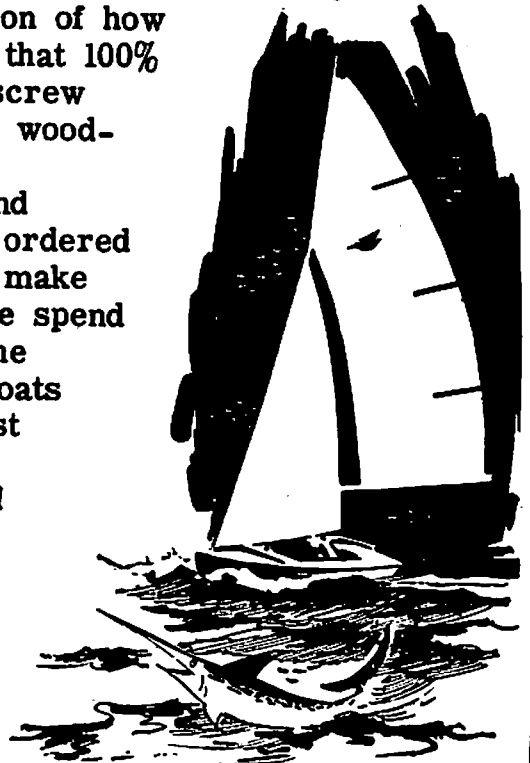
The Danish built Snipes I am promoting, and which I am introducing to you, are superior to everything I have seen in my Snipe career. I am following them personally from the very first stage till they get on-board the steamer, and I can tell you that nothing is too good or too expensive to keep it from being used in the construction of these boats. They are built to the average of all tolerances permitted. The sheer, however, is right at maximum, the deck is high-crowned, and the centerboard trunk, of course, is stepped as far back as rules permit. The mast is designed by Ted Wells. All the hardware is made from stainless steel with the exception of such items which necessarily are made from either gunmetal (chrome-plated) or aluminum.

The daggerboard is also made from stainless steel and with a perfect mirror finish. The swivel sliding goose-neck, the jib sheet leaders are of RACE-LITE make; the jamming cleats and the jib snubbing winch are made by WATTS of London, and the built-in bilge pump is of Dutch origin. All the rest of the hardware is made by hand in Denmark and from my design. With each boat, goes a suit of CARLSEN racing sails, for either light, medium, or strong weather. It will be too long to go into a detailed description of how these boats are built, but it goes without saying that 100% waterproof glue is used throughout and that the screw holes in the deck and hull are counter-bored and wood-plugged, etc, etc.

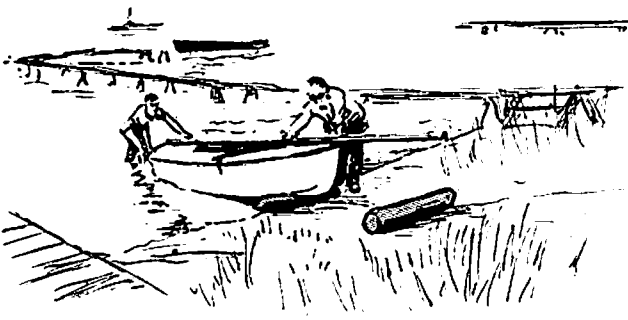
The cost of these Deluxe Snipes, fully equipped and **READY TO RACE** is \$745.00 f. o. b. New York, if ordered in lots of three or more. We are not allowed to make changes in the construction or weight, but then we spend that much more time in getting the best out of the design by caring for the details and having the boats as smooth and as well built as possible. The rest is up to you and your second partner--your good CARLSEN SAILS--and they will not let you down!

**Happy sailing—OLE BOTVED**

P. S. Write to 767 High Ridge Road, Stamford, Conn., for further details and/or illustrated leaflet, but **PLACE YOUR ORDER NOW TO INSURE SPRING DELIVERY.**



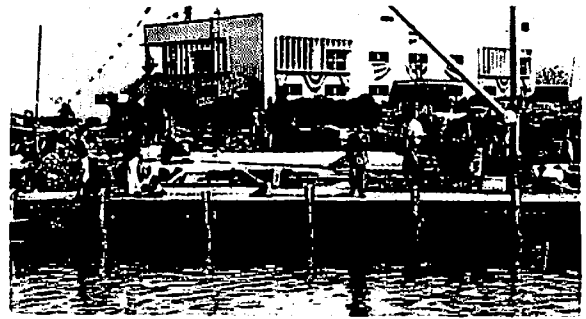
# THE SUGAR BOWL REGATTA



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**  
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 Guilford, Conn.



Southern Yacht Club, seen from launching area.



Right to left: Gail DeJarnette, Eleanor Williams, Dorothy Slauson, Ted Wells, Ray Hardey, Eddie Williams, and Chuck Hardey.

The Snipe Class was introduced to New Orleans with a bang when five boats were trailed down to the Sugar Bowl Regatta, January 2 & 3. Those on hand were Mr. "Snipe" himself, Ted Wells; SCIRA's Vice-Commodore Eddie Williams, Cleve Slauson of Toledo, and Chuck Hardy and Bob Embrey of the Shreveport (La.) Fleet.

There was a total of 95 yachts entered in the regatta, but the five Snipes drew more attention than all the other 90 put together, and it is almost a certainty that a New Orleans fleet will be formed before the official racing season opens in the Spring. Two well-known Snipe Skippers, Ben Moore and Gail DeJarnette, are now living in New Orleans and they are now in the process of getting things going.

The weather was most disappointingly calm for New Orleans in January. The Saturday afternoon race was sailed in a 5-10 mph southerly that found Bob Embrey and his new "Wahoo II" sneaking off in an early lead and holding it throughout the race. Ted caught him on the last windward leg but a wind shift soon put Bob back in front, with Ted second, Eddie Williams third, Chuck Hardey fourth, and Cleve "Charlie" Slauson fifth.

Sunday morning's race had to be called because of a heavy fog and the race committee then planned on having two races in the afternoon. The fog lifted about one o'clock, but there wasn't a sign of a breeze, so the courses were shortened and all the boats were sent out with the hope that a breeze would come from somewhere. But the Snipes were sent around a half-mile triangle and, at that, it took two and a half hours to finish the race. The first four boats finished within a minute of each other, with Ted Wells on the right end of the parade. Second was Bob Embrey, then Cleve Slauson and Chuck Hardey. Eddie had gotten mixed up with about twenty--count'em--Penguins and he floated in about a half hour later.

Since a third race was out of the question, the tie between Bob Embrey and Ted Wells for first place had to be decided by a flip of the coin, with Bob coming out winner. This was a regatta where everybody won, though. There was a tie for first place between Ted and Bob and everyone else tied for third, so the Race Committee awarded trophies to all.

The participation of Snipes in the Sugar Bowl is to be an annual event from now on, and it is hoped that a lot more Snipers will be on hand next year and join in the fun.

---Ray Hardey (Mrs. Chuck).

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



Jorge and Carlos Vilar Castex of Argentina won

were Second in 1949 and WON AGAIN in 1951. It is no accident because they used exclusively

**LARSEN CHAMPIONSHIP SAILS**

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