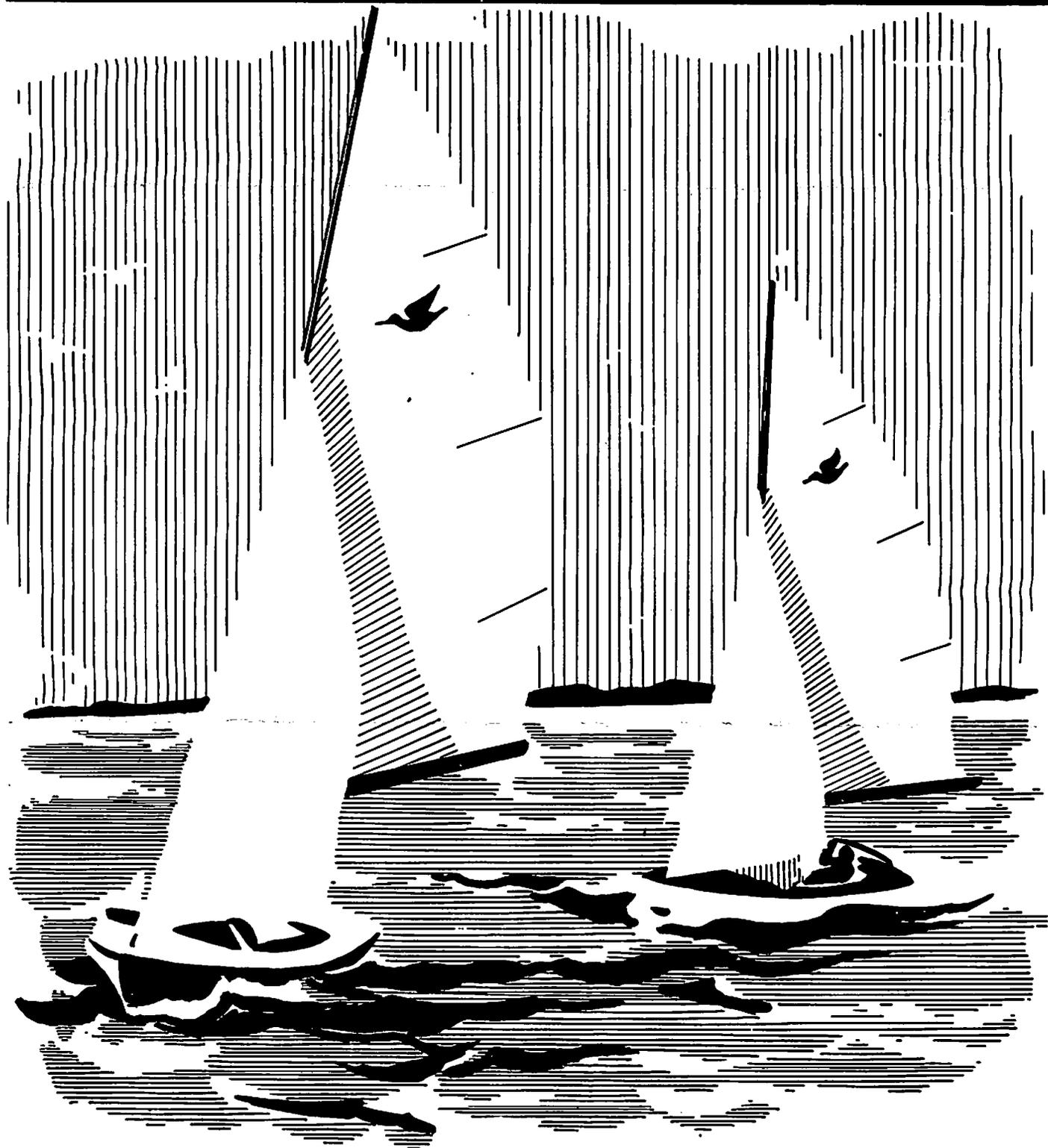


JOHN D. ROSE

SNIPE BULLETIN

MARCH, 1953

VOL. 2 NO. 10



WELLS' WANDERINGS

By TED WELLS

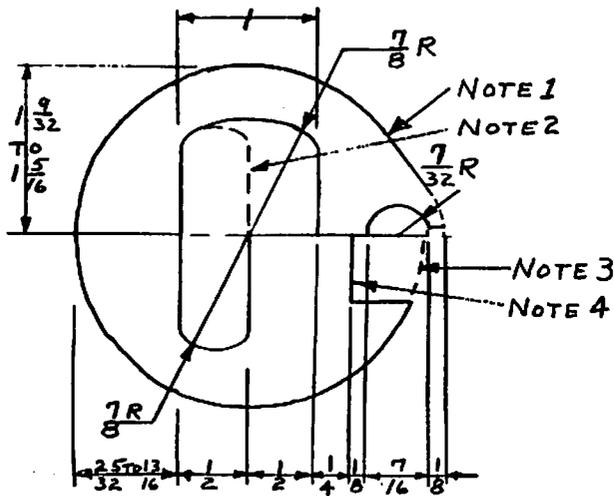
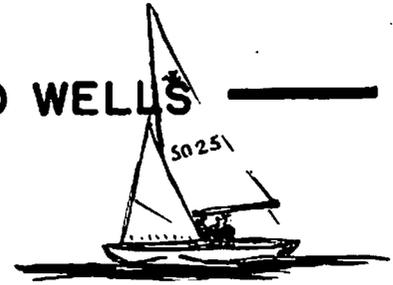


Figure 1

Basic Cross Sections

SOME THOUGHTS ON MASTS

There is probably no subject upon which there is a greater area of disagreement than the subject of racing masts, the hottest arguments occurring on the subject of flexible versus stiff masts. I have tried masts with different degrees of flexibility all the way from one little dandy that lasted 20 seconds in a 15-mile-an-hour wind up to a 26-pound job which would stay straight up to the time that the sails ripped off, and have come to the conclusions presented herein with which I don't expect anyone to agree.

In the first place any Snipe mast which is not excessively heavy will bend somewhat as the breeze picks up. Fore and aft bending to a limited degree is not detrimental to the set of the sail and in some people's opinion is a big advantage. Sideways bending is a big disadvantage under any circumstance which is why I prefer a mast which is either round or practically so. Incidentally, sideways bending can be reduced appreciably by carrying the boom as low as you can and still maneuver conveniently beneath it.

In theory, fore and aft bending is an advantage because the harder the wind blows the more the mast bends which will tend to flatten out the sail which, of course, is desirable as the wind picks up. From a practical standpoint there is a very definite limit beyond which the sail develops some pretty horrible wrinkles and the leach falls off badly with the fore and aft bending of the mast.

The mast which I have sketched here is the one which I have used for the last two years and is a very good compromise between all of the factors involved. In connection with any mast it must be remembered that wood is an extremely variable material and both the stiffness and the weight, even of aircraft grade spruce, can vary over a large range. If your wood is extremely light it will be a good idea to increase the dimensions shown by another 1/16 inch on the outside diameter leaving the cutout depths the same. If your wood is very heavy you can probably start out with the dimensions shown and if the mast appears to be too stiff you can probably sand down the exterior to the 2-1/2-inch minimum. The weight of this mast will be about 17 pounds.

NOTE 1 - This outside shape from the start of the sail slot to three inches above the stay intersection.

NOTE 2 - This cut extends at constant depth from two inches above butt end to three inches above stay intersection. It then tapers in depth and approaches the front of the mast to end up as shown in Figure 2. The rear cut starts two inches above the butt end, stops three inches below the cutout for the track for the gooseneck (as shown in the lower half of Figure 1), starts again three inches above the end of the track, stops three inches below the stay intersection, and from three inches above the stays blends into the section shown in Figure 2.

NOTE 3 - The outside shape from the butt end to the bottom of the track is round.

NOTE 4 - This section is used where the track for the gooseneck attaches.

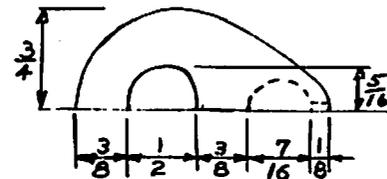
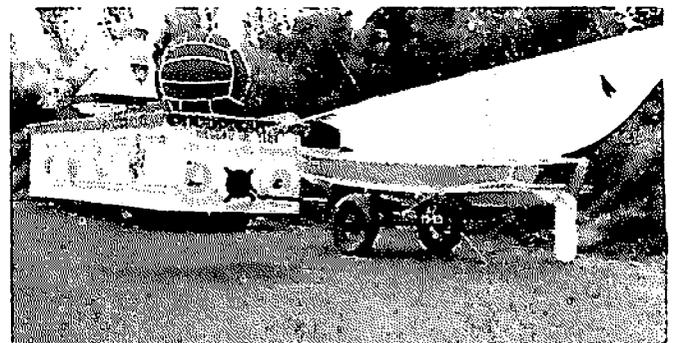


Figure 2

Cross section at top of mast. Outside of mast is a straight taper from three inches above stay intersection to this section. Aft side of mast is straight.

Locating Chain Plates

It is very important not to try to get the chain plates for the side stays too far forward. The Rules Committee is now investigating the advisability of making a minimum distance from the center of the mast to the chain plates, but has reached no decision as yet. My chain plates are 13-3/4 inches behind the centerline of the mast. Something less than this is probably satisfactory but there have been a number of occasions in Kansas spring breezes and in storms where I have been very glad that they were located where they were.



During a parade through the streets of Lisbon, Portugal, Fleet No. 33 made propaganda for the Snipe Class with this boat on a trailer

LEAD CHANGES IN POINT SCORE CHAMPS

A new name appears at the head of the point scores this month and, as you can see, Bobby Wilkins, of the Massachusetts Bay Fleet, is high man. He has a perfect score of 15 first places out of 15 races and the only way in which he can be beaten for the National and International Championship will be for someone to come along with a perfect score for 16 races, or more. More and more scores are coming in every day. Be sure that the scores for your fleet are at Snipe headquarters not later than April 15, 1953. Scores received after that date will not be accepted. Scores must be completely made out and signed on the special forms available to all fleets, upon request. Do not send in just a plain list as it cannot be used.

7021 Bobby Wilkins, Mass. Bay Fleet	15	1750
7434 Robert H. Hunt, L. Worth Sailing Club	15	1744
8800 Harry Allen, Cedar Point Y.C.	15	1728
5851 O'Brien bros. Iowa-Nebraska Fleet	13	1699
6025 T.A. Wells, Wichita Sailing Club	16	1696
4287 John Rose, Grand Rapids Y.C.	11	1695
6979 H.C. Jerome, Sequoyah Y.C.	23	1693
3763 V.L. Beakey, Lake Worth Sailing Club	24	1691
23 Harold Martin, Dallas Snipe Fleet	13	1688
9168 Barbara Wood, Birch Lake Y.C.	15	1678.2
7445 Earl Marshall, Port Jefferson	14	1678
8099 John T. Hayward, Sequoyah Y.C.	19	1675.8
7873 Victor Larson, Chautauqua Lake Y.C.	13	1675.6
7428 Billy Roberts, Privateer Y.C.	12	1674
8303 J. Morgan, Medway Y.C.	13	1670
8569 Thomas Lundquist, Chautauqua Lake YC	10	1668.6
6380 Bob Bradley, Pine Beach Y.C.	15	1668.1
8086 James Paxton, Iowa-Nebraska Fleet	12	1667
7192 Bob Vreeland, Newport Y.C.	13	1665
7588 Joseph Remlin, Cedar Point Y.C.	22	1664
8700 Frank Apgar & Jr., Parsippany Y.C.	12	1661
7381 N.H. Whiteside, III, Glen Lake Y.C.	8	1660
8002 James Cross, Mass. Bay Fleet	15	1656
8459 Harold Lyness, Port Jefferson	14	1654
8300 I.Y. Halsey, Three Mile Harbor	7	1647
9123 Fred P. Pember, Atlanta Y.C.	9	1646
9102 Brooks Applegate, Portage Lake Y.C.	5	1644
6270 Jul Kroeger, Newport Y.C.	18	1643
8191 Chester Livergood, Sequoyah Y.C.	25	1640
8364 Loyd Green, Indian Lake Y.C.	13	1633.8
8428 John P. Bright, Birch Lake Y.C.	15	1633.7

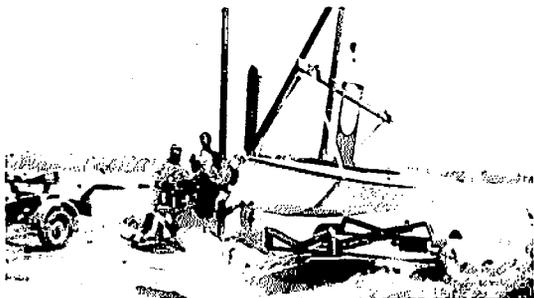
8046 Andy Whitman, PiheBeach Y.C.	15	1632
7886 Ray Kaufman, Eastchester Bay S.F.	7	1630
6637 Jack Hanna, Newport Y.C.	23	1629
3167 Paul Boasley, Lake Worth S.C.	12	1628
5485 Kermit Nicholson, Pine Beach Y.C.	15	1615
6258 Owen Duffy, Privateer Y.C.	6	1607.7
8653 Harold Gilreath, Wichita S.C.	6	1607.7
5198 Earl Troeger, Birch Lake Y.C.	15	1605
8752 H. Amundsen, Three Mile Harbor	7	1602
5985 John W. Rix, Wichita Sailing Club	20	1600
6911 Don MacIvor, Wichita Sailing Club	15	1598
8661 Richard Tomlinson, Portage Lake Y.C.	11	1590
7397 The Leonards, Medway Y.C.	18	1585.9
1400 Hurley Bros., Mass. Bay Fleet	15	1585.2
4839 Ed Weiss, Pine Beach Y.C.	15	1584
7410 D.W. Howland, Medway Y.C.	13	1582
8151 Pat Hurley, Cedar Point Y.C.	19	1580
3994 Robert N. Prahm, Grand Rapids Y.C.	11	1575
7197 W.E. Hardy, Atlanta Y.C.	6	1571
4317 Dean Kesterson, Grand Rapids Y.C.	10	1568
4590 Dave North, Sequoyah Y.C.	12	1564.5
8570 Harold Griffith, Chautauqua Lake YC	11	1564.1
4227 Walter Ash, Indian Lake Y.C.	13	1563
9000 Steve Wilson, Iowa-Nebraska Fleet	16	1562
4586 Sanders-Sisler, Lake Worth S.C.	18	1561
8986 Chuck Knight, Glen Lake Y.C.	7	1558
3870 Lee Slaughter, Lake Worth S.C.	19	1555
8583 John Heskett, Portage Lake Y.C.	18	1554.6
8645 Joe Becker, Dallas Snipe Fleet	11	1554
5453 Peter Whiteside, Glen Lake Y.C.	13	1552
3183 Guy Gupton, Atlanta Y.C.	9	1551
1301 James Finch, Hewlett Point Y.C.	6	1544
8363 Stanley Yates, Indian Lake Y.C.	11	1537
8085 Sandra Peterson, Port Jefferson	13	1530
7982 Ray Boswell, Privateer Y.C.	9	1525
2595 William Berg, Hewlett Point Y.C.	5	1524
8045 Katharine Hench, Glen Lake Y.C.	11	1521
788 Oscar Pingel, Hewlett Point Y.C.	6	1520
7885 George Cane, Eastchester Bay S.F.	6	1517
6248 Jim Nolan, Cedar Point Y.C.	13	1516
7609 Stan Flanagan, Parsippany Y.C.	9	1515.5
7136 Kent Brown, Lake Worth S.C.	24	1515.2
6903 Riley Bros., Mass. Bay Fleet	15	1515.1
8663 Frank Donnenberg, Newport Y.C.	21	1512
8656 Jack Brown, Wichita Sailing Club	21	1511
7392 Mrs. Morgan, Medway Y.C.	16	1509
4167 Charles Schnee, Port Jefferson	13	1505
8646 John Watson, Cedar Point Y.C.	12	1504

HOME MADE CRANE FOR LIFTING SNIPE

Many thanks for the most recent edition of Snipe Bulletin (Feb. 1953) Vol. 2 No. 9.

As an original member of the Lake Parsippany, N. J., fleet, I speak on behalf of all members of our fleet in saying that we find your Bulletin both very enjoyable and informative.

As all of the boys "dry sail" their Snipes, your readers might be interested in a rig that our former fleet captain, F. Apgar and all fleet mem-



Lake Parsippany is the proud possessor of this splendid Snipe hoist

bers helped to erect. (Mr. Apgar designed the lift and we assisted with the work in assembling it.)

The upright and boom are made of 4-inch pipe. The upright is bedded in concrete and the cables

supporting it are anchored to "dead men" in concrete.

The boom section is able to swivel and we can pick the boat up, as shown, and swing it out into the water (all complete with mast stepped and centerboard in place) without even getting our feet wet.

After sailing we slip the canvas belts under the hull, hook each end to the hooks on the oak 2" x 4", move each end off center to eliminate any pressure against the mast or centerboard, crank up the winch to desired height, swing the hull in over the trailer and lower it into position, disconnect the straps, and swing the boom out, to pick up another Snipe.

This davit was in use all last summer and worked very well for us. We find it fast and efficient in handling Snipes.

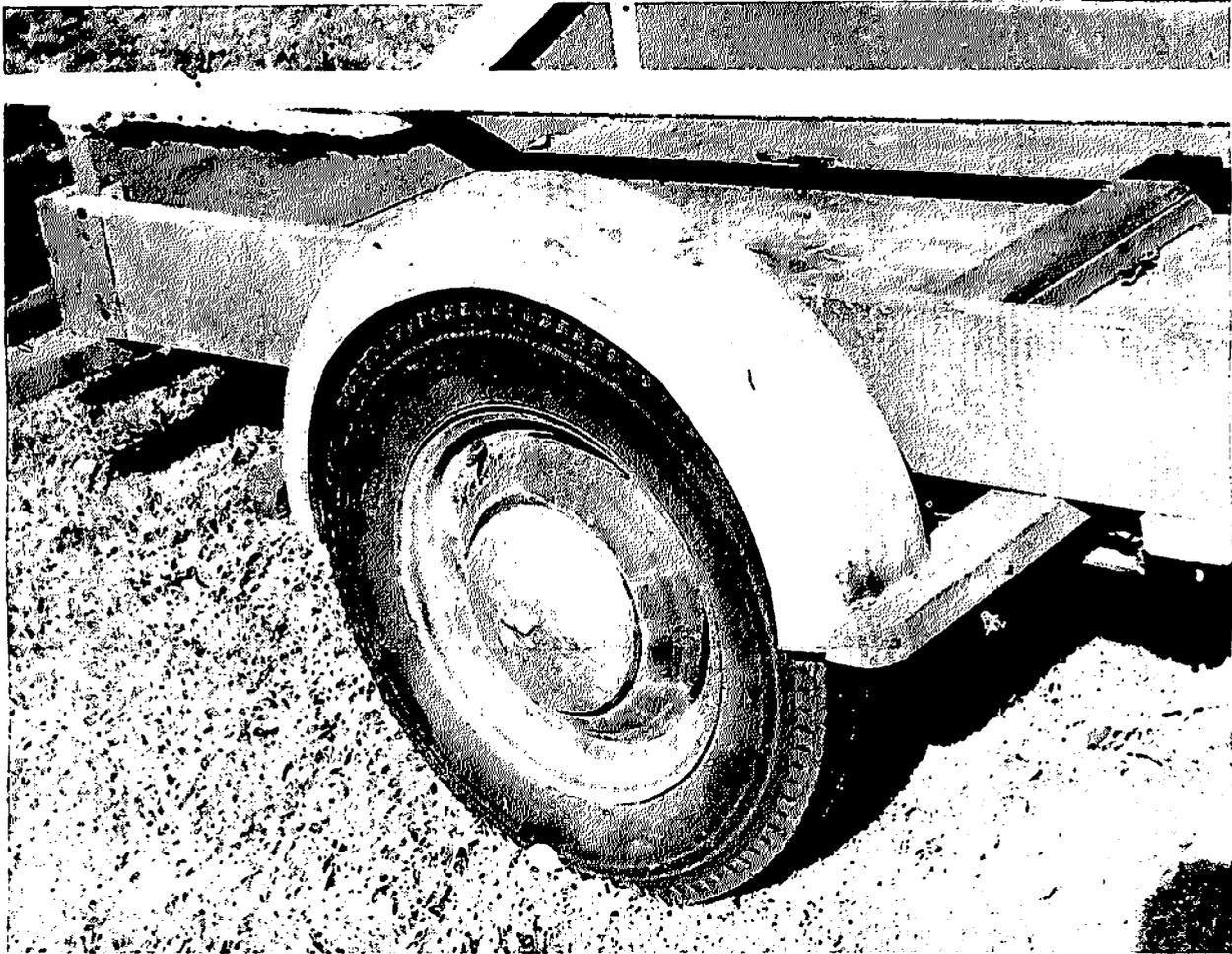
Perhaps, by a reproduction of this picture and a description in the Snipe Bulletin, many of your readers and fellow race enthusiasts may be interested to see how the Lake Parsippany Fleet handle their Snipes.

This procedure enables us to have our Snipes right at hand (at home) and we can keep them in tip-top shape and condition so as to get the best possible results from them in racing.

Many thanks for your interest.

Sincerely,

Edward F. Kohout



MAKING FENDERS FOR YOUR TRAILER

Don MacIvor, of the Wichita Sailing Club, has originated an idea on trailer fenders which is one of the best that I have seen. He has made his fenders from a truck tire and two six-foot lengths of 2" x 4" wood stock. The picture illustrates how they are installed on the frame of a trailer.

In order to build a set of rubber fenders, you should acquire an old worn out truck tire having a wheel size that is four or five inches larger than the size wheel that you have on your trailer. Most tire repair places will generally give them away. A truck tire, ordinarily, has ten or twelve plies, making it heavier than necessary. To remedy this take the tire to a local-tire skiver. He will strip the tire down to five plies, buff the outside to a fairly smooth surface, make the cut around the sidewall of the tire, and cut it in half. His regular business is furnishing boots, patches, and tire sections to tire repair places.

In assembling the rig, first, measure how long

Spring Overhauling

At this season of the year the majority of sailors are conditioning their boats for the spring launching and considering ways and means of speeding up the performance of their boats. In doing this, they will perhaps read Ted Wells' comments in his "Scientific Sailboat Racing," (pd. adv.) and consult such authorities as John Hayward, Hub Isaacks, etc.

Because Ted Wells has "told all" in his book and other sailors are releasing their well guarded secrets, I feel a strong moral obligation to give the other Snipe owners the benefit of my extensive research and "know-how."

One of the opening statements in Mr. Wells' recent book quotes a statement of Charles Kettering, to the effect that the trouble with most skippers

the two wood supports are to be, saw out the semi-circular sections in each end, and bolt them to the frame of the trailer. Care should be taken to ascertain that the circular sections are in line with the wheels. Next, bolt one end of the tire-half to one of the supports and adjust the other end up and down until you have the desired clearance between the wheel and the fender. Mark it in this position, cut it off there, and secure it with bolts. A coat of paint will add the finishing touch to the job.

The fenders, which are shown here, were made from one 7.50 x 20 truck tire. They are mounted over 6.00 x 16 tires.

This type of fender will protect your car and boat from flying gravel, mud, or tar, and at the same time will not damage the finish of a boat in loading and unloading.

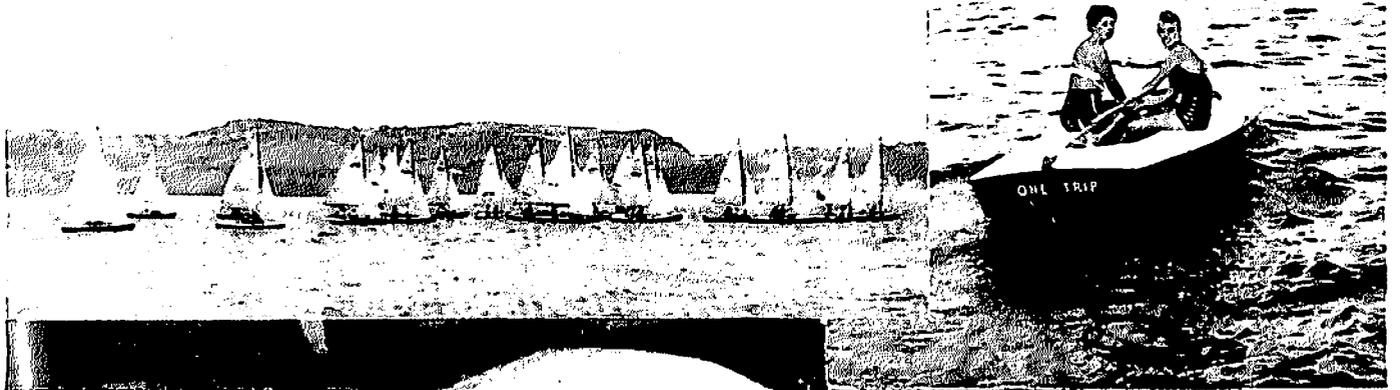
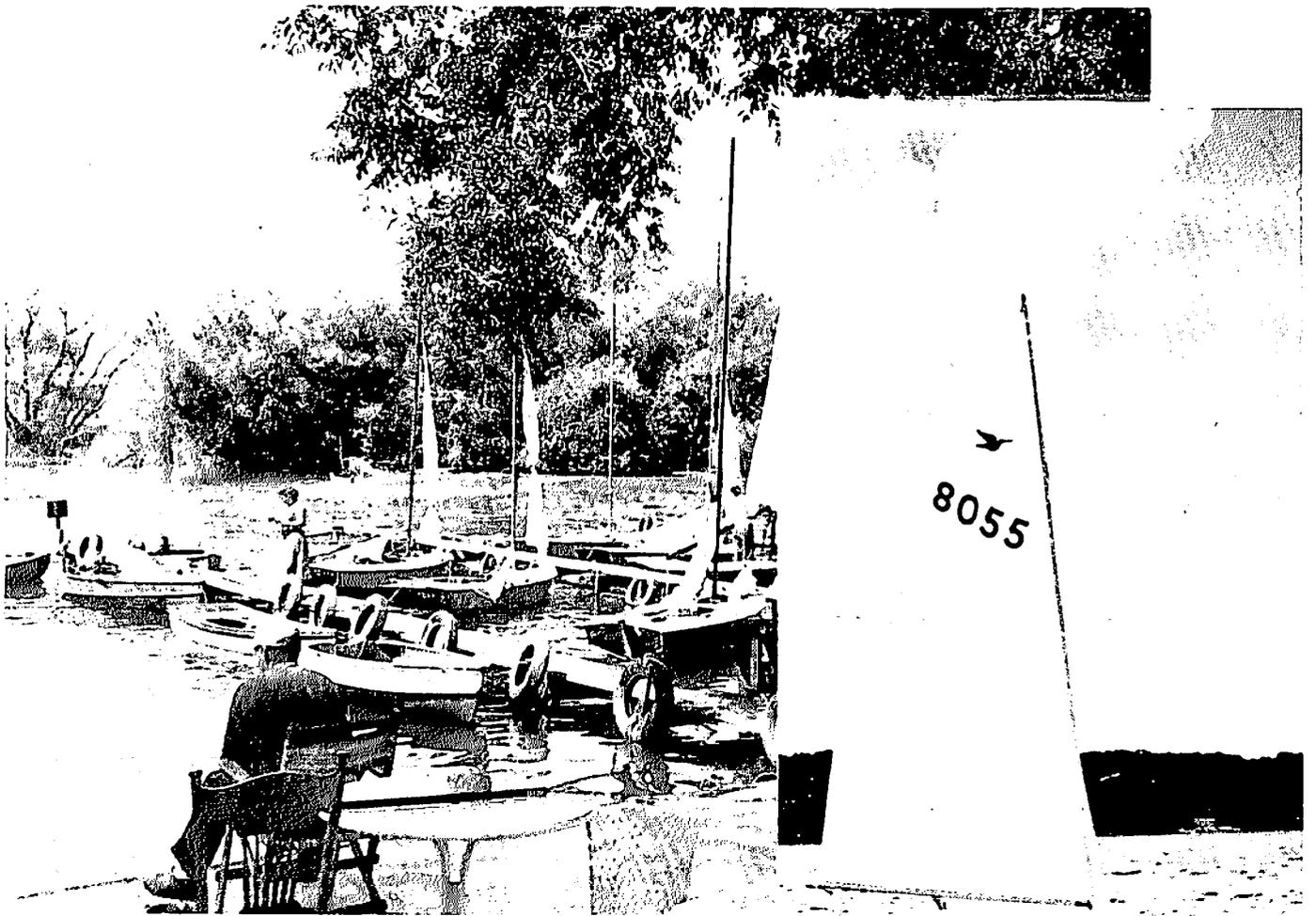
Harold L. Gilreath

is not that they do not know enough, but that they know too many things that are not so. How true!

Mr. Wells then forgets this fact and goes into an extensive discussion of the importance of a smooth finish on the bottom of the boat. This is an absurd fallacy! One of the most important factors—

Continued on page 6

The pictures on the opposite page are: Upper left, a peaceful scene at Oak Orchard Y.C., taken during the luncheon period. No. 8055 is a Snipe called "One Trip," sailed by Jill Zeratsky with her mother as crew, at Green Lake, Wisconsin. The small picture in the center shows part of the fleet starting in the Portuguese National Championships near Lisbon. The lower photo shows Oscar Pingal's Snipe No. 788, just after he had covered it with glass cloth. Note masking tape for painting waterline.



Sails
by Watts



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Complete Snipe Hulls
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Leaves hands free!
BRONZE-3 LBS.-5 FT.HOSE-\$9.75
POSTAGE 25¢
HUNT-MILLER CO. 508 ST.PAUL ST. ROCHESTER, N.Y.

Overhauling (from page 4)
tors in a boat's performance is reduced weight.
The bottom of the boat should be as pitted and
rough as possible in order to trap small particles
of air and make the boat more buoyant. There are
two factors here which must be borne in mind:

1. The deeper the holes, the more air that will
be trapped.

2. Painting the bottom makes the edges slippery
and lets air escape. (Besides, it adds weight to
the boat and requires work)

I have noted that some sailors always replace
their rudder fittings when the rudder becomes
loose and vibrates. That's silly and demonstrates
their inability to apply basic principles to the
art of sailing. Every one knows that by moving
the tiller back and forth, rapidly, in a dead calm
the boat will move forward. The practical appli-
cation of this principle is that the looser the
fittings the more vibration and, consequently, the
more drive and speed added to the boat.

To my analytical mind the most flagrant example
of disregard of scientific application of basic
established principles to sailboat racing is the
extensive efforts, which some sailors make, to re-
duce the weight of their boats, through manual la-
bor, along the lines recommended by Mr. Wells.
While my boat is very close to the minimum weight
(it weighs only 535 lbs!) I find that I can reduce
the weight very easily, once the race is underway.
One way to do this is to jibe suddenly and throw
the crew overboard but the Race Committee recently
objected to this tactic and, in order to avoid an
argument over technicalities, I recently developed
another system, through application of established
scientific principles. We all know that objects
displace their volume when placed in water. This
means that I can reduce the weight of my boat ap-
proximately 10 lbs., by throwing my 15 lb. anchor
over the transom tied on a short rope. It works
wonderfully well except in shallow water on a mud-
dy lake bottom, when some drag is apparently in-
curred. On a smooth sandy bottom, I can note no
difference in the speed of the boat.

There are many other items which might be men-
tioned but with the above as a starter I feel con-
fident that most of the better skippers can work
out their own methods.

Jerry Jerome

Coming Race Dates

Here are all of the race dates that have been
in, up to the time of going to press. Each of
these regattas is properly sanctioned by the asso-
ciation. Association rules call for the sanction-
ing of a regatta in which two or more fleets are
competing. Fleets are particularly requested to
note the dates of the Junior and National Champi-
onships and to avoid them if possible.

- March 9-12 - Clearwater Y. C. Midwinter Champion-
ship Regatta - Cliff McKay, Box 871
Clearwater, Fla.
- May 16-17 Privateer Y. C. Spring Regatta on Lake
Chickamauga. - Sam Chester, Jr., 830
Cherry St., Chattanooga, Tenn.
- June 27-28 Wichita S. C., Sante Fe Lake T.A.Wells,
5 Linwood Blvd., Wichita, Kansas
- July 4-5 Peoria Div. Fleet, Ill. Valley Y. C.
Welles Elsesser, 118 So. Madison, Peoria.
- July 18-19 Rocky Mountain Sailing Assn., Sloans
Lake, Denver, Col., Edward Hughes, 500
Monroe St., Denver, Col.
- July 25-26 Diamond Lake Y. C., Cassapolis, Mich.
Ed Ellsasser, 409 Edgewater Pl. Misha-
wala, Ind.

PLAN NOW
HOLIDAY-IN-DIXIE REGATTA
May 16-17
Plenty of Top Competition
SNIPE SPRING CHAMPIONSHIP
Shreveport Yacht Club

Aug. 1-2 Jr. Nationals. Fort Worth, Tex. (tent.)
 Aug. 3-7 Nationals (same as above)
 Sept. 5-12 World Championships: Societe de Regate
 de Monaco. G. Bertrand, 15 Blvd. Albert 1
 Monaco.

DUFFY MEMORIAL TROPHY

When Owen E. Duffy, Commodore of SCIRA, passed away last summer, an immediate move was started to raise funds for a suitable trophy to commemorate his great work in the Association. The sum of \$236.50 was raised through voluntary contributions and an extremely handsome sterling silver bowl has been purchased. This bowl has a special Snipe medallion in silver and will be suitably inscribed. It will take the place of the Valspar Trophy, formerly in competition for the Junior Championship. The new Owen E. Duffy Memorial will go into competition this summer at the Junior Nationals. Following is a list of donors who made this new trophy possible. This movement was started by John T. Hayward.

J. T. Hayward	J.O.E. Beck
B. Ansley	Beth and Dennis Olson
R. C. Dawson	Cliff McKay
C. Gischel	Mr. and Mrs. Ted Wells
W. Kuehnling	Dr. and Mrs. Burton Kilbourne
W. Shively	Mrs. Charles Miller
W. Taylor	Walt and Bob Gleckler
Larry Wheeler	Eddie Williams
M. O. Lundt	Otto Wiesener
Jim Paxton	Terry Whittemore
Harold Griffith	Pete Leach
Dixie Roberts	Mr. and Mrs. John Zeratsky
Carl Zimmerman	Alamitos Bay Yacht Club
Cy Garnett	Commodore Elmer D. Morse
Francis Seavy	Dr. Hub Isaacks
John Stillmun, Jr.	Donald McIvor
Harold L. Gilreath	Pfc. James A. Shaughnessy
Money Island Yacht Club	C.Mr. and Mrs. William F. Crosby
	Privateer Yacht Club

Cuba Invades Clearwater

Last minute news has come in that there is a possibility of six or more Snipes coming over from Cuba, for the Clearwater Regatta, March 9-13. According to the letter, from Gonzalo Melendes, of Havana, it is expected that these boats will be brought over on the deck of a Cuban gunboat, to St. Petersburg.

The Cover Drawing

The cover is taken from a three-color poster that was used to advertise the European National Championships in Denmark this past summer. Unfortunately, we cannot reproduce it in full color but the sketch will serve to give you some idea of what it was all about.

**PLAN NOW TO SAIL IN THE
 Southern Championship Snipe Regatta
 MAY 16-17 AT CHATTANOOGA, TENNESSEE
 J. H. Wesley
 1043 DARTMOUTH STREET**

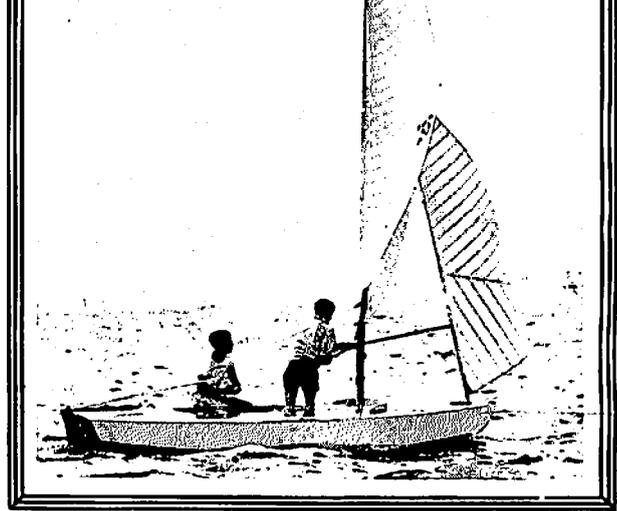
**CLASSIFIED ADS. Used boats, sails and gear
 only. Prices on application, minimum \$ 2.00**

**WANTED - Snipe Sailboat - Give number, make,
 weight, etc. Will pay up to \$500. Write Box 434
 Green Lake, Wisconsin**

**FOR SALE - Rumsey-Otts Snipe No. 6001. Two suits
 of sails, 1 Larsen, 1 Ulmer. Chrome dagger board
 Two booms, equipped with boom jack. All fittings
 are chromed. Deck is varnished mahogany. Hull is
 in excellent condition. Custom built trailer and
 road cover included. Also extra tiller. Boat is
 carefully stored for winter. Worth over \$900.00
 but asking price is \$875.00
 Gary Rutledge, Delta Tau Delta, Greencastle, Ind**

MARCH, 1953

WORLD'S CHAMPIONS USE SAILS BY LARSEN



Jorge and Carlos Vilar Gastex 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.

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Cedar - Mahogany - Sitka Spruce
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 Permanently Stops Leaking

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DENMARK CALLING AMERICA!

How would you like to get a set of excellent, hand-made racing sails for your Snipe - at \$98.00 - delivered in New York, duty and everything prepaid?



1. They are made by ALFRED CARLSEN of Copenhagen
2. Not only are they made from the finest mildew-proof Egyptian cotton that money can buy, but they have that rare shape that makes them famous.
3. All you do is to state whether you want light, medium or heavy weather sails, and the number of your Snipe, and you will receive your beautiful CARLSEN sails within six weeks from date of your order-C.O.D. your address.
4. You judge yourself, and if you are not entirely satisfied with them, just let me know, and you will have your money back.

CARLSEN has limited capacity: so if you want to be sure of getting your sails in time for the coming season, please let me hear from you now! And, incidentally, in achieving this bargain, you are also supporting the principle of "Trade, not Aid for Europe".

OLE BOTVED

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767 High Ridge Road

EVER GLASTING
Boot Armor



U-Mak-It Products,
701-725 Whittier St.,
Bronx, 59, N.Y.

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 (Division of U-Mak-It Products)
701-725 WHITTIER ST. BRONX, 59, N.Y.

Custom Built according to OFFICIAL SNIPE PLANS
RACING SNIPEs
Hollow Masts - Booms

Luff-slot entrance ash-reinforced on both

For replacement or for re-building your Snipe:

Deck beams • Trunks • Laminated Stems • Spray Rails
Rudders • Tillers Whisker Poles

Completed Hulls
Ready for painting

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Snipe Frame Kits

SNIPE BULLETIN

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