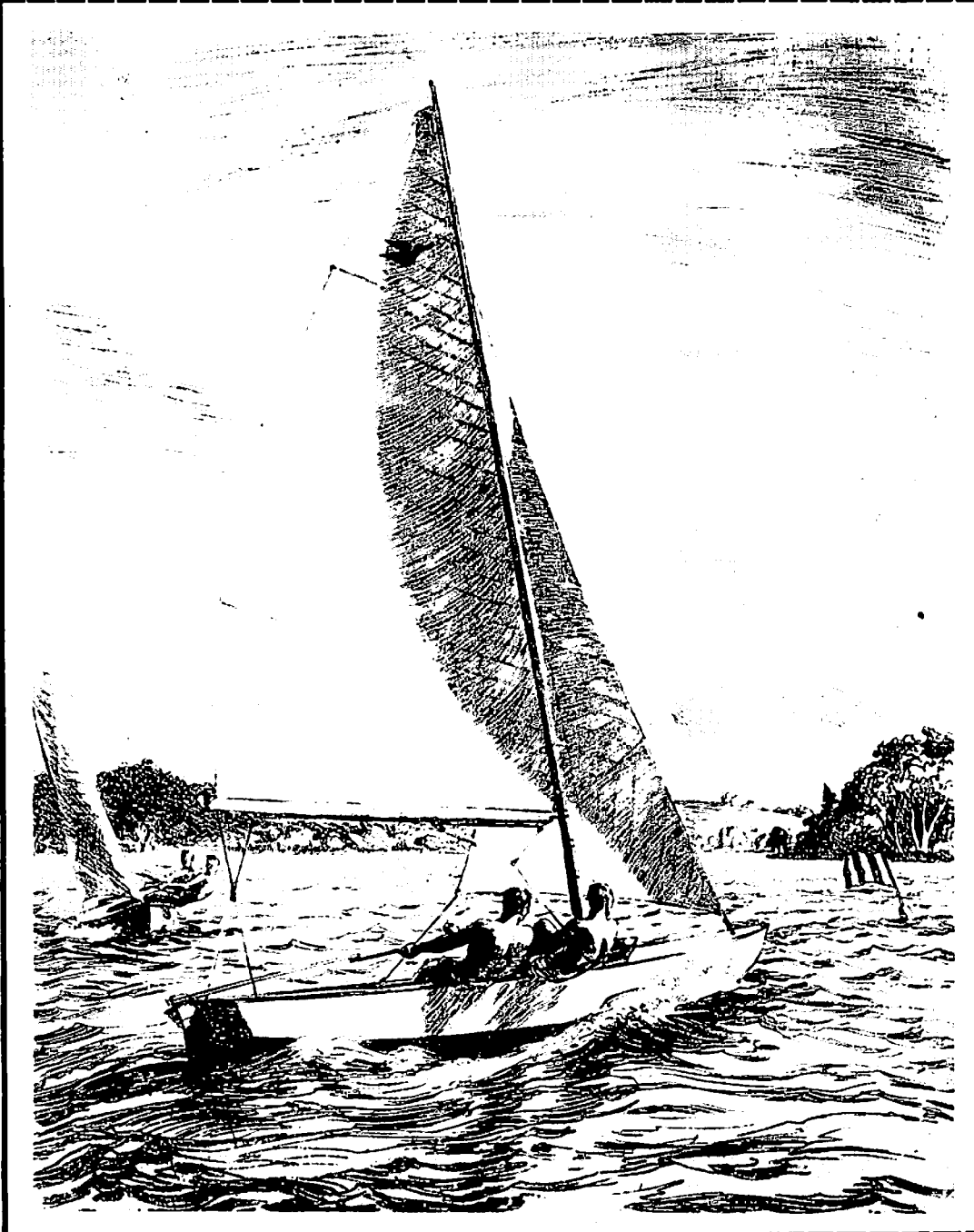


SNIPE BULLETIN

NOVEMBER 1954

VOL. 4 NO. 5



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SNIPE BULLETIN

The SNIPE BULLETIN is edited and produced monthly by Birney Mills, Executive 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 Snipec receive SNIPE BULLETIN as part of their 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 and notify SNIPE BULLETIN of any change in address, giving both old and new addresses.

Point Score Race Results

We want to call your attention to point scores for the season just passed. Every active chartered fleet must send in point score race results before the end of the official season on March 31st, 1955. Special forms are provided by this office and these must be used in filing returns. Of course, these scores must be figured according to SCIRA rules and great care exercised that they are properly calculated, as it is impossible to check all of them. The fleet official who has this job must make certain that each boat listed is in good standing with the Association for the current season and a member of his fleet. Each year some scores come in from unmeasured and unpaid boats. These are simply destroyed. So, be sure you do the job as required and as soon as possible, for March may seem like a long way off, but we need plenty of time to get the results compiled and ready for the new year book. Your co-operation will be greatly appreciated, and, if you are a member of a fleet, be sure your officers get your scores in.

Western Hemisphere Races

This event will be in progress when you receive this issue of the Bulletin. It is sponsored by the Instituto Cubano del Turismo and the Federacion Nautica de Cuba, of which Commodore Posso is President, Commodore Rasco Vice-President, and Gonzalo Melendez, Treasurer. The Miramar Yacht Club is the host club with Commodore Posso, the National Secretary, Chairman of the Regatta. The Havana Fleet #22, Gonzalo Melendez, Fleet Captain, will handle all events. The fleet belongs to the Miramar Yacht Club, of which Manuel Rasco, Jr., is Commodore and Melendez is on the Board of Directors.

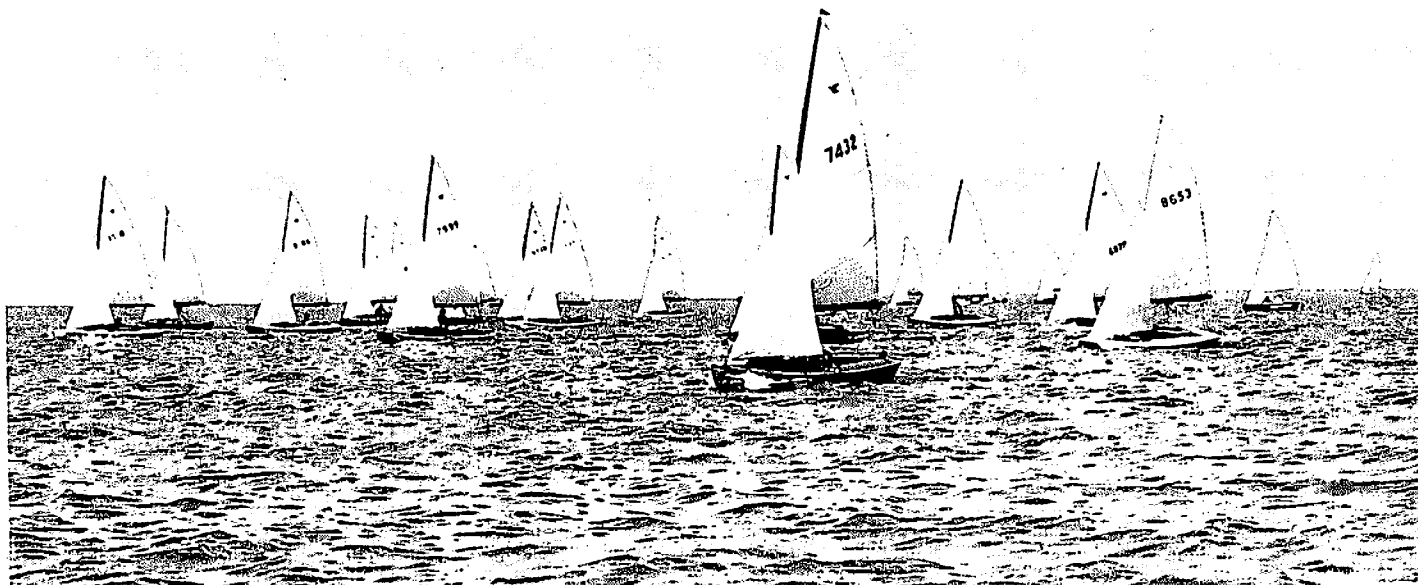
Concerning the Cover

The very beautiful etching on the front cover was reproduced from an original by the celebrated artist, Yngve Edward Soderberg, of Mystic, Conn. His fine work has justly earned him a high reputation among yachtsmen for creating accurate and decorative representations of class boats and his works are in many famous galleries. SCIRA has made arrangements to furnish this etching to its members on a commission basis. It may be personalized with your own number on the sails. It is a signed original etching in an edition of 150, plate size 9"x12", and matt size 14"x19". Prices may be obtained from the Secretary and orders will be filled in time for Christmas delivery.

This little sketch tells our story! You can supply the text.



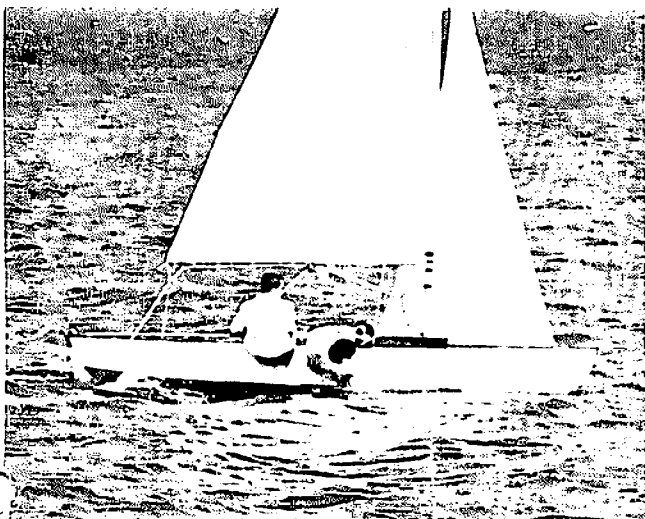
SNIFE PICTURE OF THE YEAR..... FIFTH RACE OF THE CHAMPIONSHIP SERIES AT MENTOR HARBOR.



Bob Huggins in 3518 leads the fleet with Wells right behind him, but to windward. Tom Frost in 9999 is in 9th position, while Terry Whittemore, 7432, is in the foreground. — Photo by Dudley Brumbach, Cleveland Plain Dealer.

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Tom Frost sailed "Snowball" to victory in the Junior and Senior National Championships, also the European Championship.



—MICHIANA RACES WON BY PFAFF—



TWENTY SNIPES GET STARTED ON A DRIFTING MATCH ON EAGLE LAKE.

The annual Michiana Championships were held August 6-7th at Eagle Lake, Michigan. In spite of this date clashing with the Junior Nationals, over 20 Snipes showed up for this interesting annual regatta. The Michiana is an important event in this district not only because of the Snipes, but also because the National One designs and the Thistles race here at the same time. The judges had their hands full with some 60 boats. Judge Norm Booth, as usual, had everything well organized. In an effort to relieve the pressure on Sunday, two races were held Saturday with the final one on Sunday. Jack Pfaff, just as at Diamond Lake the previous week, ran off with the honors.

The first race was a drifter with only a few light puffs to aid occasionally. Joe Corcoran, Diamond Lake, was first, Jack Pfaff, Eagle Lake, second, and John Call of Wawasee, Indiana, third. The second race in the afternoon was somewhat better, the wind varying from practically nothing at the start to about ten miles per hour during the middle of the race. Pfaff was first again with Al Flack of Diamond second and Bill Ticknor, Gull Lake, third. The last race was held in a mild cool rain Sunday morning with the wind approximately 8-10 mph. Pfaff easily overtook the fleet and won going away. This wind was better liked by Jack Tillman of Wawasee and he came in second. Jim Kanouce of Diamond Lake was third.

This was the first time the new Yacht Club at Eagle Lake was used for a regatta. The spaciousness of this new building aided very materially in registering the people, handling the meals, and provided an excellent place for getting the boats in and out of the water quickly and efficiently. The members of Eagle Lake are to be congratulated for building such a fine club house. Many veteran sailors claim it to be among the best yacht club buildings in the United States.

—Milo Lundt.

FINAL RESULTS--16th MICHIANA.

NO.	SKIPPER	CLUB.	RACES	1	2	3	Fin.
9299	Jack Pfaff	Eagle Lake	2	1	1	1	1
8096	Jim Kanouce	Diamond Lake	4	4	3	2	2
9602	Joe Corcoran	Diamond Lake	1	11	4	3	3
8668	Tom Holt	Eagle Lake	6	7	6	4	4
7880	Jack Hurwich	Diamond Lake	5	10	5	5	5
9873	Al Flack	Diamond Lake	10	2	10	6	6
9297	Bill Ticknor	Gull Lake	7	3	12	7	7
8050	Noel Yarger	Diamond Lake	14	5	8	8	8
9184	Milo Lundt	Eagle Lake	12	9	7	9	9
9432	Tom Troeger	Birch Lake	9	12	11	10	10
9362	John Call	Wawasee Lake	3	15	20	11	11
8652	Jack Tillman	Wawasee Lake	17	20	2	12	12
10005	Dick Virgil	Diamond Lake	8	13	15	13	13
7378	Bob Beutter	Diamond Lake	15	8	14	14	14
8635	Tom Hayes	Wawasee Lake	11	14	13	15	15
7381	Bob Harris	Glen Lake	19	16	16	16	16
4846	J. Schramm	Diamond Lake	18	17	18	17	17
9360	Pete Whiteside	Glen Lake	13	6	--	19	19
8793	Dr. Koehler	Eagle Lake	16	--	17	20	20

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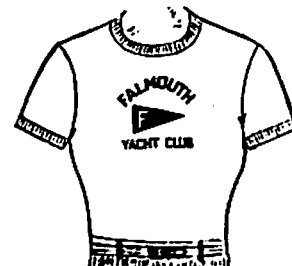
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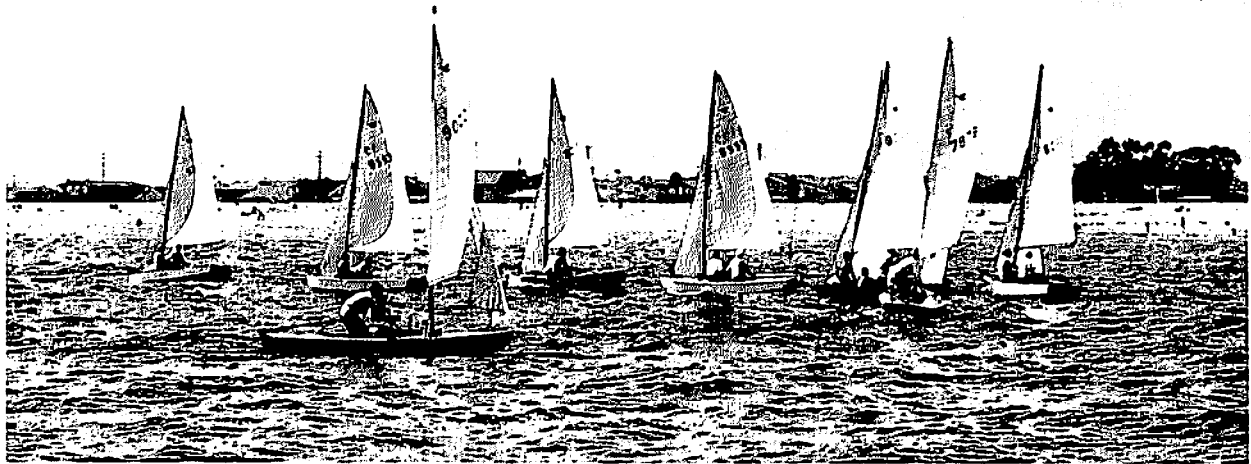
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PACIFIC COAST DOINGS



All ten contestants in the Newport Harbor Yacht Club Race Week Series swing around a mark. —Beckner Photo.

FROST WINS METCALF SERIES

Tom Frost, still as hot as ever, evened the score with Pacific Coast Champ Charlie Merrill in the second most important Southern California Sniping event: The L. G. Metcalf Memorial Series. The five-race series, conducted by the Los Angeles Yacht Club, was held at L. A. Harbor on August 21st and 22nd.

Merrill took two seconds Saturday while Frost nabbed a first and then dropped to 8th. Clark King, meanwhile, was well up there with a 4th and a 1st. This put Merrill just ahead of King for a tentative first place in the series, while Frost held a poor third.

In the third race of the series the next morning, Merrill was number one at the finish with Frost right on his tail. Clark King, however, was caught picking daisies when the starting gun fired and finally wound up in 14th place. Clearly, then, the series boiled down to a two-boat contest: Merrill versus Frost.

Tom poured on the coal in the 4th race, and, leading most of the way around, was first across the finish line. Charlie, though, finished in 5th place; he was still first in the series, but he had Frost by less than one place.

And so it remained for the 5th and final race to tell the story. Clark King came back into the running, winning comfortably, while Merrill and Frost both dropped back. Finally, however, Tom was 5th and Charlie was 8th, and that was that!

FINAL RESULTS.

L. G. METCALF MEMORIAL SERIES.

BOAT	SKIPPER	RACES	1	2	3	4	5	FIN.
9999	Tom Frost		1	8	2	1	5	1
9175	Charlie Merrill		2	2	1	5	8	2
8080	Walt Gleckler		10	4	5	3	3	3
7876	Clark King		4	1	14	6	1	4
4200	Jim Clinton		9	6	3	2	7	5
9315	Kim Munholland		6	5	7	12	2	6
9020	Lee Thompson		3	7	9	9	4	6
9599	Jerry Thompson		8	10	4	4	13	8
6945	George Walker		13	13	11	7	6	9
4067	Morgan Cox	DNS	14	9	13	9		10
7422	Don Reiman		7	6	12	10	DNF	10
4150	Fred Miller, Jr.		14	9	13	8	10	12
9577	Paul Merrill, Jr.		5	11	3	DSQ	12	13
4470	Paul Hamilton		12	12	15	11	11	14
6171	Leonard Smith		11	DNF	8	14	14	15

— Dick Lewis.

KING WINNER AT N.H.Y.C.

Another important event on the Southern California racing calendar was Newport Harbor Yacht Club's annual Race Week Series. Held August 27-28th, it attracted a fleet of ten Snipes.

Clark King took off like a bat and won both races Saturday. Charlie Merrill nabbed a pair of thirds while Tom Frost stayed on the beach due to "unforeseen complications". Sunday, however, found the difficulties remedied and Tom and Clark really battled it out for the lead. Tom came out on top in both races, only to be disqualified in the last one. Merrill, meanwhile, copped a 6th and a 3rd.

This gave Clark King an easy first in the series: Merrill was second and two other Alamitos Bay skippers, Bill Sweningsen and Kim Munholland, tied for third. Frost wound up in ninth place---next to last.

FINAL RESULTS N. H. Y. C. RACE WEEK SERIES.

BOAT	SKIPPER	RACES	1	2	3	4	FIN.
7876	Clark King		1	1	2	1	1
9175	Charlie Merrill		3	3	6	3	2
9315	Kim Munholland		4	5	4	7	3
8637	Bill Sweningsen		2	7	5	6	3
9577	Paul Merrill	DNS	6	8	2		5
6945	George Walker		7	8	7	4	5
9020	Lee Thompson	DNS	4	3	DNF		7
4067	Morgan Cox		6	12	10	5	8
9999	Tom Frost	DNS	DNS	1	DSQ		9
9599	Jerry Thompson		8	9	9	DNF	10

(The final race results of these two events are fine (and horrible) examples of what happens when some other scoring system is used other than the SCIRA point-score system. Note that there were 4 ties reported among 15 boats in two events. This unsatisfactory condition would not exist if proper points had been given for positions; e. g. Munholland and Lee Thompson are tied for 6th, but Munholland had 1207 4/5 pts. for 6th, while Thompson had 1203 2/5 pts. for 7th. Similarly, in the last event, Munholland and Sweningsen tied for 3rd, but Munholland had 1297 1/2 pts. for 4th and Sweningsen had 1299 1/2 pts. for 3rd place.

Our scoring system has been in effect for many years and is generally recognized as near perfect and greatly respected by other classes. The Penguin Class, for example, has used both our Constitution and scoring system for their organization. Many other fleets write in for copies of the year book for the same purpose. All official and sanctioned Snipe races must use it, so why ever use anything else? AVOID HEADACHES!)

Yella Wanderings by Ted Wells



THE ANNUAL MEETING.

The Annual Meeting of the SCIRA will be held this year in Chicago on February 5th, the day after the boat show opens. The place where the meeting will be held will be announced later. The decision to have the meeting some place besides New York City, where it has always been, was made in order to give people in other parts of the country a better opportunity for attending. We hope we will have a good turnout from members of fleets in the Midwest.

One of the most important things which will be discussed at the meeting is what action to take regarding the future of orlon and dacron sails. I believe that, by now, there is no question in anyone's mind concerning their superiority over cotton from a racing standpoint. Also, it is probable that they will eventually be more economical to own than cotton sails. The current problem, however, is what to do about the thousands of suits of cotton sails now in use, many of which are owned by skippers who simply can't afford to dash out and buy new sails whenever they would like to.

The location of next year's Nationals and also of next year's annual meeting will be decided then. Now is a good time to get out the yearbook and look through it and come up with any suggestions that you may have for consideration at this meeting.

There have been several interesting developments in countries outside of the United States. At the present time, a Snipe fleet is in the process of being organized in Turkey at Istanbul, and, during the past year, a fleet has been organized in Tangier in the International Zone. I have had a letter from Snipe Fleet 211 at Recife, Pernambuco, Brazil, telling of the facilities they are building at Venda Grande Beach, which is located fifteen miles south of Recife. They have just completed the construction of two boat houses, complete with dressing rooms, each of which will accommodate ten Snipes. Next year they intend to build a two-story club house with the upper floor supported entirely by columns, leaving the lower floor open to give an unrestricted view of the ocean from all four sides. The upper floor will contain dancing and meeting rooms and the lower floor the bar and lounge. The structure will be mounted by an ornamental observation tower for life saving purposes and the use of race committees. They thought that some snipe fleets here might have similar setups and that maybe I could get them some pictures to help them with their planning. Unless somebody has been hiding things from me, I'm afraid the pictures will have to come from them.

DAGGER BOARD SAFETY WIRES

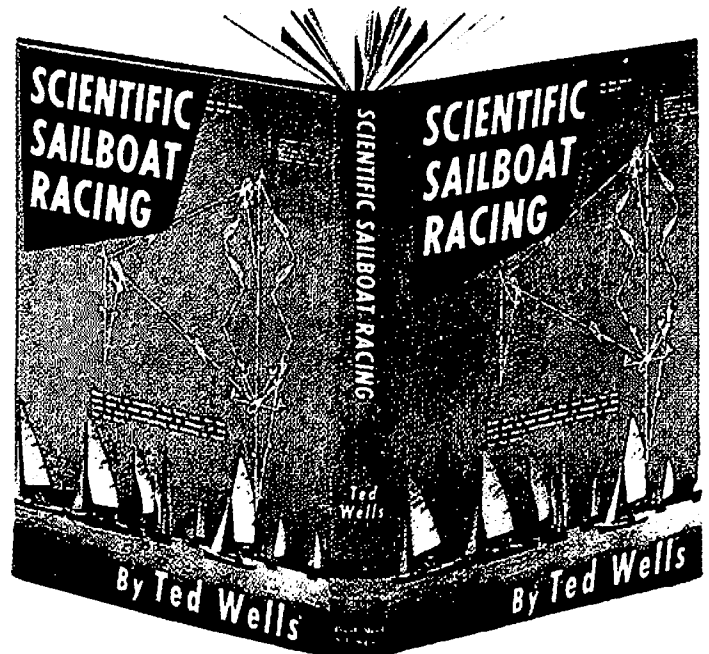
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CORRECTION of an ERROR: The box number in the above ad has been printed as 691, when the correct number was 961. Consequently, if you received no reply to your enquiries, please write again, this time using Box #961.



62 pages of diagrams, 20 pages of photographs. \$4. 00

Ever since Ted first published his book in 19-50, it has been a best-seller with sailors and is now virtually the "Sniper's Bible". Every month we get many enquiries concerning various phases of SNIPE and practically all the answers can be found in this book. We feel that you should be better acquainted with the contents of the book (if not already) and also suggest that it would make a very excellent and acceptable Christmas present for your sailor.

CONTENTS.

PART I. MAKING YOUR BOAT AND SAILS EQUAL TO THE BEST. Tuning the Boat. The Construction of the Hull. Rigging the Boat. Boat Equipment. The Sails.

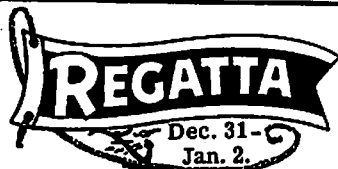
PART II. GETTING THE MOST OUT OF YOUR BOAT AND SAILS. Handling the Sails. Handling the Boat.

PART III. RACING TACTICS. General Principles of Starting. Starting to Windward. Starts Off the Wind. Beating to Windward. Rounding Marks. Sailing on the Free Legs of the Course. Drifting Matches. Tides and River Currents. The Most Important Thing of All.

When one studies this book, one realizes that Ted's success is the sum of a thousand small perfectings of finish, construction, rigging, equipment, and sails, combined with another thousand perfectings of handling, timing, and tactics--all of which are here for the taking by anyone who wants them. In contrast to most skippers, he explains exactly why his boat goes so fast. This is a unique event and of the highest importance for every racing man. "I believe", says John T. Hayward, "that in the future it will be difficult to be a fleet champion unless you have read this book". The beginner will find valuable information about conditioning and rigging and the hard-bitten racer will do well to peruse the fine racing points that Ted drops in every chapter.

AND THE MOST IMPORTANT THING OF ALL! ALL of the royalties go into the treasury of the Snipe Association, so how can you miss? **SEND ORDERS TO THIS OFFICE.**

SUGAR BOWL



DID YOU EVER RACE YOUR SNIPE ON NEW YEAR'S EVE? WELL--THEY DO DOWN IN NEW ORLEANS!

Why not have a new experience--race in the Sugar Bowl Regatta on Dec. 31st--watch for the New Year that night with other snipers(a quiet, restful evening guaranteed)--go to the football game New Year's Day in the famed Sugar Bowl--and then recuperate with more racing on the 2nd. It is a 3 race series with lots of trophies and game tickets are available. For further information, write: Charles O. Hardey, 1118 Richmond Circle, Shreveport, La. WE'RE READY FOR YOU!



Ray and Chuck Hardey check jib fittings while doing a little dry-land sailing, preparing for their regatta. Chuck says SNIPE made a fine impression at the Sugar Bowl Regatta in New Orleans last year and is in hopes of getting a fleet started down there. Let's hope he succeeds!

An Old Suggestion--but still good!

Stanford H. White, of the Bantam Lake Fleet 301 up in Connecticut, write us the kind of letter we like to receive:

"I think the Bulletin is a darn good paper and you no doubt have had a million suggestions on how to improve it, but I know you would welcome one more--screw or otherwise. I was just looking over the last issue(July)trying to study Tom Frost's new boat on the cover and trying to see what he had that I haven't got. But I do not have X-ray vision, so I couldn't see through Tom, his crew, or planking.

Now, would this be possible. In each issue of the Bulletin, have an article, snapshot, or sketch describing some gadget or explaining something unusual someone has done to his yacht to make it go faster, handle more easily, moor easier, dock easier, etc. What are the new ideas from Varalyay, from Gerber, Emmons, Wells, Botved?

I see Frost does not use a boom cam-action jamb cleat for his main-sheet. Does he use the same rig as Wells for this? If so, what is the advantage? Are those Botved boats rigged differently? If so, what do they look like (at close range)? I bet there are hundreds of other boat owners wondering about the same questions".

Ever since the Bulletin has been printed, requests have been made to snipers to do exactly what Stan wants, and practically every thing sent in has been printed. There is no doubt about the fact that such items would be most interesting to all readers and the most attractive feature of our magazine. Since we do not have a roving reporter, the burden rests on each individual skipper to try to help improve the Class, so here is an invitation:

SNIPE SKIPPERS--CREWS--BUILDERS!

Send in a photo, sketch, or explanation of the latest improvement on your boat. Tell other snipers about some gadget on your boat or how you manage to make it go faster.

IMPROVE THE FLEET--IMPROVE YOURSELF.

Help the Greenhorns get acquainted!

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FOR SALE: SNIPE DECALS. Two bright red Snipe insignia 6-1/2" long with number decals, only \$1.00 postpaid. For car, trailer, boat, etc. STICKS ANYWHERE. Get them from SCIRA, 655 Weber Ave., Akron 3, Ohio.

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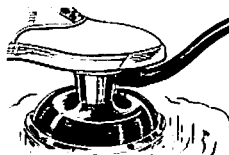
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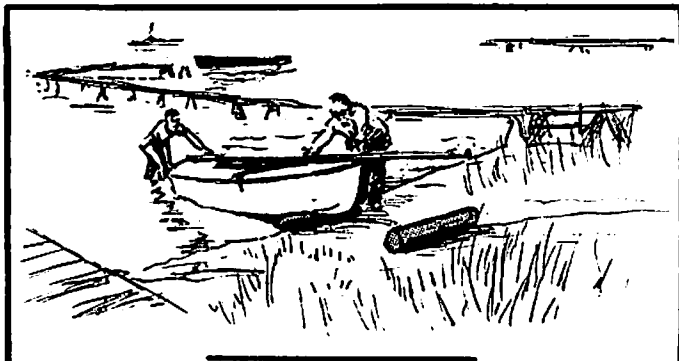
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SOUTHWESTERN REGATTA WON BY JERRY JEROME

The 20th annual Southwestern Regatta was held on the muddy waters (we did have a little more than last year) of White Rock Lake, Dallas, Texas, Sept. 4, 5, and 6th. The regatta, sponsored by Dallas Snipe Fleet #1, Corinthian Sailing Club, Dallas Sailing Club, and White Rock Sailing Club, presented better than usual winds (until the last race) to the 21 skippers for the 3 day affair. Jerry Jerome, always a hot competitor, came through to take the first place Hub Isaacs Trophy with District Governor Harold Gilreath taking second and Joe Ramel in his pretty pink boat in third place.

The first race was started in a wind of 18-20 MPH over a triangular course with Gilreath coming in 1st, Ramel 2nd, Harold Martin 3rd, and Jerome in 4th place. The weather man provided even more wind for the next race at 20-25 MPH with gusts up to 35. This time Ramel led the way over the windward-leeward course to take 1st position with Jerome coming in 2nd, Bob Kilpatrick of Oklahoma City 3rd and Gilreath 4th. The third and final race was sailed in a very delicate and shifty "wind" of 3-10 MPH. Positions changed often in the variable breeze, but Jerome managed to be leading when the finish line was reached with Harold Martin 2nd, Frank Riesenecker of San Antonio in his new boat #10009 (which he built himself) in the 3rd spot, while Gilreath took a 4th.

There were 3 snipe team races held for the Times Herald Perpetual Trophy. The Missouri-Oklahoma-Kansas team of Ramel, Kilpatrick, and Gilreath won by the overwhelming total of 3082 points over the second team from Dallas #1 of Joe Becker, Martin, and Bob Cummings. Chet Livergood, Dr. McElwaine, and Jerome comprised the Tulsa team and they won 3rd place.

All skippers, crews, and out-of-town visitors were guests of the regatta at a turkey dinner and dance on Saturday night and a barbecue supper Sunday night.

The final standing of the first ten boats is as follows:

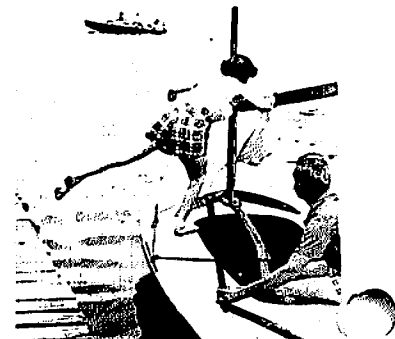
6979	Jerry Jerome	Tulsa, Okla.	1
8653	Harold Gilreath	Wichita, Kans.	2
9740	Joe Ramel	Kansas City, Mo.	3
10009	Frank Riesenecker	San Antonio, Tex.	4
23	Harold Martin	Dallas, Texas	5
7786	Bob Kilpatrick	Tulsa, Okla.	6
8997	Bob Cummings	Dallas, Tex.	7
9490	Fred Deere	Dallas, Tex.	8
8645	Joe Becker	Dallas, Tex.	9
8193	Chet Livergood	Tulsa, Okla.	10

Now take a look at the above results again and see who came in fifth--Snipe #23, right behind #10009. 9986 boats come between these two numbers, but they are in close competition. And what is more, Snipe #1, an active member of Dallas Fleet #1, could have been in these races! It will be a long time before that can happen in any other class, and we can all be proud boasters of Snipe, the best little boat in the world.

WOMEN AND SNIPE!



When Bobbie Deere sailed her snipe for the first time in a 25 MPH. breeze, her jib blew out and she withdrew for a 5th place. Meanwhile, Fred hit a mark late in the race and got a final 6th. Thus a wife beat her husband while sitting on the pier drinking beer!



Wayne Luff calmly watches his wife, Ann, land on his boat—and into the Bulletin—all in one big jump!

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 was no accident, because they used EXCLUSIVELY
LARSEN CHAMPIONSHIP SAILS
LOUIS J. LARSEN, Yacht Sailmaker
 WARREN STREET NEW YORK, 7, N.Y.