

JOHN D. ROSE

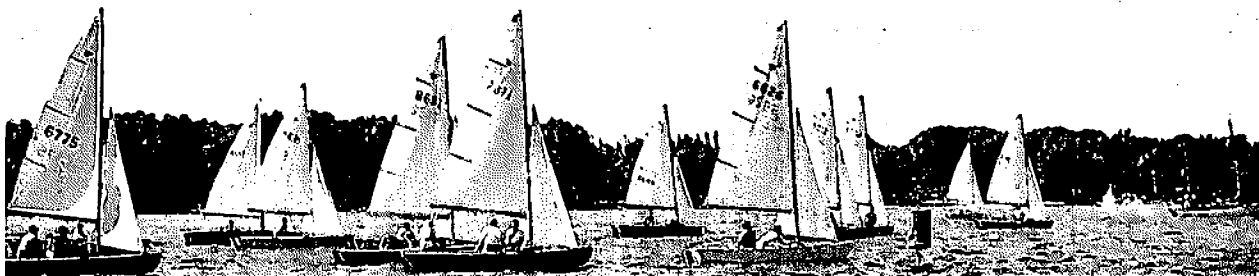
SNIPE BULLETIN

NOVEMBER, 1952

VOL. 2 VOL. 6



THE START
A scene during the Southwestern
Championships, White Rock Lake
at Dallas, Texas



Top photo shows winners at Upper Great Lakes Regatta at Lake Wawasee. Smith and Cleland with Team

(Dunphy) Trophy on left and Carl Zimmerman with P. L.Y.C. crew, Geves Kenny and Chalmers-Burns Trophy.

ZIMMERMAN WINS UPPER GREAT LAKES INDIVIDUAL CHAMPS. Corey Lake Takes Dunphy Team Race at Lake Wawasee Regatta

BY GEVES KENNY

ON THE weekend following the finish of the National Championships at Green Lake, the Wawasee Lake Yacht Club (Indiana) were hosts for the annual Upper Great Lakes Championships consisting of Chalmers-Burns Trophy, 3 races for the individual championship and two races for two boat teams for the Dunphy Trophy. The dates were August 22, 23 and 24.

Splendid weather favored the regatta, though the wind was generally light and shift. Wawasee club handled the races splendidly with Frank Levinson as general chairman. Skippers and crews were given picnic lunches on the club grounds each day at noon. Twenty-four boats, at least half of them were fresh from the Nationals, and representing eight fleets were on hand for the starting guns.

The three races for the Chalmers-Burns took place on Friday afternoon and Saturday and Sunday mornings. The wind for the first race was around 15 miles an hour at the start, with puffs to about 20. But it died down later so that the average was only about 9 or 10 miles an hour. Harry Levinson's rudder broke in this race which very probably altered the results of the regatta. The wind for the second race was about six miles an hour and that for the last race a little lower with a 30 degree shift near the end of the last beat. In this race Bob Smith took a long gambling tack towards the end of the second beat which, unfortunately didn't pay off for him.

Carl Zimmerman of Portage Lakes Y.C., Akron, O., with Geves Kenny as crew, replaced his fellow club member, Larry Wheeler, as individual champion, recovering the Chalmers-Burns Trophy he won first in 1949. In doing so he only nosed out Alan Levinson of the host club by eight points, by finishing in 6th place just behind Bud Leonard and Bob Pfaff in the third race.

The two team races were held Saturday afternoon in light, variable winds. I suppose Mr. Ted Wells

would call them "geographic" as they occurred mostly along the shores, but Zimmerman and I (who did not do so well in these races) called these winds by other names. In these races, five fleets had two boat teams and one Fleet (Corey Lake) had 1 two boat team - which won the event. The skippers were Bob Smith and Bob Cleland. This victory broke the evenly divided domination that Wawasee and Portage Lakes have enjoyed in this competition for the last six times this trophy has been raced for. Aside from the perpetual trophies, Wawasee presented handsome permanent trophies to leading skippers and crews.

Chalmers-Burns Trophy, Upper Great Lakes Individual Championship

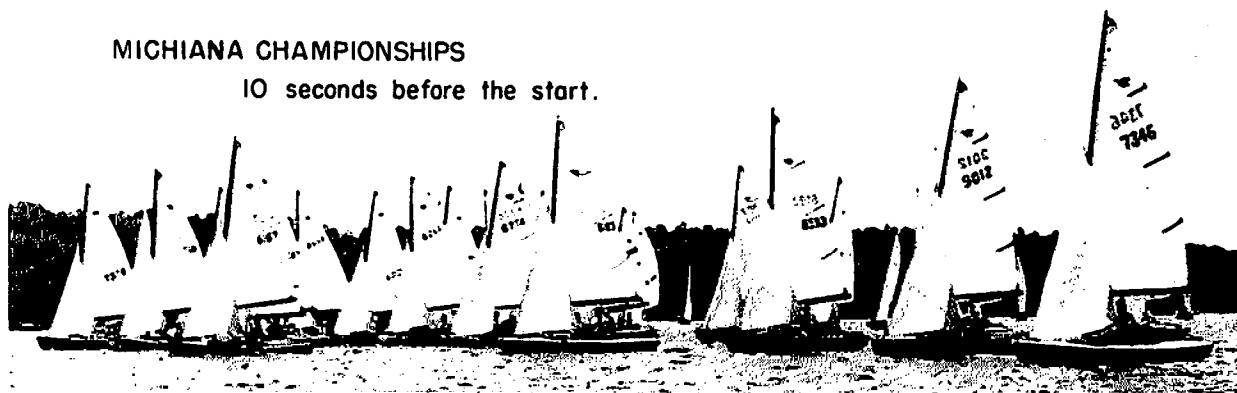
Name	Club	Races	1	2	3	Fin.
C. Zimmerman, P.L.Y.C.		1	2	6	1	
A. Levinson, Lake Wawasee		4	4	1	2	
J. Tillman, Lake Wawasee		2	13	5	3	
B. Smith, Corey Lake		3	3	14	4	
C. Gischel, P.L.Y.C.		9	5	7	5	
P. Leach, Green Lake		6	6	9	6	
H. Levinson, Lake Wawasee		dnf	1	3	7	
R. Pfaff, Eagle Lake		11	10	4	8	
Bud Leonard, Diamond Lake		7	15	5	9	
L. Wheeler, P.L.Y.C.		8	7	13	10	
M. Lundt, Eagle Lake		5	11	18	11	
B. Kuehnling, P.L.Y.C.		21	8	8	12	
D. Tillman, Lake Wawasee		16	9	12	13	
J. Beck, Green Lake		14	16	10	14	
R. Cleland, Corey Lake		15	14	15	15	
J. Hans, Eagle Lake		17	19	11	16	
G. Rutledge, Eagle Lake		20	20	17	17	
D. Bieri, Gull Lake		23	18	19	18	
J. Keyser, Gull Lake		18	23	20	19	
H. Carver, Green Lake		13	12	22	20	
R. Frahm, Grand Rapids		22	24	21	21	
R. Brusee, Gull Lake		10	22	dns	22	

Continued on page 7

NOVEMBER, 1952

MICHIANA CHAMPIONSHIPS

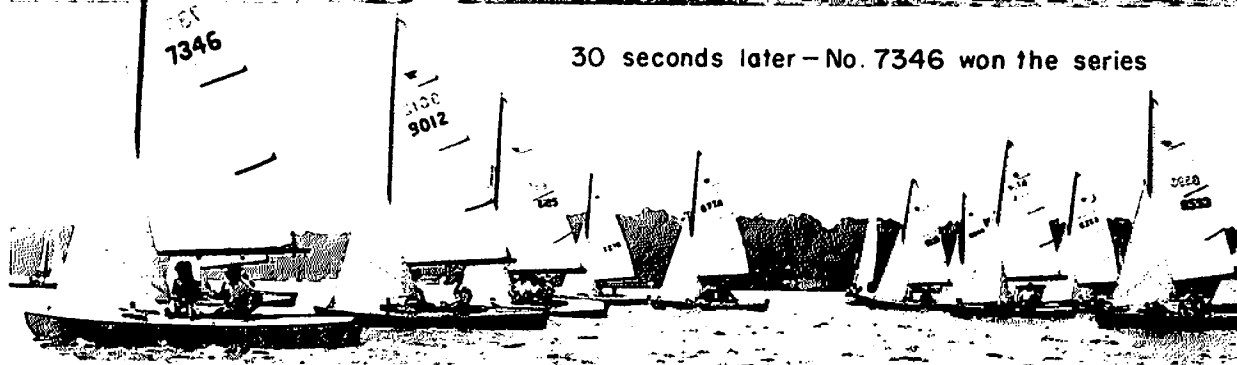
10 seconds before the start.



The start



30 seconds later - No. 7346 won the series



LEVINSON WINS MICHIANAS AT EAGLE LAKE

MICHIANA Championships took place at Eagle Lake, Michigan, August 2-3 and was even bigger and better than the 1951 regatta. Most Snipe fleets from northern Indiana and southern Michigan were on hand. The Grand Rapids Fleet was the only one missing.

Jack Pfaff, home on a 15 day furlough, showed he had not lost the feel of a tiller and placed second to Frank Levinson of Lake Wawasee. Allen (Buzz) Levinson was third and Jack Tillman of L. Wawasee was fourth.

The first race was held in light airs and Frank took and early lead never to be headed. Dick Tillman was second and Buzz was third. On Sunday morning the breeze piped up to 10-12 mph. Frank was in first again right from the start and never had any trouble with anyone. Dr. Lundt was second and Nate Whiteside, third. The final race, that afternoon, was held in a dying wind. Bud Leonard came through to win and Frank dropped back to fifth. Jack Tillman came through half the fleet to take third.

By Dr. M. O. Lundt.

Summary of Michiana Championship

Skipper and fleet	Races	1st	2nd	3rd	Fin.
Frank Levinson, L. Wawasee	1	1	5	1	
Jack Pfaff, Eagle Lake	4	9	7	2	
Allen Levinson, L. Wawasee	3	5	13	3	
Jack Tillman, L. Wawasee	9	11	3	4	
Bud Leonard, Diamond L.	5	24	1	5	
E. Row, Diamond L.	11	4	15	6	

SNIPES BULLETIN

J. Woolverton, Diamond L.	6	12	12	7
N. Whiteside,	14	3	14	8
Barbara Singer, Eagle L.	12	10	8	9
D. Tillman, Wawasee	2	27	9	10

Note: Apparently the above summary only includes the first ten boats

Frank Penman British Champion

Northwich Sailing Club staged the British Snipe Championships on their little lake in Cheshire. It was the first time it had been held in inland waters and some visitors got rather dizzy with twenty marks to turn instead of the usual three. Sailing conditions were perfect and twenty boats took part. Frank Penman of Northwich S.C. retained his title with three firsts. He was closely hunted home each race by Percy Howland of Medway Y.C. Jack Morgan of Medway was third with three thirds and a fourth. Another Northwich skipper was fourth, Clark Penman.

SUBSCRIBE TO SNIPE BULLETIN

\$1.50 for 12 issues. (Foreign \$2.00)

S.C.I.R.A., 522 Stellar Ave.,
Pelham, 65, N.Y., U.S.A.



Winners at Oak Orchard's three boat challenge race. Left to right; "Red" Garfield, Tommy Lundquist, Eric

Ecklund, Danny Magnuson, Harold Griffith, with the Cup, Vic Larsen and Don Landauer, Oak Orchard F. C.

CHAUTAUQUA TEAM CLEANS UP N.Y. REGATTA

By Don Landauer

OAK ORCHARD Y.C., Point Breeze, N.Y., up on Lake Ontario was the scene on August 23-24 of the N. Y. State Three Boat Challenge Races. According to Don Landauer, of the host club, the Lake Chautauqua trio "made the rest of us look like beginners".

All three races were held in fresh breezes giving plenty of action but not slowing down Vic Larsen who got a second and two firsts. Nor did Harold Griffith get stymied either with a first, a fourth and a seventh. The third member of the team had a third and two seconds. He was Tom Lundquist. It was the big event of the season for the N.Y. State Association and marked the complete rejuvenation for the Oak Orchard Y.C. Snipe fleet. In addition Nine Mile Y.C. took part with Olcott Y.C. and Newport, a total of five good, active fleets with plenty hot boats.

Vic Larsen in Slalom-6 won the first race, Lundquist was second and Ernie Coleman of Nine Mi. was third. Hal Griffith was fourth and Dannenberg, Newport, was fifth. The second race put Larsen again in first place with Tom Lundquist, second. Al Kroeger of Newport third, Ernie Coleman, fourth and Gerald Meiers of Olcott, fifth. In the last race L. Chautauqua really sewed it up with Griffith first, Larsen second and Lundquist, third. Coleman was fourth in this race and Leo Woods of Oak Orchard, fifth. Ernie Coleman and Al Kroeger were the only "outsiders" the Lake Chautauqua skippers permitted to get into

the sacred first three positions. High winds made breaking seas and some of the boats had difficulty in keeping bilge water from swamping them. However there were no casualties or capsizes.

A dinner was held at the Village Inn on Saturday evening followed by a party at the Oak Orchard Y.C. On Sunday, Fleet Captain Don Landauer presented the trophies. The summary follows;

N.Y. State Snipe Class Challenge Cup for three boat teams.

Fleet	Team skippers	1st	2nd	3rd	Team Pts.
Chautauqua	Larsen	1	1	2	13,332
	Griffith	4	7	1	
	Lundquist	2	2	3	
Newport Y.C	Dannenberg	5	8	6	9,749
	Hanna	6	6	7	
	Kroeger	dns	3	8	
Nine Mile Point	Coleman	3	4	4	9,665
	Glenn	14	9	9	
	Webster	10	13	10	
Oak Orchard	Hudson	13	14	14	8,229
	Blake	11	10	12	
	Woods	8	11	5	
Olcott	Meiers	7	5	11	7,302
	"Doc" Moyer	dns	15	13	
	Fletcher	9	12	dsq	

OLSONS WIN PRESIDENT'S CUP ON POTOMAC

BETH and DENNIS Olson of Beachwood, N.J., combined two firsts and a second to take first place at the President's Cup Regatta in the Nation's Capital as the husband and wife team swept the Snipe class. A pair of local, Washington, boats took second and the third places. Don and Doris Graham were second and Bill and Yvette Rushlow, third. This made it a sort of family party.

Thirteen Snipes battled an extremely light sou' easter at the start of the first race. The light going was to the liking of Bill and Yvette Rushlow's Snipe as they kept clear of the disturbed wind of the other boats and slowly crept along to the windward mark, passing many of the earlier starting, larger boats, to work out a big lead. Beth and Dennis Olson fought their way through the mass of larger boats to round second with Charlie Dills and Kitty Birch, third. On the downwind leg the breeze picked up to eight miles an hour and shifted to the northwest, reaching the leaders first and increasing the leads so that all finished in the same order.

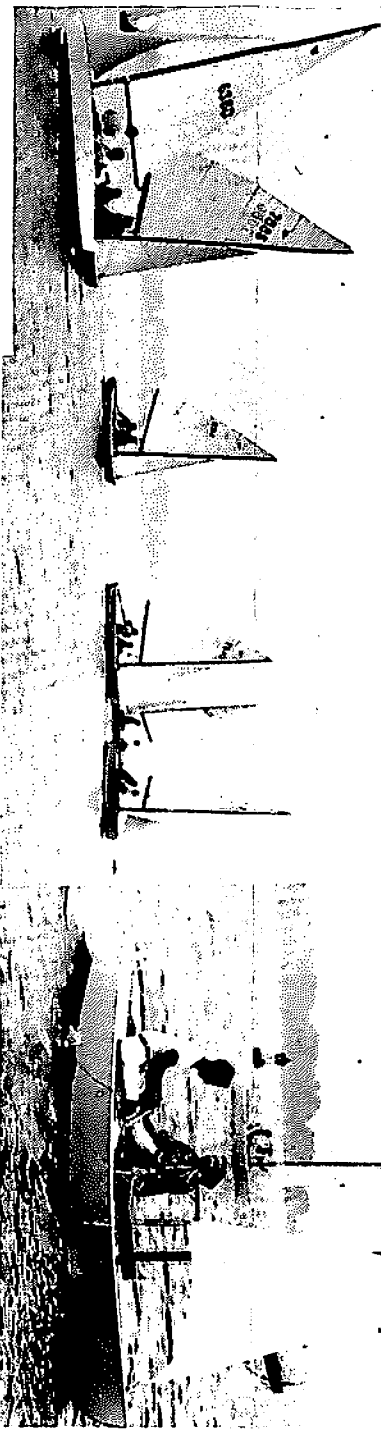
The northwester continued for the second race as

Don and Doris Graham established an early lead to round the windward mark first with the Olsons second. On the reach to the second mark, the Beth and Dennis overtook the Grahams to round first. On the beat back to the finish they covered the Grahams to finish in that order. Steve Andrews and Leland finish in that order. Steve Andrews and Leland Whitelock, another Columbia Y.C. boat were third.

The final race started in a ten mile northwest breeze and the Olsons and Grahams reached the windward mark in that order with a good lead. Steve Andrews picked up on the downwind legs of the triangular course to close the gap at the leeward mark. On the beat back the Olsons covered the Grahams, keeping them in their backwind, and Andrews sneaked ahead. Andrews starboard tacked the Olsons shortly before the finish but as he came about to cover them Beth forged ahead to regain the lead and win with Andrews second and the Grahams third.

An experienced skipper, with the aid of ship to

Continued on page 7



North Atlantic Coast Championships, Eastchester Bay, N. Y. Group at top, l. to r. - Ray Kaufman, M. Sokoler, crew. Beth Olson (winner), Dennis Olson her crew. Jerry VanAmerongen crew for Barae Miller. Kaufman was second, Miller third. Milt Taffet on right. First race on Saturday was sailed in pouring rain. The pix are by Hal Winston, Fleet Capt. t.



C A M P E O N A T O D E C U B A

Yates Clase "SNIPES"

R E S U L T A D O D E L A S R E G A T A S

The twenty best boats and skippers in Cuba held their National Championships August 14-17 and the surprising thing is that Jorge Mantilla again won using an "old, heavy Cuban made boat" racing against many so called "hot" boats built in the States. The summary as supplied by Gonzalo Melendez appears in full on this page.

Y A T E	NUMERO	CLUB	1ra.	2da.	3ra.	4ta.	5ta.	Posic.	TOTAL	PATRON
			Regata Ago. 14 LUGAR	Regata Ago. 15 LUGAR	Regata Ago. 16 LUGAR	Regata Ago. 16 LUGAR	Regata Ago. 17 LUGAR			
ANITU	6772	MYC	2	3	4	1	2	1	7455	J. Mantilla
MARISU II	9144	MYC	3	4	1	2	3	2	7378	C. Incian
JUPITER	4835	MYC	1	1	5	5	4	3	7161	G. Diaz
CHIFLO	9145	MYC	5	2	11	3	1	4	6761	A. Botet
TEYEBO III	8097	MYC	4	7	3	7	7	5	6281	G. Melendez
RAFAGA	6750	MYC	6	10	2	8	6	6	6021	R. Berguñn
CARIBE	8999	CAP(S)	10	6	8	4	9	7	5668	C. Bosh
HELENE	8751	MYC	13	5	2	11	5	8	5432	J. Kates
NIMA II	3686	MYC	8	9	9	9	14	9	5091	J.M. Bustamante
PTE. ROMAN	6678	CN(S)	12	11	9	6	10	10	4951	J. Godoy
IBIS	4071	MYC	15	12	12	10	DNF	11	3995	M. Lopez
SITMAR	7703	CEH	18	14	15	14	8	12	3752	C. Nalecas
VIKING	7702	CEH	7	8	10	DNF	DNS	13	3735	C. Estape
EURIA	6680	CN(S)	11	DNF	DESC	15	11	14	3489	A. Boto
ANEJO	9148	CAP(S)	DNF	15	16	DNF	12	15	3251	A. Pirats
AREPAN	8461	MYC	12	13	18	13	DNS	16	2673	J. Arellano
POLITO	5187	CAP(S)	14	DNF	14	DNF	DNS	17	2516	J. Canellas
MARI	6173	MYC	9	DNS	17	12	DNS	18	2441	M. Pérez
APACHE	7704	CEH	16	DESC.	13	DNS	DNS	19	1893	J.M. Quinones
ORION	6689	CN(S)	DNF	DNS	DNS	DNS	DNS	20	484	O. Gamboa

*Sails
by Watts*



Again in 1952, Ted Wells in GOOD NEWS III won for the
Third Time the U. S. National Snipe Championship.
KENNETH E. WATTS • TORRANCE • CALIFORNIA

= SNIPE =

Unfinished Hulls, Trunk Bolted in, No Deck
Frame \$225. Deck Frame in Place \$275.

If is an EMMONS It is sure a leader

EMMONS Brewerton, N. Y.

— Every Sailor Needs It — SCIENTIFIC SAILBOAT RACING — BY TED WELLS —

Four dollars from any book store or direct from
DODD, MEAD & CO.
432 FOURTH AVE., NEW YORK, 16, N. Y.

— Snipe Sails —
Custom Built by Guy Roberts
Clearwater, Florida
1951 JR. & SR. NATIONAL CHAMPIONS
SOUTHEASTERN WINNER 14 YEARS

HALF INCH SCALE MODEL OF RACING SNIPE
Build one of these popular sailboats for your den
or as Christmas gifts for your friends.

Complete kit with readi-carved hull, stay wires,
fittings, die-cut wood parts and boat stand.

Easy-to-build building instructions.

— COMPLETE KIT \$1.95 —

OTHER BOATS IN THIS LINE ARE LIGHTNING AT \$2.50,
STAR \$2.50, COMET \$1.95, MOTH \$1.50.

Order now for early delivery. Send check or money
order; no C.O.D.s.

CONSOLIDATED MODEL ENGINEERING COMPANY
3087 THIRD AVENUE, DEPARTMENT S-1 BRONX 56, N. Y.

WELLS' WANDERINGS

By Ted Wells



REJUVENATING OLD BOATS - AND FLEETS

When trying to stimulate renewed activity in old Snipe fleets which have become inactive and in trying to promote greater activity on the part of existing fleets, one is frequently met with the objection that "our boats are old and heavy and we can't compete with these new modern light weight Snipes".

The validity of the statement probably can't be questioned but the validity of the reasoning behind it certainly can be. Judging the age of a boat by its number is a little difficult because it depends on how long it took the owner to finish his boat after he had the number assigned; however, doing a little guessing from the list of boats in the Heinzerling Trophy races for the National Championship, it appears that approximately half the boats had been racing for five seasons and about one-fourth of the boats for six seasons or longer. One of the oldest ones, No. 4220, sailed by Gary Hoyt, would have been up very close to the top if it hadn't been for a few unfortunate happenings. Undoubtedly most of these boats were fairly close to the minimum weight, but the evidence is certainly fairly conclusive that age alone doesn't keep a boat from winning races.

No one can quarrel with the statement that the lighter a boat is, the faster it will go, all other things being equal; however, all other things never are equal and I think that the importance of minimum weight is considerably overrated. I have raced with crews whose weights have varied by as much as 35 pounds, and it is my opinion that being in the right place at the right time and not doing dumb things is so much more important that the 35 pounds difference in weight can be completely ignored.

A common complaint is that a heavier boat is no good in light winds. This statement is of course theoretically true. However, it is also true that in light winds being in the right place at the right time is of a great deal more importance than it is in higher winds. If a situation should ever develop where there was a light wind which never shifted in direction and never varied in velocity the lightest combination of boat, skipper, and crew would probably have an advantage--assuming that all sails were equal and all of the skippers were of equal ability which is an assumption which is not very valid.

All of which leads up to the problem of these old heavy boats which cannot compete with the "modern lightweight Snipes". Admittedly if a boat is made with oak frames, keel, keel batten, and stem it is at a disadvantage, but the actual weight increase using oak for all of these members in relation to spruce is about 20 pounds. If the boat should happen to be all planked in mahogany, it will pick up another 35 pounds, but even this only makes a total difference of 55 pounds. What I am leading up to here is that on practically any old boat, no matter what it is made of, if the old paint is cleared off and the seams sealed, if all extraneous junk is taken out, if a plywood deck is put on with spruce deck beams and no unnecessary reinforcements or corner blocks, the boat will have a weight disadvantage of probably not over 55 pounds, assuming that it has an 80-pound centerboard which most of them don't have and don't need.

A heavy centerboard is a definite advantage when a boat is just about to capsize; however, if the boat is sailed fairly close to vertical the centerboard is contributing very little to the stability of the boat. The boat is being kept upright by the skipper and crew getting out to balance it and by luffing when necessary. On any boat that is overweight I would not

Continued on page 7

Nawasee Regatta continued from page 2.
D.Scobie, Green Lake ————— 19-21 —dns- 23

Dunphy Trophy Team Championship 4 boat teams

Team	Skipper	Races- 1	2	Fin.
Corey Lake	Bob Smith	6	1	
	Bob Cleland	3	11	--1
Wawasee	H. Levinson	1	6	
	J. Tillman	8	10	--2
P.L.Y.C.	C. Zimmerman	4	12	
	L. Wheeler	7	4	--3
Eagle Lake	R. Pfaff	6	9	
	M. Lundt	10	5	--4
Eagle Lake	J. Hans	11	3	
	G. Rutledge	15	13	--5
P.L.Y.C.	C. Gischel	2	8	
	B. Kuehnling	23F	16	--6
Green Lake	P. Leach	12	7	
	H. Carver	13	20	--7
Gull Lake	E. Gavney	17	2	
	R. Brussee	19	19	--8
Green Lake	J. Beck	9	14	
	D. Scobie	18	18	--9
Wawasee	B. Koschnick	14	23F	
	D. Tillman	23F	15	-10
Gull Lake	J. Keyser	16	21	
	D. Bieri	20	17	--11

Notes; F- Fouled out or dsq. P.L.Y.C. means
Portage Lakes Yacht Club.

President's Cup, from page 4

shore radio, described the races and the standings at each mark over an extensive loud speaker system to a crowd of about 3,000 assembled to watch. There were 160 boats racing in ten classes and the Snipe made an excellent showing as the winners' elapsed times were better in two of the three races than the winners' time of many of the larger boats. The Potomac River was closed to all traffic except the sailing contestants and was patrolled by the Coast Guard and Harbor Police. Tows were provided to the course and a dance was held at Corinthian Y.C. for all contestants. Sterling silver cups and ash trays for the skippers and crews were awarded for first three places, at the Washington Sailing Marina. All registered Snipes, everywhere, are invited to participate in the 1953 President's Cup Regatta which is always held about the middle of September.

By Bill Rushlow.

Summary, 1952 President's Cup Regatta

Skipper	Fleet	Races	1	2	3	Fin.
Beth Olson, Beachwood, N.J.		2	1	1	1	1
Don Graham, Potomac Fleet		4	2	3	2	2
Wm. E. Rushlow, Potomac Fleet		1	6	5	3	3
Steve Andrews, Potomac Fleet		7	3	2	4	4
Bob Busby, Potomac Fleet		5	4	6	5	5
Charles E. Dilla, Potomac Fleet		3	5	8	6	6
J.A. Roseborough, Potomac Fleet		6	8	4	7	7
Wm. W. Barker, Potomac River		8	7	7	8	8
Carl E. Clausen, Potomac River		9	9	11	9	9
Donald S. Wilson, Potomac River		12	10	9	10	10
George S. Brown, Baltimore		10	11	10	11	11
Bob Ruemeli, Potomac River		13	12	dns	12	12
Peter Nickles, Potomac River		11	dns	dns	13	13

Wells' Wanderings, from page 6

use a board weighing over 60 pounds and I think I would be tempted to experiment with a board made of 3/16-inch steel which should weigh about 45 pounds--decreasing the weight disadvantage to between 20 and 35 pounds.

In 1946 I was sailing No. 4225 and was quite successful in light winds, but I couldn't accomplish anything in high winds. This boat had a centerboard weighing about 58 pounds and I decided to buy a Varalyay with an 80-pound board to find out for sure if it was the boat or me that wasn't any good in high winds. There was no question about the ability of the Varalyay boat to go in high winds because I had seen them do it. After I got mine there was also no question about why 4225 wouldn't go in high winds. It was definitely the Skipper and not the boat.

SNIPER BULLETIN

All of which I think adds up to the fact that there is no point in talking about two classes of Snipes--one old and heavy and the other new and light; because the old and heavy one can be brought up to where it will compete with the new light one. The real problem comes from the fact that in any fleet where the boats have been allowed to become heavy and probably have poor finishes on them, the skippers are probably not particularly hot at racing or the fleet never would have gotten into that kind of condition. They therefore have two jobs on their hands, the first to rebuild their boats so the boats can compete and the second is for the skippers to get enough racing experience so that they can compete.

On a number of occasions I have sailed in regattas where the hot-shot from somewhere who had won all of the races for years in his own fleet but who had never sailed any place else was participating in his first regatta away from home. The result of course was inevitable--a few of them sneaked home and neither they nor their fleets have been heard of since. Most of them, however, took a good look at the boats, went home and started to work. They and their fleets have steadily improved ever since.

The moral of all this is that there is practically no boat for which there is no hope. There probably are some sails for which there is no hope (a situation which the sailmakers advertising in the Bulletin will gladly remedy). Not every skipper is willing to put in the time and effort to be a winner--but any of them can improve. Getting a new boat is the quick and easy way to improve on an old heavy one, but it isn't the only answer.

DON'T MISS NEXT MONTH

We are still running 'way behind on race material and this number of SNIPE BULLETIN will go down in history as the issue in which the most stories have been omitted. Sorry, no cartoon again this month - no space. Some of the stories left out; Southwestern Championships, Logan-Streb Cup, Tri--Fleet Regatta, Clark Lake Match Races, Rocky Mountain Championship, and a number of others. Some stories of important regattas have never been sent in. Finest article next month will be European Championships, the best yet with more nations competing than any yacht racing event in the Olympics this year.

PIGEON SNIPE SPARS

Rigging & Fittings
Laminated Fish Poles
East Boston, Mass.

SNIPER BUILDING PLANS

Booklet \$2.00

Blueprints \$5.00

S.C.I.R.A., 522 STELLAR AVE., PELHAM, 65, N. Y.

VARALYAY BUILT
SNIPES
FOR THOSE WHO PREFER
QUALITY AND PERFORMANCE

Ready to sail - Frame kits
Semi-finished hulls
Hollow Spars

GARDENA

CALIFORNIA



Build the Best!

EASY TO ASSEMBLE

BOAT KITS



NEW CATALOG
OVER 40 PAGES, INCLUDES ALL
YOU NEED TO BUILD YOUR OWN
1-BOAT KITS-30 MODELS
2-HARDWARE
3-MARINE ENGINES
4-MARINE CONVERSIONS
5-PAINTS & COLOR CHARTS
All For Only 35c.
SEND COIN TODAY



ROWBOATS
8-10-12-14 FT.
\$39 up

OUTBOARDS
4 Models 12 to 16 FT.



**INBOARDS &
CABIN CRUISERS**
16 TO 23 FT.



★ NEW 18 FT. OUTBOARD CABIN CRUISER

**FAST VEE BOTTOM HULL SPEEDS UP TO 25 M.P.H.
ROOMY CABIN, WITH TOILET, SLEEPS TWO**



U-MAK-IT PRODUCTS

703A-WHITTIER ST. BROOKLYN 99, N. Y. CITY



Custom Built according to
OFFICIAL SNIPE PLANS

RACING SNIPES

**Hollow Masts
Booms**

Luff-slot entrance ash-reinforced on both

**Completed Hulls—Ready for painting
Pre-assembled Snipe Frame Kits**

For replacement or for re-building your Snipe:

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

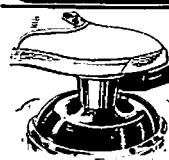
Lightweight Stainless Sailboat Fittings • Shrouds & Halliards
Egyptian Cotton Sails • Kink-proof Sheets

Complete Sailboat Accessories



**Gerber's
BOAT WORKS**

689 Minneford Ave., City Island 64, N. Y.



**STEP-ON-IT
BILGE PUMP**

Leaves hands free!

**BRONZE-3 LBS.-5 FT. HOSE-\$9.75
POSTAGE 25¢**

HUNT-MILLER CO. 508 ST. PAUL ST. ROCHESTER, N.Y.

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 8-4111

Dept. 5-7

WHITE PLAINS, N. Y.
Open Saturdays

**WORLD'S CHAMPIONS USE
SAILS BY
LARSEN**



Jorge and Carlos Vilar Castex of Argentina won
Snipe Class World's Championship in 1948. They
were Second in 1949 and **WON AGAIN** in 1951. It
is no accident because they used exclusively
LARSEN CHAMPIONSHIP SAILS

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

SNIPES BULLETIN

Snipe Bulletin is produced and edited monthly
by William F. Crosby. Address all correspondence
to Snipe Class International Racing Ass'n
522 Stellar Ave., Pelham, 65, N.Y., U.S.A.

Subscription

Owners of measured and paid up Snipes
receive Snipe Bulletin as part of the
membership.

Other interested parties may subscribe
at \$1.50 per year. Foreign \$2.00

Forms close on the 15th of each month preceding
publication. Material received after the
15th will not appear until the next following
issue.

Contract advertising rates may be had on app-
lication.

Be sure to notify Snipe Bulletin of your add-
ress change giving both old and new addresses.