

SNIPES BULLETIN

JUNE, 1953

VOL. 3 NO. 1



Snipes racing on
Chickamauga Lake
Chattanooga, Tennessee
Both are from Privateer Y.C.

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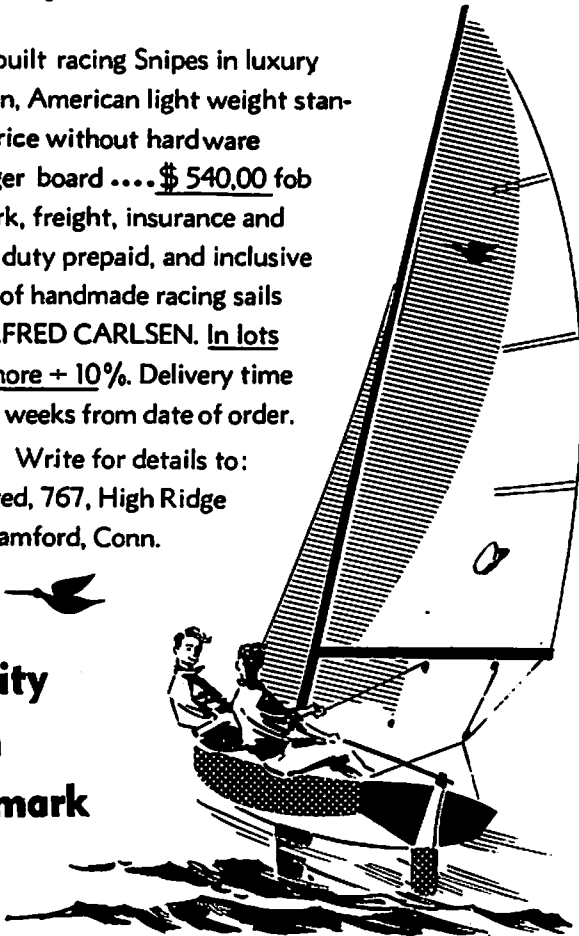
Danish built racing Snipes in luxury execution, American light weight standards. Price without hardware and dagger board \$ 540.00 fob New York, freight, insurance and customs duty prepaid, and inclusive of 1 suit of handmade racing sails from ALFRED CARLSEN. In lots of 3 or more + 10%. Delivery time within 8 weeks from date of order.

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Snips from the SNIPE'S Bill



There is a constant demand for Snipe kits and semi-completed Snipes and for your information, all of the Snipe builders who advertise in this Bulletin can supply either parts, kits, or semi-finished boats. We recommend the semi-completed boat as being the simplest and best for most amateur builders because most of the work is done and all you have to do is put on the deck, rig it, and finish it to suit. Instead of writing to SCIRA headquarters, we suggest that you write to the advertisers.

A British edition of Ted Wells book, "Scientific Sailboat Racing," has recently been published and will be available through bookstores in Europe to Snipers who find difficulty in paying in American dollars. The new book contains many footnotes explaining the American terms that are used. Ted Wells' book is also being published in serial form in "Les Cahiers du Yachting," which is published, in France.

The 1953 Snipe Rule Book has already been sent to Snipe owners who have paid their current dues. We would suggest that you read over your copy in order to be informed on the workings of the Association and the Class. For non-Snipe owners, the price of the book is \$2.00.

Lake Merritt Snipe Fleet #92, have elected Hugh Snook, skipper of "Melody," No. 544, Fleet Captain for the ensuing year, and Vic Weinman, Chairman of a Measuring Committee. To date, the fleet has had four point score races, with George Reiner's "Rogue," No. 6454, high point boat scoring 1561.5. Jules Voerge, participating in three races, has a score of 1533 pts. Hugh Snook is next with 1522 pts. Shirley Howland, who was the 1951 El Toro champion in the Small Boat Racing Association of Northern California, has purchased Gene Patrick's "Savage," No. 6975, sailed four races and scored 1485.5. Shirley's crew is Karen Warfield, who is preparing to crew for her brother, Jimmy, when the Snipe he is building is ready to race, which will be about June 15. Jim's Snipe is No. 9369 and is to be named "Flamingo." Walt Kenyon's "Shady"

- continued on Page 4

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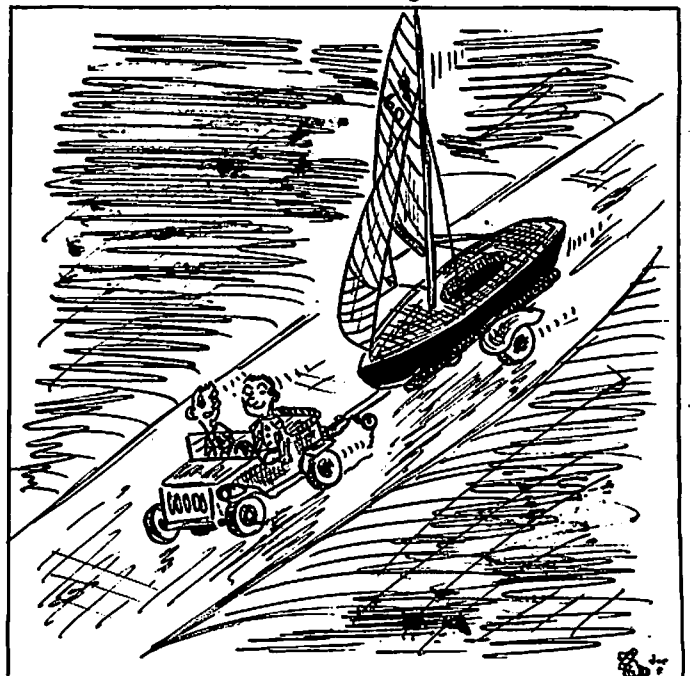


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Drawn by Joe Paradine

SNIPE BULLETIN

NATIONAL REGATTA TO BE IN OKLAHOMA

Due to "low water" on Eagle Mountain Lake at Fort Worth, the U. S. National Championships and the Junior Championship regattas have been transferred to Lake Murray which is a few miles outside of Ardmore, Oklahoma. The site has been examined by Ted Wells and John Hayward and pronounced fit except for an improvement in the launching facilities. There are camping grounds around the lake and Lake Murray Lodge, Ardmore, Oklahoma, will be headquarters. You will have to make your own reservations there. Write to the manager and don't wait until the last minute or you'll be camping out under the stars.

The dates for the U. S. National Championships are August 3,4,5,6,7. Entries will close July 29 and if your entry blank is not postmarked on or before July 29, better not send it in as it will not be accepted. DON'T WAIT UNTIL THE LAST MINUTE.

Your entry blanks will be sent out to all Fleet Captains for both Junior and U. S. Nationals. You must make out two entry blanks. One will go to Ted Wells, 5 Linwood Blvd., Wichita 15, Kansas and the other will go to W.F. Crosby, 522 Stellar Ave., Pelham 65, N. Y. You MUST send in both. With the one that goes to Pelham, you MUST enclose an entry fee of \$25.00 or entrance will not be accepted. This should be made out to Snipe Class International Association. All of the money paid in for entry fees will be turned over to the winner to pay his expenses to the World's Championships to be held in Monaco.

In addition, your boat and sails must be remeasured and reweighed before you leave your home fleet. The new measurement data sheet must accompany the entrance blank you send to Pelham. This is a new (to you) rule this year but it was used in all the National Championships before World War II. While you're at it, read also the deed of gift for the Heinzerling Trophy, on page 62 of the 1953 Snipe rule book. That will explain everything and you'd better be sure. Last year two

boats were disqualified at Green Lake so this year don't take any chances on measurement, weight, or the rules.

The Junior Championships for the new Commodore Owen E. Duffy Memorial Trophy will be sailed at the same place on August 1 and 2. You and your crew must not have reached your eighteenth birthdays to qualify. Read the deed of gift in your rule book on page 70 of the 1953 book. Note, new rule this year. You must have taken part in at least 5 point score races with your own home fleet during the 1953 season. A separate entry blank must be made out for this race and your Fleet Captain will have them. No entrance fee is to be paid. Any number of junior skippers may enter from any fleet. You must own and regularly race your Snipe in fleet races. You can't be someone's crew in point score races and then skipper the boat in the Juniors. Your entry in the Junior Championships must be postmarked on or before July 29 in order to be accepted. Entries postmarked after the 29th will not be accepted. You have to make out two, one to Mr. Wells and one to Mr. Crosby as already given for the Nationals.

Each year there are always a number of last minute boys who apparently didn't know anything about either the Nationals or Juniors until the races are about to start. Then they rush around frantically to get measured, pay dues, get in entries and so on. Don't say we didn't warn you because if you are not in good standing with a 1953 membership card (yellow) and if you don't comply with the simple rules as laid down here, you have only yourself to blame. If others can do it, there is no reason why you can't - so get busy now. Make your reservations at the lodge and then go back and read this all over again so you are sure.

LAST HALF OF POINT SCORES FOR 1952-53

Here are the rest of the point scores for which space was not available last month. The point scores are still arriving, however, and it is quite possible that we may have to publish, in later editions, the various fleet scores that have not appeared here. Closing date was April 15, but despite plenty of warning on this a great many scores came in later on. However, these have not affected the leading boats. Point scores must be made out on sheets supplied by the Association, free to every fleet. No other sheets or listings can be used.

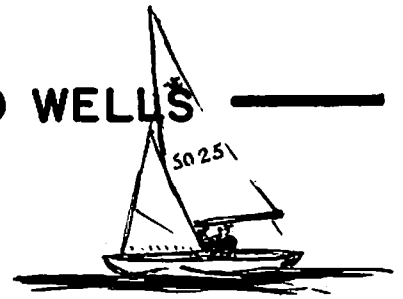
3258 Muriel Vadersen, Beachwood Y.C.	5	1389.8
2980 W. Standish, Oak Orchard	12	1388.5
2575 J. F. Halsey, Three Mile Harbor	7	1387.7
6001 Gary Rutledge, Eagle Lake Y.C.	8	1387.7
3244 Charles G. Swan, Lake Worth S.C.	9	1386.6
6930 J. Armstrong, Corey Lake	8	1386.4
8568 Dr. Ralph Alexander, Newport Y.C.	12	1385.3
1560 Sarah Aument, Grand Rapids Y.C.	11	1384.8
4558 Everett Durkin, Newport Y.C.	12	1379.9
9031 W. Kuehnlng, Portage Lakes Y.C.	14	1379
3107 Carl Barbato, Parsippany Y.C.	7	1379
7905 Tom House, Glen Lake Y.C.	9	1378
9278 Dr. Oliver S. Moore, Three Mile Har.	7	1377
7800 Joe Lea, Eastchester Bay	5	1375.6
9019 Bob McClung, Iowa-Nebraska	18	1372.6
3929 John Welshofer, Chautauqua Lake	10	1368.5
4344 W. Born & K. Adams, Sequoyah	11	1368.2
8039 Cap Rhonemus, Portage Lakes	12	1368
7132 Glenn Martin, Clearwater Y.C.	7	1367.4
2727 Peter Rushworth, Chautauqua Lake	14	1366.9
5122 Nancy Ford, Cedar Point Y.C.	18	1366.8
6298 John Douglas, Iowa-Nebraska	15	1366.6
9148 Raul Festary, Santiago de Cuba	7	1366.6
8052 Robert Anderson, Winchester B.C.	11	1365.4

4895 Page & Tom Anderson, Indian Lake	9	1363
7900 Bill Ticknor, Gull Lake	10	1361.3
7123 Harry Budd, Crystal Lake Y.C.	15	1361.2
3778 Lee Mulhall, Sequoyah Y.C.	5	1361
950 Dick Elley, Money Island	5	1360.6
3697 Lester Harbin, Lake Worth S.C.	5	1360.6
4561 Art Lowenthal, Newport Y.C.	7	1360
5705 Roy Beach, Dallas, Texas	6	1357
3877 James Newman, Winchester B.C.	10	1355.2
8589 Lyle Hasty, Eagle Lake Y.C.	10	1354.1
7904 Leslie Knight, Glen Lake Y.C.	11	1351.6
7999 Bud Leonard, Diamond Lake	16	1351.5
8004 Cervantes Arjona, C. Neptuno, Uruguay	5	1351.4
7878 B. Mills, Portage Lakes Y.C.	17	1351
5526 Randall Nord, Chautauqua Lake Y.C.	10	1349.1
1872 Jom Jobson, Beachwood Y.C.	5	1346.6
4432 Abner Towers, Atlanta Y.C.	7	1346.4
3161 M. H. Diels, Sequoyah Y.C.	5	1346
3993 George Christman, Sea Cliff	19	1343.3
7920 Camp Eberhart, Corey Lake	10	1341.9
4430 Sam Chester, Privateer	6	1341.6
7443 Sainburg & Bowles, Quassapaug	11	1341
7940 Travis & Carver, Green Lake	14	1339.5
9184 Dr. M. O. Lundt, Eagle Lake Y.C.	8	1337.6
7377 Barbara Singer, Eagle Lake Y.C.	9	1333.2
8699 Thomas O Markey, Hewlett Point Y.C.	5	1332.6
7400 W.G.S. Hodshon, Medway, England	6	1328.8
3880 David Maurman, Portage Lake Y.C.	16	1327.6
7122 R. Worland, Crystal Lake Y.C.	15	1327.6
8658 L. R. Shelton, Atlanta Y.C.	8	1323.7
3533 Lee Kennedy, Wichita S.C.	9	1323
8571 Anne Russell, Chautauqua Lake	10	1322.6
3198 P. Woodhouse, Medway, England	11	1321.6
202 J. MacDonal, Quassapaug S.C.	13	1321
8422 Mary J. Ferry, Port Jefferson	10	1319.5

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WELLS' WANDERINGS

By TED WELLS



THANKS - AND APOLOGIES

Thanks to the many people who sent in letters giving their opinions on the fiberglass hull situation - and my apologies for not acknowledging all of them personally. If I had done so, I wouldn't have accomplished anything else during the past month. The response was excellent.

MORE INFORMATION ON PLYWOOD HULLS

Having received a great deal of conflicting information on the subject of plywood from retail and wholesale dealers in this part of the country, I wrote to the Douglas Fir Plywood Association to get the straight dope since most people building plywood Snipe hulls will undoubtedly use fir plywood and will probably get as much misinformation as I did from local dealers.

In the first place exactly the same glue is used regardless of whether the plywood is regular exterior type or boat hull grade. The boat hull grade is not a standard grade in the industry but is made by some plywood companies under a federal specification. Essentially this grade calls for Type A faces and Type B interplys which means a solid core with very few gaps.

The regular exterior A-A grade or A-B grade requires either two A faces or one A and one B face and at least C veneer for the inner plys. This C veneer may have one-inch knot holes as a maximum although quite a few manufacturers plug their cores so as to have a virtually solid veneer. There is no official limitation on core gaps in this type of plywood although a number of manufacturers do an excellent job on their own in keeping core gaps down to a minimum. There is, however, no assurance that there will not be core gaps as great as 3/8 of an inch and perhaps even wider.

Only a few plywood manufacturers actually make boat hull grade. There is actually no marine grade which is officially recognized. Plywood which is sold as marine grade may either be boat hull grade or exterior type which has been especially selected for quality of the core -- all of which seems to add up to the fact that if you select your exterior grade carefully and have good luck in not finding a great big hole in the core when you saw into the panel, you are just as well off with exterior grade.

The difference between A grade faces and B grade faces lies entirely in the production of the veneer. Neatly made repair patches are permitted in A grade and in addition B grade permits the use of circular plugs -- the edges of which may be slightly rough. Knots of up to one-inch diameter if sound and tight and slightly rough grain are also permitted on B grade.

It is also recommended that when two thicknesses of 1/4-inch plywood are used for the bottom that a toxic such as pentachlorophenol be used between the panels and that the panels then be glued together with a resorcinol resin glue. Several of these are available commercially and are called room setting or low temperature resorcinol or fortified phenolic glues. Urea resin glues should not be used for this purpose and the toxic should be a straight toxic and not one of the toxic water repellants since the latter may affect the gluing.

It is of course necessary to apply a good finish job on a plywood hull particularly on the edges. Before any panel is installed on the boat the edges should be well sealed with two coats of good marine primer.

NEW NAYRU RACING RULES

By this time many of you have probably noticed in the magazines that there are some new NAYRU racing rules in effect this year. Since all Snipe point-score races and regattas must be run in accordance with the NAYRU rules, it would be a good idea to send 50 cents to the North American Yacht Racing Union, 37 West 44th Street, New York 18, N.Y., for these rules. The most important changes are that at the end of a down wind leg, a port tack boat having an overlap now can claim room at the mark from a starboard tack boat and also the conditions under which a leeward boat can luff before the start have been considerably limited.

SOME INNOVATIONS FROM EUROPE (HIGHLY ILLEGAL)

A couple of innovations have been reported to the Rules Committee from Europe. I have not heard of these stunts being tried in United States, but past experience indicates that when somebody gets a bright idea in one part of the world, in another week the same idea has occurred to three or four other people in entirely different parts of the world.

The first one is alleged to have been on a boat in the last European Championship and consisted of a stem shape which was a straight line from the stem head to the lowest and farthest forward point permitted on the old measurement data sheet for chine intersection (this set of dimensions was never meant for checking stem shape but could be interpreted that way). From this point the stem faired into a very flat keel giving a considerable increase in waterline length and also giving a stem shape which bore no resemblance to that of a Snipe. Whether any boats actually had a stem shape like this or not is not certain, but one thing is certain that if any of them show up like this at the Worlds Championship this year they can't sail.

The other stunt apparently originated in Spain some 10 or 12 years ago and was at that time ruled illegal by the Rules Committee. Since that time it seems to have cropped up again and become very popular in Europe. This stunt is to cut down the centerboard trunk to a height about half way between the keel and the deck. This probably saves a couple of ounces and lowers the center of gravity of the boat by a few thousandths of an inch, but bears no resemblance to the centerboard trunk as shown in the Snipe plans and will create a very dangerous condition when a boat is partly full of water as the result of heavy going. It also makes it impossible to bail out a boat which is swamped.

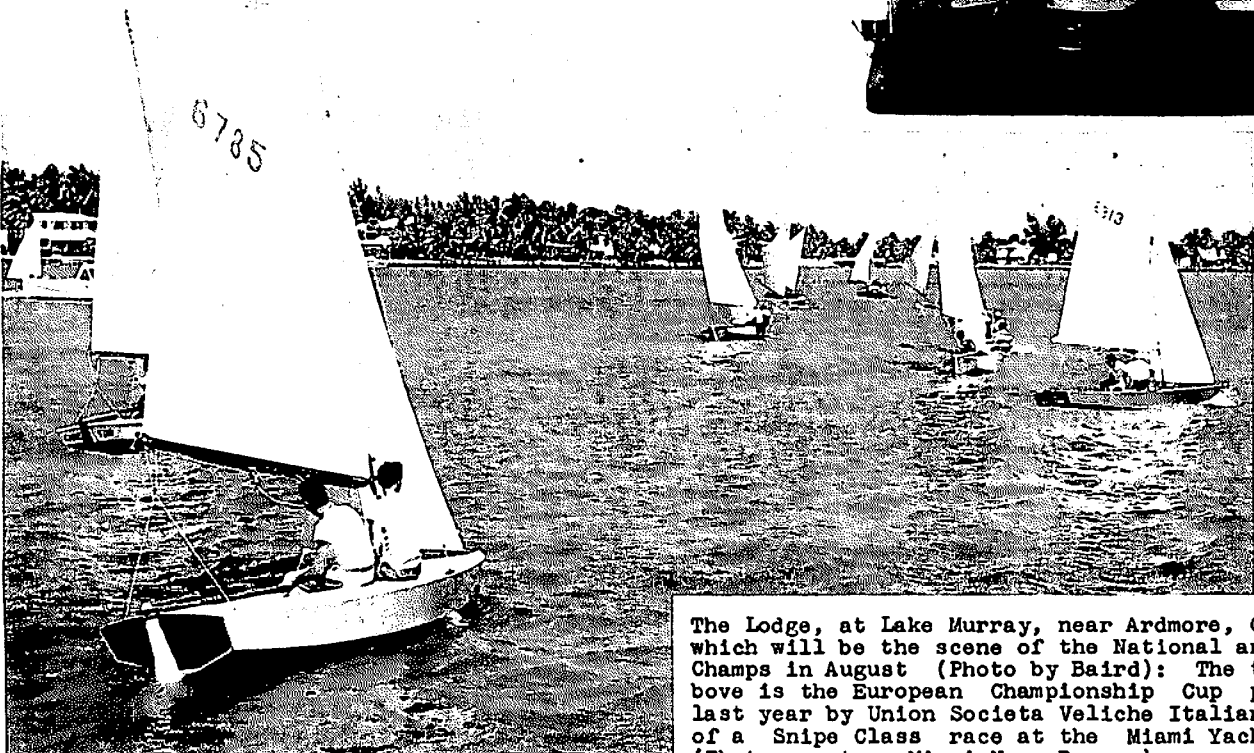
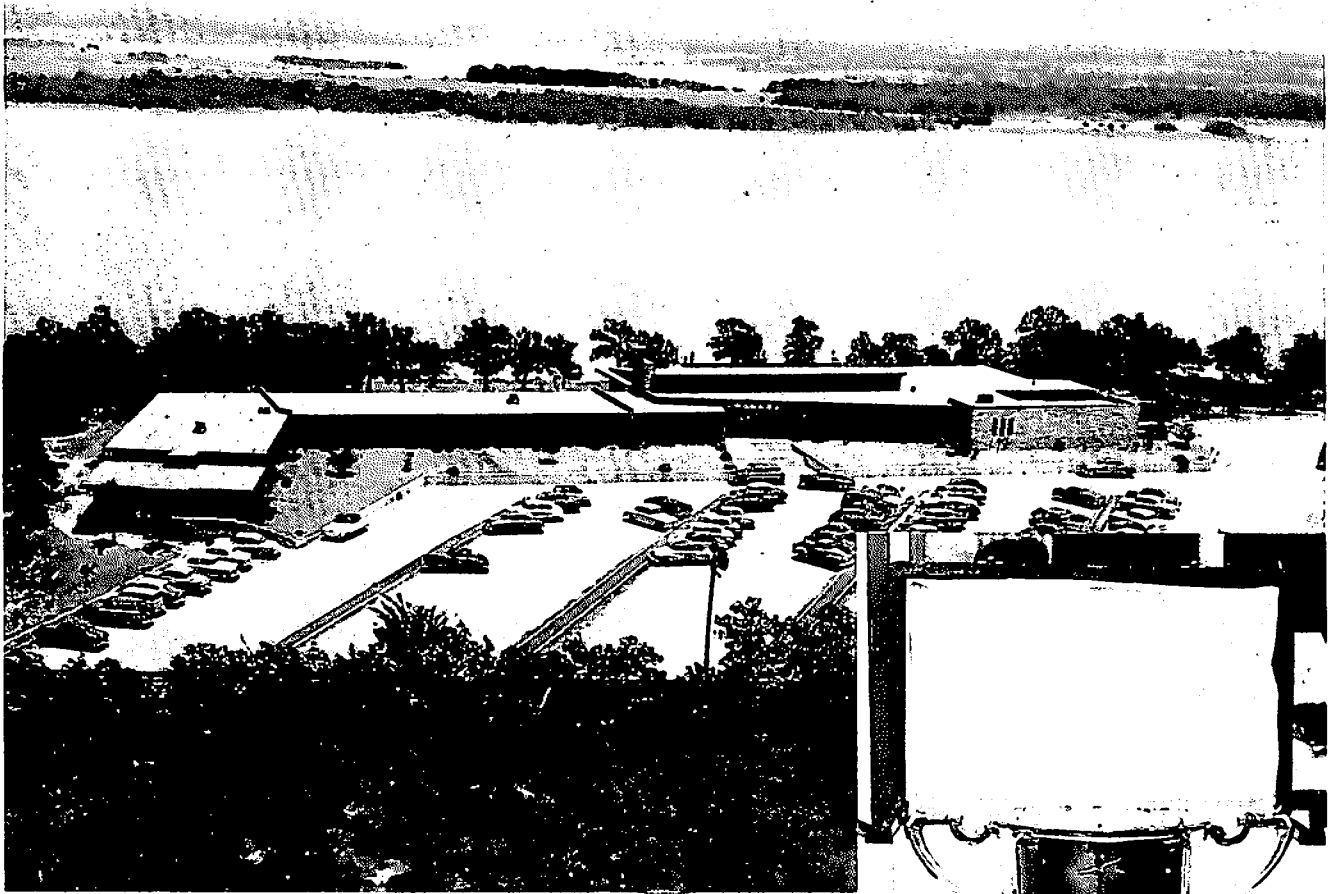
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Lady," No. 5838, has a score of 1336; Elton and Helen Eddy's "Phantom," No. 6127, scored 1306 for one race.

Encinal Yacht Club Fleet #114, with Dorward Henderson Fleet Captain, held their first point score races on opening day, May 10. Dorward, 1953 president of the club, sailed No. 7802, the "Shanghai EX." Active Snipes in this year's fleet include Gordon Pritchett's "Khara," No. 9001; Rod Pimentel's No. 9002; Van Sargent's "Tarrazu," No. 9003; The Brown Bros. "Bandit," No. 9359; Stewart Barber's "Red Head," No. 8754; and Italo Calpes-tri's "Pete II," No. 7152.

Bill Craig

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The Lodge, at Lake Murray, near Ardmore, Oklahoma, which will be the scene of the National and Junior Champs in August (Photo by Baird): The trophy above is the European Championship Cup presented last year by Union Societa Veliche Italiana: Start of a Snipe Class race at the Miami Yacht Club. (Photo courtesy Miami News Bureau).

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The Association acknowledges with thanks the receipt of \$25.00 from each of the following 1953 Sustaining Members: Pete Leach, William F. Crosby, John T. Hayward, Loyd Westholt, Eddie Williams, Ruth and Guy Roberts, Carl Zimmerman, and Richard C. Dawson.

In the frenzy on the part of some Snipe owners to get their boats as light as possible there have been of late a number of measurement data sheets in which the minimum weight of 450 pounds can only be reached by carrying a great amount of excess baggage. One boat had to have a total of forty-three pounds of extras, including an anchor weighing more than twenty pounds. Several others had anchor weights that were far beyond what would ordinarily be carried on a Snipe. The question is - when does an anchor stop being an anchor and become ballast?

Boats built like this are, of course, deliberate attempts to circumvent the rules of the class. Adding heavy floor boards is, at best, a makeshift subterfuge that is not right, either, and actually all boats such as these should be refused measurement certificates. The anchor stays in the boat for one or two races and then goes on the dock. Your fleet then has an illegal boat racing in it. The owner takes it to a big regatta where it is remeasured and disqualified. This makes hard feelings for all. Later, the boat is sold and chances are the new owner is never told that he must carry a twenty pound (or more) anchor. Is he surprised when he gets tossed out of some regatta?

There is no reason why a normal Snipe cannot be built to hit the weight virtually right on the nose. Boats that come out twenty to fifty pounds too light have not been built to conform to the plans - or the restrictions. One boat recently was deliberately built with no chine gussets and the owner was much surprised when the measurer insisted that they be included. If you can't read them yourself, maybe someone will read the restrictions to you - aloud. It's all in there and it would seem that it is about time to clamp down on the "monkey business" that has been going on. The only person that is being fooled is the owner of the boat.

Larchmont Race Week will be July 18-25, and all measured and registered Snipes are welcome to compete. For entry blank, write Secretary, Race Committee, Larchmont Yacht Club, Larchmont, New York.

Plans are on the way to form the various fleets in Florida into some kind of an association primarily to straighten out race dates for next season. Miami, Palm Beach, Orlando and Clearwater would be in this group and if plans for a biannual regatta in Havana go through, all dates might be worked in such a way that the regattas would run consecutively. More on this later on, we hope.

"Yachting" Features Snipe in June Issue

In the June issue of "Yachting Magazine," which will be on the newsstands soon after you read this there is a feature story on Snipes and Snipe racing. We would suggest that you purchase a copy and read all about the Class.

CLASSIFIED ADS. Used boats, sails and gear only. Prices on application, minimum \$ 2.00

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- continued from Page 3

5256 Mike Ryland, Cedar Point Y.C.	17	1308.5
4365 Jim & Dave Shepard, Green Lake	16	1308.1
3303 Richard Culp, Corey Lake	7	1306.6
4768 Bruce Murphy, Indian Lake Y.C.	7	1306
2205 George Holton, Wolf Lake Y.C.	5	1304.2
6253 Ted Lindquist, Newport Y.C.	14	1303.5
7921 Camp Eberhart, Corey Lake	8	1299.9
6999 Dave Sutton, Parsippny Y.C.	7	1299
6386 Larry Ryan, Newport Y.C.	7	1296.7
6949 Charles Saxon, Glen Lake Y.C.	7	1296
7924 Camp Eberhart, Corey Lake	10	1293.1
7435 Belford Russell, Jr., L. Chautauqua	12	1292.8
7347 Henry Spini, Lake Merritt	5	1291.6
6127 Helen & Elton Eddy, Lake Merritt	5	1290
7378 Bob Beutter, Eagle Lake Y.C.	9	1288.3
4240 Pete Lauterbach, Newport Y.C.	6	1288
5257 James Young, Sea Cliff	15	1286.4
2090 H. Watts, Quassapaug S.C.	11	1282
4604 Harold Stoltz, Wichita S.C.	5	1279
7406 R. Sheldon, Medway, England	11	1278.1
7439 Rosemary Curley, Sea Cliff	21	1271.1
7116 Jim Wolf, Diamond Lake	15	1268.9
3886 T. Moore & C. Hannon, Iowa-Nebraska	13	1268.1
3968 Jinny Andrews, Portage Lake Y.C.	18	1267.3
4794 Peggy Shepherd, Privateer Y.C.	7	1266
8049 Margaret Conside, Eagle Lake	9	1264.7
7872 Don Hazelwood, Eagle Lake Y.C.	9	1263.3
4849 Charles Madigan, Newport Y.C.	9	1262
2057 O. Galbraith, III, Crystal Lake	12	1261.2
5853 John Marsland, Jr., Cedar Point	7	1258.7
7922 Camp Eberhart, Corey Lake	6	1255.8
7398 A. C. Wonsfold, Medway, England	8	1255.5
2445 John Nagle, Grand Rapids Y.C.	9	1249.3
8587 Jean Woolverton, Diamond Lake	17	1247.8
7941 B. Eilert & Mary Reed, Green Lake	9	1247.6
3189 Virgil Baier, Oak Orchard	5	1242.8
8585 Ginger Scheuneman, Diamond Lake	17	1242.1
8572 Dr. EW Pilkey, Chautauqua Lake Y.C.	12	1241.7
7925 Camp Eberhart, Corey Lake	6	1240.2
3955 Susan Hitz, Cedar Point Y.C.	12	1239.3
5525 Harold Radford, Chautauqua Lake	12	1238.5
3853 Lewis Sposa, Jr., Parsippny Y.C.	8	1237.5
5878 Bob Schmidt, Birch Lake Y.C.	14	1223.5
5254 Robert Kirkpatrick, Lake Merritt	5	1220.2
8668 Tom Holt, Eagle Lake Y.C.	10	1215
5917 Ellis Meyers, Cedar Point Y.C.	16	1211.7
7945 Johnston-Doug Boos, Iowa-Nebraska	9	1210.2
6666 Dick Virgil, Diamond Lake	13	1209.9
7946 Wes Jones, Iowa-Nebraska	10	1186.7
7401 J. Marriott, Medway, England	11	1184.5
5887 Simon-Malasnock, Iowa-Nebraska	11	1183.9
3768 Townsend & Johnson, Lake Merritt	6	1183.8
4571 Larry Ryan, Newport Y.C.	12	1178
2617 Edward Vaughan, Portage Lake Y.C.	10	1172.5
5111 Al Fields, Newport Y.C.	11	1171
5983 Allen Holstrom, Newport Y.C.	7	1169.3
5260 Leslie E. Powers, Chautauqua Lake	7	1168.2
733 P. Beaumont, Medway, England	6	1166.2
8793 Dr. Elmer Koehler, Eagle Lake Y.C.	10	1155
3852 James Grambart, Sea Cliff	11	1153.7
8592 J.M. Hoehn, Diamond Lake	20	1147.3
7131 Tom Wurster, Diamond Lake	18	1142.1
6634 Make & Pat Watson, Green Lake	18	1136.1
8588 John Sundberg, Diamond Lake	14	1133.7
3199 H. N. Weston, Medway, England	6	1130

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Bronx 59, New York

Gentlemen:

Am enclosing two prints of my Snipe, No. 788, taken after covering the hull with Fibreglas. I found the Fibreglas cloth easy to apply and the instructions were easy to follow and covered every detail. I did the job alone but would advise skipper and crew working together.

It is a fine looking job and the members of our club are very much interested. I did the work in the basement of the Hewlett Point Yacht Club at East Rockaway, of which I am a charter member.

Oscar D. W. Pingel (sig.)

EVERGLASTING

725 WHITTIER ST., BRONX, 59, N. Y.

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 is no accident because they used exclusively **LARSEN CHAMPIONSHIP SAILS**

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

3891 Robert Garson, Parsippany Y.C.	6	1128
7893 Duncan McLaughlan, Wichita S.C.	5	1126
7113 Gibby Zeratsky, Green Lake	14	1121.8
4554 Ray Peters, Newport Y.C.	6	1119
7077 Chuck Hohman, Newport Y.C.	12	1113
7396 C. Doudall, Medway, England	9	1103.8
8581 Mort Ziker, Diamond Lake	10	1085.6
8574 Phillip Yates, Chautauqua Lake	10	1081.8
8582 Barney & Marilyn Lieberman, D'mond	L17	1081.3
7189 Blanch Finney, Portage Lake Y.C.	6	1077.5
6926 Dr. B. Kilbourne, Green Lake	9	1069.4
6715 Harold Slutsky, Diamond Lake	16	1054
6636 Carpenter-MacNeill, Green Lake	12	1052.2
8050 Yarber-Haffner, Diamond Lake	18	1047.8
7020 Walt Krause, Diamond Lake	20	1045
9248 Larry Balck, Eagle Lake Y.C.	6	1026.2
6027 Ron Francis, Diamond Lake	18	1010.7
4278 Barbara Buchan, Chautauqua Lake	5	1005.4
4711 Jerry Berkheiser, Eagle Lake Y.C.	6	999.5
3689 W. Sir, Crystal Lake Y.C.	5	998.8
6026 Sonia Gamble, Chautauqua Lake	5	990.2
5524 Bud Cusimano, Chautauqua Lake	6	981
7110 Jim Rowley, Green Lake	8	962.7
6957 Sally Waldron, Eagle Lake Y.C.	6	962.3
7112 Diane Kraut, Green Lake	10	917.3
8591 L. O. Clevering, Diamond Lake	20	912.1
8096 Jim Kanouse, Diamond Lake	18	893.1
6632 Elsa Kentnick, Green Lake	7	888.2
8189 Mary Hill, Green Lake	5	848.4
4357 June Mays & G. Thompson, Green Lake	5	826.6
9246 Mary Hadley, Green Lake	5	816.8
6167 Tom & Linda Lowe, Diamond Lake	18	810.6
7902 Ed Ellsasser, Diamond Lake	16	810.5
4767 Bill Borrough, Diamond Lake	14	810.2
9245 Nan Haynes, Green Lake	5	749
8584 Bob Siekman, Diamond Lake	9	743.3
6667 Susie & Skip Harrison, Diamond L.	18	707.5
6998 Guy Perry, Diamond Lake	13	669.1
7880 Jack Hurwich, Diamond Lake	14	654.7
7382 Sue Robertson, Diamond Lake	15	634.4
8041 Burt Mack, Diamond Lake	16	632.5
8590 Harry Kirk, Diamond Lake	15	602.5
8593 Norris Emmons, Diamond Lake	15	516
6990 Maurice Yarger, Diamond Lake	16	466.6
9101 Ed Friend, Diamond Lake	17	459.2
9190 A. Flack, Jr., Diamond Lake	14	405
8362 Charles King, Diamond Lake	9	342.5
4594 John Roelke, Diamond Lake	12	336
7910 Homer Blume, Diamond Lake	5	223.2

PLEASE DO NOT send in dues for boats that don't have a measurement certificate. Each year there is quite a lot of this with promises that the measurement sheet will follow "in the next mail." But it never does. If the Secretary holds the money, waiting for the measurement sheet, at the end of the season he has a folder full of "pending material." If he sends it back, he is a "heel" for not holding it - so there you are.

PLEASE do not send in dues for unmeasured boats.

PLEASE do not send in dues for boats that need a transfer in ownership -- unless you include the transfer fee.

SNIPES BULLETIN

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