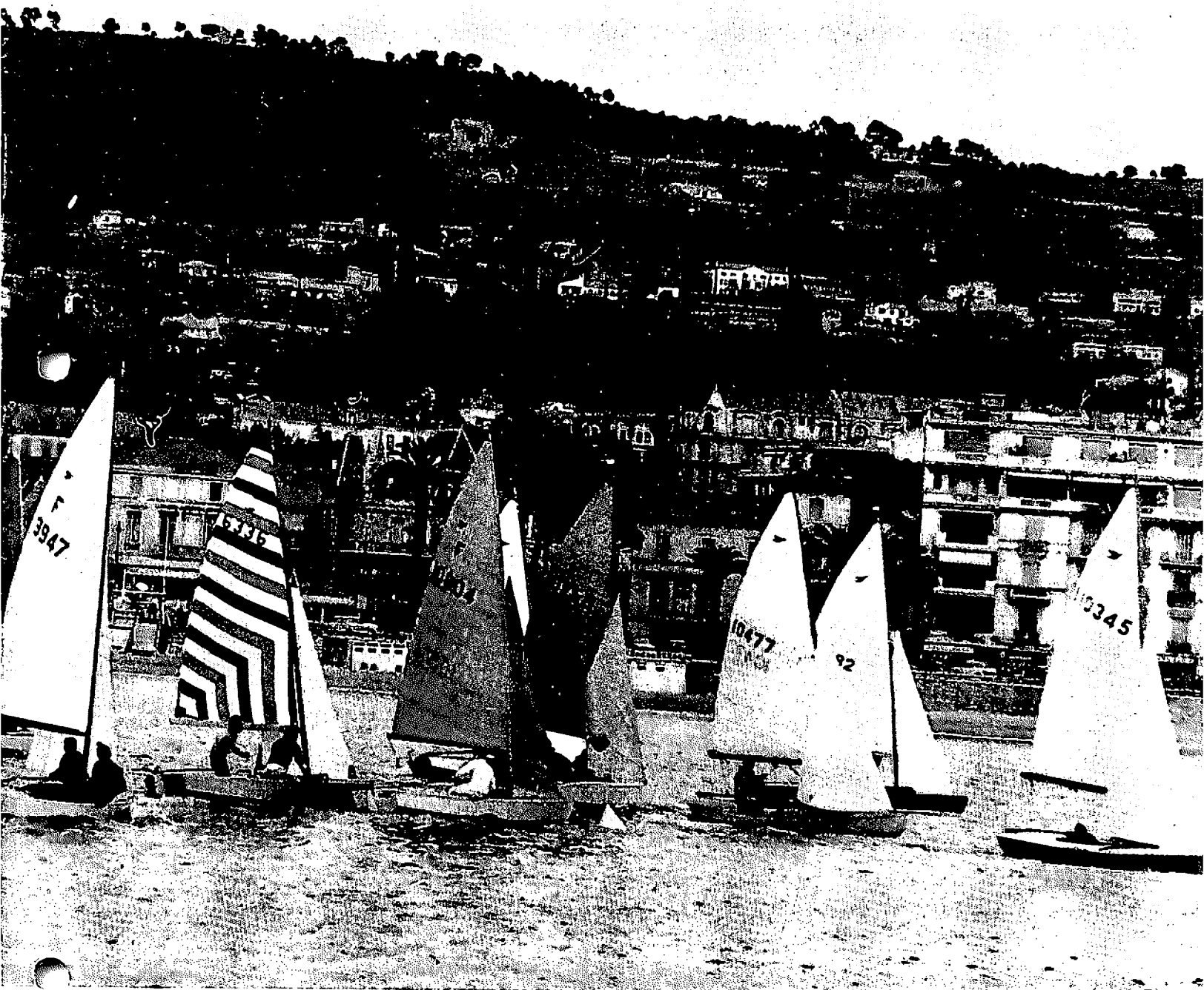


Snipe

BULLETIN



START OF THE SECOND RACE OF THE MEDITERRANEAN CHAMPIONSHIP held at Cannes, France, in April.
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SNIPES BULLETIN

The SNIPE BULLETIN is edited and produced monthly by Birney Mills, Executive Secretary.

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— THE SCORE —

Numbered SNIPES—11039

Chartered Fleets — 437

SCIRA PASSED THE 11,000 MARK WITH A BANG! In February, the score was 10888 and now it is 151 units higher. 59 numbers were issued in April alone, 21 of which were for fiber-glas hulls. Most classes do not gain that much in a year, but Snipe and Scira continue to get bigger--and better--all the time!

In "Voice of the People" (page 11), Sam Card gives voice to a common complaint and asks a question which every fleet can --and does--ask: "Where and how can we get good second-hand racing Snipes at a reasonable price for prospective members?"

One of the big mysteries is where are all the Snipes and what happens to them over the years. With over 11,000 boats in 25 years, one would think that it would always be easy to find a used boat for sale. But that is not true--less than 75 boats were advertised in the Bulletin last year, the best selling medium for Snipers. Of course, many Snipes are kept for life by the original owners and are finally "used up"; they never change hands and are simply neglected or destroyed, but the real answer is that there is a big demand for the boats and good ones are snapped up locally as soon as they are offered. That is why Sam can't get them.

Ads in the Bulletin get results with sales usually made to the first enquiry and it is problematical whether a change in the present method, as proposed by Card, would move the boats any faster or better. They are snapped up immediately as is. A detailed registration file at headquarters would not sell them any faster or make them more available to purchasers. Jesse Aronstein had the same complaint and offered to conduct such an exchange, but where would the boats come from? It might work out on a local basis better than on a national scale, for thus interchange of ownership could be accomplished much easier and cheaper. Perhaps the District Secretary could act as a clearing-house for the local fleets in his district, thus giving those Snipers the first chance when a boat is offered. The problem is not how to sell a Snipe--that is easy--but how to get it into the right hands.

Now is the time to try and locate the inactive Snipes in your area and help get them into sailing hands. If your friend or neighbor has such a boat lying around, let it be known and encourage him to sell it. We know that many Snipes exist, so let's get them out of storage and dry-dock and back into the water.

Three New Fleets are Chartered

During the same period, 3 new fleets were chartered and, in keeping with Scira's internationalism, the newcomers came from three countries on two continents.

Spain boasts of her many Snipes and fleets and now she has her 61st national fleet at Barcelona. Scira Charter 435 went to the new group at Club Nautico de Arenys de Mar.

Helmut Stauch, famed European Olympic sailor, has finally succeeded in getting a fleet organized in the Union of South Africa, where he makes his home. Charter 436 was granted to the Transvaal Fleet at the Transvaal Yacht Club, which is affiliated with the South Africa Yacht Racing Union. Home

waters are the Hartebeestport Dam near Pretoria. As various members of the club are now building Snipes, continual growth is expected. Stauch, whose address is Hakahana, Box 1125, Pretoria, U. of S. A., is the Fleet Captain and hopes to represent his country at the World Championships in Portugal this summer, provided he is the first fleet champion. We welcome a representative from that part of the world.

Snipe fleets are an important part of the Youth Organization of Portugal (Mocidade Portuguesa) and five Snipes have been organized as the Frota de Olhao, Charter 437, at Olhao, Province of Algarve, South Portugal. The boys will have plenty of incentive in their first year of competition with the World Championships practically in their front yard--or, rather, front bay.

New National Secretaries

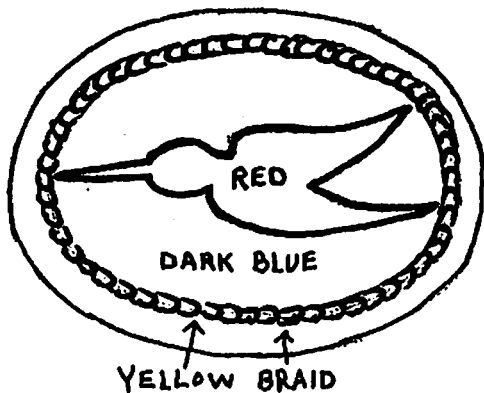
After serving as National Secretary for Norway for the last 5 years, Ole Corneliussen regrettably retires from the position as other duties consume more time. Just as regrettably, Scira hates to see him go, for Ole has devoted much energy and enthusiasm to promoting the interest of Snipe in Norway.

Mr. Lief Huseby, Flyveien 15, Hovseter, Vestre Holmen pr. Oslo, has been elected as the new Secretary. He is a relative young man, a journalist by profession, and has been a very active Sniper for many years and is one of Norway's top scorers. He comes with the best recommendations and Scira members extend congratulations and best wishes to him.

When Commodore Posso was elected General Secretary for the Western Hemisphere, the Cuban fleets held a meeting and chose Commodore Manuel Rasco, Jr., Agramonte #465, Habana, as the new National Secretary for Cuba. The new officer has been a friend and patron of the Snipe class in Cuba for many years and is renowned as the donor of the supreme prize of a Snipe every year to the outstanding crew of the Habana fleet. Needless to say, such a spur to competition accounts for much of the success and recognized sailing ability of the Cubans. Scira is especially glad to have such a man of Commodore Rasco's reputation and sailing ability affiliated with the class in an official position.

Snipe Emblems Available

During the past year, many Snipers have enquired about snipe insignia for use on wearing apparel. While no official insignia has ever been adopted by Scira, the one sketched below (actual size), has been placed on the market recently.



It is an acceptable design and made of good quality; a bright red Snipe embroidered on dark blue felt surrounded by yellow braid. It can be worn as desired--on caps, pocket emblems for blazers, jackets, sweaters, etc., and is quite attractive. In order to make them easily available for Snipers, Scira will supply them for one dollar each, which includes postage. They are really very nice; show up good; and advertise the fact that you own the best little boat in the world and belong to a grand organization. Don't hesitate to wear them!

Recognition Deserved

When we make a mistake, we like to hear about it. Take the case of Artie Karpf, of Eastchester Bay. His name was carelessly omitted when giving credit for the N. Y. Boat Show--and did we hear about it! Hal Winston says he and Gene Thorman did 99% of the work involved in setting up the booth, getting the money, etc., and his contribution was the greatest of all. Eyes right to Karpf!

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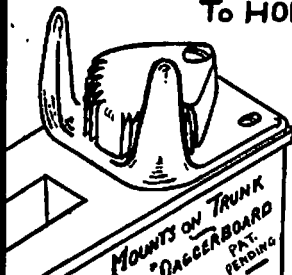
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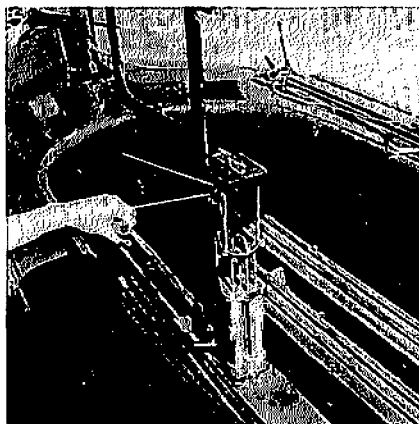
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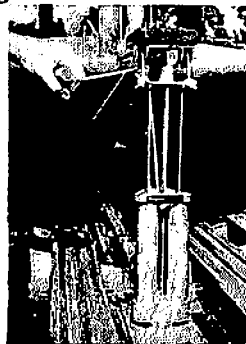
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SAGA OF A SEA-GOING SNIPE

JULES KROEGER OF THE NEWPORT FLEET 103, ROCHESTER, N. Y., HAS AN INTERESTING EXPERIENCE.

How does one get enough nerve to sail a Snipe from Clearwater Beach Yacht Club to Bradenton alone? You might say it helps to be crazy, but actually I couldn't see any danger in the cruise--only long hours of restful solitude (?). Of course, I gave myself a push in that direction by being too lazy to take down the sails after the final race of the 1955 Midwinters. We had been the only boat to sail back in and just had time to dress for the banquet.



My crew in the races, young Pete Lunt, and I had experimented crossing all the sandbars until we found that we could maintain sailing control, even to windward, in a little more than a foot of water by raising the board most of the way (about 3/4). Then we'd lay the boat on its ear, just awash at the sheer, with the crew on the bow to keep the rudder high. I can still remember my friend Carlos Bosch shouting that we would get stuck. We did scrape once.

After a wonderful time at the banquet with as few drinks as possible (yours truly has a definite affinity for not refusing the stuff), I quickly changed clothes, threw some lunch in the stern, and, with a lusty shove away from the dock, bid all my friends, "Hasta Luego" just before midnight. So, all alone, to the tune of "El Rancho Grande" (my singing), I sailed lazily out of the channel to Big Pass under a beautiful moon-lit night, not forgetting to salute the HATUEY in its berth and the wonderful men aboard her, now logging sack time.

At Big Pass, I took a quick stab at skirting the shore around the point but found it too shallow and the tide almost a rapid. When I ran aground here, I bent the bottom fitting on my rudder and thereafter it became a constant source of worry that it might leave the boat. Not to be turned back so soon, I resumed my way in the regular channel and soon slap-slapped out into the Gulf in the light SW breeze 'til I was far enough to tack south and fetch the municipal pier. Passing close enough to hear the fisherman there, I wondered what they'd have thought if they'd looked up and seen the silent sails gliding by.

Standing out to sea again to clear the channel light and avoid any sand bars in the dark, I finally headed south by a little southwest, skirting the shoreline of Sand Key. The steady procession of street lights along the beach road was quite a comfort, but shortly became an absolute necessity.

A real ghostly sight--you should be at sea in a small boat at night when a fog rolls in. Then you lose sight of land and it dawns on you that you don't have a compass and the sky is gone! Anybody here for "Suspense"? Suffice to say, I reached off shoreward until I could make out a light or two. Truthfully, I can say I sailed down Route 699, even though I didn't see the road signs.

After quite a while staying just off the beach in this eerie glow of the misty moon and repeatedly wiping the dew off my glasses, I approached a red channel light and decided to quit being "out to sea". Suddenly, with a digging sound, my Snipe ground to a stop!

Nearly all passes from the Gulf to the inner waterway have large sand bars around the entrances and I was on one. Raising the board to get clear, I had to tack quite a way to get back in the right groove to the drawbridge. This was St. John's Pass at dawn and the inner passage from here to the new St. Pete causeway was very tortuous and should be avoided if at all possible. If I had gone on down the Gulf to the Pass-a-Grille Channel, I believe I'd have saved two or three hours and three or four bridge openings. It was a good thing I can whistle loudly.

Just before reaching Bird Key, the marked channel jogs off toward Pass-a-Grille to the southwest, but I wanted to go southeast toward the Key with less than a foot of water in between. With a southwest breeze, I drifted across here on a broad reach, the board up and the rudder out, steering with a paddle. It was fun watching the bottom, with its shells, etc., slip by so close in the clear water. After a mile or so, I could resume normal sailing and slipped between the Key and the mainland, soon sailing

into Tampa Bay through the bridge in the causeway.

At last, with the wind picking up, I breathed a sigh of relief as I came abreast the old Ferry Landing, for only then I knew I'd be able to intercept the big boats in their race from St. Pete to Havana. As I sailed further out into the Bay, I could see the host of sails now tacking down from the city. At this point, the new sky high bridge was dead in the eye of the wind with a strong tide setting in to boot. So, if I was to make Bradenton that day, I'd better get going, hoping, with my head start, to reach the bridge coincident with those beautiful large boats now swiftly overtaking me, but still miles to the rear. As I approached the main span, a huge fog bank rolled in, blotting out the upper roadway and I wondered, "Now how am I gonna find the entrance to the Manatee River across several miles of open water with no landmarks visible?" I checked with a power boat from Bradenton and got the general direction. (Next time I'll take a chart!)

The tide was stronger than ever and it was really something to watch the big boats slide between the pillars almost 30 degrees off a straight course. Just as I cleared the bridge, I heard shouting from overhead and there were Carlos, his crew, and the boys trailing their Snipes to Miami and I hoped they would stop at Bradenton to race on the morrow. As the fog alternately lifted and descended, I managed to keep a fair course toward the Manatee entrance, except when I dozed off from time to time. Here, in my befuddled condition, it was easy to mistake the blind Terra Ceia Bay for the Manatee River and with the wind and tide astern, I really covered ground. The bottom was visible, quite deep, but it was the wrong ground. When I realized my mistake, I was reluctant to head back out, especially when I was abreast the underpass, but it would mean unstepping the mast, so out I went! And I had to go all the way to the outer channel marker even though I tried to cut across the sand bar several times. The wind and tide were dead against me, making a "paddle-sail" out of the question.

By now, it was late in the afternoon and the fog was returning. I knew it was a race between daylight and increasing fog to reach the docks at Palmetto. To make it worse, the tide was changing from flood to ebb and besides, I was worried that Mother or the other fellows might be waiting and worrying about me. I had visions of calls to the Coast Guard, etc. When I breasted the De Soto Park, which wasn't even 1/2 way, it was becoming difficult to see the next channel marker. They are not close together here. I passed a red lighted one in the dark and tried to keep it directly astern of me in the mist, hoping to pick up the next one that way. Well, I kept it astern alright, but the tide had swung me in a big circle until I bumped into a sand bar--and then more sand bars! I would struggle off one, guess which way I wanted to go and oomph, right onto another one.

It was here I had my first experience with phosphorescence. The bluish silver sparkles everywhere--the bow wave, the wake, the whole rudder and dagger board, and especially spectacular, when I used the paddle. Even fish in the shadows would go streaking away like a little jet leaving a zig-zag trail.

A few times, I ran into the middle of a school of erupting ~~fish~~ fish. Call them flying fish if you like, but it was sure spooky to hear about 100 of them jumping all around me, sometimes hitting the boat. They'd average about 10 feet in their airborne travels and I expected any minute to have a raw fish fly down my throat--unordered, of course.

Once I "landed" in a natural bird rookery and I swear they called me every name under the sun in bird language; no good ones, either, from their tone of voice.

Once more aground in the fog, I decided to stay put before I drifted back into the Gulf of Mexico. Need I say by this time I was tired enough to sleep quite well on the floorboards. A few hours later I stirred, and there was the moon right over Bradenton and the fog had lifted temporarily enough so that I could sail to the docks and tie up. It was 12:30 A. M. and luckily, I found a hotel room two blocks away, so ending the first half of a beautiful and interesting sail.

Footnote: No Snipers showed for the races that morning, so I left about noon on Sunday to return to Clearwater, arriving about midnight after a swift outside passage. It was a beautiful reach from the River mouth past Anclote Key and a run up the coast 'till the wind slackened in the evening, but not enough to hinder me. And so on home!

News from the Pacific Coast

The Lake Merritt Fleet 82 sponsored the first Spring Series to be held in Northern California. The regatta was a great success with 20 Snipes participating.

The first race was held in the Oakland Estuary. Bob Huggins captured 2 clean firsts with a tight race for 2nd, 3rd, and 4th by J. Jenks, D. Trask, and P. Newell respectively. Winds were moderate in the morning race, but died out in the afternoon.

The second series was held at Richmond Yacht Harbor. We all anticipated a stiff blow, which is not unusual for that area, but ended up with another drifter. Huggins took a 1st and 2nd, J. Jenks a 1st and 3rd, and D. Trask a 2nd and 3rd.

Races 5 and 6 were held on Lake Merritt with moderate and shifty winds again. The same leaders won the top positions and the final standings are given below.

In the past, there has been a team race for three perpetual trophy paddles. Lake Merritt, the present holder of the paddle, was challenged by the Palo Alto Fleet and the Encinal Fleet, each entering a three boat team. Lake Merritt kept the trophy!

Following the races, a Pot Luck Dinner was served, attended by 45 people. At a short meeting, it was decided to hold the Pacific Coast Championship on July 14th at Racoon Straights in San Francisco Bay.

BOAT SKIFFER RACE 1 2 3 4 5 6 Pts. Fin.

3518	Bob Huggins	1	2	1	2	3	286	1
6989	Don Trask	3	3	2	1	1	852	2
10567	John Jenks	4	2	3	9	1	856	3
5896	Pete Newell	2	5	6	3	8	789	4
6127	Bruce Miller	7	6	4	5	5	733	5
10569	Stan Kantz	8	4	5	6	6	694	6
6454	Dave Grillo	5	7	4	7	9	694	7
9551	Stuart Geddes	6	8	11	10	12	597	8
3987	Walt Kenyon	9	9	18	11	13	534	9
9369	Gene Adams	11	10	10	12	14	517	10
9136	Bill Reisman	10	dnf	9	7	10	481	11
6924	Alex Burnett	-	-	-	-	7	277	12
8192	Rod Plumental	-	-	-	-	4	225	13
8182	Gordon Rule	-	-	-	-	8	218	14
9182	Earl Fiddall	dnf	dnf	15	-	15	152	15
544	Gary Hartsokdnf	11	-	-	-	-	90	16
7553	Mikey Elwood	-	-	-	-	-	11	17
40531	Chas Borden	-	-	-	-	-	12	18
5550	Alan Clark	-	-	-	-	-	dnf	19

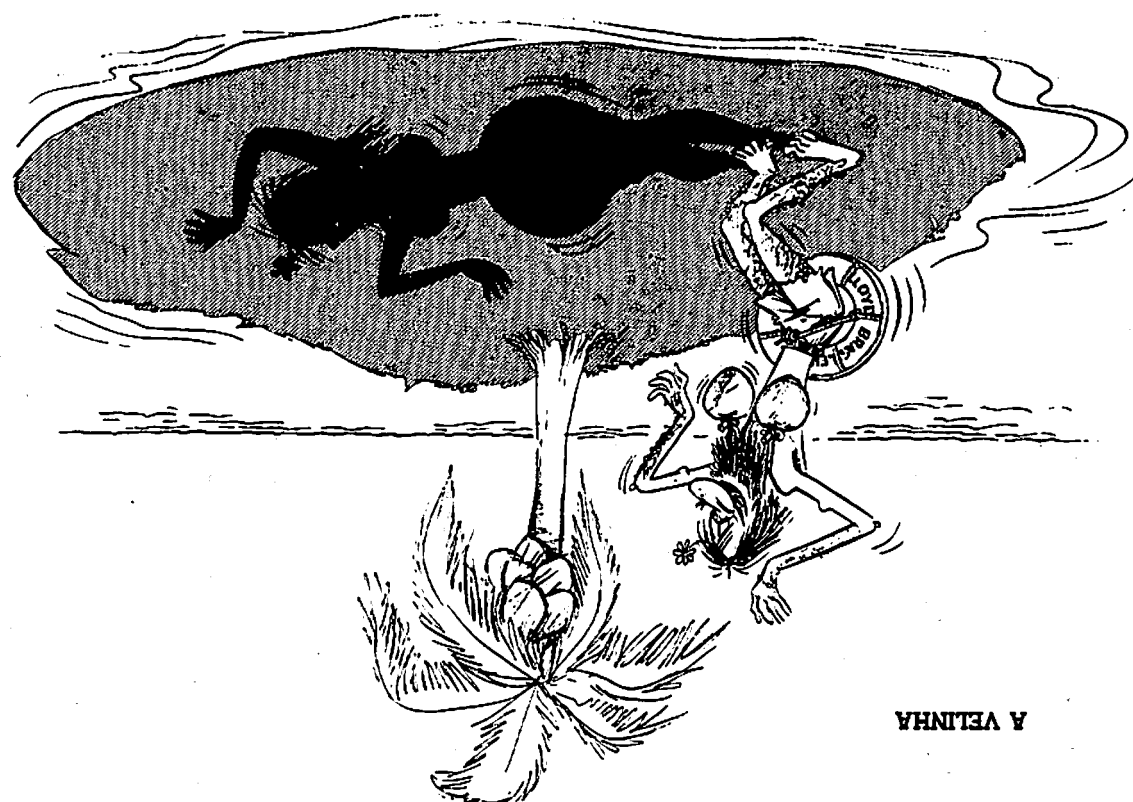
The now famous Mid-Winter Regatta sponsored by the Southern California Yachting Association was held in the middle of February this year. This yearly occurrence is for every conceivable type of racing sail craft and 355 boats in the Ocean, Small Boat, and Dinghy Divisions raced at Los Angeles Harbor, Cabrillo, and Alamos Bay Yacht Clubs. There were 30 different classes and, if it hadn't rained on Friday night, there would, no doubt, have been more boats entered. It was a record turn-out.

The Snipes sailed their races in winds that ran from "none" to "brisk" through fog and sun. But such conditions did not phase our Vice-Commodore Schenck, who continued his march to Balboa was 2nd; District Governor Jules Voerge of Merced, 3rd; Peoria and Portugal by ending up in first place. Lanny Coon of Jack Steeles, Los Angeles 4th; and Walt Gleckler, 5th. Don Stein, an old Sniper just back from the army, participated for the first time and was welcomed back by his friends.

CALIFORNIA MID-WINTER REGATTA

BOAT	NAME	SKIFFER	CLUB	RACES	Fin.
10101	Chequendague	Fred Sobanok	NHYC	1	1
10686	Bay George	Lanny Coon	MHYC	3	2
10173	Coora	Jules Voerge	IMSC	5	4
7085	Do Go	Jack Steele	CBYC	4	7
6080	Take Five	W. Gleckler	ABYC	6	5
9583	Help Help	D. Harlow	CBYC	7	8
9020	Leeway, Jr.	Lae Thompson	ABYC	2	3
6758	Barbarian	D. Landes	ABYC	10	6
3488	Bad News	B. Millington	CBYC	11	9
7333	Zee Bird	L. Holscher	CBYC	8	12
8192	More Fun	G. Rule	HYC	9	10
9011	Kim	Don Stein	CBYC	12	11
10769	Albie	A. Martin	CBYC	13	13
1007	Lil Jazz	D. Shattuck	CBYC	14	dnf
3	Lil Angel	J. O'Brien	CBYC	dnf	dnf

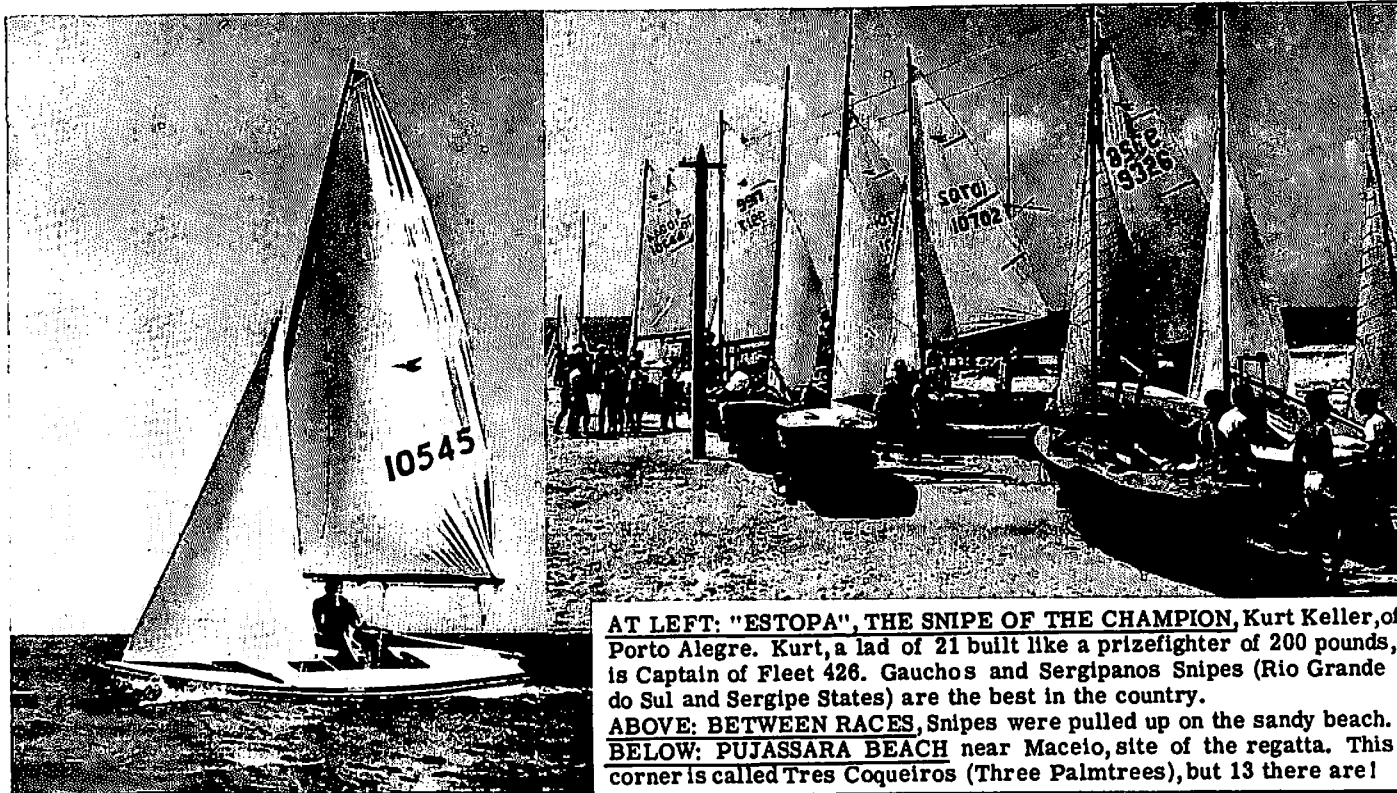
Racing at Newport Harbor continues throughout the winter and on March 23-24th, they had their 2nd series for the Howard Dickson Hi-Point Seasonal Championship. This is known as the Spring Gold Cup Series and attracted 158 boats in 15 different classes. Since the wind on Saturday was real fine, blowing in excess of 25 mph, the traffic moved fast and it was quite hair-raising. None other than the Vice-Commodore of Scira won the Snipe event over 9 contestants. The next race in this series was scheduled for Easter Week.



A VELINHA

7TH BRAZILIAN CHAMPIONSHIP SERIES

TWO TROPHIES AT STAKE: BEAUTIFUL PIMENTAL DUARTE AND CONFEDERACAO BRASILEIRA DE VELA E MOTOR CUP. The winner, a Gaucho, Kurt Keller — the runner-up, ever present Bibi Juetz.



AT LEFT: "ESTOPA", THE SNIPE OF THE CHAMPION, Kurt Keller, of Porto Alegre. Kurt, a lad of 21 built like a prizefighter of 200 pounds, is Captain of Fleet 426. Gauchos and Sergipanos Snipes (Rio Grande do Sul and Sergipe States) are the best in the country. ABOVE: BETWEEN RACES, Snipes were pulled up on the sandy beach. BELOW: PUJASSARA BEACH near Maceio, site of the regatta. This corner is called Tres Coqueiros (Three Palmtrees), but 13 there are!

By Fernando de Avellar, National Secretary for Brazil

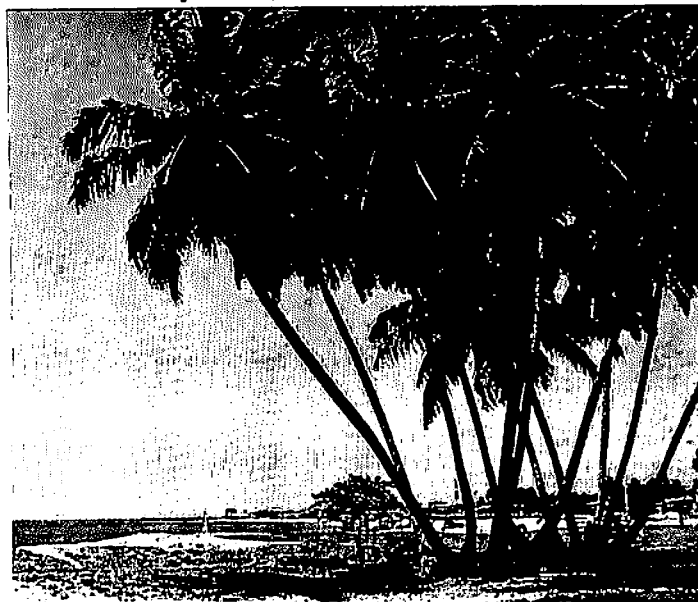
Maceio (pronounced Massay-aw), the state capitol of Alagoas, is one of the smallest capitols of one of the smallest states in which the 5,291,764 square miles of Brazil are divided. But the Alagoanos can be proud of the Snipe Regatta they promoted at the Pajussara Yacht Club on the palm-fringed beach of Pajussara, 2 miles from the city.

The Northeastern Trade Winds, blowing at Force 2-3 Beaufort Scale over the placid waters protected by coral reefs so common on these shores, gave almost ideal conditions for small boat racing.

There was an Inaugural Race dedicated to the National Secretary (who, incidentally, never appears) which was won by Pierre de Mattos of Rio de Janeiro, against 21 competitors. The 6-race series of the Championship started the next day, Feb. 7th, with Miss Bibi Juetz winning the 1st race. She also won the 4th, while the 2nd, 3rd, 5th, and 6th were won by Kurt Keller, of Porto Alegre. This convincing performance raises our hopes for a good show at Lisbon in September. One of the races was re-raced, being called off the first time by the capsizing of Emilio C. Salvi's boat almost drowning his crew, Luiz Brotherhood, of Pernambuco, a great guy who transports Snipes and Snipers in the airplanes of his Lloyd Aereo Co. when necessary.

Jose Tarquinio da Silva, of Vitoria, represented Scira; the State Governor, Muniz Falcas, hoisted the National banner in the flag ceremony. The Gauchos travelled 1,859 miles to be present and Bibi (pronounced Be-Be) sent her "Boogie II" by air from Sao Paulo 1,198 miles away. 16 boats representing 10 fleets from 8 states started in all the races. A fleet could not have more than 2 boats in the Championship. Every boat but one was owned by their skippers and all sails, except one, were American made of either Dacron or Orlon. One boat was a fiberglass by Botved.

Next year's Championship will be raced at Sao Paulo on the big Billings Dam. Brazilians will have another national rendez-vous at Vitoria Sept. 7-8th and Snipers from all over the world are welcomed. Promoters will arrange rapid transport for foreigners between Rio de Janeiro and Vitoria, 295 miles apart. The crews will fly as there are several passenger flights every day between the two cities.



1957 BRAZIL NATIONAL SNIPE CHAMPIONSHIP

Fin.	SKIPPER --- CREW	FLEET
1	Kurt Keller-Sergio Christo	426 Porto Alegre
2	Bibi Juetz-Aimee Bento	311 Sao Paulo
3	Emilio Salvi-Luiz Brotherhood	211 Pernambuco
4	Pierre de Mattos-Hilton Barros	159 Rio de Janeiro
5	Fernando Pedroza-Antonio Dantas	375 Natal
6	Luiz Schramm-Paulo Hennig	376 Porto Alegre
7	Sergio Brotherhood-J.Barros	211 Pernambuco
8	Rogério and Ronald Braga	159 Rio de Janeiro
9	Fernando Jakes-Anibal Martins	245 Vitoria
10	Luiz Costa-Jurandy Farias	393 Maceio
11	Ulysses and Marcos Cavalcanti	375 Natal
12	Antonio and Walter Costa	393 Maceio
13	Alvaro Bezerra-Carlos Moraes	414 Aracaju
14	Augusto E.Cortes-Uinaja Martins	411 Pernambuco
15	Renato Mazze Lucas-Eduardo Neves	414 Aracaju
16	Jose Reboucas-Aluizio Santos	245 Vitoria



INTRODUCING HANNY (BIBI) JUETZ AND HER CREW, AIMEE VIRGINIA BENTO (striped sweater, above). They almost stole the championship, for they were leading by a margin of 227 points at the end of the 4th race. Bibi, whom every reader of the Bulletin should know by now, is the most travelled Sniper in Brazil, having been in every big Snipe Regatta in the country and twice abroad—one in Buenos Aires, Argentina, and another at the Western Hemisphere Championships in Clearwater, Florida, in 1952. Miss Bento is from Porto Alegre and acted as crew in Bermuda last year, and was termed a "scintillating" girl by Bermudians. In her Snipe Fleet 426 (Clube dos Jangadeiros), she

skippers her own boat.

FLAG CEREMONY. Governor Moniz Falcao hoists the Brazilian banner and the contestants raise their own Snipe Fleet and Yacht Club flags before the start of the first race.

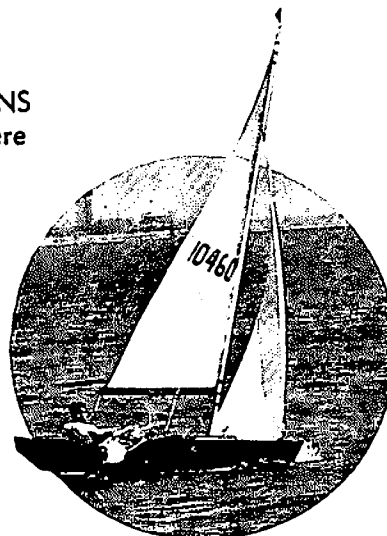
MISS CAMPEONATO (right, above), Queen of the Regatta, elected by the contestants of the Championship. She is Miss Marcia Acioili Paturi of local high society. In Brazil, such beauties are called "brotos" (pronounced bora-tos). No wonder the boys like to sail Snipes in Brazil!

All photographs of this event were taken by Pierre de Mattos, ex-Brazilian National Snipe Champion.

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WORLD CHAMPIONSHIPS

— Portugal announces plans —



The World Championship Snipe Races will be held in Cascais, Portugal, in September this year. Cascais, about 30 kms. from Lisbon, is a picturesque little town of remote foundation and one of the most attractive places in the scenic "triangle" of Lisbon-Sintra-Cascais-Lisbon. Formerly a place of royal abode, it is now the summer residence of the President of the Portuguese Republic. Its charming and picturesque bay is always replete with the quaint fishing craft of the estuary, and the hustle and bustle of its industrious fisher-folk. The oceanographic museum in the Fort of St. Jacinto is always of interest to sailors. Famous, also, is the Boca do Inferno, a huge and awesome hollow carved out of the rock by the incessant pounding of the sea, into which waves rush and break with the roaring noise of big canons. The whole region offers many attractions which will be available and enjoyed by all the visiting Snipers.

The event will be run from Sept. 2-7, after the International Championship of Portugal, which will be held Aug. 28-30. This series is included in a Cascais International Fortnight, together with the European, the 15th District, and the International Championships for Stars, and the "Virginia Heriot Cup" for Dragons, open to all nations. The organization of this Fortnight gives free transportation, except for handling charges, to all foreign boats carried in Portuguese Liners, and these touch all important harbours of Europe and North and South America. Thus the champion of each country will have the opportunity to take his own boat to Portugal. In addition, hospitality and free hotel accommodations are extended to all contesting teams and the National Secretaries. Dr. Antonio de Meneses, National Secretary for Portugal, will soon send all the particulars and instructions to all the National Secretaries in Scira. It promises to be a most successful event and Snipers from all over the world are invited to attend and watch this great sporting show.

RUSHLOW CONTINUES TO WIN

William E. Rushlow once again proved his ability to out-sail all other Snipers around here when he swept the Tenth Annual Washington's Birthday Frost-Bite Regatta conducted by the Columbia Yacht Club, Washington, D. C., February 23-24th. (It makes us shiver to even write this-Ed.)

With his attractive wife, Yvette, as crew, Bill sailed his new Varaluy Snipe #10602 (the secret is out--we knew there had to be some great incentive-Ed.) and won all four races. It was interesting to watch him sail right through a fleet of Jet 14s that had started before the Snipes during the first race.

Bill's record for the past few months proves his ability. He won every race in the Potomac River Sailing Association Fall Series. In the President's Cup Races, he won two of the races and won the series with a close second in the 3rd race. He came in first at the Indian Landing Regatta. And now he has run away with the Frost-Bite Regatta! Perhaps he will take Peoria the same way. Looks like there will be a hot old time out there this summer, with everyone making plans to go to Portugal!

Bill's boat, the "Pursuit", is a dagger-board boat and he has been using sails made by Guy Roberts.

SNIPE NEWS IN BRIEF

The Mediterranean Championship (see cover picture) was held on April 13-14-15. The title was won by the World Champion Mario Capio and crew, Lovetti, of Italy; the Italian team of Lasinio-Reggio took second place; while Mr. and Mrs. Poissant of France (see February cover picture) were third. . . . Jerry Sachnoff of Sheepshead Bay reports: "We have been quite active this winter and this year looks to be even better than last! We expect the addition of 3 or 4 new fiberglass boats and that should make us one of the first all fiberglass fleets. No wooden boats this year! Boy, will I miss those hot dusty days of sanding, etc, etc. I sure will! The New York Boat Show pepped us up a lot. We have started an extensive publicity program both at the Miramar Yacht Club and by word of mouth. It's real easy to sell Snipe, for its such a good product that our sheer enthusiasm does almost all the selling. Could there be a better boat? Lee Stuve from Galway (N. Y.) Fleet 412 is the next man up: "Activity and interest in Snipe racing is increasing greatly here. The days of waiting for the 5th boat to show up at the starting line are a thing of the past in this fleet. Our main problem has to do with getting new people (some of whom have never sailed before) into a Snipe. Rather than take the big jump into a top competitive boat, they prefer to start out the first year in an old one, say a \$250-\$400 boat. This is fine, for invariably these people go to a better boat the next year, and having done some work on the old one, sell it for at least what it cost them. However, there is such a shortage of old boats around here at the present time there is very little we can do about it". . . . Report from Baltimore: "Bill Rushlow of Washington has been elected Vice-Governor of District I by unanimous vote of all members of the fleets in this area. Bill is quite a hot skipper, a real go-getter, a hard worker, and should make an excellent District Governor when he automatically moves up to that office next year. Bill was the principal motivating force behind the splendid turnout of Snipes at the President's Cup Regatta last Fall. His election is only recognition of his many accomplishments". . . . Wilson Fleet 431 (N. Y.) and Island Bay Fleet 91 (Illinois) both report the addition of new boats and more members this year for a new high with the best season yet in prospect. . . . Bill Ludlum, Fleet Captain of Wet Pants (N. Y.) 118 says: "It seems we have renewed interest in this area due to the publicity received from the exhibit at the Boat Show. Also, the old members have been encouraged to stir up interest on their own. We now have 8 boats in the fleet, an increase of 3 over last year and there are some more around which can be persuaded to join. We have made arrangements for the Colson Series for July 27-28, sometimes referred to as "The Annual Peach Basket Hunt." (That's what the man wrote! -Ed.). . . . H. Alonso Pittaluga, National Secretary for Uruguay, reports that Victor Pena Pampin with crew, Francisco Figueroa, won the National Championship this last March and is making plans to attend the World Championships in Portugal in September. Senor Pittaluga took second place, so Uruguay will be well represented, no matter what happens. . . . One of the big news stories in the U. S. in recent days has been the heavy rainfall in the Southwest, where a 7 year drought was declared a national calamity. But now the storms are terrific and there is water, water everywhere--not only in the lakes but the clubhouses as well. Eventually, there will be a revival of Snipe racing throughout the entire area and many fleets (like Wichita) will be back in business again. The White Rock Sailing Club at Dallas had two feet of water under its pier and another 2 inches of rain added another foot, according to last reports. (It is worth your time to turn to page 11, March 1956 Bulletin, to see just what that means. Almost unbelievable!). Needless to say, the local sailors, while deploring the damage, are happy over the prospects of feeling water under their boats again. Looks as if this year will be the best Scira ever had, for many reasons.

TWO MORE RACE DATES -- too late to classify on page 12! The Northern California Snipe Association has selected July 13th and 14th for the Pacific Coast Championship Regatta which will be held on San Francisco Bay. Complete details in June. And at the last minute, to bear out the prediction made above, word comes from Ted Wells that "Since it looks like it has remembered to rain in this part of the country, the Wichita Sailing Club is not giving up and is planning on holding its regatta on July 13-14th. Write to Ted for details, if you can't wait

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PLANING TECHNIQUE

For any boat, there is a maximum speed at which it can be pushed through the water, no matter how much power there is available. In order for the boat to exceed this speed, it must rise out of the water and start planing on the water rather than trying to force its way through the water. A recent article in one of the yachting magazines tended to indicate that it was impossible to make a Snipe plane because of its weight. The author of that article had never been on one of the wild rides that can be experienced by any Snipe skipper with a good hull, a good suit of sails, and the right wind and water conditions.

All other things being equal, a lighter boat will plane with less wind than a heavier boat; however, all the things never are equal and, if they should happen to be at any instant, they will be different a few seconds later, so there are lots of things more important than weight (there is still no point in giving your competitors odds by lugging around unnecessary weight).

Smoothness on all underwater surfaces is extremely important as is sharpness of the centerboard and rudder. It is also important to get the maximum amount of drive out of the sails, which means keeping them properly trimmed all the time, and when planing on a reach, it is necessary to hold the boat absolutely flat in order to reduce the water resistance as much as possible.

In talking about planing, it is necessary to differentiate between true planing, which is done in relatively calm water and in which the boat splashes over or through the waves, and surfboarding, which is done in high waves and in which the boat, if everything works right, will get on top of the wave like a surfboard and go along with it. The wind velocity at which it is possible to plane on a reach depends on how lumpy the water is, but in general it takes somewhere between 15 and 20 miles an hour to get a Snipe to plane.

When planing on a reach, the skipper and crew should sit about a foot or so farther back than normal or even a little more than this if the waves are very high. When planing on a run or when surfboarding, the only limit on how far back you should get is generally how far you can go without falling off the transom. You can get a good argument concerning the moment at which you should start moving your weight back. If your weight is too far back before the boat is ready to plane, the transom will be dragging in the water and you will be getting extra resistance from this. On the other hand, if the weight is too far forward, you will be trying to plow through the waves instead of riding over them and this will create extra resistance. A good compromise, I believe, is that when conditions for planing are marginal, sit about 6 or 8 inches back of your normal position until the boat shows signs of getting out of the water and then move back.

Planing will generally start as a result of a puff of wind. When the puff hits, you can generally slack off the sails somewhat and unless you are on a very broad reach, it will probably pay to bear off a bit in order to stay in the puff as long as possible. Both the skipper and crew should constantly check the trim of the sails in order to be sure that they are not pulled in too far, and every effort should be made to hold the boat flat.

When planing directly downwind on relatively smooth water and with the centerboard up, the boat will once in awhile develop an uncontrollable tendency to roll. The smart thing to do is to drop the centerboard immediately as a smooth, well sharpened board does not have much drag anyway, and, if you are planing fast enough to get into this rolling condition, the added drag of the board all the way down will not slow you down and may prevent an unscheduled ducking.

Another difficult situation arises when going directly before the wind where the wind velocity is enough to cause planing but with a combination of wave height and spacing which is such that the boat simply cannot get up out of the water; under these conditions the bow will occasionally have a tendency to bury itself and it is a good idea to have the crew keep his hand on the jib sheet so that he can let the jib and whisker pole go forward and spill the air out of the jib, as this is occasionally the only thing that will stop your trying to imitate a submarine.

When surfboarding in high winds and waves, always leave the centerboard fairly far up. The reason for this is that if the wave you are surfboarding on decides to break, it will give the boat a good husky push forward. If you go straight forward, this is fine; however, if it happens to slap you a little bit sideways at the same time, it may slap you all the way over if your board is down. If your board is up, the boat will merely slide sideways till you can get it under control.

When the boat is on the verge of either planing or surfboarding, some people try to encourage the boat by "ooching" as covered in Scientific Sailboat Racing, rapidly trimming the sails in and letting them out again, or acting like they have suddenly become afflicted with St. Vitus dance. With the exception of "ooching", (which can be effective under proper conditions, but which I think would be ruled illegal if it were ever protested), I have never been convinced that the other forms of urging accomplished anything except possibly from a psychological standpoint. If you think it helps, go ahead and do it!

1957 RULES COMMITTEE APPOINTMENTS
 Chairman Ted A. Wells has appointed the following members of Scira to serve on the Rules Committee: Fernando de Avelar of Brazil; Past Commodore Harold L. Gilreath, Arch Higman of California; Walter Krause of Michigan; Capt. Vieri Lasinio of Italy; Executive Secretary Birney Mills; and Carl D. Zimmerman. Questions on interpretation of the rules should be addressed to the Executive Secretary. If he cannot furnish the answer, the request is forwarded to the Chairman of the Rules Committee for action and decision by the Committee.

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Voice Of The People

A GOOD REPORT — WITH SUGGESTIONS.

"The new issue of the Bulletin, just received, is one of the nicest yet. Congratulations!

The Chesapeake Boat Show has come and gone and was a great success from the point of view of the Snipe Fleets in this area. Two Snipes were displayed in a booth manned around the clock by Baltimore and Washington Snipers every day of the show. In fact, we heard numerous envious mutterings from other class exhibitors about the vitality and enthusiasm of Scira and our own fleet members. Our exhibit was well-attended; much real interest expressed; numerous good leads obtained for follow up by our ambassador of good will, Christine Brown; and literally dozens of names of prospective Snipers were listed in our registration book.

As a direct by-product of our show, we were able to sign up two more boats and skippers for Fleet 219. Also, we revived interest among several unattached Snipe owners in the Lower Bay area and will meet officially with them at a dinner meeting to assist them in organizing and applying for a charter.

Other good news: The Baltimore Yacht Club has inaugurated a Junior fleet training program to support Fleet 219 and has adopted Snipe as the official Junior training boat (with a little prodding from us, naturally!). The initial group of 23 youngsters, ages 8 to 15, will go on their first training sail on April 27th; will graduate and solo as skippers on June 15th; and then will sail in official Junior races on Saturday afternoons for the balance of the season. 15 of these kids were recruited from the Power Squadron. We consider this a real accomplishment-- maybe we can "uncontaminate" them! Everyone considers this program as the life blood for the perpetuation of our fleet and you can be sure much effort will be put behind the program to make it an outstanding success.

I would like to make a suggestion: That SCIRA appoint a committee to draw up the basic pattern of a Junior program for universal use. You hear much talk about the subject, but very little in the way of tangible text material that one can sink their teeth into and avoid the fumbling and the pitfalls.

And still another suggestion: One of our most compelling needs of the moment is a supply of good second-hand boats. Within the past several weeks, both Stewart Brown and myself have encountered situation after situation where we could have added new Snipers to the ranks if we had a good used boat immediately available to show them and sell. In fact, we are convinced this is a sound way to build a fleet and we are presently negotiating the purchase of two boats with our own funds. (And Stewart already has 3 Snipes--he is indefatigable!). So we suggest that Scira sponsor a used boat pool registration. For a fee of a dollar or two, an owner could register a boat for sale with headquarters, complete with pictures and specifications filled out on a standard questionnaire which you would design and provide. Each Fleet Captain would be periodically provided with a mimeographed list of these registrations. The ads in the Bulletin do not get the job done alone; we put in long distance phone calls to each advertiser immediately upon receipt of the current Bulletin, but to no avail! We are always too late!"

— Sam Card, Fleet Captain 219
Baltimore, Maryland.

This communication, containing both a report and some good suggestions, can well serve as a model for other Fleet Captains. It evidences enthusiasm for Snipe, resulting in constructive thinking for the improvement of the class and, with leadership of two spark-plugs like members Brown and Card, guarantees the growth of the local fleet and the national group as well.

The Junior sailing program is one which interests all yacht clubs and many plans have been tried out over the years in every section of the country. The secret is to find someone who will really take charge and do the job right, either as a hobby or a profession. The idea of a standard curriculum or schooling for Snipe youngsters is a good one; in the meantime, perhaps some fleet with a proven method and experience can divulge their system or plan.

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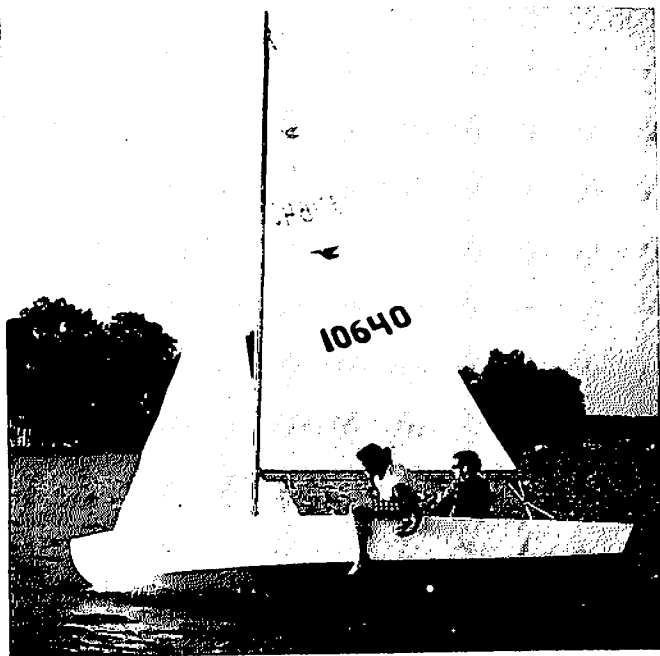
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- June 2-30 SPRING INVITATIONAL SERIES, Lake Quassa-
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327 Church St., Naugatuck, Conn.
- June 13-14 HEART OF AMERICA REGATTA, Lake
Quivira. M. W. Hoyt, c/o Lake Quivira, Kan-
sas City, Kansas.
- June 22-23 MICHIANA Regatta, Gull Lake, Mich. E. L.
Hasty, 408 Eagle Lake, Edwardsburg, Mich.
- June 22-23 OKLAHOMA CITY BOAT CLUB, Lake Heffner,
Okla. Bill Kilpatrick, Box 3658, Oklahoma City,
Okla.
- June 29-30 BRIODY-RETZHAUPT TROPHY, Oak Orchard,
New York.
- July 13-14 NEW YORK STATE District 5 CHAMPION-
SHIP, Olcott, New York.
- July 27-28 CENTRAL NEW YORK, Olcott, N. Y.
- July 27-28 MARYLAND SNIPE CHAMPIONSHIP, Deep
Creek Y. C. Stewart Brown, 5711 Falls Rd.,
Baltimore 9, Md.
- July 27-28 NEW JERSEY STATE CHAMPIONSHIPS,
Beachwood Y. C., Beachwood, N. J. Douglas
E. Campbell, 922 D Boulevard, New Milford, N. J.
New Jersey.
- Aug. 10-11 WEED and MAYER TROPHIES, Newport, New
York.
- Aug. 24-25 SODUS BAY INVITATIONAL, Sodus Bay, New
York.
- Aug. 31-
Sept. 1. WINCHESTER INVITATIONAL, Winchester,
Mass. James A. Newman, 22 Ginn Rd., Win-
chester, Mass.
- Sept. 7-8 INVITATIONAL REGATTA, Onondaga, N. Y.



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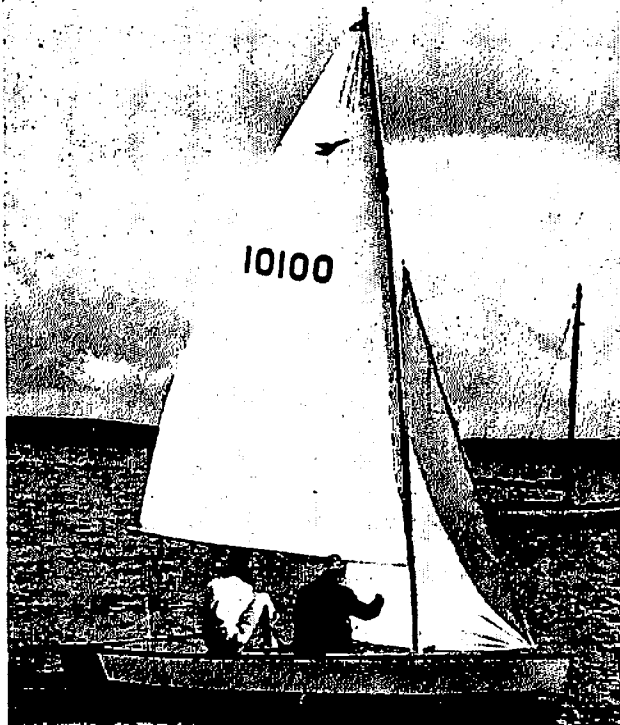
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