

SNIPE BULLETIN

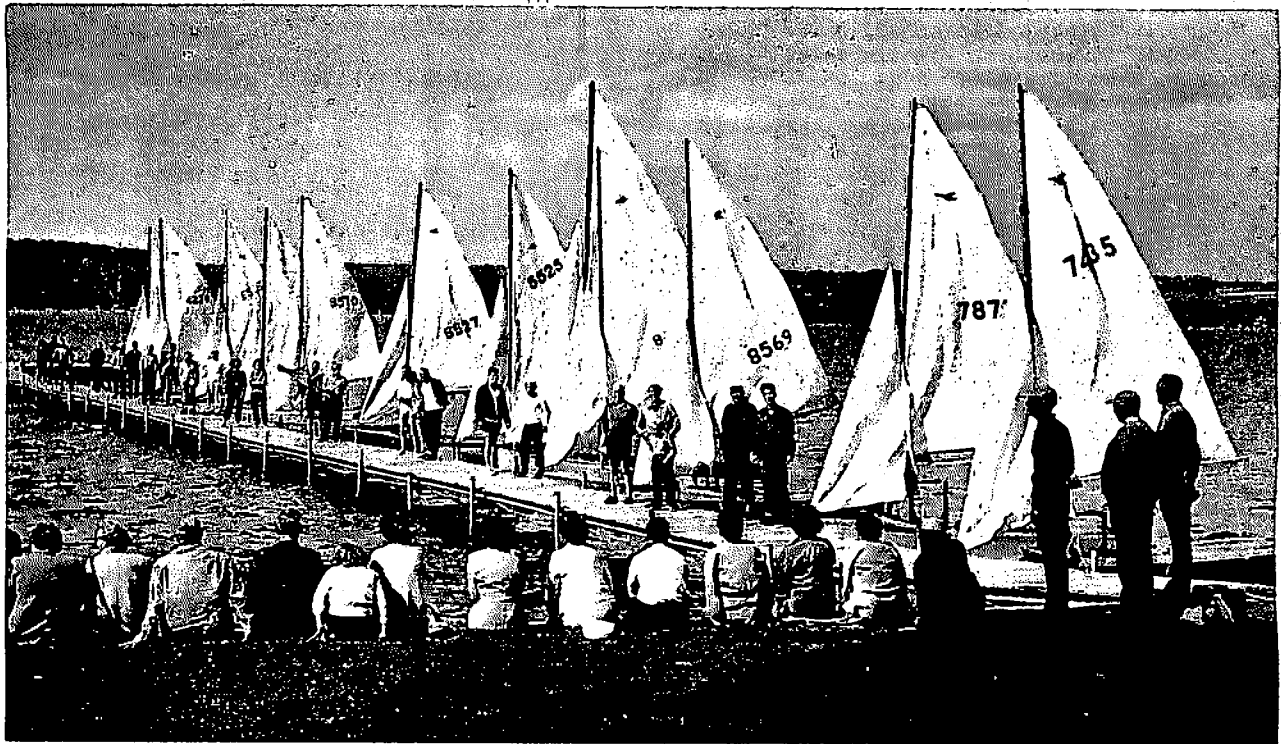
MARCH, 1952

VOL. I NO. 10



Fresh Nor'wester

This picture of racing Snipes was made during Larchmont Race Week and shows Jean Blanchard's *Gala* with Ken Shauer as crew. Photo by Morris Rosenfeld



Chautauqua Lake Snipe Fleet, No. 124. Skippers, crews and friends at close of 1951 sailing season. Eleven of the twenty registered Snipes shown. Standing on dock from left to right; Anne Russell, Denny Travers; John Welshofer, Eric Ecklund; Randy Nord, Peter Rushworth; Neil Magnuson, Dick McEvoy; Harold Griffith, Red Garfield; Mary Hough, Priscilla Hall; Randy Hough,

Harold Radford; Malcolm Limberg, Harry Welshofer, Dave Lundquist; Bob Burleigh, Tommy Lundquist; Donny Magnuson, Vic Larson, (Vic's boy Leslie), Bel Russell, Beebe Russell - Standing left to right, front of No. 7435, Harold Rein and Glenn Waite of the Race Committee and Commodore Leslie E. Powers. The photo was taken by William I. Siegfried, Jamestown, N.Y.

CHATAUQUA LAKE FLEET IS MOST ACTIVE OFF ALL Leads all in Competitive Spirit and Active Racing Skippers

By Harold Griffith

In that year 1939 there came to the Chautauqua Lake Yacht Club at Lakewood, N.Y., a group of young enthusiastic sailors who claimed to have a fleet of Snipes that would take up berth at that place if given suitable mooring facilities and proper trophies to dignify a racing program.

Officials of CLYC, who were sailing larger inland craft, took cognizance of this request and reviewed their position as a healthy club competing regularly with a strong sailing membership. One of the important questions in the discussion centered around the smaller craft as a feeder to the larger boats. In other words, who was going to train the younger element to sail to replace future losses of skippers and crews of the larger boats.

Snipe Fleet Started

A wise decision was made to accept this fleet of Snipes and help them in any way possible making the fleet a successful unit of the Club.

Bill Crosby is the only accurate resource for the number of Snipes registered in 1939, 1940 and 1941 but let it be said that Snipe Fleet 124 was a success from the first and registered at least eight Snipes during those years. These Snipes were Thompson boats, overweight and poor sails, but he should be praised for building a poor man's boat, that started more fleets than any other builder in the country.

It is not the intention of this article to publicize any personalities, but certain names must be mentioned that are inextricably lodged with events that took place beginning with 1942. That year Vic Larson decided his boat was well over the weight limit and tried his hand at building a Snipe from the plans. The success of this Snipe and the increasing skill of Larson was phenomenal, in fact Larson decided to go to the Internationals. Harold

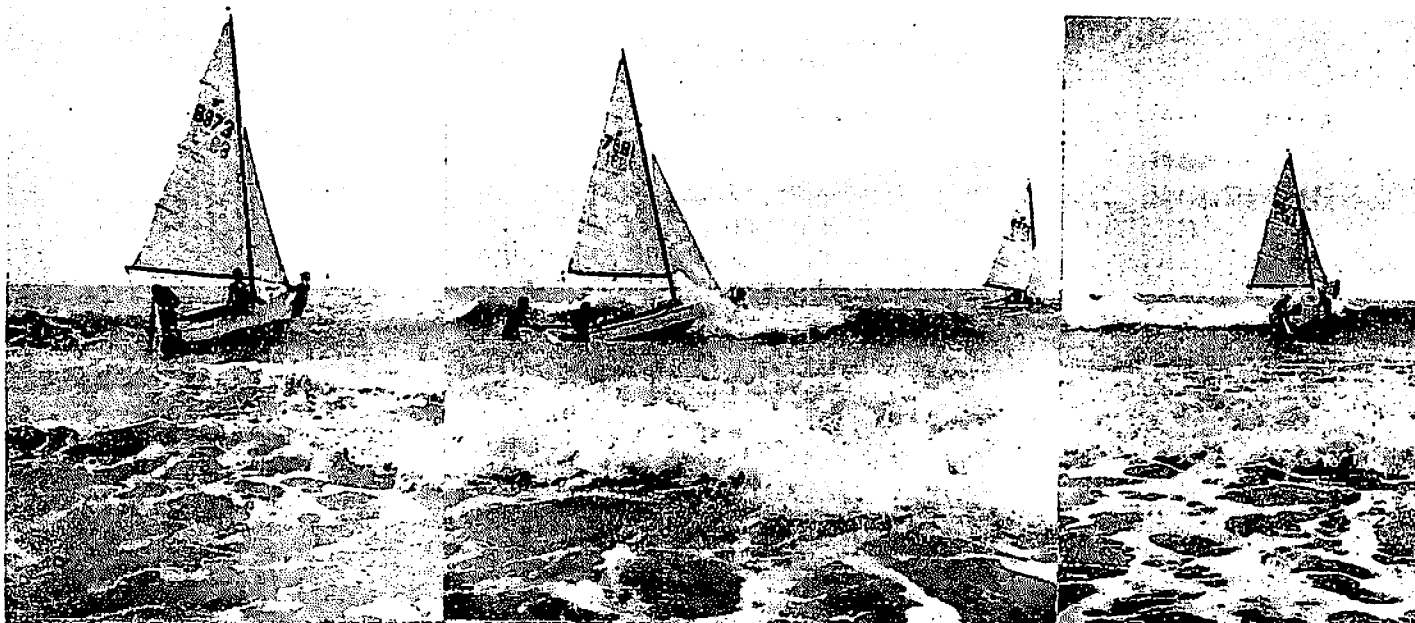
Griffith who joined the fleet with an old Thompson that year decided to go with Vic as crew. A disappointing blow was struck when it was decided to draw for boats at Crescent Sail Yacht Club, Detroit where the meet was held on Lake St. Clair. However the two sailed the three races, met Don Cochran and Owen Duffy and learned a lot about Snipes and how to race them.

Imbued with enthusiasm they came back and told of new rigging, lighter boats and quicker handling. Also, the importance of sailing as many races as possible during the season. Eleven Snipes had been actively racing during 1942. The fleet increased by one in 1943. By this time the war was taking many sailors from the Club and the larger boats were suffering for crews. A plan was put in effect asking older members of the Club to buy Snipes for their kids and this plan saved the Club, as sixty men went to war out of 120 members. (The largest number of boats registered was twenty-five one yr. and totals about twenty now.)

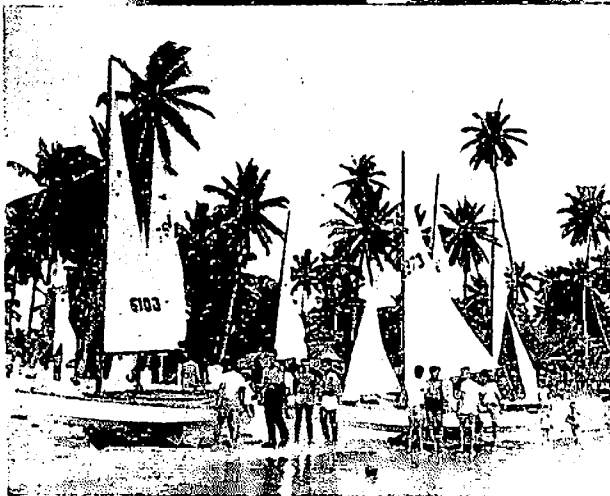
Meetings Held All Year

Every idea was given consideration to keep up the enthusiasm. Meetings were held during winter months. The racing schedule was always prepared and mailed to each Snipe by the middle of March - trophies were provided for monthly series races as well as season trophies. The sailing schedule was moved up to the first of May and continued until the last week in September. The fleet sailed its regular high point races on Sundays; inaugurated a Wednesday night series (during the war called "the Black-Out" series); Saturday afternoon the kids had a special series for a silver trophy; an "Old Man's" series (three races) requiring all hands to be forty-five years old or over. When Don Clouston attended the Internationals at Chautauqua he was

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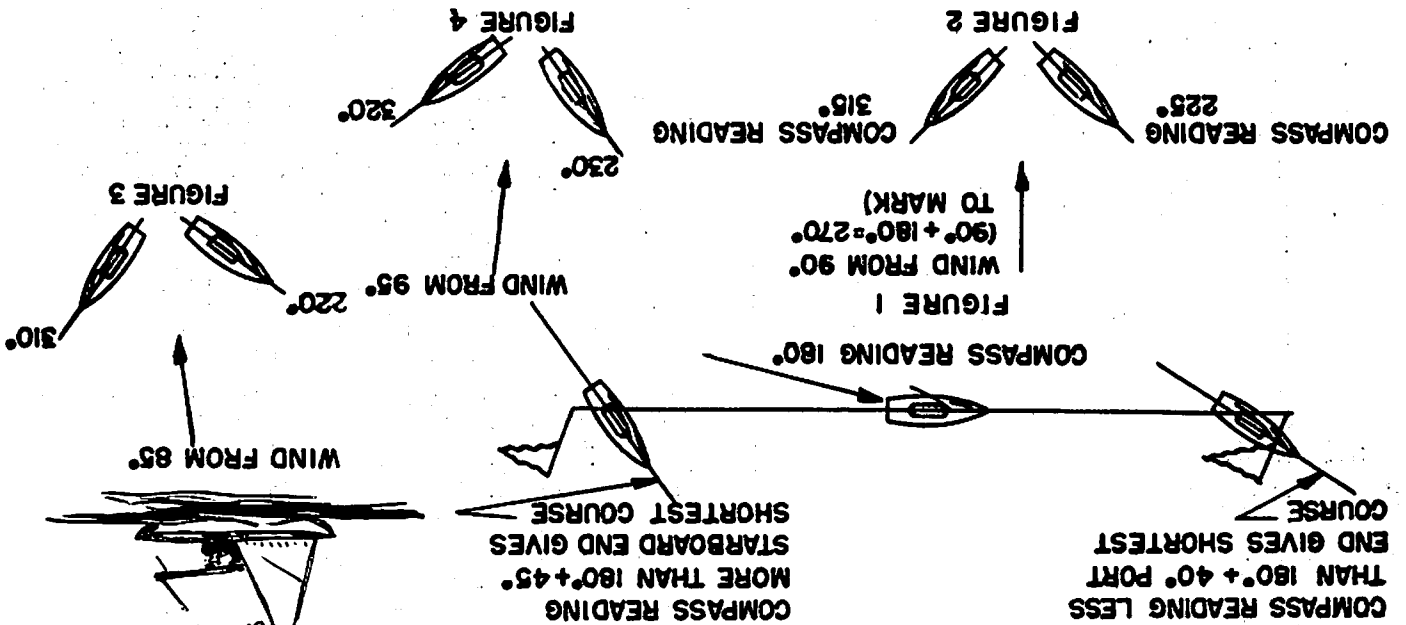
Pictures of the Month



So, you think you have it tough. Take a look what the Snipe skippers down in Venda Grande, Pernambuco have to do when they went to go for a little sail. If we had to do this, we'd soon lose Snipe Interest. This is called "crossing the bar" but once they are clear, they have the whole Atlantic Ocean to enjoy. In the center photo No. 8973 is clear of the breakers while another boat, No. 7981 is crossing. Note other Snipe far off shore in center photo. The lad

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with the yachting cap is Jayme Teixeira Leite, Honorary Vice-commodore of Snipe Ass'n. The two girls are "Bibi" Juetz (left) and her crew Dora Schneeberger. The other photographs shown some of scenes around the club. Note the excellent wooden roller trailers used on the sand. The club house of Fleet No. 211 is shown in lower right. The photos came in from Fernando de Avellar, Brazilian National Secretary and were taken by Jean Maligo an "amateur".



is in detecting shifts when going to windward and in making sure that you haven't gotten caught tacking on an apparent shift which wasn't an actual one. In the second example above (Figure 2), the wind is coming from a direction of 90 degrees which means that a straight course to the mark would be 270 degrees, the normal starboard tack heading would be 225 degrees, and the port tack heading would be 315 degrees. This, of course, represents an average condition as the wind never blows from exactly the same direction for very long. The actual conditions would probably be that the starboard tack varied from about 220 to 230 degrees and the port tack from about 300 to 320 degrees, as shown in Figures 3 and 4. Obviously, when the starboard tack heading is 230 degrees you are heading closer to the mark than on the port tack with a heading of 320 degrees. Conversely when the port tack heading is 310 degrees you are heading closer to the mark than on a starboard tack with a heading of 220 degrees.

Deciding when to tack and when not to tack involves a lot more than merely reading the compass, as has been discussed in previous issues of the Bulletin. However, it is generally true that you should be on the tack which heads closest to the mark, and using a compass will enable you to determine this. It will also enable you to determine whether or not you have gotten caught tacking on an apparent shift. If, for instance, you have been holding the starboard tack with a heading of 230 degrees, and your heading suddenly drops to 220 degrees, it will pay to come about. If you have come about on an actual shift, your port tack heading will be 310 degrees. If, however, you have tacked on an apparent shift your port heading will be 320 degrees and you had better get back where you were.

The most dangerous thing about using a compass while racing is that it is easy to become so engrossed in doing what the compass says to do that you may forget to watch the other boats carefully enough. This may cause you to completely miss the presence of a geographic shift when going to windward, and may cause you to forget that while a compass course to the next mark on a reach or a run may be the shortest distance to the mark, going off course to stay ahead of your most dangerous competitor may get you to the mark ahead of him instead of behind him.

Using a Compass in Racing • • •

A great many people seem to be baffled on the subject of using a compass in connection with small boat racing, part as to how. A compass is obviously not essential on a small boat as people have been winning races without one for years -- there are, however, some occasions on which a compass is very helpful.

An experienced skipper can reach down a starting line and harden up on the wind and guess pretty well which end of the line will be the best end to start on without using a compass. However, in the excitement that prevails immediately before a start, he is likely to get caught starting on the wrong end of the line if the wind has shifted appreciably since he tried the starting line. A compass may help to avoid this. With a compass the first thing you do is to get the compass reading when reaching down the starting line on a starboard tack. In the illustration above (Figure 1) the compass reading in this case is 180 degrees. Then if the compass reading when close-hauled on a starboard tack is over 45 degrees more than the starting line reading (more than 225 degrees) the starboard end of the line will give the shortest course to the windward mark. If the starboard tack close-hauled is less than 45 degrees more than the starting line reading (in example less than 225 degrees) then the port end of the line will give the shortest course. Sometimes considerations other than the shortest course will govern in deciding which end of the line to pick. (See Scientific Sailboat Racing).

In a high wind it is a good idea to keep an eye on the starting markers to be sure that they aren't shifting around; however, assuming that they are not, it is only necessary to remember the compass heading of the starting line and compare this with your starboard tack heading as you maneuver before the start. If you do this, a pronounced shift in the wind will not catch you starting where you wouldn't have if you had known better. Probably the greatest usefulness for the compass, however,

Snips from the SNIPE'S Bill



A Message from Our New Commodore

I appreciate very much the honor which has been bestowed upon me by the Snipe Class in electing me as Commodore of the Association for the next year. I hope sincerely that I will be able to perform the duties of this office successfully.

About 20 years ago Bill Crosby drew up the good design for Snipe. It is still basically unchanged after these many years, an able, honest boat, capable of giving an excellent performance under any reasonable sailing conditions for a boat of similar size.

The sizes of most of the materials were purposely made substantial when Snipe was designed. This was done so that the Snipe hull would retain proper shape, even after years of sailing, and bouncing around the country on a trailer. Those of us in the Snipe Class will thank Bill Crosby for this as our Snipes get to be ten or more years old, but in the original shape, like a real boat should.

Experience has shown us, however, that Snipe specifications should be met with the lightest materials possible so that the boats, when finished, weigh as near minimum weight as possible. The performance of these boats, when built light in weight, is most enjoyable. They will plane readily at high speed in fresh winds, and in free-for-all races they are apt to surprise everyone including the race committee by chalking up wins over supposedly faster classes of other designs.

And so, as we start in 1952, I would like to go on record as saying that I hope we will have more and more Snipes built from now on as Snipes should be built - light in weight and fast, for it is the general belief that it is in these boats that the great future of the Class lies.

Owen E. Duffy, Commodore SCIRA.

Oshkosh Fleet to Sponsor Juniors

Peter Hardeen reports; "The Snipe Fleet of the Oshkosh (Wis.) Yacht Club is planning to sponsor a sailing program this summer so that more children can learn to sail and, we hope, buy boats. Many of our regular fleet members have gone into the armed forces and we hope that this program will put our fleet back on its feet."

Savannah to Equalize Snipe Weights

Neil H. Mingleorff, Fleet Captain of the newly forming fleet at Savannah, Ga., cites the troubles of other class boats in his area because of weight differences and he plans to weigh the five Snipes they now have and strike an average which he would then call the minimum weight of the fleet. Snipes over this weight could be lightened up to conform, and those below would be required to carry ballast midway between deck and keel, to make up the difference. A rough check on their boats shows approximately 150 pounds difference now. In sanctioned interfleet races, the ballast would be removed. The boats that will be bought from nearby territories, are five or more years old and they feel "that the addition of a new lightweight Snipe to the fleet, might hinder the growth of the class as is occurring in the ----- Fleet." This clever scheme might easily be the answer to the difficulties of numerous Snipe fleets.

Another Canadian Fleet Forming

A report from Edmonton, Alberta, Canada, gives us the news that a Snipe fleet will be formed shortly. The letter, from J.R. Andrew, states that they have several Snipes already and others are in frame or partly planked. Complete information was sent from headquarters including a number of back numbers of the Snipe Bulletin.

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Argentina Regains
Snipe Class World
Championship with
LARSEN SAILS

The World Championship of the Snipe Class, the largest one design racing class in the world, consisting of nearly 9,000 boats, was regained by Jorge and Carlos Vilar Castex at Havana in early December. These Argentine sailors first won this coveted title in 1948 in *Pamperito* (pictured), were runner up in 1949 with the same sails and came out tops again in 1951, sailing a different boat in each race but (as in previous years) using their Larsen sails throughout. We have made several suits of sails for the brothers Vilar Castex and, while we recognize their superior racing skill, we feel that other factors have contributed to their outstanding success, namely sails recognized by many as the best in the world — LARSEN. Winners in many classes, and cruising men too, turn to Larsen for championship sails. May we make a winning suit of sails for your boat?

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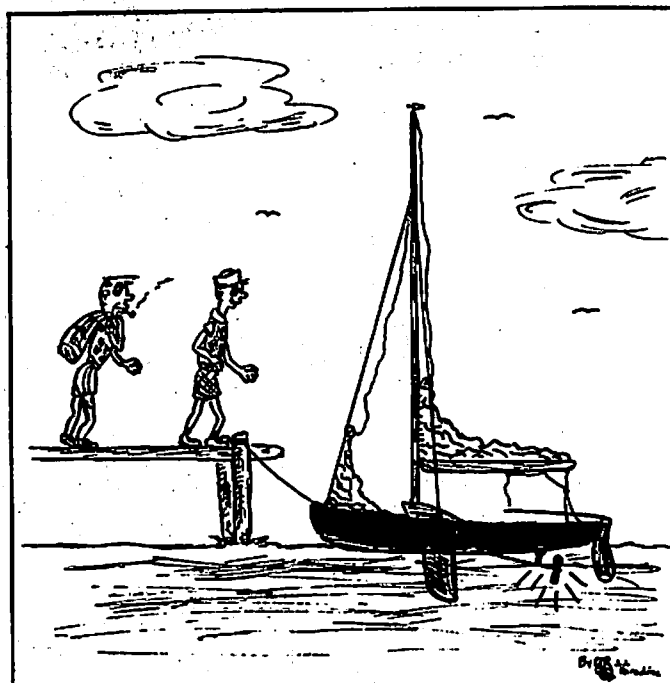
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Race Dates Piling Up

Following race dates are set up for the coming season. Others will appear as they are sent to us. Be sure to send in your dates.

- February 24th, Palm Beach Yacht Club.
Hal Rich, Jr., Graham-Eckes School,
Palm Beach, Florida.
- March 4-7th, Clearwater Yacht Club, Midwinter
Championship. Clifford McKay, Sr.,
Clearwater Y.C., Clearwater Beach, Fla.
- May 3-4th, Galveston Boat Club, 5th Annual
Lloyd C. Roosevelt, 5711 Fraser St.,
Galveston, Texas.
- May 10-11th, Shreveport Yacht Club, Spring Cham-
pionship. Bob Lawton, 220 Ward Bldg.
Shreveport, Louisiana.
- May 24-25th, Grand Lake Regatta, Hayward Trophy.
John T. Hayward, 624 East 4th St.,
Tulsa, 3, Oklahoma.
- July 26-27, Diamond Lake Yacht Club, (Mich.)
James F. Wolf, Comm. 414 So. 5th St.,
Elkhart, Ind. or Diamond Lake Y.C.,
Cassopolis, Mich.
- Aug. 2-3rd, Eagle Lake Y.C., Michigan Champs.
Edwardsburg, Mich. (Data not sent in)
- Aug. 9-10th, Junior Nat'l Championships, Green
Lake Y.C., Elmer D. Morse, Comm. Green
Lake Y.C., Green Lake, Wisconsin.
- Aug. 11-15th, National Championships, Green Lake
Y.C., Elmer D. Morse, Comm. Green
Lake Y.C., Green Lake, Wisconsin.
- Aug. 22-24th, Great Lakes Champs., L. Wawasee, Ind.
Frank Levinson, 5919 Garver Road,
Indianapolis, Ind.
- Aug. 23-24th, Rocky Mtn. Championship, Denver,
Col. Samuel P. Card, 5330 Lakeshore
Drive, Littleton, Colorado.

Wilmette Harbor Fleet Comes Back

Ewing A. Johansen of Chicago writes the following news - "Considerable interest has been shown of late in the forming of a Divisional Snipe Fleet at Wilmette Harbor, Ill. * * * My brother and I organized a fleet here in 1935 up until the war called all members into service. * * * I think our prospects for a really active Wilmette Harbor Snipe Fleet are good. We have a nucleus of seven Snipes and possibly nine or ten. When word gets around of our organization, we should have even more boats. The

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MARCH, 1952

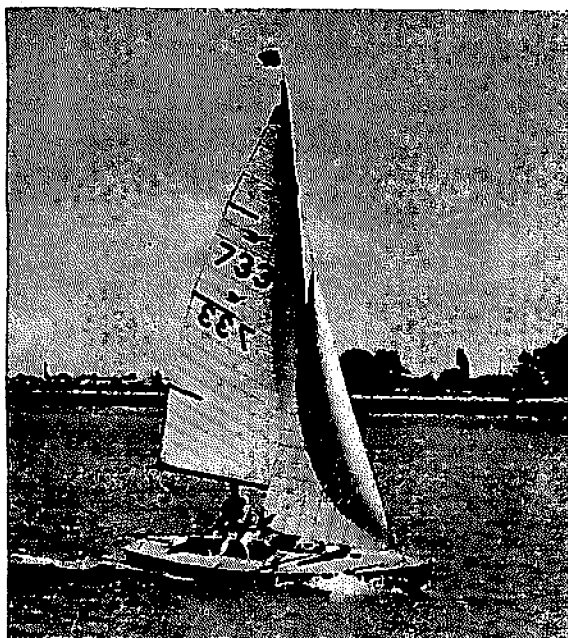
Sheridan Shore Yacht Club, in Wilmette, has offered to sponsor our fleet and to schedule our races along with three other classes racing here." If you are interested in joining, headquarters will send you Mr. Johansen's address.

More Snipes in Middlewest

According to Frank Levinson, District Secretary for the Upper Great Lakes Region - "Snipe racing is definitely on the up in the middlewest. All of the Fleets in this area will have more boats in their fleet races than last year. Put me down for limiting the Nationals to 30 boats (for any one gun) and any boat that doesn't finish a race is through for the series."

Miami Fleet Being Revived

Anne Bellenger of Miami is making valiant efforts to revive old Fleet No. 7. Jack Wirt, the former fleet captain has turned it all over to Miss Bellenger who has about five or six Snipes lined up and who wants to get it straightened out in order to make the Fleet eligible to enter the Midwinter Championships at Clearwater in March.



Above is Dorelia, a British Snipe owned and sailed by R.R. Clifford of the Medway Yacht Club, England.

— THE SCORE
Numbered SNIPES — 9092
Chartered Fleets — 357

Newest Point Scores

Results of point score races are still coming in every day from the Fleets but space doesn't allow us to print them all at this time. John T. Hayward is still top man on the list but he could be beaten yet as the season does not close until the last of March. We hope to print the entire list in April or May Bulletin so if your scores are due, better have them mailed at once.

No.	Skipper and Fleet	Races	Pts.
8099	John T. Hayward, Tulsa, Okla.	16	1740
7021	Robert Wilkins, Mass. Bay	15	1728
8303	J. Morgan, Medway, England	16	1720
23	H. Martin, Dallas, Texas	17	1714
8851	O'Brien Bros., Iowa-Nebr.	16	1705
7873	Victor Larson, Chautauqua, N.Y.	15	1693
6380	K. Nicholson, Pine Beach, N. J.	9	1690
7886	Ray Kaufman, City Island, N. Y.	9	1681

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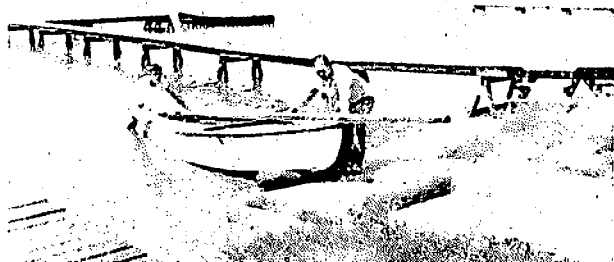
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Point Scores FROM PAGE 7

7908 D. Westholt, Lake Lotawana, Mo.	14	1678
6258 Owen E. Duffy, Priva. Chattanooga	10	1676
6766 H. Upson, Quassapaug, Conn.	12	1673
6896 Wm. Rushlow, Potomac River, Wash.	16	1670
3303 J. Stettler & B. Smith, Corey L.	17	1668
7588 J. Remlin, Cedar Point, Conn.	19	1663
7779 R. H. Graf, Hewlett Pt., N.Y.	7	1658.7
6446 K. Ehrman, Gull Lake, Mich.	22	1658
4540 J. G. Hyde, Jr., Wolf Lake, Mich.	15	1657

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7080 N. D. Baker III, Mentor H., Ohio.	19	1656.3
7446 E. L. Marshall, Pt. Jefferson, NY	12	1656
8086 Jim Paxton, Iowa-Nebr.	17	1653.7
8600 E. D. Gavney, Jr., Gull Lake, Mich.	22	1653.3
8300 I. Y. Halsey, 3 Mile Harb., N. Y.	10	1652
4207 B. & W. Cleland, Corey Lake, Mich.	17	1640.4
3741 R.S. Gozzaldi, Dallas, Texas	17	1640
6266 John Pfaff, Eagle Lake, Mich.	11	1639
5933 Eddie Williams, L. Lotawana, Mo.	9	1637
7926 Camp Eberhart, Corey L, Mich.	24	1634
8653 H. L. Gilreath, Priva. Chattanooga	13	1633
6783 Art Stock, Lake Lotawana, Mo.	11	1631
7430 E. Younie, Mass. Bay	16	1629
2692 W. Matas, Crystal Lake, Ill.	15	1626
3865 Jack Hyson, Iowa-Nebr.	15	1625
4363 J. Sohrank, Oshkosh, Wisc.	12	1623
7007 B. Errico, City Island, N.Y.	9	1620
8048 George Cartland, Portage L., Mich.	20	1618.8
7428 Billy Roberts, Priva. Chattanooga	14	1618.3
8459 H. L. Lyness, Pt. Jefferson, N.Y.	11	1617
1032 Bob McPherson, Oshkosh, Wisc.	12	1616
8752 H. Amundsen, 3 Mile Harb., N.Y.	10	1614
4290 L. Reed, Galveston, Texas	6	1608
6975 Gene Patrick, Lake Merritt, Cal.	5	1607.2
7184 D. Drake, Chic. Corinthian, Ill.	6	1607
8191 C. W. Livergood, Sequoyah, Okla.	20	1602.7

Chautauqua FROM PAGE 2

so impressed with the fleet that he donated a "draw for boats" trophy to be sailed for each year in a series of three races, no skipper to sail his own boat or the same boat twice. This cup is still in competition and the fleet has a wonderful time each year. It has contributed much to building up the fleet of fine Snipes). All of these series are run off each year. As a matter of fact, in looking up the record the fleet sailed sixty races one year with approximately twenty-two of these high point races. This may not seem much to fleets sailing in warm water the year around, but for four and a half months when Chautauqua Lake is reasonably warm, this is a lot of racing.

Besides having all this activity at home, the fleet has tried to keep up its connection with the New York State Snipe Assoc., and has won the N. Y. State crown twice. Vic Larson won the North Atlantic once and the fleet makes an effort to be in important Snipe competition each year. Representatives have attended Nationals in Detroit, Chicago, Corpus Christi, Marblehead, Los Angeles, and also at Barnegat Bay, as well as entertaining the largest International (four foreign countries and thirty-two from U. S.) in 1946 and the largest National (forty-six) in 1949. The Fleet took four boats 1400 miles to Clearwater in 1948.

Three-cornered Race Popular

Also, after the Internationals the fleet joined PLYC from Akron and the Mentor Harbor Fleet for a three race series each year since 1948 - sailing Chautauqua 1948 - Turkey Foot Lake 1949 - Mentor Harbor 1950 - Chautauqua 1951. This series is open to all registered Snipers in the three clubs and points are now averaged for the club series winner.

Many Snipe enthusiasts who are known to all competitive Snipers are still in the fleet and have worked hard for its success. Les Powers, Bel and Beebe Russell, Randy Hough and Harold Radford, Tommy and Dave Lundquist, Vic Larson, Don Magnuson, Mary Hough and Priscilla Hall, Johnny and Harry Welshofer, Doc Torrance, Phil Yates, Red Garfield and Griff, Mike and Cliff Hine and to Mrs. Ralph (Irene) Lundquist for taking care of the scoring which she has done with the greatest efficiency for so many years.

There may be some ideas here that will be helpful in starting new fleets and stimulate one ones. One important factor has been omitted - caring for your Snipe - the fleet encourages the younger skipper to care for their boats and get new boats as soon as possible. The fleet at present is sprinkled with fine Snipes from Emmons, Walters, Varalyay and Mills.