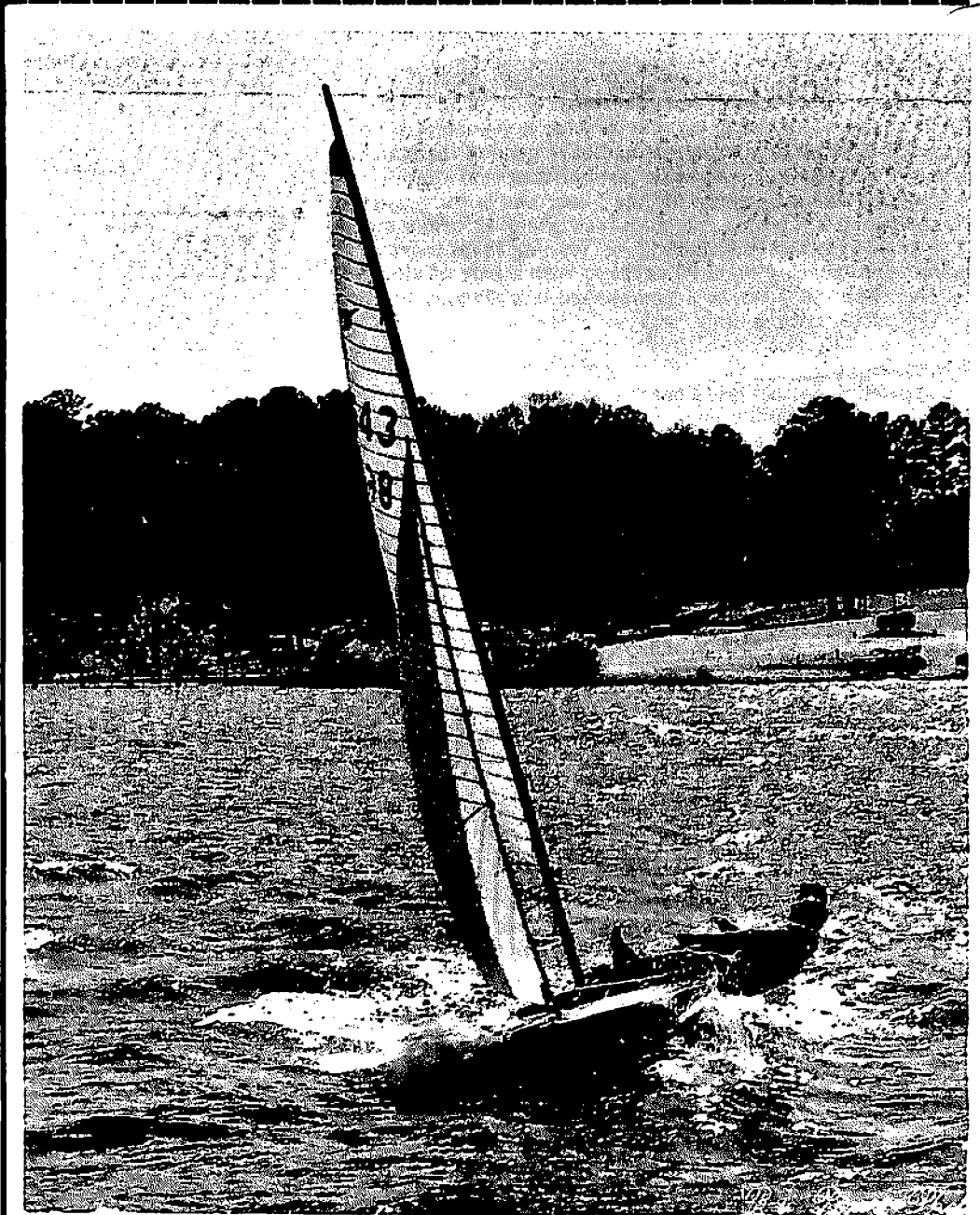


JOHN D. ROSE

# SNIPE BULLETIN

JULY, 1952

VOL. 2 NO. 2

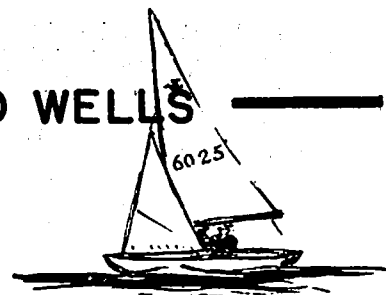


Wet going on Cross Lake, Shreveport, Louisiana.  
Hollis Metcalf, skipper, and Bob Lawton, crew.

PHOTO BY REX PERRY

# WELLS' WANDERINGS

By TED WELLS



## Signals Over • • •

In the Introduction to Scientific Sailboat Racing I established the fact that I reserve the right to change my mind as the opinions presented in the book were good only for the moment. Here are a couple of these changes:

I formerly used ball and sleeve swaged fittings on my stays. These worked very satisfactorily for a number of years but in the last race in the Nationals at Long Beach in 1950 one of the fittings pulled off. I have since talked to various alleged cable experts - some of whom say you should never try a ball fitting on 1 x 19 wire, some say that they are all right if a fine thread is cut inside of the fitting before it is swaged on, and others say that they are perfectly all right and mine should not have pulled off.

However, since I have seen two of these pull off in relatively light winds after being satisfactory for a period of several years, I have become skeptical and have gone to the standard swaged fitting. For use with these fittings, a simple light and cheap universal joint for the lower end of the stays can be provided by taking two stainless steel or brass straps 1/2-inch wide and .050 inch thick, placing them together in a vise and twisting them 90 degrees with a pair of vise grip pliers. This twist can be accomplished in a distance of about 1-1/4 inches between pin centers.

My other change is that I no longer use Marine enamel. A small boat generally gets banged up enough during a season of racing and regatta going so that it is repainted every year anyway. Under these circumstances it is not necessary to use Marine enamel with its slow drying characteristics. I have used enamel which is made specifically for bill boards and I have also used automobile enamel, both of which seem to stand up satisfactorily and dry and harden up much faster than Marine enamel, particularly in the spring when the weather is wet.

## Wet and Dry Boats • • •

Many people have asked what the advantages are in sailing dry boats versus wet boats, meaning in this case boats which are kept out of the water all of the time except racing, as against those which are kept in the water all of the time. There are a great many advantages to be gained in pulling a boat out of the water between races; however, it is my opinion that these advantages are entirely confined to reducing the amount of upkeep on the boat. If a boat is properly built and properly finished, I don't think there is any disadvantage to leaving it in the water providing of course, that the bottom is scrubbed frequently enough to keep it clean and smooth.

If a boat has loose seams and a poor coat of paint, and leaks badly, the above statement is not correct as a boat of this type will pick up a lot of weight when it is left in the water. However, if the boat has glued seams which are absolutely tight and has a good paint job and doesn't leak, it will pick up very little weight as a result of being in the water. I don't know the exact amount from repeated weighing of a boat; however, from a theoretical standpoint it can be proven that it is only in the vicinity of from 5 to 8 pounds on a Snipe. Sometime I am going to work up the ambition to weigh my boat every month or so to see how much it picks up. Until that time I don't suppose I can prove my point to everyone's satisfaction, but that's my story anyway.

## Rules Committee Decision • • •

All Fleet Captains, District Secretaries, National Secretaries and professional builders of Snipes have recently been notified of a Rules Committee decision adding additional dimensions to the Measurement Data Sheet in order to hold the stem shape closer to the dimensions which are shown in the official plans of the Snipe.

All new boats must be checked to these dimensions which will insure that all Snipes will have a bow shape with a maximum tolerance of 1/2 inch from the dimensions shown in the plane. New Measurement Data Sheets will be available shortly.

## THE COMMODORE SAYS

Perfect execution of the supposedly simple maneuver of coming about in a Snipe will gain enough for you in almost any competition to win plenty of Snipe races.

For a number of years I wondered why it was in almost every important regatta, somewhere in one of the races I lost the tiller while coming about usually ending up in that horrible, helpless situation where the boat moves stern first in stays as all of the rest of the fleet sails by.

One day, not long ago, I happened to notice that Don Cochran of Clearwater, when going about, as he put the tiller down, he turned around, back to bow facing the stern of the boat, as he crossed over from side to side. In doing this he went about without once letting go of the tiller and also ended up on the other side of the boat with the tiller in the proper hand. Not long afterwards, I observed that Ted Wells also turns around back to bow, facing the stern of the boat, handling the tiller in the same way as Don Cochran.

I tried out this method as against the always-face-the-bow-method, and immediately found it simplified greatly the handling of the tiller. It seemed to be much easier to turn this way. Now the only trouble is that through habit I come about half the time by the old method, and the rest a la the Cochran-Wells method. This brings us to the two points of this brief article:

1. Practice is a great help, but find out before you practice a certain maneuver exactly how it should be performed. This will keep you from having to learn all over again later on.
2. There is a great need for someone to correctly analyze coming about and describe every movement made by both skipper and crew. The description is needed for light, medium and heavy air. If others are like myself, not one maneuver in a dozen is executed in anything like a flawless manner.

Let's suggest that Ted Wells give us the needed dope in his column, down to the really fine points. Many of us have seen the unbelievable precision with which the Good News II goes about. Ted's analysis will satisfy me and I'm sure it will be of great help to most of you.

Owen E. Duffy, Commodore SCIRA

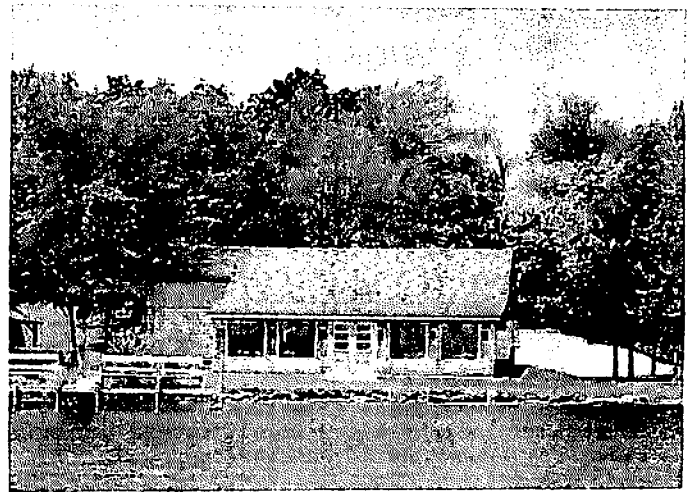
JULY, 1952

## National and Junior Champs

Snipe National Championships are scheduled Aug. 9th through 15th at Green Lake, Wisconsin, and to be sponsored by Green Lake Yacht Club. Headquarters will be located at Norton Bros. Marine Dining Room. Courses will be sailed nearby and spectators will be taken care of on sight-seeing boats. Green Lake is said to be around 70 feet deep and no weeds are expected. The lake is 8 miles long and 3 miles in width giving ample room for all courses. Prevailing wind is SW and velocities up to 25 mph. are to be expected. Boats will be launched from trailers on especially built ramps. A tractor will be used for hauling out after the races.

Prior to the start of the regatta as well as all during the races, a registration desk will be located at Norton's. Skippers and crews should register on arrival. A program will be given each. This will contain information on housing, eating places, etc. The Housing Committee will have a record of rooms in the area that are available. Skippers must make their housing needs known before arrival.

Entertainment will consist of a fish fry and a pram race. On most nights an orchestra will play at Tuscumbia Golf Club for dining and dancing. Final banquet and presentation of prizes will take place at Ripon College, Aug. 15th. All contestants and officials are cordially invited. A dance will follow at the Bel-Air Club.



This is Norton's Marine Dining Room which has been designated as headquarters at Green Lake for the National and Junior Championships.

In addition to the perpetual trophies, suitable permanent trophies will be presented to the first ten places in the Heinzerling Trophy series and to the first five places in the Wells and Valspar (Jr)

Continued on page 5.

Winners at the Privateer's Southern Championship regatta. L. to r. Billy Roberts; Guy Roberts; Frank Levinson; Comm. Duffy; Harold Gilreath and the Club's Commodore Frances Osborn. Below, a scene at the dock. The regatta was plagued with extremely light airs.



## SOUTHERN SNIPE CHAMPIONSHIPS

By Harold Gilreath

The first annual Southern Snipe Championship was held by the Privateer Yacht Club, Chattanooga, Tenn on May 17 and 18th. Twenty-two Snipes were on deck for the affair which was won by SCIRA Commodore O. E. Duffy of the sponsoring club. He had three 2nds to get enough points to cop the cup.

The first race was sailed in an extremely light southerly with nineteen Snipes starting. Duffy, Gilreath and Cliff McKey jumped the starting gun and were recalled. Young Billy Roberts, capitalizing on this, promptly took the lead. Ray Boswell moved up to second place and Harold Gilreath third. Approaching the windward mark, these leaders got headed and John Wesley and Duffy quickly took advantage of it to move up to one-two positions at the mark. Wesley had a substantial lead while Duffy was being pressed by Gilreath. This order was maintained for the remainder of the race. The course was shortened to one lap because of failing wind.

The second race was a triangle, two laps wind S and again very light. Duffy and Gilreath forged to the front early in the race and ran away from the rest of the fleet. Duffy lead for the first lap but was overhauled at the start of the second windward

leg by Gilreath. Both boats remained about 10 feet apart throughout the mile and a half leg and even though they tacked frequently it wasn't until they were close to the mark that Gilreath gained the advantage and rounded the mark first. He finally won by about four boat lengths, Duffy being a threat up to the finish line. Frank Levinson, Wawasse, was in third spot.

The last race was a two lapper, triangle, with the wind still the same. Strangely enough the expected battle between Gilreath and Duffy never materialized. Immediately after the start, Duffy took full advantage of a wind shift while Gilreath went off to leeward badly headed by the light air. Comm. Duffy looked like an easy winner until a group of Snipes in shore, led by Billy Roberts, roared into the lead on a freshening breeze. Billy Roberts lead at the windward mark, followed by Dixie Roberts and then Guy Roberts (no relation). McKay, Duffy, Levinson and Gilreath followed in that order. On the second windward leg, Dixie Roberts took the lead and Duffy moved up into second spot. Billy dropped to 3rd. This order was maintained to the finish.

The Summary is on page 8

## Wells Wins Hayward Trophy

Twenty-three Snipes took part in the Grand Lake Regatta, sponsored by Sequoyah Yacht Club of Tulsa Oklahoma, on May 24th and 25th. The first race was on the afternoon of the 24th over a quadrilateral course, five and a half miles in length. Breeze was southwest from 5 to 10 miles an hour. Ted Wells of Wichita, Kansas, was the winner with John Hayward of Tulsa ten seconds behind him. John W. Rix was in third; Dwight Westholt, Kansas City, fourth; H.C. Jerome, Tulsa, was fifth and Eddie Williams of Kansas City, sixth.

Second race was held in a fifteen mile wind out of the northwest, two laps around a five and a half mile triangle. Grand Lake is so big that it is possible to lay out a ten mile triangle but owing to tornado warnings it was decided not to have boats spread out too much. Wells won the second race and



Here are the crowned heads (winners to you) at the Grand Lake Regatta. John Hayward presenting the Hayward Trophy to Ted Wells. On the left is N.D. Showalter, Wells' crew and on the right Otto Weismeyer, Hayward's crew.

Don MacIvor of Wichita was second. Westholt was 3rd Dave North of Tulsa fourth and Hayward was 5th. But one second separated the first and second boat and during the entire race they were never over 100 ft apart. The final score of the first seven boats is listed herewith:

T.A. Wells, Wichita, Kansas	3200
J.T. Hayward, Tulsa, Okla.	2817
Dwight Westholt, Kansas City	2813
Don MacIvor, Tulsa, Okla.	2610
John W. Rix, Tulsa, Okla.	2533
H.C. Jerome, Tulsa, Okla.	2531
Eddie Williams, Kansas City	2381

On both days the weather was perfect and could not have been better. On Saturday night a fish fry was held on the shores of the lake under almost ideal sunset conditions.

John T. Hayward.

## Metcalf Victor at Galveston

The Fifth Annual Galveston Snipe Regatta was run off on May 3rd and 4th on Offat's Bayou. It was sponsored by the Galveston Boat Club Snipe Fleet.

Hollis Metcalf with Bob Lawton as crew (cover photo) were the winners with two thirds and a first. Wind was extremely light for all three races with a windward-leeward for the first event followed by two triangular courses. Eddie Williams of Kansas City won the first race, coming up from fourth to win. Willie Rotzler was second and Metcalf, third. The second race was won by Harold Martin of Dallas with Eddie in second spot and Metcalf again third. The final race had a shortened course because the wind virtually disappeared altogether. Williams required a first place to win the series which is his position right up to the last leg of the race. The wind failed him altogether then and Metcalf, with local knowledge in his favor, picked up a thermal current near shore and sailed through half of the fleet to come in first. Williams finished in sixth place but got third overall points.

The scores are as follows;

Hollis Metcalf, Galveston	3	3	1	1st.
Harold Martin, Dallas	5	1	2	2nd

Eddie Williams, Kansas City	1	2	6	3rd
W. Rotzler, S. Antonio	2	6	3	4th
L. Reed, Houston	4	4	5	5th
L. Adelman, San Antonio	8	8	4	6th
R. Hagan, S. Antonio	7	5	8	7th
Joe Becker, Dallas	6	7	7	8th
R. Gregory-Allen, Dallas	11	9	9	9th
Bill McManus, Galveston	9	11	11dnf	10th
J. Aldis, Houston	10	10	11dnf	11th

By Lloyd C. Roosevelt

## L.I. Sound Team Trophy Changed

Some revision has recently been made in the deed of gift of the Long Island Sound Team Trophy. This was put up originally by Commodore Gallaher of the Norwalk Yacht Club but was won three times and put out of competition by Sea Cliff Yacht Club. Later this Club drew up a new deed of gift and the prize went back into competition again. It has been raced for continuously since 1935. It is probably top in Snipe racing so far as cost and looks. It is a gold scale model Snipe (complete) with sterling silver sails and rigging, mounted on a rosewood block. It was rumored at the time that it has cost more than \$600 - and that was on 1935.

The deed of gift originally required competing boats to come from Fleets on L.I. Sound. Now this is modified to take in all Fleets on the Sound or within 50 miles of Long Island Sound. This opens it up to Fleets on the lakes in Connecticut, the south shore of Long Island and all of the eastern end of the Sound, Rhode Island, etc. It would not take in Lake Mohawk or other Jersey fleets.

The race this year is at Cedar Point Yacht Club Westport, Conn., August 30-31st.

## PLEASE READ THIS

You can save a great deal of extra work at headquarters and also for yourself, if you will kindly send in the proper amounts when paying dues, etc.

Numbers are issued only on payment of \$2.00.

Annual dues are \$3.00. These are payable by the owners of measured boats only. Others will not be accepted.

Where a boat changes hands the new owner is required to pay a \$2.00 transfer fee whether boat has a measurement certificate or not. New owner is supposed to get old owners rule book, measurement certificate and membership card. He sends the card to headquarters and gets a new one free made out with his name on it.

PLEASE do not overpay, PLEASE do not underpay.

## Be Sure to Look at LOOK

If you would see some swell Snipe photos get a copy of "LOOK" magazine now on the newsstands. The date on the cover is July 1st but it came out the 17th of June. The photos were taken last August at the Nationals on Barnegat Bay. There are four pages of excellent pictures with a lot of familiar faces. Don't miss getting a copy right now as they won't last long.

## TOTAL NUMBERED SNIPE 9189

		COMING R	
Jul. 4-6	MISSOURI VALLEY Invitational Regatta Lake Manawa, Iowa. Floyd Hughes, 344 Konmore Ave., Council Bluffs, Iowa.	Jul. 30-Aug 3	SWEDISH M... singford, S... NORTH ATLANT... Eastchester 109 Sherman
July 4-6	REIZHAUPT AND BRIDY Trophies. Newport Y.C., Newport, N.Y.	Aug. 2-3	PACIFIC COAS... Coast Corin... MICHIANA Ch... Edwardsburg, U.S. NATIONA... WI... JUN... Green Lake, EUROPEAN Ch... 20th. UPPER GREAT... wasee, Indi...
July 19-20	MIDDLE ATLANTIC Championship. Potomac River Fleet. J.A. Rosborough, 2604 North George Mason Drive, Arlington, Va.	Aug. 2-3	
July 19-20	ROCKY MTH Championship, Denver, Colo. Samuel P. Card, 5330 Lakeshore Drive, Littleton, Colo.	Aug. 2-3	
July 26-27	WEDD AND HAYER Trophies. Olcott Y.C. Olcott, N.Y.	Aug. 11-15	
July 26-27	L.I. SOUND INDIVIDUAL Championship. Cedar Point Y.C. Westport, Conn.	Aug. 9-10	
July 26-27	INVITATIONAL Regatta, Diamond Lake, Mich. James F. Wolf, 414 So. 5th St., Elkhart, Indiana or Diamond Lake Y.C., Cassopolis, Mich.	Aug. 13-15	
Jul. 28-Aug 2	CANADIAN NATIONAL Championships. Ar...	Aug. 22-24	

## Reaching Poles Now Legal

Snipe Association rules state that NAYRU rules must apply in all cases where SCIRA rules don't cover a given point. As a result the reaching pole protest recently was upheld as it was not covered in SCIRA rules. Now SCIRA Rules Committee has voted in such a rule permitting use of reaching poles which will make the use of such poles legal from now on. Thus, regardless of what NAYRU or IYRU rules state, Snipers may use reaching poles without further protests. Actually, there is still very much of a question as to whether or not such poles are worth carrying on a Snipe.

## National and Junior Champs

Continued from page 3.

Trophy series. Winning crews will also get prizes.

Measuring and weighing racks will be at Nortons and all measuring will take place as soon as possible after arrival to avoid last minute jams. Juniors will not be measured after Aug. 8th and none of the Seniors will be measured after Aug. 9th.

By auto with a Snipe on a trailer Chicago and Milwaukee may be avoided by coming in from either west or east to Bloomington, Ill.; then taking 51 straight north to Columbus, Wis., thence to Waupun Wisconsin and thence to Green Lake. Green Lake is almost directly west of Fon du Lac and east of La Cross, Wis. It is about 65 or 70 miles north-west of Milwaukee.

Chief tourist camp is 5 minutes drive from headquarters and is called Dartford Motor Court. There will be about 20 skippers and crews here. Nortons (headquarters) is a half mile SW of the village of Green Lake on Highway 23.

Entry blanks and other data have been sent to all Fleets. Entries cannot exceed one for each 5 active boats in a fleet, i.e. measured and paid up for this year in SCIRA. Entry blanks must be made out in duplicate, one going to National Regatta Committee Green Lake Yacht Club, Green Lake, Mich., and a copy to W.F. Crosby, 522 Stellar Ave., Pelham, 65, N.Y. All must be approved by your Fleet Captain in writing. Skippers must have taken part in at least 5 point score races for the current season.

In the Junior Championships neither the skipper or the crew can yet have reached their 18th birthdays. A borrowed boat may be used but skippers must use their own sails and with the proper numbers on them. Each skipper must have a SCIRA membership for this season, (expires March 31st 1953.) All Snipes in the Nationals must be measured and weighed and all sails must be measured and stamped as okay. The regular fleet measurement is not sufficient and it must be done before the first race as already outlined.

## International Snipe Races at Monaco

A Tournoi International des Snipes was sponsored by the Monaco Snipe Fleet, No. 352 and Prince Rainier III of Monaco on Easter Week-end, 1952.

Twenty-one boats of the class, many of them new were sailed by skippers from France, Spain, Monaco, Italy and Portugal. Some of the races were a bit on

## RACE DATES

Canada, U.S., Canada.		Garver Road, Indianapolis, Ind.
YACHTAL Championships, Hal-	Aug 23-24	N.Y. STATE THREE BOAT TEAM Championships
den.		Oak Orchard Y.C., Oak Orchard, N.Y.
COAST Championships.		
ay Fleet, Ray Kaufman,	Aug. 24	HARRISON TROPHY, Long Distance Race.
Ave., New York, 34, N.Y.		Milford Y.C., Milford, Conn.
T Championships, South	Aug. 30-31	LONG ISLAND SOUND TEAM Championships
Man Y.C., Santa Monica, Cal.		Cedar Point Y.C., Westport, Conn.
snipships, Eagle Lake Y.C.,	Aug. 30-Sep. 1	SOUTHWESTERN Championship, Dallas,
Rich.		S.C., Dallas, Texas.
Championships, Green Lake,	Sep. 6-7	NEW JERSEY STATE Championships.
D. K. Green Lake Y.C.,		Beachwood Y.C. E.D. Gaunt, Beachwood,
Via.		N.J.
TONS, Green Lake Y.C.,	Sep. 13-14	LAKE LOTOWANA Trophy, Missouri Y.C.,
Via.		Lee's Summit, Mo. Bill Vicker, 3411
snipships, Copenhagen Don-		Gilman Road, Kansas City, Mo.
na.	Nov. 25-28	WESTERN HEADWINDERS Championships, Clear-
LAKES Championship, Lake Wa-		water Y.C. Cliff McKay, Clearwater Y.C.
na. Frank Levinson, 5919		Clearwater, Florida, U.S.A.

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## 1952 Snipe Nationals Committee

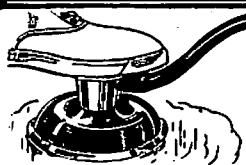
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Green Lake, Wis.

Elmer D. Morse, Chairman

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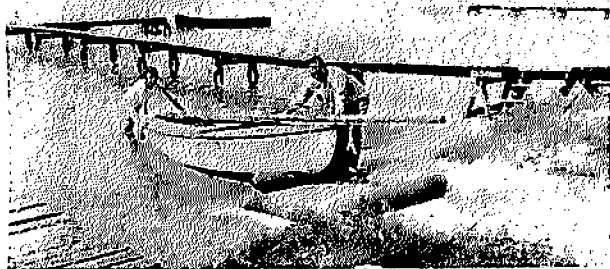
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the rugged side but the regatta was a big success and it is planned to hold it annually.

First race was held inside the harbor with the French boat a winner. Heavy seas outside made any attempts to race there impossible. The French boat Moowa was subsequently disqualified because of not being able to meet certain measurements. Dr. Martin duPan of Switzerland, well known to Snipers in USA got tangled up gybing around a mark, touched it and dropped out of the race which ruined his chances of placing well in the series.

The second race took place Easter Sunday morning and was held in the open sea. Fresh winds with big seas caused the Portuguese entry, Marinho to capsize and dismasted the French boat Donval. In all only nine boats crossed the finish line which was won by Istria, the Italian Champion.

The third race was held inside the harbor again because of stiff breezes outside. Andarinah Do Mar of Portugal finished first. The fourth and fifth of the series were held Monday outside the harbor and Fantasio sailed by Martin du Pan won by a very slight margin. Eleven boats crossed the finish line in less than 50 seconds. The fifth race was won by San Pol sailed by the Spanish champion Santiago Amat.

Over all first place went to Chirita, Spain, sailed by J.M. Rieusset. He placed well up in all the races but never did take a first place. The second place went to Portugal's Andarinah Do Mar in San Pol.

The winning boat received the City of Monaco Trophy and Spain was awarded the Prince of Monaco trophy for having the highest total number of points for three boats.

## 1951 POINT SCORES

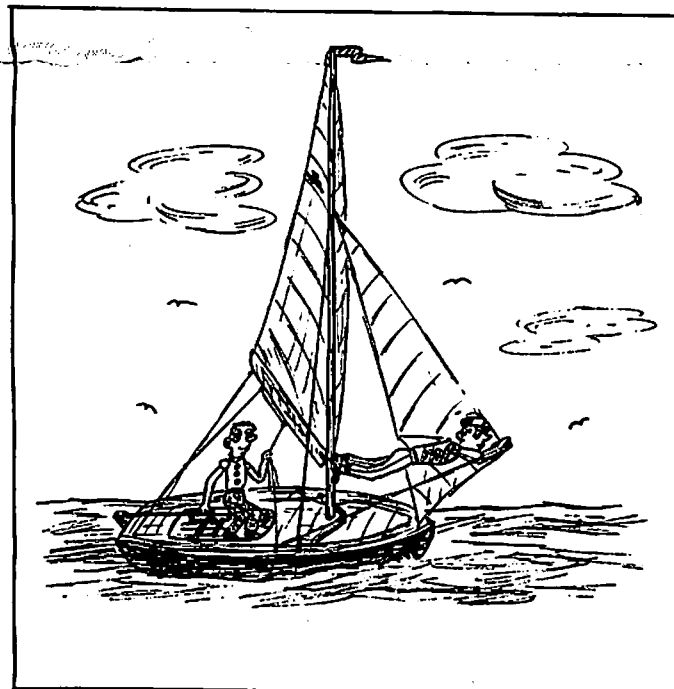
This list is continued from last month

4497 R. Pounds, Privateer, Tenn.	5	1405.2
8078 R. Chatfield, Quassapaug, Conn.	14	1403
6447 Arden Zinn, Gull L., Mich.	19	1400
5895 David Bieri, Gull L., Mich.	7	1399
5952 Luiz A. Ramos, Brazil	7	1399
3778 Lee Mulhall, Sequoyah, Okla.	10	1397.6
5705 Tom Wynn, Dallas, Texas	10	1397
8096 D. Brothersoh, Diamond L., Mich.	14	1394
6625 Dave Goodson, Atlanta, Ga.	6	1393.8
4561 A. Lowenthal, Newport, N.Y.	11	1393.7
6483 Donald Graham, Winchester, Mass.	12	1392
3161 M. H. Diels, Sequoyah, Okla.	12	1388
8460 W. H. Whyman, Pt. Jefferson, NY	11	1387
5988 Joe Goetz, L. Lotawana, Mo.	12	1386
8677 Anthony Lamport, Cedar Pt., Conn.	15	1385.9
7357 Alfred Cerveney, Brazil	8	1385
2826 Walt. Weber, L. Lotawana, Mo.	10	1384
8568 R. Alexander, Newport, N.Y.	13	1382
8794 Arthur Hellman, Mentor H., Ohio	8	1381
7123 Harry Budd, Crystal L., Ill.	15	1377
5208 Oscar A. S. da Costa, Brazil	5	1376.4
5111 Al Fields, Newport, N. Y.	15	1376
5896 Peter Newell, L. Merritt, Calif.	5	1376
7923 Camp Eberhart, Corey L., Mich.	5	1374
7421 Wm. Barker, Potomac R., Wash, DC	10	1369
7097 Djalma Gusmao, Brazil	6	1368
3862 Clint Huguley, Atlanta, Ga.	7	1368.8
3993 George Christman, Sea Cliff, N.Y.	17	1366.1
7353 Loti Sommer, Sao Paulo, Brazil	9	1363
6938 Bob Wilbur, Clearwater, Fla.	5	1362
3880 David Mauerman, Portage L., Mich.	16	1360.8
7136 Kent Brown, L. Worth, Texas	5	1360.6
7800 Bill Fisher, City Island, N.Y.	5	1360.6
4388 Irene Durks, Beachwood, N.J.	6	1356.3
4712 Frank Kelso, Galveston, Texas	6	1356
5465 Dawson Blamire, Winchester, Mass.	23	1352
2057 O. Galbraith, Jr., Crystal L. Ill.	15	1351
7404 W.H. Hawkins, Medway, England	9	1350
4849 Madigan & Johncox, Newport, N.Y.	27	1349
7417 George Burns, Es. Santo, Brazil	5	1347
3771 Tom Shreve, L. Worth, Texas	5	1346.4
6743 Romula Finamore, Brazil	5	1346.4
8589 Lyle Hasty, Eagle L. Mich.	11	1346.2
2237 Griff Knorr, Money Island, N. J.	5	1346
8792 Jack Wolcott, L. Lotawana, Mo.	6	1344
4278 John Welshofer, Chautauqua, N.Y.	15	1343
2854 Robert Hill, Wolf, L., Mich.	14	1341

JULY, 1952



2500	B. M. Metcalfe, Medway, England	6	1336.3
7900	Bill Ticknor, Gull L., Mich.	19	1336.1
3929	Richard McEvoy, Chautauqua, N.Y.	11	1335
7367	John C. Felz, Gull L., Mich.	5	1335
7401	Mrs. Howie, Medway, England	9	1334.8
7098	Julio Rique, Paraiba, Brazil	6	1334
3188	Susan Davison, Pt. Jefferson, NY	6	1333
7350	Gertraud Klemm, Sao Paulo, Brazil	6	1333
6676	Robert Bean, Quassapaug, Conn.	5	1332
4440	C. & T. Meyer, Mentor Harb., Ohio	8	1331.8
4430	S. Chester & D. Williams, Priv., Tenn.	15	1331.2
5677	Roy German, Quassapaug, Conn.	7	1326
7868	Jan J. Arps, Sequoyah, Okla.	9	1325
6480	John Woody, Privateer, Tenn.	8	1322.8
6968	Nacido-Avelar, Por ugul	5	1322
8049	Jim Considine, Eagle L., Mich.	11	1319
8668	Dr. Milo Lundt, Eagle L., Mich.	11	1317.5
6998	Jim McCaffery, Diamond L., Mich.	13	1317.2
4132	Ray Herrmann, Sea Cliff, N.Y.	16	1316
7999	Bud Leonard, Diamond L., Mich.	18	1315
2529	Wm. Kelly, Newport, N.Y.	22	1313
3545	Rosalie Livelli, Beachwood, NJ	5	1308.4
2205	George Holton, Wolf. L., Mich.	13	1308
4005	Gail Davies, Mentor H., Ohio	7	1307



Poor Joe, he lost his whisker pole  
Drawn by Joeseph Paradine, 8996.

3556	Bud Cherry, Pine Beach, N.J.	7	1306
202	John McDonald, Quassapaug, Conn.	11	1305.3
6782	Belfield Carter, Privateer, Tenn.	6	1305.3
6666	Dick Virgil, Diamond L., Mich.	18	1303
8660	Burton L. Snow, Crystal L., Ill.	13	1303
5256	Michael Ryland, Cedar Pt., Conn.	13	1302
6969	Apostolo-Matinko, Portugal	5	1300
6168	Warren Rutter, Wolf L., Mich.	8	1297
5527	Mary Kough, Chautauqua L., N.Y.	8	1294
6989	Bernard Rowe, Diamond L., N.Y.	16	1293
7946	I. W. Jones, Iowa-Nebraska	11	1292.3
7116	Jim Wolf, Diamond L., Mich.	18	1292
1348	Dorothy Hayes, Pine Beach, N.J.	5	1291
7189	Jerry Finney, Portage L., Mich.	17	1286.9
8043	Herb Tucker, Diamond L., Mich.	18	1286.2
6985	Dick Cannon, Gull L., Mich.	8	1280
7081	Frank Schultz, Crystal L., Ill.	14	1279
1605	Morley Ayerst, 3 Mile Harb., NY	5	1275
7100	G. Leite & L.R. Coutinho, Brazil	7	1266.6
5221	John Mace, Pine Beach, N. J.	7	1266
2617	Ed Vaughan, Portage L., Mich.	17	1265
4794	Peggy Osborn, Privateer, Tenn.	13	1263
5897	Vanildo Antunes, Pernambuco, Braz.	5	1261
3198	P. S. Woodhouse, Medway, England	9	1257
7399	G. Archer, Medway, England	8	1256.3
6792	Durgute-Pereira, Portugal	5	1256
5122	Nancy Ford, Cedar Pt., Conn.	14	1251
6127	E. & H. Eddy, Lake Merritt, Calif.	5	1246

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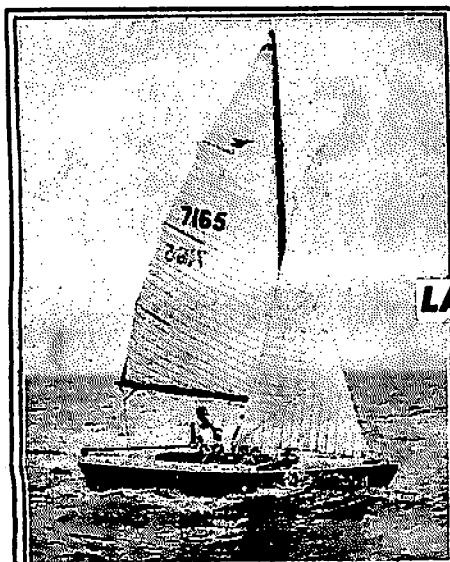
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**=SNIPIES=**

**EMMONS Brewerton, N. Y.**

## SNIPES BULLETIN

Snipe Bulletin is produced and edited monthly by William F. Crosby. Address all correspondence to Snipe Class International Racing Ass'n 522 Stellar Ave., Pelham, 65, N.Y., U.S.A.

### Subscription

Owners of measured and paid up Snipes receive Snipe Bulletin as part of the membership.

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6698	Soureiro-Franco, Portugal	5	1238
7131	Tom Wurster, Diamond L., Mich.	16	1236.6
1204	Lanier Bedinger, L. Merritt, Cal.	5	1236.4
7872	Don Hazelwood, Eagle L., Mich.	11	1227
4554	R. Peters, Newport, N. Y.	20	1218
7395	G. Letchford, Medway, England	8	1214
4824	Roberto J.P.Q. Alves, Brazil	7	1205
6001	Gary Rutledge, Eagle L., Mich.	6	1200
2748	Al Cadiz, Sea Cliff, N. Y.	12	1187
3968	Gimny Andrews, Portage L., Mich.	22	1186
4915	Charles Vann, Privateer, Tenn.	12	1183.8
5870	Sinclair Oswald, Portage L., Mich.	10	1183.7
8573	Calvin Torrence, Chautauqua, N.Y.	11	1172
6793	Grialdes-Carmo, Portugal	5	1160
6448	Howard Jackson, Gull L., Mich.	8	1154
8571	Ann Russell, Chautauqua, N.Y.	14	1148
4571	Larry Ryan, Newport, N.Y.	5	1145
8193	John Almlof, Portage L., Mich.	15	1144
3418	Chaves Walling, Winchester, Mass.	8	1138
2616	Mickey Shaw, Portage L., Mich.	11	1137
5526	Randall Nord, Chautauqua, N.Y.	5	1128
4240	Dieter-Riher, Newport, N.Y.	8	1114
6970	Bastos-Soares, Portugal	5	1114
6930	J. Kiasinger, Eagle L., Mich.	6	1095
8793	Dr. E. Koehler, Eagle L., Mich.	9	1094
8587	Jean Woolverton, Diamond L., Mich.	14	1093
5244	P. & B. Clawson, Chautauqua, N.Y.	7	1078
8581	Mort Ziker, Diamond L., Mich.	17	1072
8574	Phillip Yates, Chautauqua, N.Y.	8	1060
8592	Jim Hoehn, Diamond L., Mich.	18	1049
4767	Bill Borough, Diamond L., Mich.	10	1040
6715	Harold Slutsky, Diamond L., Mich.	14	1014
8585	Ginger Scheuhemann, Diamond L.	14	990
6167	Tom Lowe, Diamond L., Mich.	18	971
8050	Yarger & Hafner, Diamond L., Mich.	17	953
6937	Helen Loetz, Diamond L., Mich.	9	934
8582	Marilyn Lieberman, Diamond L. Mich.	10	888
8588	John Sundberg, Diamond L., Mich.	16	873
7382	Dick Robertson, Diamond L., Mich.	7	868
8041	Bert Mack, Diamond L., Mich.	11	822
8591	Dwyane Clevering, Diamond L.,	16	772
7902	Ed Ellsasser, Diamond L., Mich.	15	731
8584	Butch Siekman, Diamond L., Mich.	14	672
4711	Roberta Fink, Diamond L., Mich.	14	661
8362	Charles King, Diamond L., Mich.	15	603
6990	Noel Yarger, Diamond L., Mich.	18	593
8593	Norris Emmons, Diamond L., Mich.	7	486
7880	Jack Hurwich, Diamond L., Mich.	8	430
3937	Terry Beyer, Diamond L., Mich.	6	361

### Southern Championship, from page 3

Owen Duffy, Chattanooga	2	2	2	1st
Harold Gilreath, Chattanooga	3	1	7	2nd
Billy Roberts, Chattanooga	4	4	3	3rd
Frank Levinson, L. Wavasee, Ind	7	3	6	4th
Guy Roberts, Clearwater, Fla	6	6	4	5th
Bill Hardy, Atlanta, Ga.	5	7	8	6th
Dixie Roberts, Chattanooga	11	9	1	7th
Cliff McKay, Clearwater	10	8	5	8th
John Wesley, Chattanooga	1	10	13	9th
Bud Taulman, Atlanta	9	12	9	10th
Ray Boswell, Chattanooga	8	5	15	11th
Dan Williams, Chattanooga	12	11	14	12th
Brainard Cooper, Chattanooga	13	13	11	13th
Sam Chester, Chattanooga	14	14	12	14th
Sam Norwood, Atlanta	16	15	15	15th
Bill Layson, Chattanooga	15	17	17	16th
Dave Goodson, Atlanta	17	16	16	17th
Rosser Shelton, Atlanta	18	18	18	18th
Frances Osborn, Chattanooga	19	19	20	19th
Belfield Carter, Chattanooga	dns	dns	10	20th
Charles Scott, Chattanooga	dns	dns	19	21st
Wilbur Creighton, Nashville	dns	dns	dns	---

The columns indicate individual races and the right hand column the final standing.

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