

SNIPE BULLETIN

MARCH 1954

VOL. 3 NO. 10



A FAMILIAR SCENE BETWEEN RACES.
Mrs. Jack Hyson of Omaha inspects her
mooring line. Photo by Bob O'Brien.

1953

SNIPES NATIONALS

*Sails
by Watts*

SCORED A CLEAN SWEEP!

TOM FROST and FREDDIE SCHENCK sailed

the "Snowball" to victory in both the

Junior and Senior National Championship Series.

HAROLD GILREATH placed second

and TED WELLS third. They all used sails by Watts.

Order Watts sails for your next suit.

KENNETH WATTS • TORRANCE, CALIFORNIA

Custom Built according to OFFICIAL SNIPES 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



Pre-assembled
Snipe Frame Kits

BOAT LUMBER

Cedar - Mahogany - Sitka Spruce
Teak - Oak - Cypress - Redwood

WATERPROOF EXTERIOR PLYWOOD 3/32" to 1" — 8' to 16' long
Send for Free Lumber Booklet

Ask about **BoatLIFE** finishes, available in
Plasticlear and colors. The fastest, toughest
most durable finish your boat can have.

Ask for free folder

MAURICE L. CONDON CO. INC.

270 FERRIS AVENUE
Tel: WH 6-4111

Dept. S-7

WHITE PLAINS, N. Y.
Open Saturdays

EMMONS—

UNFINISHED SNIPES HULLS, TRUNK BOLTED IN \$ 245
WITH DECK FRAME IN PLACE, READY TO DECK — \$ 305
FINISHED WITH DECK READY TO PAINT OR VARNISH \$ 425
ORDERS ACCEPTED NOW FOR JULY DELIVERY
CENTRAL SQUARE, N. Y.

SNIPES BULLETIN

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

Subscription Rates.

\$2.00 Per Year

Owners of measured and paid-up Snipes receive SNIPES BULLETIN as part of the membership free.

Forms close on the 15th of each month preceding publication. Material received after that date will not appear until a later issue. Contract advertising rates may be had on application.

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

CROSBY MEMORIAL TROPHY

Shortly after Bill's death, many Snipers wrote letters suggesting that there should be a trophy to his memory and honor--a really fine one and for an important event. Therefore, at the Annual Meeting, the Board of Governors decided that, at the National Championships, the entrants should be divided into four fleets, each of which would race against each other fleet in the three qualification races, and that the skipper having the highest point score in these three races would receive the William F. Crosby Memorial Trophy. We would like to make this the finest perpetual trophy there is---and any Sniper, Snipe Fleet, or anyone else wishing to contribute should send a check to Birney Mills, Executive Secretary. A suitable trophy will probably cost about \$350.

NATIONALS TO MENTOR HARBOR

The Board of Directors has accepted the bid of Snipe Fleet #42 for the 1954 National Championships. Mentor Harbor, Ohio, is located on the south shore of Lake Erie in the township of Mentor-on-the-Lake, about 25 miles east of Cleveland. The Yacht Club, established in 1928, is one of the best in the Great Lakes district. Fleet #42 has been a strong and active group and deserves recognition by SCIRA. Arthur Hellman, 2973 Morley Rd., Cleveland, is the 1954 fleet Captain. Complete details will be announced later.

This is belated recognition of Christmas gifts received by SCIRA. Bob and Ann Frahm of Grand Rapids Fleet #137 sent in \$10.00 for subscribing memberships, while the Wichita Sailing Club Fleet #93 contributed \$25.00 for a Sustaining Membership. Individual members of the fleet donated the money and it is planned to take up collections at opportune times and repeat the performance. An easy way to help SCIRA, with no heavy expense on any one person. This spirit and team-work could well be copied by other fleets.

NEWS FROM THE FIBREGLAS FRONT is rather scarce. Certain interested parties have asked many questions and it is likely that definite announcements will be made shortly. A little patience is required.

— THE SCORE

Numbered SNIPES—9746
Chartered Fleets —386

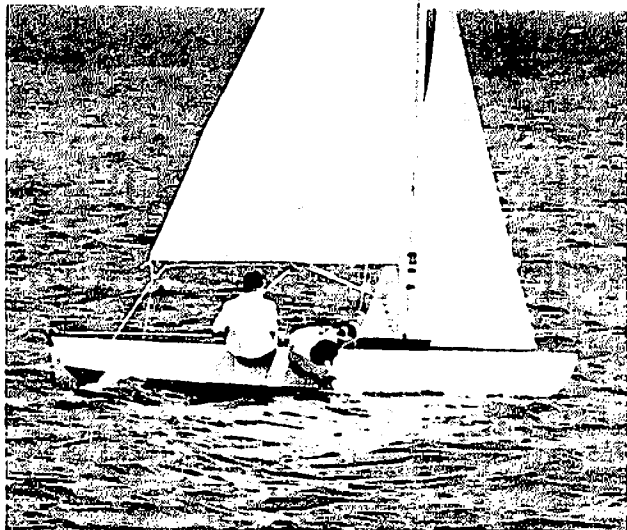
SNIPES BUILDING PLANS

Booklet \$ 2.00

Blueprints \$ 5.00

S.C.I.R.A., 655 WEBER AVE AKRON 3, OHIO

Sails by Watts



KENNETH E. WATTS · TORRANCE, CALIFORNIA

Make your next suit of snipe sails Watts dacron! We have pioneered in the testing and developing of Dacron sails. For more than five years we have worked in close cooperation with the weavers of the cloth and the men who race with the sails to develop the best technique for designing and building winning Dacron Sails.

HIGH POINT SCORES.

THERE HAVE BEEN SOME CHANGES MADE since the last accounting. Carlos Bosch of Cuba now leads the world with 1723. 923 points, closely followed by Joseph Remlin of Cedar Point, Connecticut, with 1723. 8. A mighty, mighty close race! All reports must be in by April 15, 1954. Watch the April and May issues of the Bulletin and see how YOU rate.

Boat	NAME	CLUB.	RACES.	POINTS.
8999	Carlos Bosch, Santiago, Cuba.		13	1723.9
7588	Joseph Remlin, Cedar Pt. YC. N.Y.		15	1723.8
7094	Ugo Cantisani, Paraiba, Brazil		14	1723.2
4571	Charles Webster, Oak Orchard, N.Y.		17	1718.2
6929	Jules Voerge, Jr., Lake Merritt, Cal.		15	1713.6
9168	Barbara Wood, Birch Lake YC, Mich		13	1711.7
5485	Barbara Nicholson, Pine Beach, N.Y.		16	1710.5
23	Harold Martin, Dallas, Texas		12	1706.8
8099	John Hayward, Sequoyah, Oklahoma		24	1698.4
6775	Carl Zimmerman, P.L.Y.C. 110, Akron		13	1694
8641	Bengt Johnson, Sea Cliff, N.Y.		25	1689.3
5894	Robert Dimond, Lake Parsippany, N.J.		19	1687.6
9512	Winston Ely, Green Lake, Mich.		9	1681.2
8309	R.C. Coates, Maldon, England		8	1680
7953	Jose Bruschy, Cascais, Portugal		10	1676.3
6454	George Reiner, Lake Merritt, Cal.		15	1676.1
7428	Billy Roberts, Chattanooga, Tenn.		11	1674.8
8076	Tom Head, Peoria, Illinois		11	1674.6
8300	I.Y. Halsey, Three Mile Harbor, N.Y.		12	1674.3
3518	Bob Huggins, Winchester, Conn.		15	1673.7
9102	Brooks Applegate, Portage Lakes, Wis.		9	1672.2

HOLLAND BUILT SNIPES

MAHOGANY PLYWOOD HULLS - minimum weight
Highest American Standard

For **BIG SAVINGS** write to:

IBASO P.O.B. 3 - HUDSON HEIGHTS, N.J.

STAINLESS STEEL BOARDS

TO MEET THE DEMAND FOR STAINLESS STEEL DAGGER BOARDS — which, by the way, are standard in our DANISH DELUXE Racing Snipes — we have made a surplus number of these boards. They are available at \$85.00 cif, New York, if

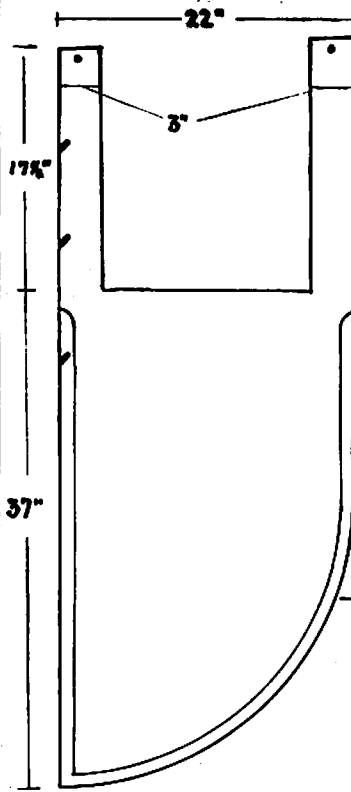
ordered in lots of three.

The BOARDS are made of 9/32" plate from STAINLESS STEEL and weigh about 72 lbs. without the handle. Edges are sharpened within one inch as shown on the sketch.

**THE FINISH IS —
PERFECT.**

Only a limited number available, shipped within 6 weeks from date of your order.

We arrange for delivery at your address.



Quality
from
Denmark

Write to

OLE BOTVED
767 High Ridge Road
Stamford, Conn.

ALFRED

CARLSEN

hand-made Sails

are made from the finest mildew-proof Egyptian cotton that money can buy. The shape of them makes them leaders. Your beautiful Carlsen sails can be delivered within 6 weeks from date of your order C. O. D. your address. \$ 98.00 delivered in New York, duty and everything prepaid.

Write for details:
Ole Botved
767 High ridge road
Stamford, Connecticut.
TEL. Stamford 2—2251
after 7. P. M.



QUALITY FROM DENMARK

Varalyay

Built Snipes

are still

"The Choice of Champions"

1953 National Championships

1st — 3rd & 4th Places

1953 Junior Nationals

1st & 2nd Places

Ted Wells Trophy — 1st Place

Semi-finished Hulls

Ready to Sail — Frame Kits

Spars & Rigging

Fiberglas Hull Covering Kits

VARALYAY BOAT WORKS

1810 W 186 STREET

GARDENA, CALIFORNIA

WHAT ABOUT SAILCLOTH?

Introduction by the Editor: This article by Kenneth E. Watts, which is reprinted in part from "YACHTING" magazine, gives an informative summary of the sailcloth situation from the sailmakers' viewpoint. It does not, however, mention the problem that faces the Board of Governors and International Rules Committee in making a decision concerning the use of these new materials in the Snipe Class--namely--does the practically complete impermeability and the surface smoothness imparted to these fabrics by the heat setting process give superior racing performance which will obsolete all cotton sails? In some racing classes there is considerable evidence that cotton sails are hopelessly outclassed; in other classes, the advantages have not been so outstanding. When one considers that Snipe skippers throughout the world have over a half-million dollars invested in cotton sails, it is obvious that great caution must be exercised in order to not wipe out this investment.



FOR GENERATIONS the major problem confronting sailmakers and sailors alike was quality and construction rather than the type of fabric to be used. Cotton was standard equipment for all sailing vessels, commercial or pleasure craft, large or small. But as with all things, progress has brought diversification in sails.

As it stands today, there are three major synthetics competing with the old stand-by Egyptian cotton; namely, Nylon, Orlon, and Dacron.

After five years of continual experience and observation with the new fabrics as they have been introduced, I sincerely feel there is a place in sailing for all four of the major cloths available. I will endeavor to summarize our experience with each and outline its main advantages and disadvantages.

COTTON: All of the sailmaker's experience for generations has been limited to cotton cloth, so we have learned precisely what to look for in the weave of the fabric and can estimate quite accurately the ultimate stretch of the cloth. The practices followed in designing, cutting, sewing and roping sails made of long staple Egyptian cotton have been built up over many, many years with the benefit of the combined experience of many sailmakers. Similarly, yachtsmen's experience with cotton sails has been cumulative over many years. They know how to break the sail in, how a good sail should look after it is broken in, and can tell from the reaction of the sail many of the tuning adjustments that are periodically required to get the most out of the boat and the sail. Because of this experience, many yachtsmen consider cotton the most dependable and have the most confidence in it.

On small boat sails, where drying to prevent mildew and deterioration is not a serious problem, the advantages of the

synthetics are not so important. I think it will take more experience with the synthetics before one can say they will ever completely replace cotton. Cotton makes a smoother setting sail than any of the synthetics, due to two reasons: (1) The seams can be sewed with less puckering; and (2) cotton stretches^o most where the stress is greatest, allowing the wrinkles to smooth out.

NYLON: In 1946 Nylon sailcloth first appeared on the market. Preliminary tests revealed it had amazing strength for a given weight of cloth and excellent resistance to mildew and to abrasion. Because of these features, plus the fact that it did not shrink when wet and in certain weaves Nylon, weight for weight had less elongation than cotton, we all went somewhat overboard in feeling that we had found the answer to our dreams for a perfect sailcloth. Nylon does not stretch like cotton so no breaking in period is required; a mainsail could be bent on and immediately raced in a heavy breeze with no ill effects. But as we continued to use the cloth, we found that Nylon, too, had several drawbacks. The most serious drawback is that it is very sensitive to humidity changes, is soft when moist, but becomes stiff and harsh and shrinks when the humidity is low, causing the sail to change shape from day to day. After a season's use similar sails shrank different amounts, making the amount of shrinkage unpredictable.

A second drawback is that ultra violet rays in sunlight cause deterioration to Nylon in about the same degree that cotton is degraded. Because Nylon is mildew proof some owners never covered their Nylon sails and they lasted only four or five seasons.

One problem that has plagued the sailmaker with Nylon is puckering of the seams. Many hours were spent in trying to master this trouble, but with little success. It was discovered that the lighter the thread the less puckering, so as light a Nylon thread as practicable was used. However, this created the problem that the sails had to be completely restitched about every two or three seasons due to deterioration of the light thread from sunlight.

ORLON: In 1948 the DuPont Company introduced a new synthetic fabric called Orlon, which is not related in any way to Nylon. Tests indicated that Orlon had many of the good characteristics that were desirable in Nylon; namely, it is mildew resistant, is stronger than cotton, does not stretch and so requires no breaking in. Orlon offers the greatest resistance to sunlight of any of the synthetics or cotton, and the humidity changes that plagued Nylon sails do not affect Orlon. Because of its low absorption, a sail made of Orlon remains soft and pliable, wet or dry. Orlon has another good property in that it becomes quite stable when heat set. This is a process of applying heat around 400° Fahrenheit for a given period to the cloth after it is woven, which causes the fiber to shrink. After going through this stabilization process, sails made of Orlon shrink very little, so remain full size for the entire life of the sail. This is very important in small boat racing sails, as maximum area is usually a "must" to insure a winning sail.

Orlon derives other benefits from this heat set process: it greatly reduces the elongation, lowers the permeability, and aids in giving the surface a smooth skin, which in turn gives less surface drag. Less elongation means, first, that the sail can be made almost up to maximum size and, second, the draft or shape of the sail can be built into it and it will not change as readily with wind velocity changes as do cotton or Nylon sails.

Orlon's major drawbacks are that its tensile strength, while still about twice as great as cotton, is about 40% less than Nylon, and its resistance to abrasion is lower than either cotton or nylon.

Orlon could not be classified as a combustible material, but like cotton it flames when lighted with a match, while Nylon and Dacron melt.

DACRON: Dacron, the newest of the synthetic fibers, was first introduced in 1950. To date it gives promise of being

the best of the synthetics tested. It has most of the good characteristics of Nylon and Orlon, without their disadvantages. It is practically as strong as Nylon, has about the same abrasion resistance, and seems to be the most mildew-proof of all the synthetics, all of which are prime requisites for a good sail cloth. Tests indicate that its resistance to sunlight is excellent and for all practical purposes is as good as Orlon. Dacron reacts even more favorably to heat setting than Orlon, so it becomes quite stable and its smooth surface gives minimum surface drag. Because of its strength and low elongation after being properly heat set, a lighter weight cloth can be used for a given size or type of sail. This is an important factor in small boat sails, as well as in larger sails.

Dacron has the lowest absorption of water of any of the synthetics tested and retains approximately 95% of its original strength when wet. Because of its low absorption, humidity changes have no effect on it, and it dries very rapidly when wet. Sails made of it retain their shape and size whether wet or dry. This is a definite advantage when racing in squally conditions or at night, as many a cotton sail has been ruined by not slacking off the luff and foot ropes when they became damp while sailing.

After the necessary heat-set treatment Dacron has very low elongation and practically no stretch, so sails made of it need no breaking in and once the sails are made to fit they should remain that way.

Dacron handles and sews more like cotton than either of the other synthetics. It has greater sunlight resistance than Nylon, and greater strength and abrasion resistance than Orlon; consequently Dacron makes the best sewing thread for sails made from any synthetic cloth.

After working with Dacron for four seasons and observing the outstanding performance made by this newest fiber, I sincerely feel Dacron will play a large role in sailing during the coming years. It has so many desirable features that I personally recommend it to my customers in all cases except those in which specific and limited conditions make one of the other fabrics more desirable.

Regardless of the basic fiber used, the sailcloth and the resultant sails are no better than the weaving of the cloth. I'm sure every sailmaker could tell you a few sad experiences when he has received a piece of cloth not woven to the proper strict specifications. With cotton this problem has been solved quite well from the years of experience gained, but with the introduction of each new synthetic, sailmakers and weavers alike go through a trying period of laboratory and field testing. With Orlon and Dacron, the heat set process applied by the weaver after the cloth is constructed is as important a factor as weaving. Due to the length of time required to develop, test, and try each weight of a specific synthetic, only limited weights are available at the present time. We are continuing to test new weights and eventually no doubt they will be available in all weights needed by the sailing public.

Since the Egyptian cotton market fluctuates, it is rather difficult to give an exact comparison of cost. At present Egyptian cotton cloth of excellent quality is available at a fairly low price. Nylon is approximately the same price as high quality cotton, Dacron about 12-15% higher, and Orlon about 20-30% higher.

Because of the tremendous demands for them for other uses, the synthetics have not been very readily available in sailcloth. However, Nylon, Orlon and Dacron can now be obtained in increasing quantities but in limited weights. A much larger Dacron plant is now in production, so the supply of Dacron sailcloth should increase materially during 1954.

Until more knowledge is gained about the synthetics, they will no doubt remain higher than Egyptian cotton sails. However, I feel that as better "know how" is learned in handling the materials, and as more yarn is produced, in a few years the newer synthetics may be very close in price to cotton.

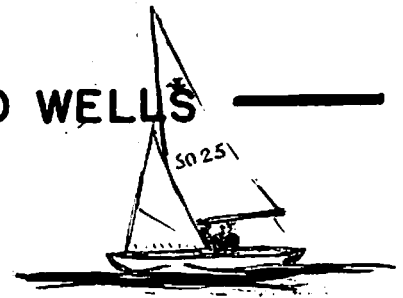
*NOTE: In this article I have used the words "elongation" and "stretch" with the following meanings: Elongation—how much the cloth elongates and then returns to its original size; Stretch—amount of elongation not recovered.

WELLS' WANDERINGS

By TED WELLS

ANNUAL MEETING of the RULES COMMITTEE

March 1954.



Since it is still a little bit too early to do any practicing on the technique of going to windward and since everyone will be clamoring to the new Rules Committee Chairman for a report on the annual meeting, I will present this report as my last one as Chairman of the Rules Committee while the new chairman is worrying about all of the paragraphs in the rule book that need to be changed. A large number of these changes were made at the request of the European secretaries and others as a result of suggestions sent to the meeting and to the committee during the year.

John Nicholson pointed out that pivot board boats are penalized by the fact that the dagger board can extend about two inches farther below the keel than the pivot board can. The pivot board dimensions will be changed to permit the pivot board to extend the same amount as the dagger board.

The over-all length tolerance will be reduced from plus or minus 1-1/2 inches to plus 1/2 inch, minus 1 inch. This will be effective on boats started after publication of this report, which will be after about 9800.

There is a new weight limit of 425 pounds which includes the boat complete but does not include anchor and line, paddle, life preservers, whisker pole, bailing equipment unless built in, or sails. Boats not reaching this weight limit must have weight permanently added before they can be given measurement certificates.

Sliding seats, hiking boards, trapeze rigs, etc., will be specifically ruled out. Also outriggers on the back of the boat which artificially lengthen the boat and affect the overlap rules will be ruled out, as will rearward extensions on the top of the mast which affect the bending characteristics of the mast.

A maximum dimension of five inches has been adopted for the roach on the foot of the jib.

The present wording in the measurement sheet data indicates that no tolerance is allowed on the chine height at Stations 1 and 5. This will be corrected.

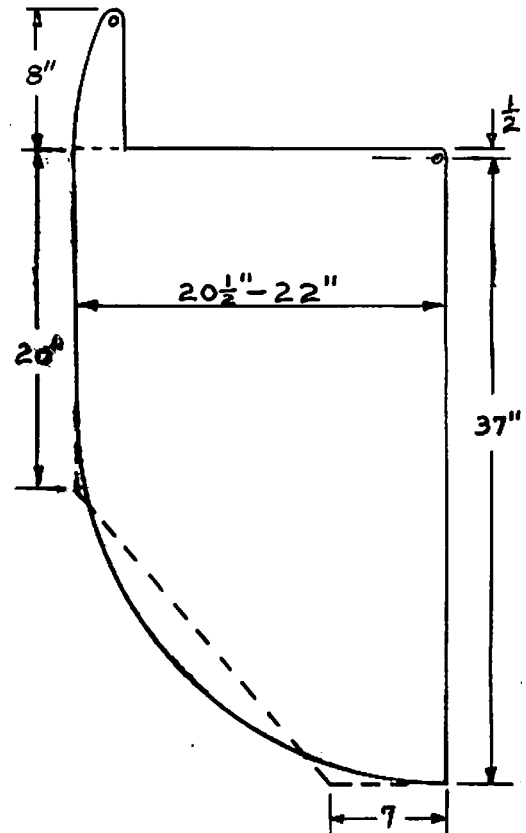
A minimum dimension of 17 inches from the top of the keel batten to the top of the centerboard trunk will be added.

It will be made clear that the 60-inch minimum dimension from the stem to the centerline of the mast applies at the mast step and has nothing to do with the size or location of the hole in the deck.

It will be specified that floor boards must be installed on top of the frames. No minimum thickness will be specified as structural adequacy will take care of this.

It was decided, on the basis of experience with Dacron during the past year, to allow its unlimited use this year. However, someone has apparently come out in the meantime with a new Dacron weave which is identical in appearance to Orlon and may have the superior racing qualities that are rightly or wrongly attributed to Orlon. The rules committee and the Board of Governors are being asked to vote again on this matter, and I imagine that the decision will be the same as on Orlon---namely, to allow use of both of them in all races except National and International Championships until more experience is gained.

There was also considerable discussion on the subject of paper sails. Apparently a very cheap sail can be made from waterproof paper. Whether its durability will be great enough to make paper sails worthwhile even at their low cost remains to be seen. Also, whether or not the complete imperviousness of the paper will give any racing advantage remains to be seen. Therefore, paper sails will be allowed in point score races only this year.



In all National, European, Western Hemisphere, or World Championship races a change of crews will not be permitted except for a reason satisfactory to the race committee.

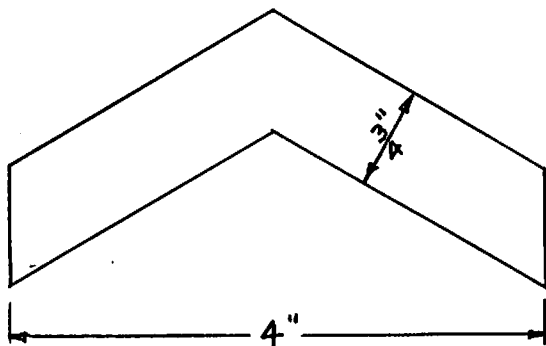
At the request of the national secretaries outside of the United States, they will be given the authority to pass on the qualifications of measurers in their countries and to approve or disapprove the appointment of measurers in their countries.

There is a universal custom in Europe to have six races for a championship and only count five of them. This was discussed at considerable length and it was decided that in a championship where the skippers use borrowed boats, six races will be held and one race may be dropped, except in the case of a disqualification, which must be counted. If the skippers are allowed to bring their own boats, then the championship must consist of five races and all must count.

It was decided to limit the term of national secretaries outside of United States to two years and that these national secretaries should be elected by the fleet captains in their nations to serve for two years, subject to the approval of the SCIRA Board of Governors. There is no limitation to prevent a secretary from succeeding himself if elected.

In some countries outside of the United States, it is impossible to secure woods similar to our western red cedar or juniper for use in planking and the boats are automatically placed at a weight disadvantage. It was therefore decided that, upon appeal by the national secretary made to the International Rules Committee, the use of thinner planking might be allowed, but of course all planking would have to be of uniform thickness.

As a result of the appeal for suggestions on markings to put on the sails to indicate the accomplishment of the skippers, suggestions were received from Mrs. Chuck Hardey and from Warren Thomas. It was decided that simplicity and ease of making and attaching the insignia were of primary importance, so a slightly different system than either one proposed was finally adopted. The insignia will consist of a chevron as shown below, which may be used in five colors:



No sail will display more than one chevron, the chevron being the one corresponding to the highest Championship won. Honors won and displayed on sails are awarded on a permanent basis to the skipper, and not the boat. The chevron will be placed immediately under the Snipe and different colors will be used as follows: Gold, World's Champion; Blue, European or Western Hemisphere Champion; Red, National Champion; Green, Winner of an Invitational or Sectional Regatta in which boats from five or more fleets have participated; Black, Fleet Champion.

Tom Frost came up with a modification of my suggestion on how to sail the Nationals, which consisted of sailing three races in a qualification series with the entrants divided into four fleets by lot, with the race committee having the power to do some juggling if necessary to even up the fleets. Each fleet would sail against each other fleet one time. The top half of the boats in point scores in the Qualification Series (but not to exceed 24) would then sail the Heinzerling Series and the others would sail the Wells Series. The Bill Crosby Memorial Trophy will be awarded to the skipper having the highest point score in the Qualification Series.

In the past, a \$25.00 entry fee has been collected for the National Championship when there was a World's Championship but none during the years when there was only a Western Hemisphere Championship. In the future, starting with 1954, a \$15.00 entry fee will be collected from each entrant each year. The amount so collected will be held by the Secretary and will be turned over to the United States entry in the World's Championship when this championship is held outside the United States.

A suggestion was made again to permit chartering a fleet with only three Snipes. This was turned down, but it was decided to allow Snipes whose skippers and crews have current membership cards to participate in sanctioned regattas other than the Nationals.

CORRECTION OF AN ERROR: In the February Bulletin it was stated that "the restriction placed on nylon and orlon sails last year will remain for another year at least (limited to local races)." The facts are: Nylon is not now and never has been restricted and Orlon may be used in everything but National and International Championships.

DELUXE RACING SNIPES FROM DENMARK

Our Deluxe Snipes are also available without Hardware, Dagger Board and Sails at \$500.00 f.o.b. New York if ordered in lots of 3 or more.

The delivery includes, besides the finished Hull with Deck and Cockpit Coaming, the Sprayboard, the Mast and Boom, the Rudder and Tiller with extension, and Floor Boards.

Everything is varnished four times, and all you have to do is to fit your own Hardware, Dagger Board, and Sails.

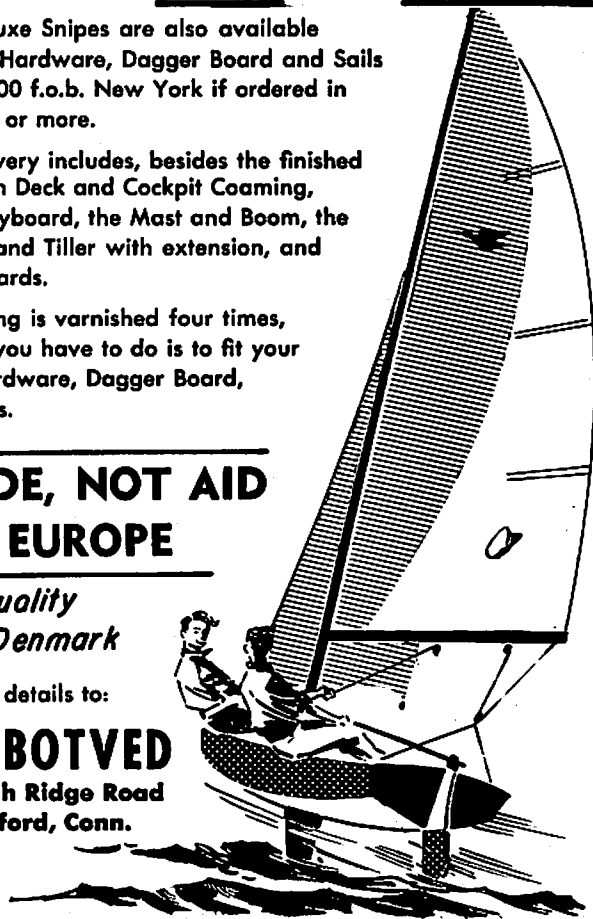
TRADE, NOT AID FOR EUROPE

Get Quality from Denmark

Write for details to:

OLE BOTVED

767 High Ridge Road
Stamford, Conn.



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

SNIFE FOR SALE.

FIBRE GLASS covered bottom; new mahogany plywood deck; new deck beams; stainless fittings and winches; all A-LA-WELLS; one suit of sails; NO LEAKS and READY FOR SAILING only \$375.00. Write or call M. H. Diels, 4156 S. Birmingham Place, Tulsa, Oklahoma. Telephone 72-9231.

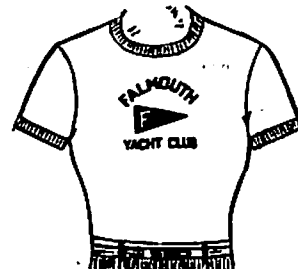
WANTED TO BUY---A second hand racing snipe in good condition. Notify Bruce Munro, 566 Northumberland Road, West Englewood, New Jersey.



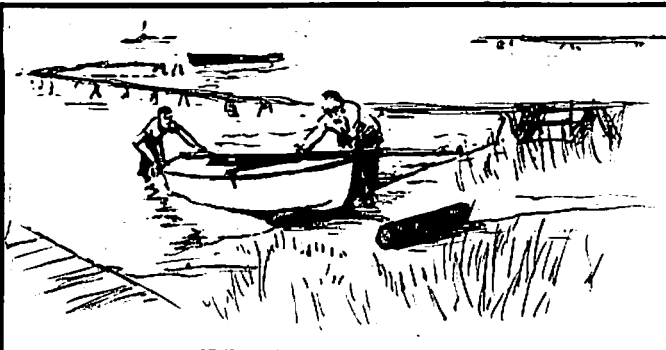
STEP-ON-IT BILGE PUMP
Leaves hands free!
BRONZE-3 LBS.-5 FT. HOSE-49.75
POSTAGE 25¢
HUNT-MILLER CO. 508 ST. PAUL ST. ROCHESTER, N.Y.

DE LUXE
"T" SHIRTS
WITH YOUR
CLUB EMBLEM
ACCURATELY REPRODUCED
IN YOUR CLUB COLORS

Our "T" Shirts are made of the finest quality Combed Yarn. Full cut for luxurious comfort and available in White or Maise, in all sizes. Emblems reproduced in Wash-Fast Colors. Write for Descriptive Folder and Prices.



MINERO-NEWCOME & CO., INC.
17 MAIDEN LANE, NEW YORK 38, N. Y.



Airollers are heavy canvas cylinders 9½" dia. by 48" long, neoprene rubber lined and *inflated by mouth only*. They're used to roll boats up on shore, and are rated for sailboats and outboards up to 1200 lbs. Airollers roll without "sinking in" or "stalling" over sand, pebbles, rocks, mud, ramps and paved surfaces with amazing ease. Low pressure and frictionless they will not damage the finest racing finish. Snipe skippers have found Airollers wonderful for bottom cleaning, end-of-season storage, rolling up the beach to the trailer, temporary mooring float, fenders, and emergency life preservers. When deflated they stow in a small space. An illustrated folder will be sent free upon request.

Standard Airollers . . . \$15.00 each
 \$30.00 a pair boats up to 1200 lbs.
 Junior Airollers \$9.00 each
 \$18.00 a pair boats up to 400 lbs.

THE AIROLLER COMPANY
 Boston Post Road, Corner of Fair St.
 Guilford, Conn.



Jorge and Carlos Vilar Castex of Argentina won 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
 WARREN STREET NEW YORK, 7, N.Y.

ATTENTION - all fleet captains!

Hewlett Point Fleet # 319, Long Island, N. Y., stands mighty high with the Treasurer---it was the first fleet to pay all 1954 dues in full. Let's hope that 385 more fleets follow their example. Dues for U. S. members are \$5. 00 and only owners of measured boats have the privilege of joining SCIRA, so please don't send in dues for an unmeasured boat. If there are two co-owners, each pays \$3. 00, or a total of \$6. 00 for the boat. They do not pay the \$2. 00 for the crew, if one of them acts as crew. Fleet charter dues remain at \$5. 00, while number and transfer fees are still \$2. 00. Fleet captains can get special forms to use in reporting dues upon request.

Incidentally, my little girl recently joined the Brownies. She has to pay ten cents a week dues, or \$5. 20 a year, to say nothing of the Girl Scout cookies I have to buy--and eat! Being a member of SCIRA is relatively a simple thing.

Race Dates to Come

The following events have already been sanctioned for 1954 in accordance with Section 14 of the By-laws. Having a sanction for a race means that the dates will be protected from conflict with other regattas nearby and amount to full recognition by SCIRA. Make your own schedule to fit in with these important events.

- March 20 Manatee, Florida.
- Apr. 30, May 1-2 Holiday-in-Dixie Regatta, Shreveport, La.
- May 22-23 Southern Championship, Chattanooga, Tenn.
- May 29-30 Sequoyah YC. Annual Regatta, Tulsa, Okla.
- July 3-4-5 Illinois Valley, Ivy Club Fleet, Peoria, Ill.
- July 16-17-18 Invitational Regatta, Green Lake, Wisc.
- July 17-18 Snipe Invitational, Winchester, Conn.
- July 23-24-25 Great Lakes Championship, Gull Lake, Mich.
- July 31-Aug 1 Snipe Invitational, Diamond Lake, Mich.
- Aug. 7-8 Junior Championships, Mentor Harbor, Ohio.
- Aug. 9-13 U. S. National, Mentor Harbor, Ohio.
- Aug. 28-29 Michigan State Championship, Eagle Lake.

WANT ENTRIES FOR YOUR REGATTA?

Why not help Snipe Bulletin and Your Fleet by advertising here.

APRIL 30, MAY 1-2.

SHREVEPORT'S
HOLIDAY-IN-DIXIE REGATTA

5 RACES.

Write: Bob Lawton 220 Ward Bldg. Shreveport, La.

SEQUOYAH YACHT CLUB

ANNUAL REGATTA—MAY 29-30
on Beautiful Lake Sequoyah

Tulsa, Oklahoma.

Mail entries to: Chet Livergood
 1547 N. Elwood, Tulsa 6, Oklahoma.

GREAT LAKES CHAMPIONSHIP

DUNPHY TEAM RACE
JULY 23-24-25

ON GULL LAKE----MICHIGAN'S BEST!

Write to: E. D. Gavney, Jr. Gull Lake, Richland, Mich.

A hill-billy SNIPER down in Tennessee was quite embarrassed recently when his wife was arrested for moonshining, but he loved her still. AW NOW, QUIT!