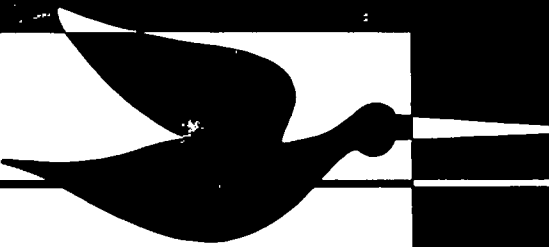


Snipe

BULLETIN



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SNIFE BULLETIN

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

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— THE SCORE —

Numbered **SNIPES-10550**
Chartered Fleets — **424**

Numbers have been issued for 243 new boats and 10 new fleets have been chartered since the score was last published in July. It is interesting to note that the fleets were established in seven different countries; also, that #10550 was issued for a fibreglas boat owned by Francis J. Lofland of Wichita, Kansas, pioneer builder of fibreglas Snipe hulls, for exhibit in the Chicago Boat Show.

Snipe enthusiasm and activity in Italy continues to run high under the able direction of Capt. Lasinio di Castelveto and charter #415 went to a new fleet at Trento. At the same time, charter #416 was granted to the William Crosby Fleet, the first one in the world to be named in honor and memory of the designer of Snipe. Italy now has 27 paid-up Snipe fleets and, as predicted in the January 1955 **BULLETIN**, 1955 was the most successful year in history, climaxed by the great Italian victory for the World Championship at Santander. You can count on hearing more about the Italians.

Snipe popularity in France enjoys a quiet and steady growth and three more fleets were chartered there:

Fleet #417 at St. Jean Cap Ferrat

Fleet #418 at Brest

Fleet #419 at Beg Meil, Fousant.

Then comes charter #420 at the Sport Alges E Dafundo Club in Alges, Portugal, while the Quilmes Fleet at Quilmes, F. C. N. G. R., Argentina, stepped up to claim charter #421. Snipers in South American countries lead the membership in enthusiasm and activity.

But the biggest coup was the final chartering of the Kalamis Snipe Fleet #422 at Istanbul, Turkey. This is the first time Turkey has ever joined SCIRA. Back in October 1954, Mr. Vecdi Arduman and Mr. Aydin Koral decided to get Snipe formally organized and petition for membership. They founded a new club composed of Snipes, Pirates, Dragons, and 12 m Sharpies and Mr. Arduman was elected as the first Commodore while Mr. Koral was chosen as the first Fleet Captain and also as the National Secretary for Turkey. Mr. Koral is ably fitted for the job as he spent seven years at the University of Missouri, which he describes as "a nice place, nice people, terrible climate—not very far from Wichita. If you can stand the climate, it's the best place on earth in which to live." Numbers from 10133 to 10159 were issued for 22 Snipes, most of them newly built and "two more Snipes are under construction. We hope we will have more Snipe activities next year than we had last summer. This year, everything has been scrambled up. . . our boats were not ready in time; our experienced skippers were not prepared to go to the Internationals; we were not acquainted with the boats, and so on." SCIRA officers and members are certainly glad to welcome Turkey into our great organization of sailors and they anticipate

their competition in future international events, looking forward to making new friends and meeting fine sailors with a great deal of pleasure. Welcome to the fleet! (Aydin Koral's address is 74/2 Feder cad., Kinziltoprak, Istanbul, Turkey.)

Charles Galeyn, National Secretary for Belgium, is also the Honorary Secretary for the North Sea Yacht Club at Ostend, the host club for the 1956 European Snipe Championship. In November, the fourth Belgian Fleet was formed at the Societe Royale Nautique Anversoise, one of the most important yacht clubs in the country. Roger Omnozez is the first Captain of Fleet #423. So far, Snipe is the only active two-man boat in Belgium.

The most recent addition is another fleet for Spain—Flota #424 de Club Maritimo de Punta Umbria at Punta Umbria, Huelva, Spain. This is the first Spanish fleet since Melilla Fleet #286 was established about three years ago.

SNIPES CONTINUE TO SAIL ALL OVER THE WORLD!

Snipe News in Brief

The Sheepshead Bay (Long Island) Fleet 115 reports that they have bought four new fiberglass Snipes. The fleet was reactivated last summer with 6 boats, so you can see they have plenty of enthusiasm and plans for the future. . . . Bruce Munro, Captain of Fleet 10, Lake Mohawk, N. J., reports: "We had many more informal races than the official number listed here. Although this year's racing was a slight reduction from last year, next year promises to be the best yet. We will have more boats and more active sailors". . . . and Rev. Howard Welch says: "We now have three Snipes here at Columbus, Georgia. Two more to go and SCIRA will have another fleet. It's hard to promote interest in any type of sailboat in these waters, but Snipe has general appeal and I still believe a fleet can be organized". . . . Over in Japan, Commodore William C. Gibson of the U. S. Navy, an ardent Sniper of former years, showed the movies of the 1948 U. S. Nationals at Corpus Christi to the members of the Yokohama Yacht Club. He reports: "The members enjoyed the movies very much. It is inspiring to see Snipes in such superlative condition and so well-handled. I am afraid the competition is not quite so high out here as they do not have the money to put in their boats. They are very fine sailors, however, believe me! Mr. Yasuda, of the Yokohama Yacht Works is getting me a picture of the Snipe which he produces. The Azuma Boat Co. of Yokohama is also a very fine builder of Snipe. They are now considering the plywood hulls. Most of the Snipes I have seen here are 3/4" planked". . . . Snipe is always in your blood! When Benjamin Schneider, a U. S. State Department employee, was sent to India, he still sent in his dues to SCIRA through his home fleet #127 at the North Cove Yacht Club in New Hampshire. Incidentally, the fleet says that summer was a big success with over twenty official races. And they throw down the gauntlet: "Someday we hope to race against that so-called HOT outfit from Winchester, Mass." Can they let that pass? Watch for the next edition of the Bulletin! And while India is still in our minds, H. W. Ketchell of 11 Palace Rd., Bangalore, India, is trying to organize the Snipes at his club and to tie India into international SCIRA. He foresees one difficulty, viz: "Our Snipes are, I believe, standard in dimension and carry regulation sails but are constructed of very heavy teakwood and so average about 600 lbs. in weight. Because of this extra weight, and also because we do have particularly strong winds during two months of monsoon weather, I am sure that our masts are shorter than standard and that this must have been done some years ago for safety. Therefore, I will have to ascertain how much alteration will be necessary in order to register. The aspect of competition which would interest us would be the national and international point scores and regattas—the former only, of course, if other fleets in India join us. There is one Snipe fleet at Kolar Gold Fields, some 70 miles from here, with whom we race and there may be others." And how would you like a Snipe with a teakwood hull? Charles Galeyn reports that three races were run for the North Sea Championship in Belgium in which 21 Snipes took part. Snipe is active all over the world!

No other racing class can come close to this record!

USE THE TALENTS YOU POSSESS, FOR THE WOODS WOULD BE VERY SILENT IF NO BIRDS SANG BUT THE BEST!



Watts Sails finished 1-2-3 in the Western Hemisphere Snipe Championship Series sailed at Havana, Cuba. First place went to Terry Whittemore, second to Dr. Clemente Inclan, third to Jorge Mantilla.

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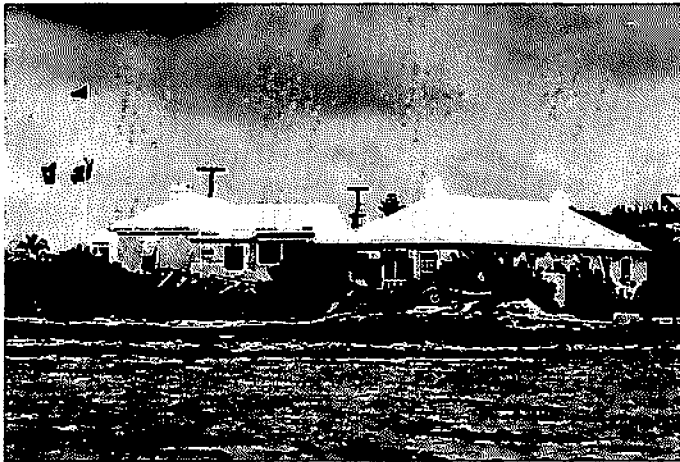
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BERMUDA FLEET HAD A VERY SUCCESSFUL RACING SEASON



REAR VIEW OF THE SPANISH POINT BOAT CLUB, home of Fleet #361 and headquarters for the 1956 Western Hemisphere Snipe Championships.

The Spanish Point Boat Club, Fleet 361, one of Bermuda's three Snipe sailing clubs, climaxed a very successful season by sending their fleet champion to the World Championships at Santander in Spain. Unfortunately, the other two clubs were not in a position this year to participate in a championship series, so there was no actual Bermuda Champion. However, with the forming of the Bermuda Snipe Association, national championships will be sailed each year and Bermuda will be represented in international events.

Our representative this year was seventeen year-old Eugene Simmons, who finished first in the Spanish Point series with 1497 points in the six race series. Eugene, always as cool as a cucumber, lets no other boat worry him. He owes much of his sailing knowledge to his father, Frank Simmons, who is known internationally for his participation in the International One Design racing, both locally and on Long Island Sound, N. Y.

Second in the club series was Kenneth Simmons, a cousin of the Champion, with 1469 points, followed closely by his brother, Clifford, with 1455 points. As you can see, the scores were very close and interest was keen throughout the series. Also, it may seem that all the skippers are named Simmons, but this is not so—they are just fine sailors! Kenneth Simmons, Sr., father of Kenneth and Clifford, built their boats and, as an amateur boat builder, either built or helped to build about half of the original Spanish Point Snipe Fleet.

Eight inter-club races were held during the season, and, with the largest entry of 23 Snipes, these meets proved very interesting and exciting. There was also a rather novel event where the Spanish Point Fleet was invited to the Harrington Sound Dinghy Club and the Snipe skippers sailed the International 14's of that club. On the following week-end, the "14" skippers journeyed to Spanish Point and raced against them in the Snipes. This friendly series proved most enjoyable, and the "14" skippers were amazed that the Snipes could stay afloat in the 23 knot breeze that was blowing that day. As a matter of record, the Snipe sailors won in both types of boats.

The Spanish Point Boat Club has previously sent representatives to Clearwater, Florida, and Havana, Cuba; in 1952 and 1954 to the Western Hemisphere Championships and to Monaco in 1953 to the World Championships. The 1956 Western Hemisphere Championships are to be held in Bermuda with the Spanish Point Boat Club as its probable headquarters. The adjacent body of water, the Great Sound, is considered excellent for championship racing, and many international regattas have been held there. Bermuda is very proud to have been chosen for the 1956 races and we all look forward to meeting old friends and making new ones. **GOOD SAILING!**

Theodore S. White
National Secretary for Bermuda.

OFFICIAL INVITATIONS FOR THE 1956 WESTERN HEMISPHERE RACES WILL BE IN THE MAIL SOON!

MUNRO WINS PRESIDENT'S CUP

One of the largest regattas in the East is the annual President's Cup Sailing Races on the Potomac River at Washington, D. C. under the sanction of the Chesapeake Bay Yacht Racing Association. The event was held this year on Sept. 24-25th and Snipe, with 9 entries, was one of 9 classes of boats participating.

Saturday was damp and cool with a fair breeze from the east and an occasional drizzle. Boats were launched at Columbia Yacht Club, up the Washington Channel, at the Sailing Marina in Alexandria, and, with the help of two military crash cranes, from the seawall on Hains Point, the regatta headquarters. The Snipe fleet sailed the outside course, one lap, starting just ahead of the Penguins (a great moral victory in this area). Local boats had some difficulty with an occasional chop, which didn't appear to bother the out-of-town boats.

Bruce Munro, the eventual winner of the series, had trouble with a fouled jib sheet at the first mark and lost four places. Encounters with other classes, racing over the same course or a parallel course, caused other shakeups in position. The fleet stayed well bunched through the second leg, a reach, but gradually spread out on the run in rather changeable going. The incoming tide favored those who took the port tack after the leeward mark and further spread the fleet out, although the Snipes provided more concentrated, more exciting racing than any other class racing in the regatta.

The second race was run under similar conditions, but positions were thoroughly scrambled. Late in the race, the weather began to break and brought in a west wind for the run which brought the trailing boats up among the leaders at the leeward mark. Several close finishes resulted. The evening was enlivened with a buffet, dancing, and beer which apparently had no effect on the next day's racing. Sunday morning's race was sailed in a rather light breeze with brilliant sunshine—a distinct contrast to the previous day. Munro showed his heels to the entire fleet and Burton Eaton of Coconut Grove, Florida, managed to keep Stovie Brown in third spot, giving Munro a lead of 0.6 points and the series. The details are as follows:

No.	SKIPPER	CLUB	RACES	1	2	3	Pts.
7183	Bruce Munro	Lake Mohawk, N.J.	1	1	1	1	2
4002	George Brown	Potomac River	1	4	3	2	2
8696	Wm. Rushlow	"	3	3	4	3	3
9443	Burton Eaton	Miami, Fla.	5	6	2	4	4
9923	Bruce Wetmore	Potomac River	9	2	5	5	5
8200	George Henrich	Sayville, L.I.	2	8	7	6	6
9364	Don Wilson	Potomac River	7	5	6	7	7
9564	Charles Dills	"	8	7	8	8	8
7019	Steve Andrews	"	4	9	-	9	9
10358	Adams	"	-	10	9	10	10

ATTENTION - all fleet captains!

There are three important duties for all Fleet Captains which should be completed as soon as possible:

- (1) Point scores for all official races must be sent in on official forms supplied by the Secretary. It is important that these forms be used in order to facilitate filing them in numerical order.
- (2) Dues must be collected promptly so your fleet members will be in good standing with SCIRA. Special report forms are also furnished for this purpose and a supply will be sent to you on request. We ask that they be used by all remitters in order to keep good uniform records at headquarters. Also, don't forget that SCIRA can not continue to operate without money, so please make a special effort to get the odd boat and all stragglers this year.
- (3) Send in the new 1956 list of officers for inclusion in the new 1956 year book, which is now being compiled. It will soon be too late!

In past years, some fleets have had the individual member send his dues direct to SCIRA headquarters. This causes too much confusion in records. We ask your kind co-operation in complying with official rules and practices.



MAN GIVES AWAY A SNIPE--Once again, Commodore Manuel Rasco, Jr., presents a new Snipe as a prize among the crews of the Miramar Yacht Club in Havana. The lucky winner of #10043, a fiberglass boat, is Vicente La Guardia, Jr., standing to the right of Commodore Rasco and being embraced by his girl-friend, as well he might be! At the left of the Commodore is his lady, Mrs. Rasco, the President of the Club, Dr. Hector Valle (in white) and

that good sniper and many times Cuban Champion, Dr. Clemente Inclan. This is the sixth Snipe that Commodore Rasco has awarded in the last seven years and is one reason why Fleet #22 is so strong and ranks so high in SCIRA activities. And before any of you young fellows think about going to Cuba and joining that fleet, don't forget that some of the best sailors in the world come from Cuba! May the Commodore live for many years!

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HELPFUL HINTS FOR REGATTA COMMITTEES.

Weather Limitations - Continued.

High winds accompanied by heavy seas are something else; particularly in unprotected shallow water where the waves can build up rapidly and where they will be close together, very high, and will be breaking. Even a 20 mph wind under these conditions can be extremely dangerous, particularly if the course happens to be a windward-leeward one.

In one race held on the Gulf of Mexico, two very experienced skippers came up to the committee boat at approximately the same time and from opposite directions, shortly before the ten minute gun was scheduled to go off, and advised the race committee that the race should be called off and everybody returned to shelter as soon as possible. The race committee didn't go along with this idea and the race started, with the result that there were capsized Snipes scattered all over the place. There were only two rescue boats, both of them being much too large for efficient use, and many of the skippers and crews were completely exhausted when they were finally fished out of the water. At least one crew was kept from drowning only because the skipper managed to hang on to him. A number of other people were taken out of the water by skippers and crews who happened to be good swimmers, and several people spent the rest of the regatta flat on their backs as a result of aches and sprains.

The wind was not particularly high in this case, certainly not over 20 mph, but the wind was more or less parallel to the shore, the water was shallow, and the course windward-leeward. This race should not have been started in the first place; but, having started, it should have been stopped when it became apparent how bad the conditions were, particularly in view of the completely inadequate provisions for picking up casualties.

When there is a possibility of high winds or storms, rescue boats should be on hand. As a matter of fact, a small boat with an outboard motor is not only adequate but is considerably better than a 40 foot cruiser. The operation of transferring a person hanging onto a swamped Snipe from the water to a 40-foot cruiser is an extremely difficult one with the relative position of the would-be rescuer and rescuee varying a total of 12 feet in 6 foot waves and with the rescuee being probably pretty well water logged and tired out from his unscheduled dunking.

Protest Committees and Handling of Protests.

In the program for this year's United States National Championship, I wrote an article on the subject of protests which really applies to local races just as much as it does to national championships. A number of people who read the article said that they had had it duplicated and distributed to all members of their fleets as the situation as far as ignoring racing rules was concerned had gotten out of hand in their fleets.

This article really doesn't have a direct bearing on the current subject but indirectly it does, as it may lead to some protests being filed, so I will repeat it here.

Every now and then after a regatta, the regatta committee will congratulate itself because it has had a regatta without protests. If there have been no fouls which should be protested, this is a fine record; but, if there have been fouls which should be protested and if people go home griping about fouls which were committed and not protested, it is certainly nothing to brag about.

There is no sport in which sportsmanship is on as high a level as it is in sailboat racing; but, in my opinion, it is actually poor sportsmanship to not protest a foul which should be protested,

particularly if the person against whom the foul was committed goes around griping that so-and-so fouled him but he didn't protest because it didn't affect his position.

There are some inadvertent and unavoidable fouls which are not a result of taking a chance with the rules in the hope of gaining an advantage and which don't actually affect anyone. These, I think, should not be protested; they also should not be griped about.

If, however, you think that you have been fouled by another boat and the foul is not one of the excusable types just mentioned, the only sportsmanlike thing to do is to protest and get the thing settled.

Fouls generally result from stretching luck too far in order to gain some advantage or in order to not sacrifice a position. A person doing this takes a calculated risk; and if he doesn't make it, it is not fair to others who have been more cautious not to protest.

Fouls sometimes result from people just not knowing the rules—or knowing them wrong! A protest is the only way to convince this type of offender that he should stop doing what he has been doing.

It also happens rather frequently that the person who thinks he was fouled doesn't know the rules himself, and no foul was actually committed. In this case, if the person who thinks he was fouled doesn't protest, but goes around griping that he was fouled, he is not giving the alleged offender his right to trial by jury (the protest committee in this case); he is, in effect, trying his alleged offender in the headlines like some of our senatorial committees used to do.

It isn't necessary to mention that it is extremely poor sportsmanship to go around looking for opportunities to tag someone out, and I feel as though even if it is not required in the rules, it is good sportsmanship to hail another skipper when you have the right-of-way and it looks like you might get tangled up with him. I know I have been saved from trouble on several occasions and have been very grateful to a starboard tacker who showed up in a spot where I was sure no starboard tacker could be and who hailed me before I plowed into him on a port tack.

Small regattas should, and important regattas must, have a protest committee that knows what it is doing. The protest committee like the skippers should not go out of their way to cook up means of disqualifying people, but, on the other hand, they should not shirk their responsibility when a protest is filed and should act promptly and firmly on any protest.

In one National Championship, I saw John Hayward disqualified by the protest committee without a protest being filed for interfering with the rights of a leeward boat on the starting line and not running into the boat to windward of him. In this particular case, what little wind there was was going around in circles and none of the skippers were quite sure who was to windward of whom or how long the situation would stay that way. I have also seen the other extreme where a starboard boat close-hauled actually hit a port tack boat trying to cross in front of him, and the protest committee spent two days trying to talk the starboard tacker out of filing a protest. There is surely some happy medium between these two extremes which shouldn't be too hard to achieve.

(To be continued.)

Midwinter Races at Clearwater

If you plan to sail in the Midwinter Snipe Championship Regatta at Clearwater, don't forget that the event is open only to bona fide Snipe owners with dues paid up in SCIRA. Be sure you have your membership card with you—be prepared!

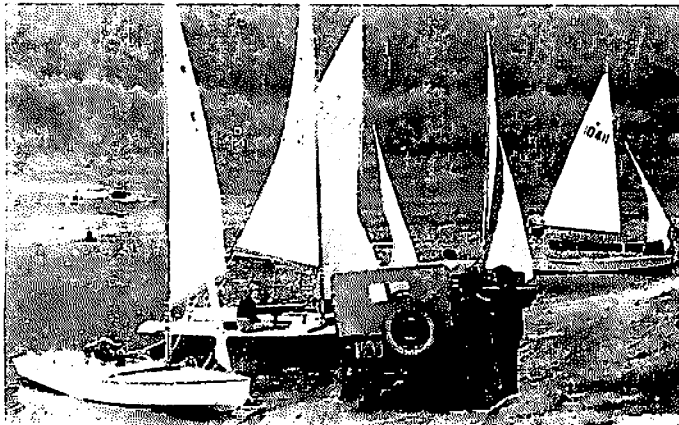
Big Contest Open to All

How would you like to have your dues paid in SCIRA for a whole year for free? Well, that is the first prize! All you have to do is to design a cover for the new 1956 Snipe year book. Printed size is 6 x 4 1/2" and the drawing must be in black and white and submitted by March 15, 1956.

BIBI WINS ANOTHER ONE



Miss Bibi Juetz and her crew, Dora Schneeberger, relax after their victory in the championship races in Brazil.

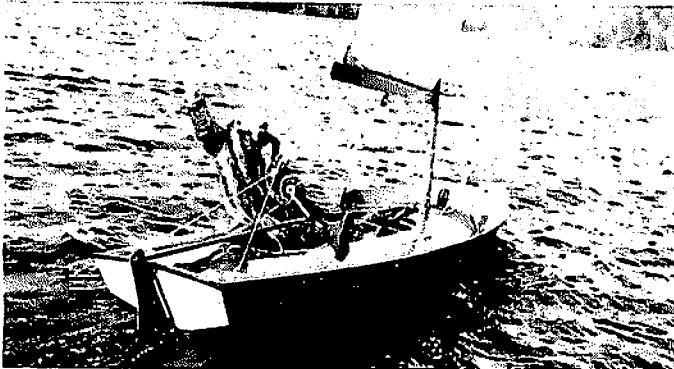


TIME OUT FOR LUNCH. Some of the boats pulled up on a sandy beach between races.

The Sao Paulo (Brazil) Snipe Class Annual Championship was held on Lake Billings the 6th and 13th of November. It turned out to be a really great success and the members of Fleet 311 responded with undivided enthusiasm. Miss Bibi Juetz, in spite of very strong competition, came in as the winner of these races and this for the third time in succession.

Below is a list of the boats as they came in:

No.	NAME.	SKIPPER	PTS.	POS.
10077	BOOGIE II	Bibi Juetz	6400	1
9287	GLOBI	Walter Fischer	6011	2
10411	PINGO VERDE	Roberto Fischer	5853	3
9478	WOOGIE	Osmar Mamini	5778	4
10276	Ha! Ha!	Jose Martinez	5257	5
7359	FLIRT	Otto Fischer	5042	6



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LAKE MEAD - Would like to organize Yacht Club on Boulder Dam. Have 1 or 2 Snipes in the neighborhood. If interested in any way, contact Brick Diels, Box 230, Las Vegas, Nevada.

FOR SALE: REGISTERED SNIPE #8589 built by Emmons. Dry-sailed. Two suits of sails. Refinished hull complete this year. Ready to race. Sails and boat measured. Price \$535.00. Write or phone Lyle Hasty, Eagle Lake, Edwardsburg, Mich.

FOR SALE: DRY-SAILED SNIPE #8049 by Emmons. Two suits of sails, one set new Dacron medium wind. Very good racing record. Hull in excellent condition. Ready to go. Price \$575.00. Write or phone Jerry Hasty, Eagle Lake, Edwardsburg, Michigan.

FOR SALE: DRY-SAILED SNIPE #2727 built by Skaneateles. Plywood deck, mast, Larsen sails—all three years old. New boom. Trailer. Good racing record. ALL FOR \$550.00. Pete Rushworth, 23 Ohio Ave., Lakewood, N. Y. Phone 8-084.

FOR SALE: SNIPE DECALS. Two bright red Snipe insignia 6 1/2" long with number decals, only \$1.00 postpaid. Use them on your car, trailer, boat, etc. STICKS ANYWHERE. Get them from SCIRA, 655 Weber Ave., Akron 3, Ohio.

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 SCIRA 655 WEBER AVE. AKRON 3, OHIO

— Every Sailor Needs It —

SCIENTIFIC SAILBOAT RACING

— by Ted Wells —

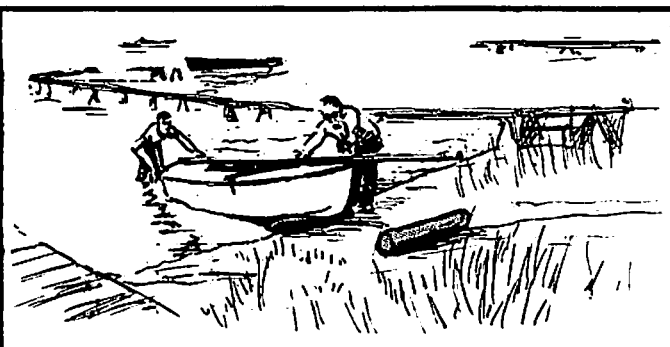
Four dollars from any book store or direct from
DODD, MEAD & CO., 432 Fourth Ave., New York 16, N. Y.

An ad this Size Costs
FIVE BUCKS
 one time only
 SNIPE BULLETIN 655 Weber Ave., Akron 3, Ohio.

For Fine Boat Construction

SPARS ACCESSORIES  REPLACEMENT PARTS

CUSTOM BUILT SNIPEs
from Completed Hull to Completed Craft
 State your needs - write for prices
Hollow Masts - Booms
 Luff-slot entrance ash-reinforced on both
1954 WESTERN HEMISPHERE CHAMPIONSHIP
GERBER SNIPEs TOOK 1st and 2nd PLACE!



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

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

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

MALDON SNIPE FLEET
 362
 MALDON Y.C.

Walter McKinlay writes as follows: "Although there are only seven Snipes listed here, we do have twenty racing craft to make up our fleet. We have had a wonderful racing season here and the influence of Snipe is spreading all the time. We have three members building boats this winter and also more new ones on the way.

I don't know if you have Snipe team racing in the States. Here we have inter-fleet racing with nearby clubs and very good fun it is, too. This past season, our club won three out of four team racing events.

Besides the point score results, I have included a shot of my Snipe "O'Gangaceiro" at the British Nationals this year. You can see how easily the ladies lose their powers of concentration when there is a camera around!

Hearty good wishes to SCIRA from this side of the Atlantic!"

No.	BOAT	SKIPPER	RACES	POINTS.
8309	Pegasus	Reg. Coates	6	1637
8304	Greenshanks	H. Law	5	1524.4
9152	O'Gangaceiro	Walter McKinlay	7	1521.1
9573	Mayflower	John McKinlay	5	1421
8307	Bacchus	Doug. Catt	5	1333
9158	Blew-at-em	Bernard Moore	7	1408.6
9381	Sally Anne	Bob Farran	8	1406.1

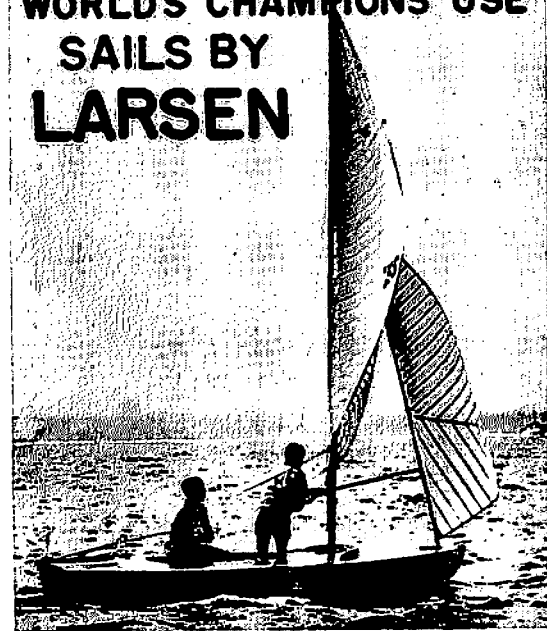


Never mind, Walter! Women in Snipes do the same thing all over the world.



Cross-tacking at the British Nationals.

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



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

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

BIGGER and BETTER in '56

Come to the 19th annual
**INTERNATIONAL MID-WINTER
 SNIPE CHAMPIONSHIP REGATTA**

"Meet all your old friends and enjoy the gentle winds of the Gulf of Mexico."

Write: MARCH 6, 7, 8, 9-1956 ——— FIVE RACES.
 Snipe Fleet Captain, Clearwater Yacht Club, Clearwater, Fla.