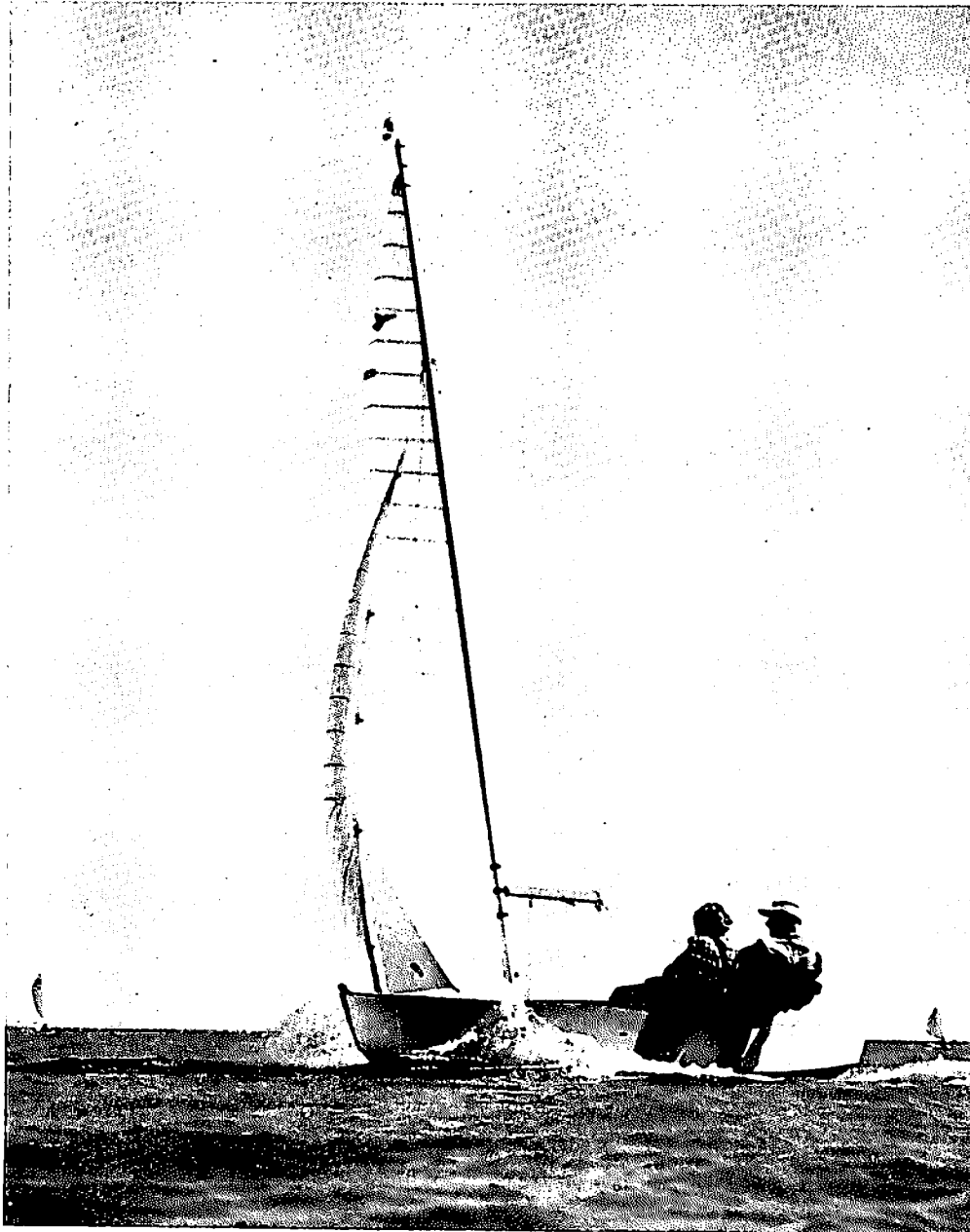


SNIPE BULLETIN

JANUARY · 1954

VOL. 3 NO. 8



"GOSSAMER"
Sailed by Frank and Elzie Penman
in the English Championship 1953.
---Photo by Eileen Ramsey.

SNIFE BULLETIN

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

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



THE COMMODORE SAYS

For some time this year we have been working on a division of the United States into definite Snipe Class sailing districts. The map illustrated shows the results of this work. The object of this project was to facilitate the governing of and the election of officers of each district by giving the districts definite boundary lines. The secretaries and other officers of each district can be elected at district regattas if desired or by mail at another time if this is preferred. It is suggested that officers so elected should hold office for not over two years.

I wish to mention here that Frank Levinson made one of the original recommendations on districts and re-organization and that Larry Wheeler and Dick Dawson of P. L. Y. C. 110 gave considerable help in setting up this project.

The duties of the district officers should be to promote Snipe racing, co-operate with the National Secretary in arranging regatta dates and regatta sanctioning, help form new fleets, see that proper publicity is obtained for regattas held, and see that the rules and restrictions of the class are adhered to.

The answers to the vote requested in the November Bulletin on the "A" and "B" organization plans were unanimous for plan B, but were too meager to be considered a representative feeling of the United States members of the Association. (Plan B was election of a district council for each district and election of member of national board of governors by representatives of each district).

In case the vote on A and B is taken by the Board as representative of the U. S. membership and there are a number who prefer the present status (Plan A) but did not vote, it is recommended that such members write or wire Birney Mills immediately before the meeting on Jan. 22nd.

On the other hand, if Plan B is really preferred, at least one member from each fleet should write or wire the Secretary so that the Board can be more sure of the general feeling on this matter.

It is suggested that these districts be numbered and named as follows. In general, the districts conform to sectional regattas through the years and are now in existence. The numbering order is explained below:

DISTRICT NO.	NAME.
1.	North Atlantic.
5.	North East. SEE MAP ON OPPOSITE PAGE.
3.	North Central
4.	South East (Further divided into 4A North and 4B South).
2.	West Central (Further divided into 2A North and 2B South).
6.	West.

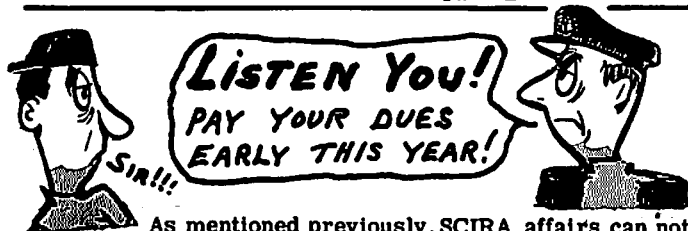
Several have suggested that the National Regatta be rotated regularly between each district and the above numbering is a suggested order of rotation of this regatta with the added suggestions that Districts 2 and 4 be further divided into north and south sections, called respectively 2A, 2B, 4A, and 4B, and that, instead of having the national regattas held in turn in sections 2B and 4B, section 2B continue to hold the Southwestern Regatta and section 4B to hold the Mid-Winter Regatta, so that northern skippers who can not sail at that time of year can give these regattas a little added attendance. The start of the rotation system could be at any district.

The above will be presented to the Board of Governors for their approval at the Annual Meeting Jan. 22, and it is hoped that a number of districts will be represented at this meeting for discussion of these plans.

The Annual Meeting will conclude my term of almost one and one-half years as Commodore of SCIRA. This period was preceded by the sudden death of Owen Duffy, one of the most active and capable Commodores we have ever had. Also, in this period occurred the sudden death of Bill Crosby, the founder and main-spring of the Association from the start. The fact that the organization has continued through these catastrophies as successfully as it did is indicative of its inherent strenght. Of particular note has been the growth and increased activity of the European fleets during the past several years and it is hoped that this will be followed by similar expansion in other parts of the world.

I wish to take this opportunity to thank the District Secretaries and other numerous members for valuable help and co-operation. Regarding next year, I believe we will have officers and board members of outstanding ability and that 1954 will be one of the best years the Snipe Class International Racing Association has ever had.

----Carl Zimmerman.



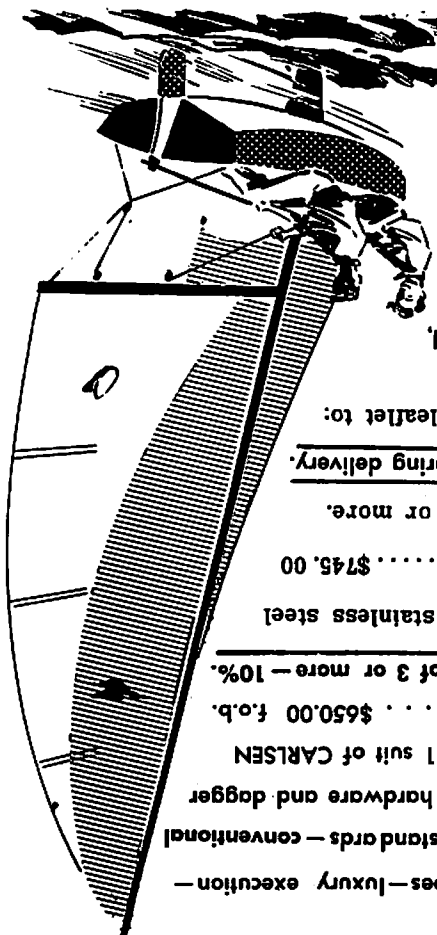
As mentioned previously, SCIRA affairs can not be properly conducted without an increase in revenue. Rather than cut down on very desirable services now rendered, the Board of Governors voted last March to increase dues for 1954 for United States members to \$5.00 per boat, or \$3.00 for the skipper and \$2.00 for one crew. Where there are two or more co-owners, each co-owner shall pay \$3.00. All who pay dues---skippers, co-owners, and crews---will receive the Bulletin. In case the skipper and crew live at the same address, it is suggested that the Bulletin be sent to some one else, preferably prospective Snipe sailors.

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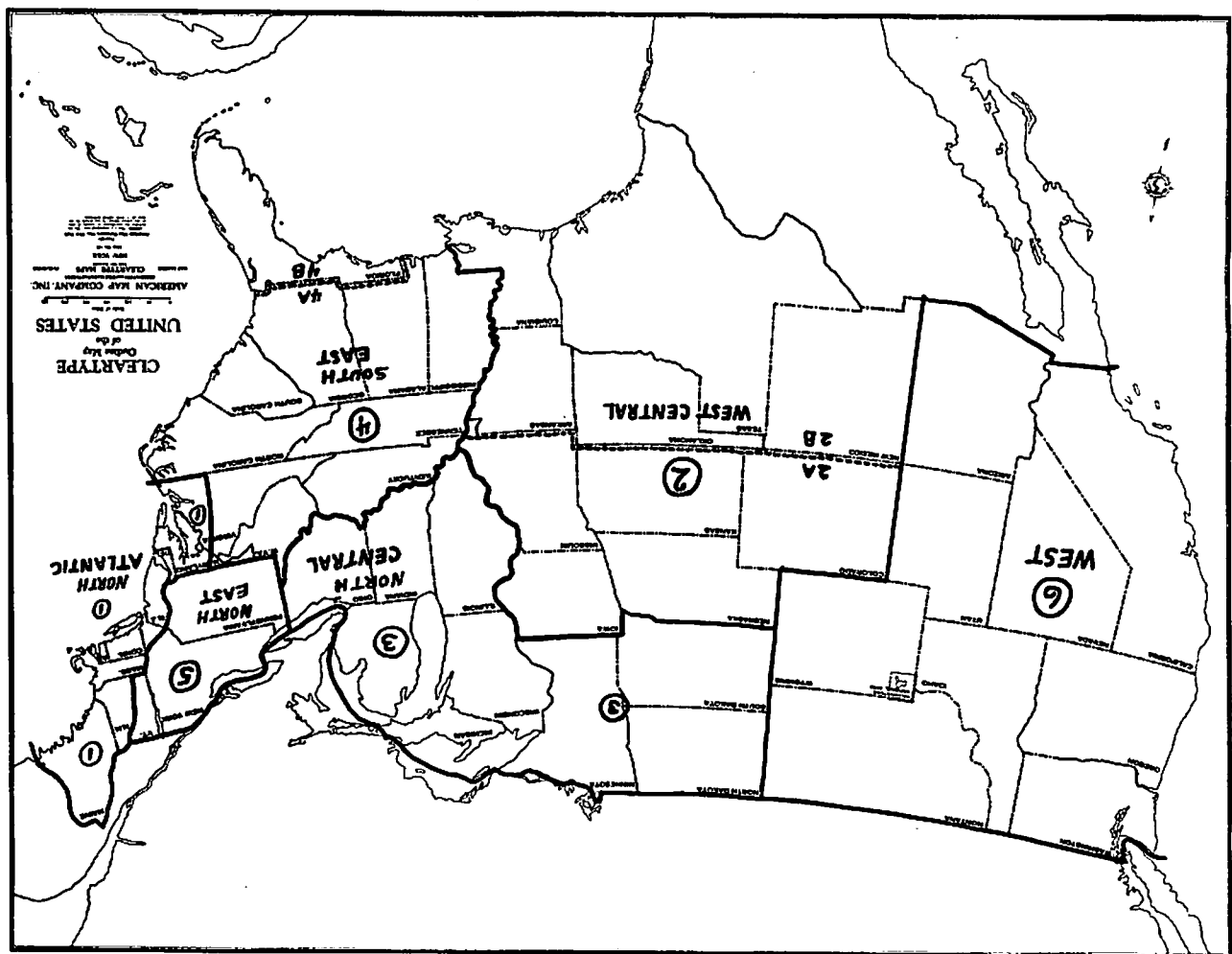
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SNIFE NATIONALS

1953



PER SKJÖNBERG REPORTS FROM NORWAY



Fred Rochat and Per Skjonberg.

It has been a long time since you have been hearing from me, and in the meantime, I have been sailing a lot of Snipe races in Europe--always trying to promote Snipe growing. First, I sailed the Oresund Week as usual in Copenhagen in June, and in the middle of July, the course was drawn to Italy and Switzerland. The boys wanted to send me to Monaco, but unfortunately, work prevented me from going.

I really must tell you about the Swiss spirit in the Snipe class, and especially about Mr. Fred Rochat--Honorary Vice-Commodore like myself. He is a special nice guy, and very popular amongst the youngsters. Splendid arrangements had been made down there for the 50th anniversary regatta on Lake Lemon. The program consisted of 42 Snipes from Italy, France, Belgium, Monaco, Swiss, and myself and crew, Per Dahl, from Norway. We borrowed a good Swiss snipe and on account of our splendid Larsen sails, we succeeded in a very good series 1-2-5-6-6-9, including a singlehanded race in which Dahl and I have one boat each. We broke a mast one day in the Swiss Championship series and a mast raker stay in another, so we finished out 18th.

But what I must tell you about is the hospitality and the sportsmanship among the Swiss snipers, I have to go back to the World Championship at Larchmont in 1949 to find the same spirit. I remember then that Mr. Penman had a very bad pair of sails and that Mr. Hayward got a perfect light wind suit and placed it to Mr. Penman's disposal. As you know, this was a very good gesture to a foreigner who was trying to be world champion. I also got a new mast, new rigging, and new boom, and got a special good service at the Crosier port every time the boat get crazy, and we have nothing to pay for it.

The most interesting part of my staying in Geneva was talking after the races with the young Swiss crews, who are very interested in learning how to sail the snipe at the right angle. After my trip to the U.S. in 1949, I have started all over again in the manner of how to sail a snipe--and with very good results--according to the Wells style. I tried to tell the young snipers all about that and they like to hear about it. Especially

in hard weather is the Wells style good, and, after winning a race with a second class boat, it was interesting to see that our American Larsen sails and Wells trimmed boat were closely inspected.

As you can see from the list enclosed, "Istria" was the winner. Prices were high, but all food and beds were free and, best of all, all parties free. All paid for by the government, I think. All melees were in the open air under a big canvas.

I also sailed in August on Lake Garda in Riva, Italy, where 46 snipes participated. We borrowed a snipe and got 3 and 5 in the first 2 races in a series of three. But we read in the papers the evening of the second race that we were disqualified in the first race for not having rounded a flag on the right side. The circumstances about all that happened was not quite fair to strangers coming all the way down from Norway. In Switzerland, Mr. Rochat took all the snipers out to sea to tell them about the course and rules. They did not do that in Italy and since the program was also only real Italian, we had a little difficulty. But we lived there in a bright hotel without paying anything and we got a boat--so what else could we wish? But next summer I will take my boat with me.

I wish all luck in the world to the Snipe Class. I think it is something that pays to work for. Snipe sailing is the best sport in the world.

Good wishes from Per Skjonberg.

CLASSEMENT GENERAL DES SNIPES

	Semaine 1953	Points
ISTRIA	Porta V. (Gênes)	16
POUSSE MOI PAS	Mlle F. Birkigt (Genève)	18
FURIA	Schiaffino G. (Italie) b. par M. Renevier	28
FOLLICHONNE II	Bestay A. (Nyon)	29
EOLO III	Brambilla L. (Milan)	43
MEPHISTO	Mach B. (Genève)	43
MOBY DICK	Firmenich F.H. (Genève)	70
CALYPSO	Charbonnier E. (Nyon)	76
ARIEL II	Pigoreau C. (Ste Adresse)	81
CHIQUITO II	Poncet J. (Genève)	85
ALIN II	Rochat F. (Genève)	93
CORDON BLEU	Micheli Y. (Genève)	97
MSISSOU	Mlle Dussud (Thonon)	98
FANTASIO	Martin du Pan R. (Genève) b. par M. Chamay	99
QUISAIT	Plojoux L. (Genève)	100
DADY	Duc J.P. (Morges)	101
LE BINIOU	Le Pivert M. (Nice)	106
DAPHNIE	Mlle C. Stern (Genève)	111
OPOIL	Deguel E. (Nice) b. par M. Skjønberg	114
GRIGUA	Cavallo G. (Turin)	119

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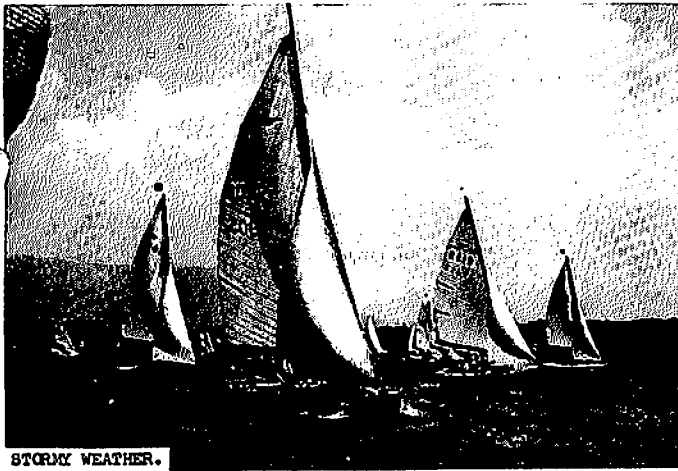
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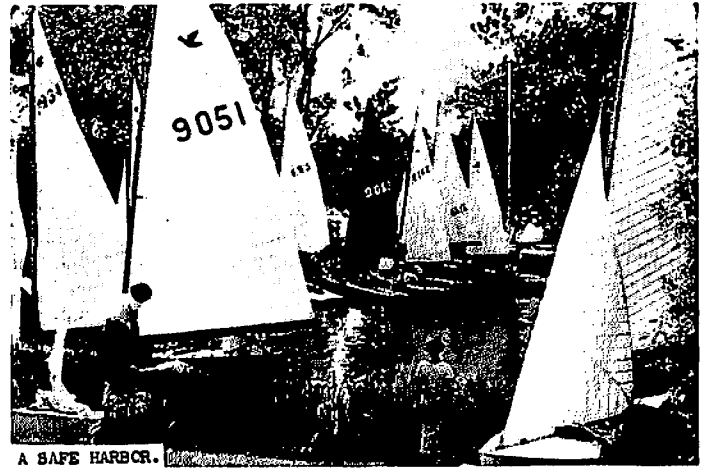
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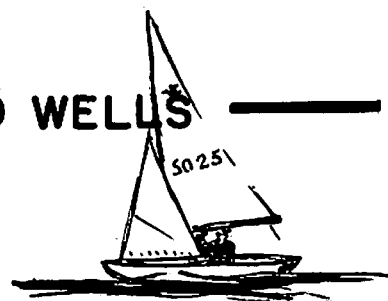
----Jim Orr, Fleet Captain.

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WELLS' WANDERINGS

ON GOING TO WINDWARD.

By TED WELLS



In trying to clean up all the correspondence for the year, I have noticed that a fair percentage of the letters that I receive are from skippers wanting to get to the windward mark sooner than they have been doing. The specific questions are sometimes, "How can I make my boat point higher?", "My boat points high in light wind but won't in a high wind (and vice-versa), what can I do about it?", "In our fleet, boats made by X point higher than boats made by Y, what can I do about it?", and from another part of the country, "In our fleet, boats made by Y point higher than boats made by X, what can I do about it?" This article will polish off my EUROPEAN WANDERINGS and start on the answers to the above questions.

Bill Crosby used to tell me when I was wondering what to write about in this column that a magazine writer or editor had to remember that there was always a large collection of new readers and that many of the old readers had probably forgotten what you had written several years before. Judging from the number of letters that I get on the subject of going to windward, he must have been right one way or another. I hope so, because there are certainly no new or startling revelations about to be disclosed here, and this will be old stuff to a lot of people.

While going to windward may seem to be a very untimely subject for an article appearing in January, some of the progress toward getting to the windward mark sooner can be made in the wintertime, although most of it will have to wait until next spring. If you can answer yes to all of the following eight questions, save these articles to read next spring; if not, get busy now!

1. Is your mast far enough forward and your centerboard far enough back so that you have practically no weather helm? and is your rigging slack enough?
2. Are your jib fairleads properly located?
3. Do you have cleats for both the jib and mainsheets?
4. Are your centerboard and rudder sharp? is the slot in the keel where the centerboard passes through it fitted closely to the board? and is the bottom smooth?
5. Do you have a mainsheet traveler which will permit you to strap down the main without pulling the boom in too far?
6. Do you have hiking straps for both the skipper and the crew? a tiller which is long enough to permit you to sit fairly well forward but not so long that it gets in your way when coming about? and do you have a tiller extension?
7. Is your boat fairly close to minimum weight?
8. Do you have good sails?

If the answer to any of the above is no, the remedy is fairly obvious. Getting to the windward mark first depends primarily on the skipper, but there is no point in handicapping yourself!

Dr. Frank Penman, the SCIRA secretary for Great Britain and Ireland, invited us to spend a week-end at Hyde and to sail in his club regatta celebrating the close of the season. They have a nice looking collection of Snipes there and also Firefly and Swordfish fleets. There are several Snipes there with identical hulls built by Frank's brother, Guthrie, and it was very interesting racing in two different boats, one of which

was very definitely handicapped. Frank regularly wins the fleet championship with another brother, Clark, generally pushing him in another boat built by Guthrie. The first season they had their new boats, Clark sailed with tight rigging and Frank with slack rigging, and Frank won consistently and without much trouble. The next season, Clark adopted slack rigging and Frank had a lot more competition on his hands.

In the snipe race at the club regatta, Clark's boat had been put away for the winter, so he sailed another boat built by Guthrie, on which, of course, the hull was identical, but the boat had not been raced during the season and the bottom had never been scrubbed. In this race, I sailed Frank's boat with Frank crewing for me, and fortunately for the honor of United States, we won by a large margin with Clark fairly well back.

In a free-for-all race later on, Frank sailed his own boat with his wife, Elzie, crewing for him, beating all of the Snipes by a large margin and doing a fine job of showing up the Fireflies and Swordfish (or is it Swordfishes?), which should be a lot faster than a Snipe, but AREN'T. I sailed the boat that Clark had sailed in the Snipe race, with Clark crewing for me. In this race, it was soon obvious that I couldn't beat Frank with this boat in the condition it was in unless he fell overboard or I had a lot of luck, so I took some long chances which did not pay off and Clark and I came in third in the Snipes.

Later we had a team race in which Clark took Frank's boat and was captain of one team, Frank being relegated to the shore. I was captain of the other team with Elzie Penman crewing for me in the same Snipe that I had used in the free-for-all race. This race naturally developed into a battle between the two team captains, and the combination of Elzie's expert crewing (which enabled us to tack faster and better than Clark could) plus Clark's getting in the wrong place at the right time on several occasions, enabled us to beat Clark even though he had Frank's boat, but it was an awful struggle.

The moral of the above story is simply this—it is hard enough to get to the windward mark first anyway, so why handicap yourself? I wasn't going to mention the singlehanded Snipe race which Frank won by a big margin, but since I brought up the subject of handicaps, my alibi is established and I will admit that I took fourth place. I was doing fairly well in second place until the last leeward mark when the pivot board on the Snipe I was sailing (the same one which hadn't been raced) decided not to come down. The proverbial paperhanger had nothing on me when it came to rounding the mark and trying to go to windward in a boat with no place to jam the mainsheet and nothing to tie the tiller to, with an obstinate pivot board.

RACE DATES TO COME.

- Feb. 7 --- Tampa Yacht Club.
- 14 --- Orlando Yacht Club.
- 21 --- West Palm Beach Propeller & Sail Club.
- 28 --- Biscayne Bay YC at Miami.
- Mar. 6-7 - Florida State Championship at Miami YC.
- 8-12 - Mid-Winter Regatta at Clearwater.
- 20 --- Manatee River, Bradenton.

All these regattas are within easy trailing distance with free storage and electric hoist available at Miami. The Florida State Championship—both Junior and Senior—is open to all states. This schedule makes an attractive build-up for the Clearwater Mid-Winter. More on that event next month.

LEVINSON WINS UPPER GREAT LAKES INDIVIDUAL CHAMPIONSHIP

PL.Y.C. #110 Takes Dunphy Team Race at Lake Wawasee

Lake Wawasee, Indiana, was host for the 14th annual Upper Great Lakes Championships, held on July 17, 18, and 19th. At stake were the Chalmers Burns Trophy, emblematic of the Upper Great Lakes individual championship and the Dunphy Trophy for the team championship from this district. Twenty-nine snipes from 10 different clubs were entered for these events.

Winner of the Chalmers Burns trophy and individual champion was Frank Levinson of Wawasee; second was Dick Tillman of Wawasee; third Bob Pfaff of Eagle Lake; fourth Carl Zimmerman of Portage Lakes, Ohio, Commodore of SCIRA, and fifth Harry Levinson of Wawasee.

The Burns series started with a heavy wind race, a light wind race, and then a little drifting was added. Race one was the breeze with Dick Tillman in the lead at the start and never threatened at any time. Frank Levinson finally pulled away from Tom Wurster to finish second with Wurster 3rd and Carl Zimmerman 4th. Race 2 was started in a dying wind and John Call, Jr., sniffed wind on a desperation tack which proved right and sailed away never to be caught. Second again was Frank Levinson with Bob Pfaff 3rd; Dick Tillman 4th; and Tom Wurster 5th. The third and final race was strictly between Frank Levinson and Dick Tillman for the title, for no other boat was near them on point totals. This race started on a beat, but half way to the first mark, it turned to a close reach and Levinson sailed thru the lee of six boats to round the first mark in the number one spot and he was never headed after that, Harry Levinson tacked in-shore on the 2nd leg to pick up a fresh breeze and finished 2nd; Bob Pfaff 3rd when an excellent start finally paid off; John Call jumped into 4th after a bad start; Dick Tillman dropped to a heartbreaking 8th, getting caught in a jam of boats.

Thirteen teams entered the Dunphy races, which is sailed by 2-boat teams. Diamond Lake, Michigan, the largest snipe racing fleet in the country with 40 registered snipes, entered 4 teams; Wawasee had three teams; while there was one team each from Portage Lakes (Ohio), Gull, Corey, Eagle, Indian (all of Michigan), and Peoria Lake, Illinois.

Carl Zimmerman and Larry Wheeler from Portage Lake, Akron, Ohio, proved to be the best team and beat the defending champions from Corey Lake.

The Wawasee team of Frank and Harry Levinson came in 2nd, while John Call and Dick Tillman of Wawasee copped a 3rd. Team racing is growing every season and while most boats are trying to cover their rivals, it is extremely interesting to watch from the spectator point of view and try to figure out the final scores.

Lake Wawasee has been designated by Bill Crosby, the designer of Snipe Class, as the perfect Snipe lake and conditions were ideal for the regatta, the only hazard being power boats with skiers attached to them. This regatta will be held in 1954 on Gull Lake, Michigan, which is another ideal sailing lake for small boats. --Frank Levinson.

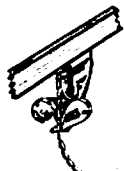
DUNPHY TEAM RACE.

Place	Club.	Skippers.
1	PortageLYC.	C. Zimmerman and L. Wheeler
2	WawaseeYC	F. and H. Levinson
3	WawaseeYC	D. Tillman and J. Call, Jr.
4	CoreyLYC	R. Smith and R. Cleland
5	IllinoisVYC	T. Head and C. Slauson
6	DiamondLYC	H. Tucker and B. Leonard
7	DiamondLYC	B. Rowe and N. Yarger
8	EagleLYC	R. Pfaff and M. Lundt
9	DiamondLYC	T. Wurster and J. Hoehn
10	GullLYC	B. Ticker and A. Zimm
11	IndianLYC	F. Weissert and L. Green
12	DiamondLYC	R. Francis and L. Clevering
13	WawaseeYC	B. Kosnick and J. Berkey.

CHALMER BURNS TROPHY RACE.

BOAT.	SKIPPER	CLUB	RACES	POS.
9898	F. Levinson	WawaseeYC.	2 2	1 1
8652	D. Tillman	WawaseeYC	1 4	6 2
6266	R. Pfaff	Eagle Lake	13 3	3 3
6775	C. Zimmerman	PortageLYC	4 6	9 4
6774	H. Levinson	Wawasee	7 11	2 5
9362	J. Call, Jr.	Wawasee	19 1	4 6
7131	T. Wurster	DiamondLYC	3 5	20 7
6447	A. Zimm	Gull Lake	6 18	5 8
8644	L. Wheeler	PortageLYC	15 8	7 9
8043	H. Tucker	DiamondLYC	11 10	11 10
8592	J. Hoehn	DiamondLYC	9 7	26 11
9371	F. Weissert	Indian Lake	5 21	16 12
9090	R. Smith	Corey Lake	8 13	21 13
4230	H. Johnson	PortageLYC	14 17	10 14
8076	T. Head	IllinoisVYC	16 9	18 15
3994	R. Frahm	Grand Rapids	17 14	23 16
4828	E. Grier	IllinoisVYC	24 20	6 17
9184	M. Lundt	Eagle Lake	25 12	13 18
7999	B. Leonard	DiamondLYC	18 15	15 18
9240	B. Rowe	DiamondLYC	10 16	27 20
8050	N. Yarger	DiamondLYC	21 19	17 21
9361	C. Slauson	IllinoisV	12 23	25 22
6450	J. Keyser	Gull Lake	dnf 28	14 23
4227	W. Ash	Indian LYC	20 27	22 24
9012	R. Cleland	CoreyLYC	dnf 22	19 25
9297	B. Ticker	Gull Lake	27 24	23 26
6027	R. Francis	DiamondLYC	22 25	29 27
8591	L. Clevering	DiamondLYC	26 29	28 28
8364	L. Green	IndianLYC	23 26	dns 29

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ATTENTION - all fleet captains!

Many fleets have had their annual dinners and championship awards with the accompanying election of officers for 1954. Some have published results promptly, but others have neglected to send in the new line-up. These men have most important jobs and the success of the entire Snipe fleet depends on their organizational abilities. Close contact with the National Office is most important.

We entreat you to send us this pertinent information about your fleet activities promptly, if only so we can get it included in the new 1954 year and rule book which will go to press in a very few weeks. Your Captain can make or break your fleet, so when you elect one, be sure he knows what it is all about--and then tell us about it!

HIGH POINT SCORES.

The National and International High Point Trophies have been raced for every year since 1932. The standings for 1953 are coming in rapidly and the first returns are published below. Additions will be made monthly until April 1st, 1954.

Below is the top of the National high point score list as of December 15, 1953. Barbara Wood of Birch Lake Yacht Club, Michigan, who finished 15th last year with 1678. 2, picked up a few points this last summer to land into first place. But more sheets are coming in every day and positions are bound to change. Ask your Fleet Captain if he has sent yours in

Boat	NAME	CLUB.	RACES.	POINTS.
9168	Barbara Wood, Birch Lake YC, Mich.		13	1711.7
5894	Robert Dimond, Lake Parsippany, N.J.		19	1687.6
9512	Winston Ely, Green Lake Sail Club		9	1681.2
8300	I. Y. Halsey, Three Mile Harbor, N.Y.		12	1674.2
3518	Bob Huggins, Winchester Boat Club.		15	1673.7
5933	Eddie Williams, Missouri Yacht C.		11	1668.2
8760	Frank Apgar, Jr. Lake Parsippany YC.		14	1667.5
8570	Harold Griffiths, Chautauqua Lake		15	1667
3994	Robert Frahm, Grand Rapids YC.		30	1657.4
6715	John Nagle, Grand Rapids YC.		30	1654.3
3929	John Welshofer, Chautauqua Lake		12	1641.8
9500	Al Kroeger, Newport YC. N.Y.		23	1639
7896	Raymond Tyler, Bantam Lake, Conn.		10	1636.4
4140	Jim Newman, Winchester Boat Club		18	1630.8
7873	Victor Larsen, Chautauqua Lake		13	1624.3
2020	Frank W. Halsey, Three Mile Harbor		12	1616.3
8428	John P. Bright, Birch Lake YC, Mich.		10	1614.5
9298	Frank Levinson, Wawasee YC, Ind.		7	1614.1
2595	William Berg, Hewlett Point YC. N.Y.		6	1609.3
9425	Stanton Davis, Grand Rapids YC.		27	1601.4
6008	Herb Johnson, Newport YC.		19	1600
9123	Fred Pember, Atlanta YC., Ga.		15	1599.6
8868	Ralph Alexander, Newport YC.		9	1597
3345	John Ebbert, Glen Lake YC., Mich.		11	1596.4
6776	Jack Schwindler, Missouri YC.		13	1593.6
7183	Edward Kohout, Lake Parsippany		14	1591.4
7197	William E. Hardy, Atlanta YC.		11	1588
8998	Carl Toth, Paradise Point YC.,		5	1587.2
7877	Jul Kroeger, Newport YC. N.Y.		16	1584
8752	H. Amundsen, Three Mile Harbor		11	1582.4
7908	Dwight Westholt, Missouri YC.		10	1576.2
1301	James Finch, Hewlett Point YC.		7	1569.3
9511	Leon Irish, Green Lake Sail Club		9	1568.5
9310	Jackson G. Cummings, Paradise Pt. SC.		5	1563.4

Here are the top skippers in the high point score race for the International Trophy. This list will be enlarged in February and final results will be consolidated. **URUGUAY, AT PRESENT, LEADS THE WORLD!**

BOAT.	NAME.	COUNTRY.	RACES.	POINTS.
7094	Ugo Cantisani	Uruguay	14	1723. 2
9168	Barbara Wood	United States	13	1711. 7
7953	Jose Bruschy	Portugal	10	1676. 3
8682	Clio Guimaraes	Brazil	14	1667. 4

SCIRA DINNER JAN. 22nd.
NEW YORK YACHT CLUB