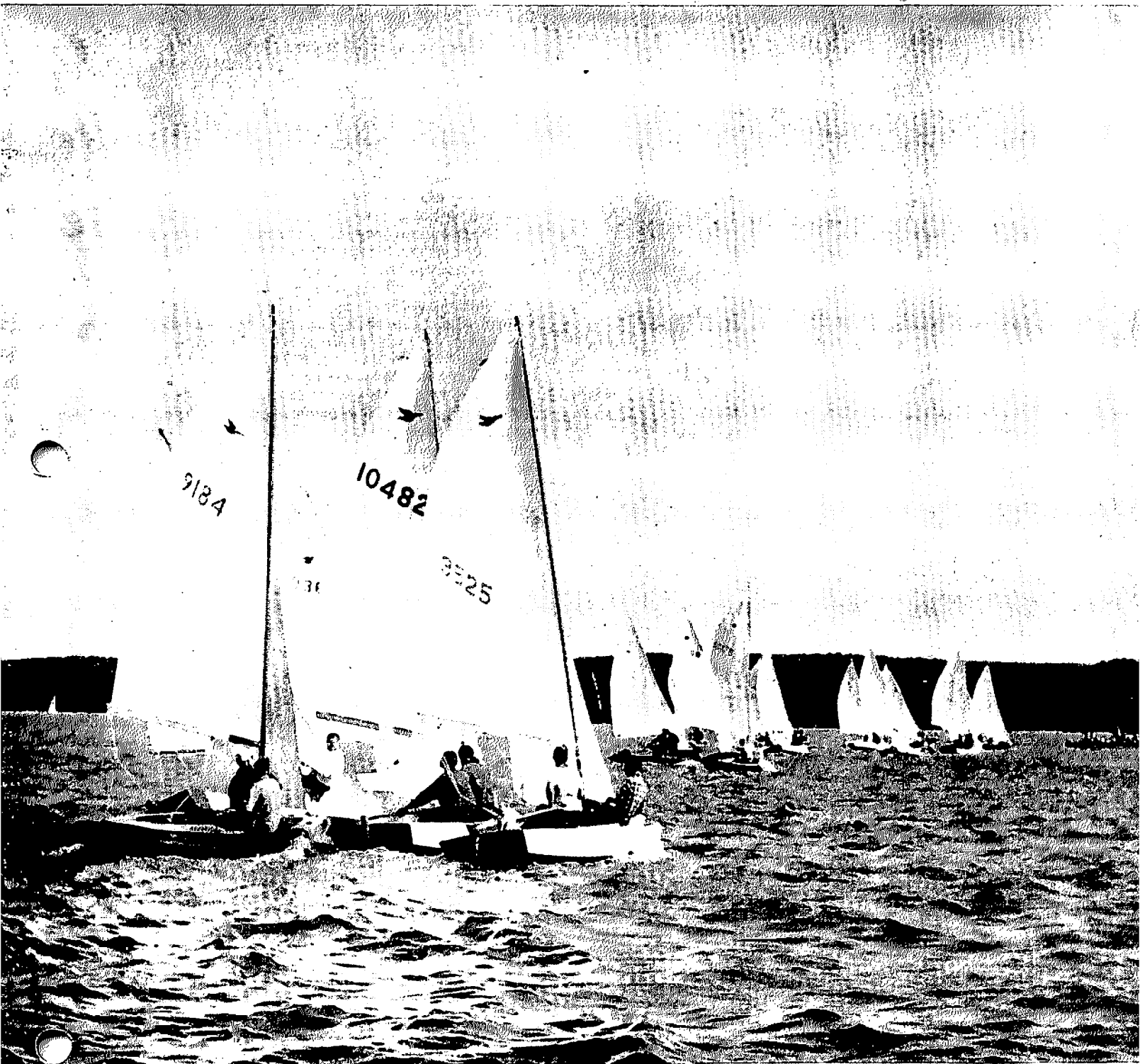


Snipe

BULLETIN

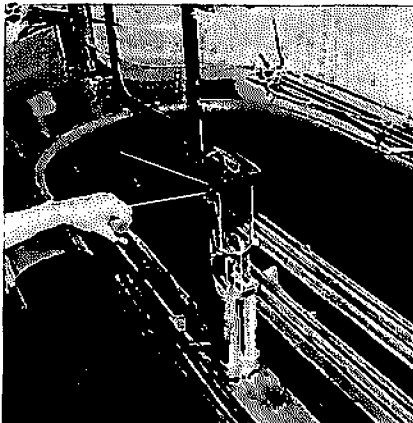


Some close action as Snipes make a perfect start in one of the District 3 Championship Races on Portage Lake in Michigan.
— Photo by George Cartland.



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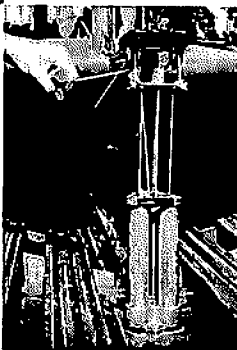
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The SNIPE BULLETIN is edited and produced monthly by Birney Mills, Executive Secretary.

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Owners of measured and paid-up Snipes 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.

Italian Secretary Twice Honored

Captain Lasinio di Castelvero, who has done an outstanding job as National Secretary for Italy during the past two years, was re-elected to the position at a meeting of all Fleet Captains held in Sanremo in July. He proposed Enzo Podesta as Vice-Secretary and Luciano Brambilla as Vice-Secretary for Rules and both selections were confirmed by the Fleet Captains. Choosing of these highly qualified Snipers insures continued success for the organization in Italy.

But a higher honor was conferred on the Captain when, at the European Championship Races in Ostende, Belgium, this September, a general meeting of European Secretaries selected him from their number to serve as General Secretary for Europe and Great Britain for a two year term. He succeeds Louis E. Favre of Switzerland, who has well-performed this official duty for many years. By reason of his election to the post, he will also become an official member of the Board of Governors in 1957 along with a General Secretary for the Western Hemisphere similarly elected at Bermuda in October. SCIRA extends official congratulations and greetings to Capt. Lasinio di Castelvero and wishes him great success in his endeavors for SNIPE.

Meeting and Boat Show Dates

The 1957 Annual Meeting of SCIRA will be held in Chicago on Saturday Feb. 16th, as decided upon at the 1956 meeting there last winter. Details will be announced in the December Bulletin.

Dates for the Chicago Boat Show are Feb. 8-17th and it will be held as formerly in the International Amphitheatre where both politicians and other animals have been exhibited in the past. Snipes will be on display by individual builders while SCIRA will operate a booth similar to last year's with Alan Levinson in charge again.

Not to be outdone, Terry Whittemore has instigated a booth for the New York Boat Show January 19-27th. He has rallied the fleets in District 1 and they have made elaborate plans for displaying Snipe with real Madison Ave. caliber advertising services for SCIRA. This is the first time we have ever been in both national boat shows (a reward for good financial operation) and all expect substantial material gains in membership as well as increased respect for the Class. We can certainly be proud of the accomplishment—we are not aware of any other one-design class attempting the same thing. SCIRA is making a real effort to push its fine boat and, if you can contribute any ideas, suggestions, or physical help, just get in touch with Buzz or Terry at once — they will greet you with open arms!

District 3 Elections

District 3 Fleet Captains held an election at the Central States Regatta at Portage Lake with the following results:

Governor ----- Larry Wheeler, P. L. Y. C. 110, Akron, O.
Vice-Governor --- John Rose, Grand Rapids, Mich.
Secretary ----- Hattie Carver, Green Lake, Wisconsin.
Treasurer ----- Harry Levinson, Indianapolis, Indiana.

It is evident these people were chosen for their known ability and energy and the Fleet Captains are commended for their excellent choice of leaders. If all districts follow this pattern, our organization will grow in both capability and stature.

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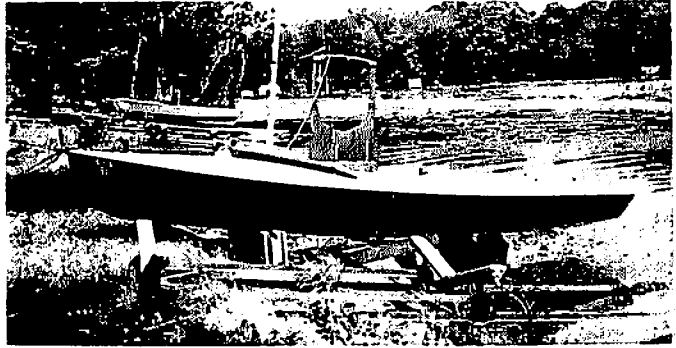
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MORE DRY-DOCK METHODS

The glue-and-screw method of construction of small boats after the war ushered in dry-sailing of small racing craft, with its decided advantages to both boat and skipper, plus improved performance. Immediately the task of dragging a 450 lb. boat in and out of the water every time it was used became tantamount and many devices have been developed to solve the problem.

Most skippers, where conditions of shallow water and smooth bottom permitted, simply unloaded and loaded their boats on their trailers--a major task. Then movable rollers of various types were tried, the most famous, the Airoiler air-cushions, well known to many Snipers. But that does not solve the problem of rough, rocky bottoms or inclined beaches and banks. Last month, Carl von Nordheim displayed his leverage method, especially good at a dock or high bank. Here are two methods used at the Portage Lake Yacht Club Fleet 110, Akron, Ohio.



The photo above shows Snipe 7878 tucked away for the night. The track and carriage outfit in the foreground is where Carl Zimmerman keeps his boat. In the background, can be seen similar equipment where 22 Snipes are stored. At this time, the water in the lake had been lowered to allow for dock repairs. Normally, the level is about 4 inches higher, which makes for easier operation of the "machines".

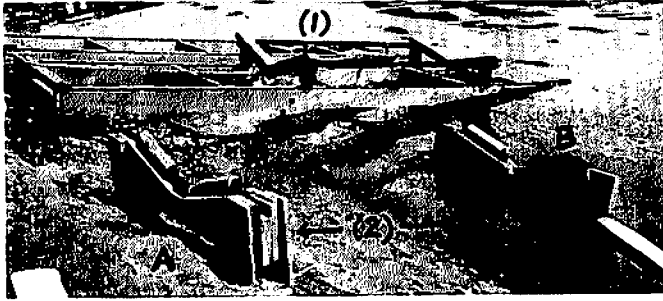
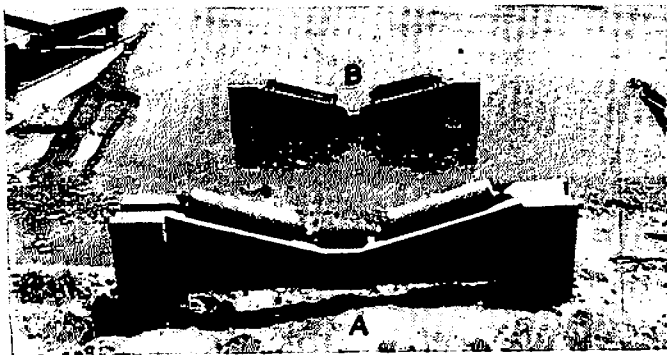


Figure (1) above shows a frame made of 2x6 stringers extending out into the lake about 30 feet with one end resting on the bank. 3/4" round pipe is used for tracks and the car or carriage (made of angle iron) runs down the track by gravity and is pulled back up with a line and pulley system. One man can operate it easily with a little help. The supports for the boat on the car fit the hull at stations 2 and 5. This is an easy and popular method most widely used, but requires some construction work and welding with expense for material and labor.

Figure(2) shows a very simply constructed and operated stationary system. 2" planks were cut the width of the boat and old rubber roller bearing washing machine rollers were attached on one edge to fit the hull exactly at stations 2 and 5. B was placed in a wooden horse which was then sunk into the bottom of the lake and weighed down solid with rocks, the rollers being close to the surface of the water. Then 4 wide board stakes were driven into the bank and the front support spiked between them (A).



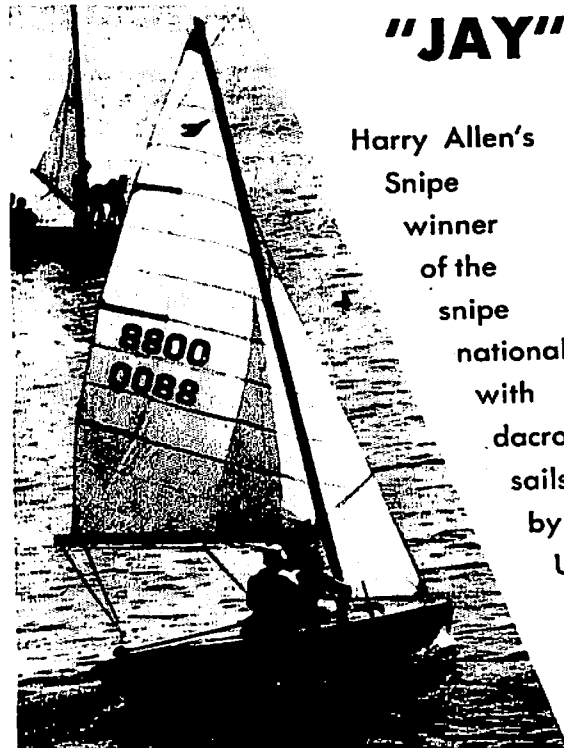
Care must be taken to line them up perfectly square and level to fit the hull properly. It is easy for one man to lift the bow of the boat up on the B rollers with the painter by standing in the water as the rollers are close to the water surface; from there on up, the boat rolls easily as it is balanced perfectly just before it reaches A. When unloading, simply lift up on the painter at A and the boat rolls into the water. Of course, the board must be all the way up during both operations, as shown in the photograph. A is just high enough above B to allow for drainage water to run back to the transom where it goes out a drainage hole into the lake. No matter how it rains, the boat is always dry. This is a one-man operated system.

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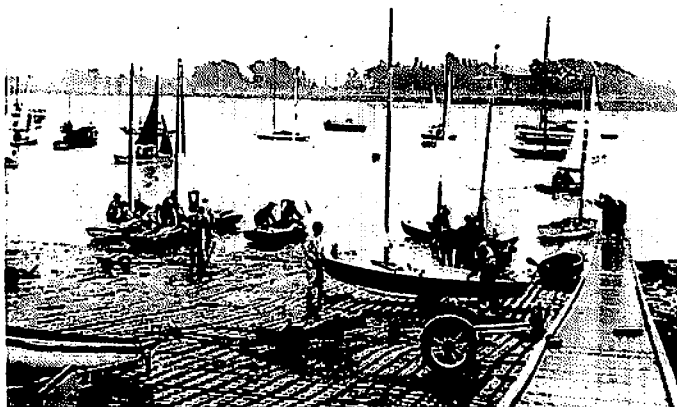


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BRITISH CHAMPIONSHIPS HELD AT UPNOR, ROCHESTER, IN JUNE

DR. A.C. PENMAN THE NEW CHAMPION



This event attracted a total entry of 32 Snipes, which I believe is the largest number received for any British Championship. Snipes taking part came from Manchester, Northwich, Maldon, Stone, Broadstairs, and Medway. It was, therefore, a full representation from all the Snipe fleets in the country.

The first race took place at 11 o'clock on Saturday morning, June 16th. and a course of 7.1 miles was given with the wind from SSW, Force 3 to 4. 29 boats started, as 3 were non-starters. The race entailed a beat back against an ebb tide and eventually ended up with Frank Penman in "Gossamer" finishing first, with his brother, Dr. A. C. Penman in second place and D. Catt in 3rd.

The second race started at 3:45 over a 4.9 miles course with the wind in the same direction and about the same strength. In this race, Dr. A. C. Penman won 1st with Reg Coates 2nd and G. R. Lilley, 3rd. These races were run through heavy rain which appeared to be quite advantageous to those Snipes carrying Dacron and Terylene sails.

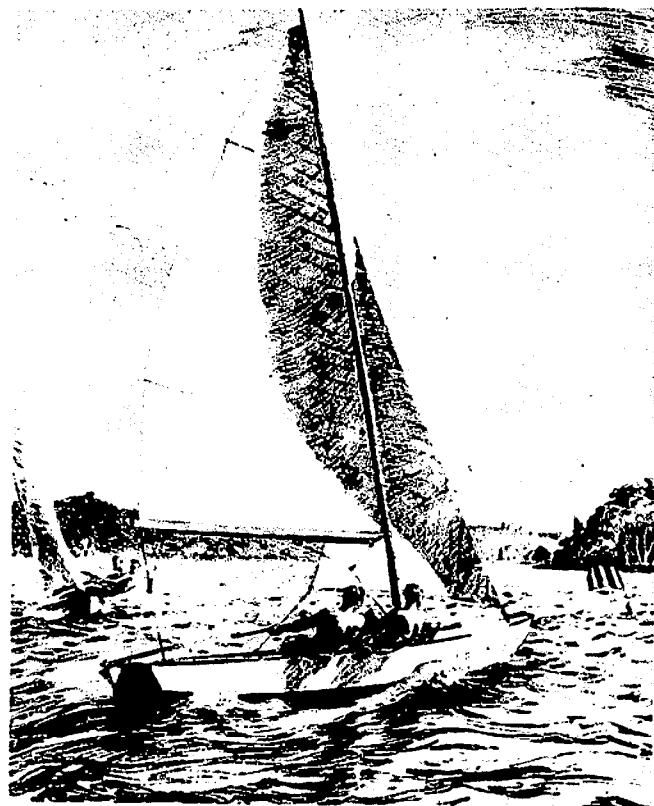
Sunday morning, June 17th, the weather was just as bad as the day before and it was very surprising to see competitors arriving at Upnor in dry clothes. Apparently the hotel gas fires had been doing quite a lot of overtime during the night. The morning race commenced at 10:30, the wind direction was NW, Force 2 which eventually increased slightly during the race to enable all of the competitors to get back over an ebb tide. Again, A. C. Penman finished out in front, but Frank Penman came back into 2nd spot with G. B. Lilley 3rd. It began to look like a duel between the two Doctor Penman brothers.

The final race started Sunday afternoon at 3:00 and a course of 8.5 miles was set with the wind NW, Force 4. There was an entry of 25 boats. This course was a good one, as it produced all types of sailing, including running, broad reaching, beating, and planing. During this race, a considerable number of boats were soon planing quite well. There were two exciting episodes during the race, the first being a 5,000 ton empty cargo ship was proceeding down Gillingham Reach and caused quite a diversion amongst the Snipes, but all the boats succeeded in passing ahead of her still holding on to their original positions. The second one was when "Dinna Tell" (Miss Sally McKinlay) was just ahead of "Gossamer" and making for the final run round the mark buoy with both boats planing very fast. "Gossamer" slowly but surely overtook "Dinna Tell" and rounded the buoy first. Results of this race were Frank Penman 1st, G. B. Lilley 2nd, and Sally McKinlay 3rd. Frank Penman's first brought him up to 2nd place in the final results, but it was not enough to overtake Dr. A. C., who became the new British Champion with 6,090 points to lead Dr. Frank by 73 points.

Saturday evening, the Snipe supper was held at the Medway Clubhouse, Upnor, and there were over a 100 in attendance. Speeches of welcome were made by the Commodore of the Medway Yacht Club, Mr. J. W. Field, who also proposed a toast of the visitors and replies were given by H. J. Crispin, National Secretary for England, and Mr. W. McKinlay. It was generally agreed that, although it had rained during the whole four races, everyone had had a very enjoyable time with excellent racing.

1956 BRITISH NATIONAL CHAMPIONSHIP RACES

BOAT	NAME	SKIPPER	PTS.	FIN.
8856	Heatherbleat	Dr. A. C. Penman	6090	1
8314	Gossamer	Frank V. G. Penman	6017	2
9154	Flioka	G. B. Lilley	5705	3
8306	Dinna Tell	Miss S. McKinlay	4914	4
9382	Circe	F. J. Madgwick	4538	5
8309	Pegasus	R. C. Coates	4236	6
7406	Petawawa	J. R. C. Sheldon	4053	7
8307	Bacchus	D. Catt	4042	8
7964	Blue Shadow	F. R. Crossley	3819	9
8856	Gallinago	D. G. Croxon	3629	10
10327	Grey Seal	D. Tomlinson	3514	11
10070	Pinocchio	J. C. Mulville	3501	12
9575	Jezebel	S. J. Blades	3313	13
10365	Rosinante	R. G. Upton	3120	14
9573	Mayflower	J. McKinlay	3090	15
9574	Torrent	D. Clifford	2862	16
7394	Tern	P. R. Powis	2684	17
9152	O' Cangaceiro	W. McKinlay	2010	18
9160	Cressy	M. Savage	1991	19
10362	Glass Slipper	H. J. Crispin	1857	20
8303	Redshank	Dr. D. H. M. Titcombe	1618	21
10059	---	H. D. Whitehouse	1407	22
8308	Chickery Snitch	D. B. Schaverien	1242	23
6018	Green Willow	I. W. MACAULEY	1234	24
9755	Seamix	J. Briggs	1233	25
7393	Dragonfly	R. W. Hall	1080	26
9759	Black Witch	R. F. Russell	998	27
10275	Guillemot	Mrs. A. Hawkins	898	28
7967	Kingfisher	F. A. Swinerton	801	29
7400	Wisp	J. B. Colyer	144	30



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DISTRICT 3 HOLDS CHAMPIONSHIP RACES

GRAND RAPIDS TEAM TAKES THE DUNPHY TROPHY



DUNPHY TEAM WINNERS
BILL WARD, CREW, AND JOHN ROSE

DEXTER THEDE AND HIS CREW, VALERIE

Portage Lake Fleet 85, Onekama, Michigan, promised District 3 Snipers that the Central States Championship would be the most successful one in the history of the regatta. As entries began arriving early in the week to tune up for the races, it soon became evident that the host club was destined to display its wonderful hospitality to the largest, hottest group of Snipers assembled in District 3 this year.

By Friday morning, 44 Snipes were registered for the Dunphy Trophy, awarded to the best two-boat team in a two race series held during the day. They were greeted by a fresh, steady 18-20 mph N. W. wind and beautiful weather; owing to the length and perfect setting of the starting line, all 44 boats (22 teams) sailed away without any trouble, resulting in a most beautiful sight. With cross-tacking on the first leg of this triangular course, the lead see-sawed back and forth between 5 or 6 boats, but Jack Tillman, of Wawasee, defending co-champion, took the lead at the first mark, closely followed by John Rose of Grand Rapids and Harry Levinson of Indianapolis. Rose slipped by Tillman on the next leg and held the lead at the 2nd and 3rd marks, with Levinson 3rd. Both Tillman and Levinson found the wind and course to their liking on the long windward leg up the lake and overtook Rose, finishing 1st, 2nd, and 3rd in order. Tom Wurster of Diamond Lake and Dexter Thede of Grand Rapids were 4th and 5th.

Totals after this race found the Grand Rapids team of Rose and Thede on top with a comfortable margin over Wawasee's Tillman and Buzz Levinson.

Thus the stage was set for the final race sailed that afternoon over the same course under the same conditions--a real workout for one day's racing! Again all 44 boats got off to a beautiful start and again the lead changed hands several times before the first mark was reached. Harry Levinson rounded first, followed immediately by John Keyser of Gull Lake and Tillman, remaining there for the next two legs. On the windward leg, Keyser and Tillman tacked to windward of Levinson and the actual leader could not be determined easily. By the time the last

windward mark was reached, it became apparent that none of these boats would get there first; unnoticed, Lyle Hasty of Eagle Lake had sailed up the shore to forge into the lead which he held to the finish. Keyser got 2nd ahead of Tillman and Harry Levinson, while Chuck Greaves of Portage Lake moved into 5th place. The team leaders, Rose and Thede, managed to protect their 1st race point lead by adding a 7th and 9th, respectively, in this race. Their combined total of 4920 points was more than enough to give the Grand Rapids team the 1956 Dunphy Trophy. Wawasee's team of Tillman and Buzz Levinson garnered 4510 points to cop the runner-up spot, while John Keyser and Butch Rosenbaum of Gull Lake teamed together to take 3rd with 4239 points.

1956 DUNPHY TEAM RESULTS

Pos.	TEAM	BOAT	SKIPPER	RACES	1	2
1	Grand Rapids	7902	John Rose	3	7	
		9732	Dexter Thede	5	9	
2	Wawasee	8852	Jack Tillman	1	3	
		10353	Alan Levinson	16	12	
3	Gull Lake	9604	John Keyser	11	2	
		9314	Edwin Rosenbaum	14	8	
4	Indianapolis	10172	Harry Levinson	2	4	
		10668	John Call, Sr.	DNF	13	
5	Peoria	9361	Cleve Slauson	7	6	
		10239	Stan Salzenstein	17	16	
6	Eagle Lake	10482	Lyle Hasty	8	1	
		9525	Stan Hess	21	32	
7	Diamond Lake	10062	Tom Wurster	4	24	
		10593	Ron Francis	18	11	
8	Green Lake	6938	Hattie Carver	15	10	
		10201	Gibby Zeratsky	13	23	
9	Portage Lake	9601	John Heskett	12	19	
		9308	Chuck Greaves	DSC	5	
10	Diamond Lake	9299	Jack Pfaff	6	15	
		10531	Bud Leonard	20	37	
11	Grand Rapids	4406	Chuck Rood	9	21	
		3940	Keith Weller	37	34	
12	Indian Lake	9371	Fred Weissert	24	22	
		9370	Bruce Murphy	22	28	
13	P.L.Y.C. 110	9900	Larry Wheeler	35	18	
		10175	Carl Zimmerman	DNF	17	
14	Gull Lake	10180	Roger Brussee	10	DNF	
		9297	Bill Ticknor	36	33	
15	Portage Lake	8158	Sinclair Oswald	31	27	
		9727	Wes Carter	DSC	14	
16	Indianapolis	9362	John Call, Jr.	19	20	
		10668	Ray Smith	39	41	
17	Portage Lake	8661	Bud Tomlinson	25	25	
		6266	Bob Voss	29	30	
18	Grand Rapids	10010	Marylyn Harrett	28	26	
		2740	Bob Frahm	23	DSC	
19	Glen Lake	10200	Pete Whiteside	26	31	
		7381	Bob Harris	23	DNF	
20	Pontiac	9588	Leon Irish	27	35	
		9590	Bud Ely	DNF	29	
21	Eagle Lake	9184	Peter Lund	30	36	
		8587	Buddy Rose	32	39	
22	Indian Lake	4788	John Woollam	34	38	
		8589	Norm Underwood	38	40	

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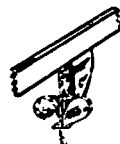
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DEXTER THEDE NEW CHAMPION

(Sequel to DUNPHY TROPHY page 5)

Thus the stage was set for Saturday's and Sunday's racing for the Commodore Chalmers Burns Trophy, awarded to the District 3 Champion. Additional arrivals Friday evening swelled the ranks to 50 boats and, by morning, the armchair sailors had picked their favorites to watch, and the hurrying and scurrying reflected the true regatta spirit. Owing to the large fleet, the same system was used as in the Crosby Series in the Nationals. Race Committee Chairman Bob Stolz again managed to set an excellent starting line for both races scheduled Saturday; the weather man again cooperated by displaying beautiful weather, and, once more, a 20 mph wind from the S. W. ---enough to give the sailors a real workout again!

The race between the red-green fleets developed into a real battle for 1st between Dick Tillman and John Rose, both of whom jumped into the lead early and remained within 20 yards of each other throughout the race. Tillman held the lead at all buoys and finally won over Rose. Buzz Levinson, defending Champion, and Chuck Greaves sailed good races to get 3rd and 4th respectively. In the yellow-blue division, Harry Levinson had things pretty much his own way, as he sailed off into the lead at the start and won going away. Jack and Bob Pfaff of Eagle Lake got off to a good start to round the first buoy in 2nd place, only to lose out to the hard-sailing combination of Dexter and Valerie Thede on the next leg of the course. John Keyser also got past the Pfaffs to finish in 3rd place with Pfaff, 4th.

After lunch, the 50 boat fleet again set sail, matching the red vs. yellow and the green vs. blue fleets. Wind conditions and course remained the same and Harry Levinson opened up a big hole, increasing it on every tack. This Indianapolis team looked like a cinch to win the championship and displayed remarkable sailing to those watching, finally winning the race by over two minutes. Up through the pack came the Grand Rapids duo of Rose and Thede for 2nd and 3rd places, while Buzz Levinson undid some mistakes with the "Levinson technique of skippering" to wind up a strong 4th. Meanwhile, a hot 3-boat battle was going on in the green-blue section between Chuck Greaves, Dick Tillman, and Butch and Carolyn Rosenbaum. All 3 boats seemed to be leading at one stage or another and Jack Pfaff was close behind to make matters really interesting. These skippers fought all the way up to the last mark on the windward leg, with Greaves finally rounding it first to lead the Rosenbaums, Tillmans, and Pfaffs across the line, amid wild cheering from the local contingent on shore!

Thus, with 2 races completed, Harry Levinson held the lead with two 1sts; Tillman (1-3); Rose 2 points behind (2-2); Greaves (4-1); while Dexter Thede rounded out the top five with 2-3. With one race left, the first five places were no more than three places apart and the championship was up for grabs. Everyone knew that the pressure would really be on for this last race!

Sunday's 10-12 mph southerly wind proved to be the deciding factor--after 4 races in a good strong breeze, some of the leading skippers didn't realize until too late that the winner would have to prove his ability in light as well as heavy winds. In the yellow-green race, Thede and John Call, Sr., of Indianapolis, with his wife crewing, staged a battle for most of the race. Call held the lead at the 1st and 2nd marks with Thede closing the gap at the 3rd one. On the last long windward leg, Thede managed to outsail the Calls to go into the lead and win this thriller. Lyle Hasty and Stan Hess, both from Eagle Lake, sailed up the lake together for 3rd and 4th places, while Harry Levinson could not find the touch in the light going and wound up in 5th place. All eyes then turned to the red-blue race, which saw many leading positions change. Out of the jam at the 1st windward mark, Chuck Rood popped first, followed by Buzz Levinson, and Tom Head from Peoria. Downwind, Stan Salzenstein, also from Peoria, moved up into contention as did John Call, Jr., who eventually breezed into the lead on the following windward leg. But experience proved to be a factor for Levinson capitalized on Call's mistakes to take over the lead near the last buoy and sail home the winner; Salzenstein aided Peoria's cause with a fine 2nd and Tom Head helped with a 3rd. Rood slid past Call to take a 4th.

As the boats finished this last race, a wild scramble for pa-

per and pencils ensued, as the changing of positions had a definite effect on the results. When the smoke cleared away, Dunphy Team co-winner Dexter Thede of Grand Rapids had sailed off with the title, placing with (and here it comes again!) CONSISTENCY, 2nd, 3rd, and 1st. Harry Levinson took 2nd place honors with two 1sts and a 5th; Buzz Levinson wound up in 3rd on the basis of his win coupled with Saturday's 3rd and 4th. Another Indiana boat, Tillman from Wawasee, took 4th, while Grand Rapids came in again with Rose 5th with two 2nds and a 7th.

Thede's winning boat is a 1954 Botved wooden boat which has been fiberglassed and equipped with Guy Roberts' Orlon sails. The skipper - crew combination of brother and sister sailed together beautifully as a team and were as adept in light airs as heavy. In addition, they upheld Grand Rapids' honor for the 1956 season in winning, for the fleet has managed to win 6 of the 7 championships in which their boats were entered -- some sort of a record, we like to believe!

The Portage Lake Yacht Club thus put on what can be considered the most successful Championship in a long time; from the hospitality displayed by the local sailors, to the wonderful home-cooked meals served during the evenings, the excellent courses and starting lines, and plentiful supply of wind, the regatta can be called outstanding. Hats off! to "Cap" Cartland, for, through his efforts, the event became the terrific success it was. To all Portage Lakers who aided in running the regatta, a great BIG THANKS! --- John Rose and Dexter Thede

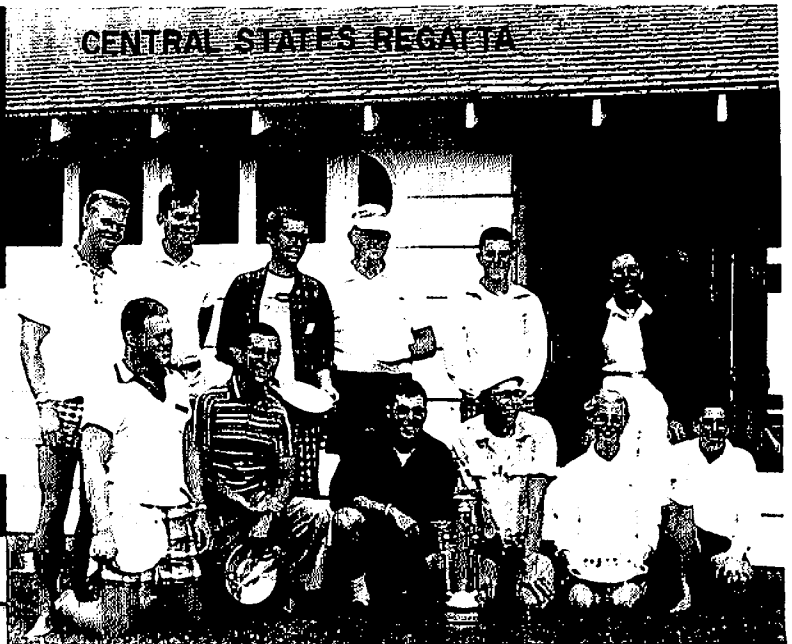
1956 DISTRICT 5 CHAMPIONSHIP RACES

BOAT	SKIPPER	CLUB	RACES	1	2	3	FIN.
9732	Dexter Thede	Grand Rapids	2	3	1	1	
10172	Harry Levinson	Indianapolis	1	1	5	2	
10353	Alan Levinson	Wawasee	3	4	1	3	
8652	Dick Tillman	Wawasee	1	3	7	4	
7902	John Rose	Grand Rapids	2	2	7	5	
9308	Chuck Greaves	Portage Lake	4	1	8	6	
4408	Chuck Rood	Grand Rapids	7	6	4	7	
10239	Stan Salzenstein	Peoria	7	9	2	8	
9299	Jack Pfaff	Diamond Lake	4	4	12	9	
9314	Edwin Rosenbaum	Gull Lake	8	2	11	10	
9601	John Heskett	Portage Lake	5	7	9	11	
9361	Cleve Slauson	Peoria	5	11	6	12	
10201	Gibby Zeratsky	Green Lake	9	5	8	13	
9604	John Keyser	Gull Lake	3	6	15	14	
10175	Carl Zimmerman	Akron	6	8	11	15	
6938	Hattie Carver	Green Lake	6	12	9	16	
10668	John Call, Sr.	Indianapolis	13	13	2	17	
9871	Ed Grier	Peoria	10	5	13	18	
9900	Larry Wheeler	Akron	11	7	10	19	
10007	Tom Head	Peoria	8	DNF	3	20	
9362	John Call, Jr.	Indianapolis	17	10	5	21	
10482	Lyle Hasty	Eagle Lake	9	DSQ	3	22	
10593	Ron Francis	Diamond Lake	12	10	12	23	
10010	Marylyn Harrett	Grand Rapids	DSQ	9	6	24	
9371	Freë Weissert	Indian Lake	14	14	10	25	
2740	Bob Frahm	Grand Rapids	10	16	14	26	
9525	Stan Hess	Eagle Lake	15	DSQ	4	27	
9590	Bud Ely	Pontiac	14	14	14	28	
6266	Bob Voss	Portage Lake	12	16	18	29	
9727	Wes Carter	Portage Lake	11	8	DSQ	30	
5453	Nate Whiteside	Glen Lake	18	13	16	31	
8661	Bud Tomlinson	Portage Lake	13	20	15	32	
10062	Tom Wurster	Diamond Lake	23	11	18	33	
10200	Pete Whiteside	Glen Lake	17	15	20	34	
9184	Peter Lund	Eagle Lake	18	17	19	35	
9588	Leon Irish	Pontiac	16	18	21	36	
7381	Bob Harris	Glen Lake	16	17	23	37	
10240	Jack Hurwich	Diamond Lake	19	DSQ	13	38	
9297	Bill Ticknor	Gull Lake	20	19	17	39	
9370	Bruce Murphy	Indian Lake	21	21	16	40	
8589	Norm Underwood	Indian Lake	15	22	22	41	
3940	Keats Vining	Grand Rapids	24	15	22	42	
10180	Roger Brussee	Gull Lake	19	12	DNS	43	
10666	Ray Smith	Indianapolis	22	19	20	44	
10665	Bud Hook	Indianapolis	22	21	19	45	
8158	Sinclair Oswald	Portage Lake	DSQ	21	17	46	
4768	John Woolam	Indian Lake	21	22	21	47	
10170	Colton Weatherton	Pontiac	20	23	23	48	
8587	Buddy Rose	Eagle Lake	25	18	DNS	49	
10531	Bud Leonard	Diamond Lake	DNS	DNS	DNS	50	

CENTRAL STATES REGATTA



DEXTER AND VALERIE THEDE, CHAMPIONS OF DISTRICT 3 WITH THE COMMODORE CHALMERS BURNS TROPHY.



THE 3 TOP TEAMS IN THE DUNPHY TROPHY. Front row, l. to r: Jack Tillman, Wawasee; Alan Levinson, Wawasee; John Rose, Grand Rapids; Dexter Thede, Grand Rapids; Valerie Thede, Grand Rapids; Edwin Rosenbaum, Gull Lake; (top, l. to r.) Dick Tillman, Wawasee; Tim Scanlon, Wawasee; Bill Waring, Grand Rapids; John Keyser, Gull Lake; Mike Anderson, Gull Lake; and Carolyn Rosenbaum, Gull Lake.



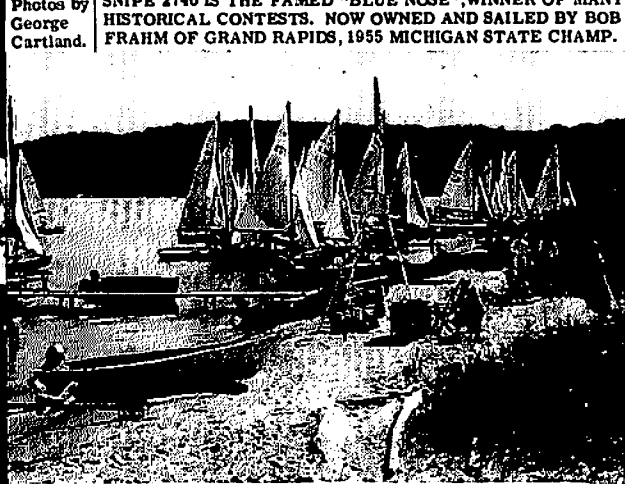
WINNERS OF THE FIRST 7 PLACES. Front, l. to r: Harry Levinson, Indianapolis; Alan Levinson, Wawasee; Howard Hansen, Portage Lake; Valerie Thede; Dexter Thede; George Hay, Indianapolis; Tim Scanlon, Wawasee; John Rose; Bill Waring; Chuck Greaves, Portage Lake; Jack Tillman; Dick Tillman, both of Wawasee; Chuck Rood, Grand Rapids; and Rosemary Rood, Grand Rapids.



SNIPES 2740 IS THE FAMED "BLUE NOSE", WINNER OF MANY HISTORICAL CONTESTS. NOW OWNED AND SAILED BY BOB FRAHM OF GRAND RAPIDS, 1955 MICHIGAN STATE CHAMP.



JOHN ROSE (right), DUNPHY TEAM CO-CHAMPION, AND HIS CREW, BILL WARING OF GRAND RAPIDS, RELAX AFTER A HARD DAY'S RACING---WELL SATISFIED!



HUNDREDS OF FEET OF SANDY BEACH AT PORTAGE LAKE NEAR ONEKAMA, MICHIGAN, MAKE LAUNCHING OF BOATS EASY.

Photos by George Cartland.

*Sails
by Watts*



World's
Snipe
Champion

Watts' dacron sails took first and second place in the 1955 Snipe World's Championship Series at Santander, Spain. Dr. Luciano Brambilla's "PORTOROSE" = 9701, from Milan, Italy placed first. George Mantilla, of Havana, Cuba, placed second sailing "ROXAN" = 9755.

KENNETH E. WATTS - TORRANCE, CALIFORNIA

1955 HIGH-POINT WINNERS



Carlos Bosch and his crew, Jordy Gil, dismast their Snipe.

"Your notification of my winning the high point championship for 1955 came as a surprise, because, although I knew that I would be near the top, I did not think my score high enough to win.

1955 was a wonderful year for me and my crew, Augustin Gil. We went to Miami and took a 2nd place over there in the championships, coming in after Seavy and beating Mr. (sic) Zimmerman, Williams, Rodriguez, and others. Then we went to Clearwater and did much better than usual, getting a 7th over all and actually won one race. Came back home and we won the club championship and then continued on to win the large intersectional regatta where 25 boats from all over the island competed and which actually is the next regatta to the championships in importance. Then came the national championships and, after being in the first five places for four years, I finally got a 3rd place and became one of the big three. And on top of all of this, you inform me of the high point championship, which makes 1955 my best year. Thanks for the swell surprise!

A large part of the credit of making the boat move goes to my crew, Jordy Gil. He had to do a lot of the dirty work and has the hardest job during a race. I want to acknowledge his wonderful help to me during the races, for, without him, I would never have done as well."

— Carlos Bosch
Santiago de Cuba.

WELLS WINS AT QUIVIRA

Ted Wells, Wichita, with his undisputed sailing know-how, won the trophy at Lake Quivira's first Heart of America Regatta, July 14-15. Wells amassed a total of 4721 points in the three races. On Saturday, he won the first race and was second in another, and then finished well ahead of his 33 competitors in Sunday's race. Joe and Esther Ramel, Lotawana, were second with 4338 points. Bill and Joanne Kilpatrick, Oklahoma City, accumulated 4261 points to come in third. Mike Choquette and crew, Joe Bartels, Quivira, were fourth with 4109 and were followed by Lotawana's Eddie and Elinor Williams with 3770.

Wells and his crew, Jim Beddow, maintained a comfortable lead in the first race and were followed across the finish line by Kilpatrick. Choquette was third. The second race saw Ramel in first place and Wells second. Joe Becker and Otto Weisner, Tulsa, finished in third place. In Sunday's race, Wells quickly worked up to leading position, increasing it on each lap of the race and he finished a good eighth of a mile ahead of the pack. Williams won an easy second and Kilpatrick nosed out Ramel at the finish line for third position.

Adult members and visitors enjoyed cocktails and dinner while the teenagers were entertained with a punch party and dinner. All joined together for a "rock and roll" session of dancing at the Quivira Clubhouse. Trophies and prizes were awarded after a buffet luncheon on Sunday. 34 Snipes representing fleets from Iowa, Nebraska, Missouri, Oklahoma, and Kansas were entered in this event. A combination of hard work, good weather, enthusiastic sailors, and wonderful guests made this a memorable weekend for all concerned and we are looking forward to next year's second annual regatta already.

— M. S. Kennedy, Jr.

XMAS BOOKS for SNIPERS

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Snipe Class Int'l Racing Ass'n.
655 WEBER AVE. AKRON 3, OHIO



SNIFE NEWS IN BRIEF

It certainly looks natural to see an ad for Nearing Emmons of Central Square, New York, in the Bulletin again. After building two 32'6" sloops during the past 15 months, Nearing is now ready to go back to his first love, Snipe, and continue to cater to snipers as he has done for the past 25 years. As a personal friend of Bill Crosby's and a pioneer builder of Snipe, Nearing has probably built more of the boats than anyone living today. Now 73 years old, he has his son, Corey, helping him and they will specialize in furnishing kits, semi-finished hulls, and all equipment to amateur builders, but not neglecting their complete boats, which have had an envious record down the years. Nearing is now in a position to consider enquiries and can make prompt shipments. He says, "You know these fellows with the all glass Snipes are going to miss something! Getting the old boat out in the Spring, sanding, painting, varnishing, and making replacements where needed---boy, the joy of it! These chores bring the boat into the heart of the skipper. It becomes a part of him that can be acquired in no other way or sense that he can never experience in the glass boat. There is no reason why the dry-sailed wooden boat shouldn't win just as many races as the glass one, providing other elements are equal. "The happiest years of my 60 with wood-working tools have been those spent with SNIFE and SNIPERS!" And once again, a grand old-timer expresses those sentiments which have developed and made SCIRA what it is today..... Clement B. Haines of South Bend, Indiana, says, "We have purchased our first Snipe and I am as thrilled as my three children are over the boat. We have a good boat and are going to take a course at the "Y" this winter to prepare for racing next summer. But now our fine little craft is in storage and we are poring over Wells' SCIENTIFIC SAIL-BOAT RACING to try to learn more about the wonderful sport of sailing. We have hopes of getting the fleet re-established at Birch Lake, Michigan, next year. What happened there is that the fellows who were sailing went into the Korean War. Boats were sold away from the lake and what remained was a "ghost fleet." Now, although water skiing is popular, there's a new crop of youngsters interested in sailing. As long-time residents of the lake, we welcome the return of the beautiful white sails and the week-end races." May his hopes be realized!.....

"Mr. James Whiteshield, the boat editor of the Nashville Tennessean, promoted a regatta on Kentucky Lake at Paris Landing last June for all classes of boats and 7 Snipes from this area participated. Mr. Whiteshield did this without any help whatsoever and did a wonderful job. He informs me that Nashville will have a lake of its own this fall. It is located near the city limits and future regattas will be held there. He is very enthusiastic about Snipe and is building a boat for himself and helping on another one. They expect to build or acquire others in the future and I believe we can count on a fleet there soon. This will prove a boom for Chattanooga, Memphis, and Nashville. Scooter Piper of Chattanooga won the event." So reports Dr. Malcolm Stevenson of the Delta Fleet at Memphis..... The Atlanta Fleet certainly extended themselves in preparation for the Halloween Regatta this year. They sent out very clever printed seasonal invitations in black, yellow, and white on an orange cardboard folder; special announcements have been mailed to the fleets; ads put in the Bulletin; and Mimi Norwood (so rumor goes) has prepared special costumes for all. But such a fanfare is commensurate with the expected festivities and that famous ole suthin hospitality is something which all Snipers should experience at least once before they die, sink, burn up, or blow away. You should plan to go next year for sure!..... Aydin Koral, National Secretary for Turkey, reports: "Our boys went to Ostende for the European Championships and placed tenth in front of the Finns. Considering this to be the second year of Snipe racing, we have no reason to despair. Often, our skipper, said that Frank Penman, the winner, was really good and consistent. Furthermore, it was a real pleasure to see that somebody his age (about 60) could win such an important event and he said it gave him a comfortable feeling with hope for the future. As in Zadar, their favorite skipper was Dellacasa, the Italian, who they thought the most spectacular and lost out by capsizing in the last race. Our Nationals were quite successful this year and Vecdi Arduman was the winner, with #10133." Turkey, our latest member, is really active!

ATTENTION: Amateur Snipe Builders

Pre-assembled Snipe Frame Kits

Hollow Masts and Booms

We specialize in unfinished hulls with the trunk bolted in. Can furnish the same with deck frames in place — also with deck laid. Either rough finished or ready to paint.

We believe that, if a man, somewhat familiar with tools, completes his own boat, it tends to engender confidence in his boat and confidence has much to do with winning sail boat races.

IT IS A LOT OF FUN — AND SAVES COSTS

Emmons

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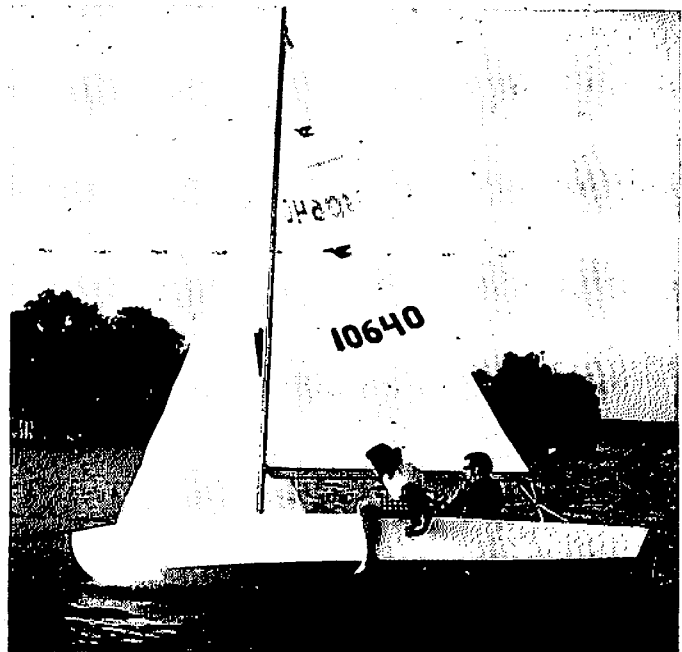
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AMATEUR BOAT BUILDING....\$4.00

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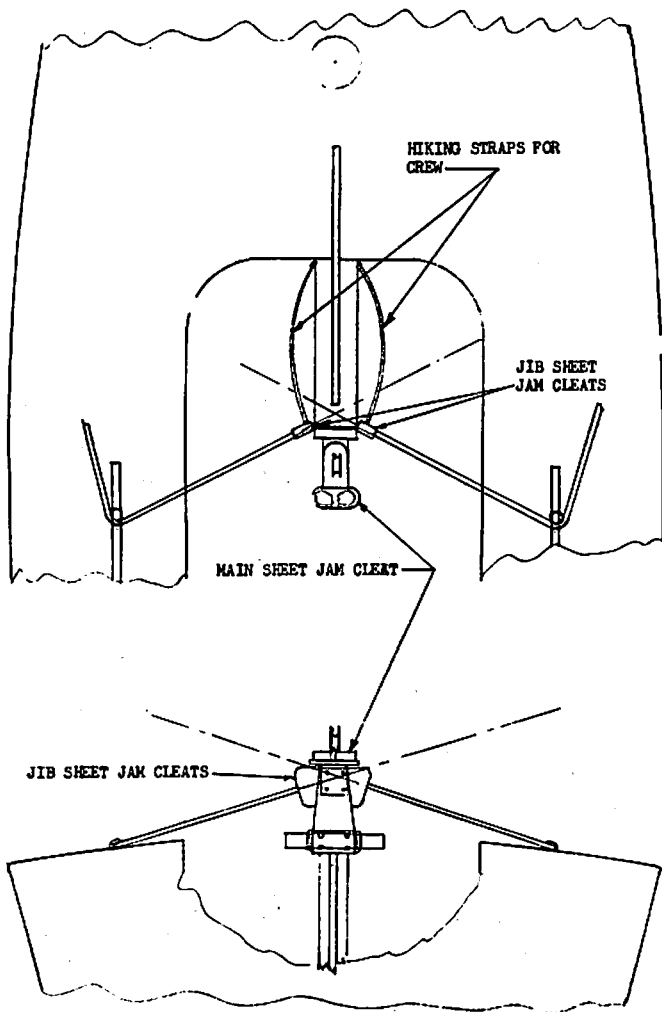
DELAFIELD, WIS.



ACROBATICS MADE EASY

The French have a word for small sailboats of the general type of the Snipe in order to distinguish them from a larger keel type of racing sailboats. The word is "Acrobatif" and when the wind gets over about 25 mph, this terminology is very descriptive.

Since the only exercise I get outside of sailing consists of sitting down in a chair and getting up again (I know setting-up exercises are a good idea—but I'm too lazy!), and since most of my crews are either men with only slightly better physical qualifications or gals who are cute and not of the Amazon type, I decided to work out an arrangement of hiking straps and jam cleats to sub-



The jib-sheet jam cleats are attached to a piece of metal which in turn is attached to a piece of 5/8-inch plywood which is glued and screwed to the back of the centerboard trunk. These jam cleats do not have any loops on them and are so lined up that there is an absolutely straight pull on the jib sheet from the fairlead to the jam cleat. This simplifies greatly pulling the jib in tightly in a high wind as it is not necessary to slide the sheet over a cleat which is necessary when the cleats do not line up perfectly. The line up is also such that the crew can hang on to the jib sheet to help balance himself and the sheet has no tendency to pop out of the cleat. The cleats are also high enough so that neither the cleat nor the sheet are interfered with by the crew's feet when they are under the hiking strap.

The mainsheet jam cleat is the same rig that I have used for years. A similar one is on the market now made by a firm in England and I believe that there are also some firms in the United States which are also making similar ones. Whether or not this rig is superior to a jam cleat on the boom is open to argument and I believe that it is entirely a matter of personal preference.

The hiking straps on each side of the centerboard trunk permit the crew to get his feet into them rapidly and they are long enough so that both feet can be put under the straps so that the crew's weight, when hiking out, is carried equally by both legs. I have added a second hiking strap for myself, one of them being located just ahead of where I normally sit and the other just behind where I normally sit. In this way, I can hook one foot under each strap and get out a lot farther and a lot easier than when trying to hook both feet under a single strap. Incidentally, since adopting the double hiking straps for myself, I have had to increase the length of my tiller extension from 18 to 24 inches in order to be able to hold the rudder on center without restricting the amount that I hike out.

At first glance, it might appear that the pedestal holding the jib-sheet jam cleats and the mainsheet jam cleats might be in the way of the crew. This is not true, however, as the crew always faces aft when coming about and stays fairly well forward in the cockpit. An incidental advantage to this arrangement on jib-sheet jam cleats (rather than carrying them to the top of the centerboard trunk) is that the board may be raised or lowered without altering the trim of the jib.

The amount that the post projects above the deck line should be limited to about five or six inches in order to avoid running into arguments about whether or not the arrangement constitutes a trapeze rig, which, of course, is illegal.

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Voice Of The People

POLAND WOULD LIKE TO JOIN SCIRA

"As Polish sailors of the Snipe boat would like to make contacts with SCIRA, I am writing as a representative of the class in the Polish Yacht Association. My position in this organization compares with the function of national secretary in your constitution.

For the past three years, Snipes have been very popular in Poland. Now we have about 250 Snipes registered here. Every year a Polish National Championship is sailed with about 40 skippers taking part in it. This year, the National Championship was won, fortunately, by the author.

As it is now my desire to make a request to the Polish Sailing authorities to join SCIRA, I would like to know more of the rules of the organization. We want to comply strictly to the requirements and restrictions of the class."

— Zbigniew Maliszewski
Warszawa, Poland.

AND GERMANY WOULD, TOO!

"After I learned that it is impossible to get plans for the Snipe here in Germany, I decided to write to you direct.

During the summer, a friend and I had the opportunity to sail Snipe in Italy under various weather conditions. It seems to us that the Snipe has better performances than our national 10 m2 Pirat Class. Besides, it is against the Pirat Class rules to use plywood in construction, so we have decided to build Snipes out of 6 mm plywood. Instead of normal paint, we will use polyester. Please send us all information about the boat and a set of blueprints.

It is my personal opinion that it might be possible--after getting a few Snipes in Germany--to give the class a good introduction and to build up a new district for SCIRA."

Hermann A. Cornelius
Frankfurt Main.

LIKES ALUMINUM DAGGER BOARDS

"The first aluminum board used in the Oakville Squadron was made from the #24 s. t. and most of us used it. I doubt if it added any speed to the boat, but it is much easier for the wife to handle. The cost was about \$90.00. Of course, this will be cut to less than a third because of the price we are getting on some new stock, which we will make ourselves this winter.

The Aluminum Company of Canada suggests that we use #65 s. t., as their metallurgical engineers say it would be more adaptable as it is a marine alloy, has the same tensile strength, same weight, and a much higher corrosion resistance than the 24 s. t. recommended in the March Bulletin.

We are in fresh water here and there will be less corrosion, but we will also be getting away from the pitting that takes place on iron. No matter what coating you put on iron, it doesn't last and rust starts again."

— Allan M. Masson
Oakville Fleet 321.

The two aluminum boards made in Akron out of 24 s. t. have been used all season and came through in fine shape. They weigh 41 lbs. and cost about \$65.00 each, which price can be cut. The boats might have been a little more tender, but it was never noticed and the performance was up to past standards. They make a hit with everyone who uses them, but people are slow to make such a drastic change and will probably use caution until some good sailor goes out and wins an important regatta equipped with one. Harry Allen's win at Atlanta and Frank Penman's victory in Europe this summer will do much to revive interest in pivot boards. Aydin Koral reports from Turkey that this year we are racing with lighter centerboards and, contrary to what the experts think, the boats performance improved quite a lot. And what a pleasure it is to handle the lighter centerboard." If you decide to try one, by all means get the marine alloy. It should be a desirable improvement.

The easiest way to take off weight on an old, heavy boat is to replace the board with a light one. You can take off 40 pounds!

WANTED AND FOR SALE DEPARTMENT
CLASSIFIED ADS. Used Boats and Equipment
Why not try an ad here for only five cents a word, at a minimum charge of \$2.00? RESULTS WILL BE GOOD!

AT LAST--Build your own "CHAMPION" mast! The complete plans of the famous WELLS round mast for Snipes. 4 sheets of blueprints with all the details, including hardware and rigging, for only \$1.00 per set. SCIRA, 655 Weber Ave., Akron 3, Ohio.

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

BUILD YOUR OWN TRAILER. You can get blue-prints and a detailed instruction sheet for two different types of trailers which were especially designed by snipers to fit a SNIPE. Why spend a lot of money? Only \$1.25 postpaid, complete.

SCIRA, 655 WEBER AVE., AKRON 3, OHIO.

NEED A GOOD TRAVELING COVER FOR YOUR SNIPE?

Snipe sailors have designed and will make for you a one-piece traveling cover to fit the entire boat from 10 oz. preshrunk mildew-proofed duck with a full length zipper. Also mast and boom cover. All for \$80.00--boat cover alone \$65.00. Shipped parcel post prepaid; allow three weeks; include check with order. Write Charles A. Harris, Jr., 1939 Dellwood Dr. N. W., Atlanta 9, Georgia.

FOR SALE: EMMONS SNIPE 8998. Lumber saved for 24 years. Cloth-covered hull, plated dagger board, hiking pump and straps, stainless stays and fittings. Seavy mast, boom jack, jib jams. 1 suit medium draft Watts sails. Deck trim and above is natural. Hull is Marlin blue. All hand rubbed and waxed. A TRUE RACING MACHINE. N. Y. State co-champ 1953 plus other individual championships. Must sacrifice. Contact: Carl Toth, 244 Erie Blvd. East, Syracuse, New York. Phone 2-8080.

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WEBSTER WINS IN NEW YORK GETS BOTH STATE AND DISTRICT 5 TITLES

Chuck and Jean Webster sailed away with both the New York State Championship and the District 5 crowns at Newport Y. C., Rochester, Aug. 18-19. Susan Greenwald, from Henderson Harbor, won the Junior New York State Championship from a fleet of 6 boats with three firsts over the defending Yates brothers from Chautauqua Lake Friday and Saturday morning. 31 boats from 8 fleets in Northern New York State were treated to a variety of weather conditions. After one attempted start Saturday afternoon brought on a torrential downpour, racing was cancelled for the day.

Sunday brought a clear sky for the Snipers and Newport's steadiest breeze off the lake at 20 mph. Bob Vreeland, with Hy Finegold crewing, showed once again that they love heavy going and won hands down. Chuck Webster, the leader of the accumulated season point score leading to the District 5 crown, came in second; and Jules Kroeger, with Carole Streb crewing, was third.

The second race, with a dying wind, was more of a battle. Frank Dusenberg moved into an early lead and held it for once around the triangle. Webster took over on the second beat, but was in turn passed by Vreeland close to the weather mark. All through the final reach and run, Webster closed up on the leader, with Vreeland jockeying for clear air. In the last 200 feet, Webster finally got the blanket he wanted, outmaneuvered Vreeland, and slid over the line to gain a first in the race and a tie for the State Championship. Having never finished below a 3rd in all the season's state regattas, he had the District 5 Championship just about wrapped up.

After lunch, the third race was held in still lighter airs, with the wind shifting in the style that makes Newport's regattas famous (or infamous). Red Garfield and the Yates brothers from Chautauqua Lake and Webster soon worked out in front of the fleet in a thrilling three boat battle that lasted to the weather mark the second time around. There a scream from Jean Webster announced to the fleet that Chuck had fallen out of their boat! By the time he had recovered, he had only a slim lead over Vreeland and Kroeger for third. Yates and Garfield continued their duel to the finish, with Garfield finally winning out over his junior clubmates, while attention centered over the Webster-Vreeland duel for third. In spite of being blanketed and luffed way off course, Webster managed to open up a four-boat length lead to gain the two championships.

In the District 5 Championships, Vreeland recovered from an early season 10th place to take second. Kroeger, who was a very close second entering the final regatta, slid to third for the season.

Here are the total points scored over the season for the District 5 Championship:

SKIPPER	POINTS	POSITION
Webster	10,651	1
Vreeland	10,172	2
Kroeger	10,118	3
Dannenberg	8,351	4
Landauer	7,155	5
Stuve	6,850	6
Reed	6,476	7
Harris	5,587	8
Hudson	5,583	9
Fletcher	5,083	10
Lindquist	4,577	11
White	3,974	12

ATTENTION—*all fleet captains!*

In spite of publicized rules and instructions with repeated requests to use official forms furnished free by this office, many fleet point scores are sent in on unacceptable forms. There is no use to list them all on one sheet of paper as that means each name has to be copied on an individual sheet so they can be sorted and filed in numerical order. If the official score sheets are used for scoring races throughout the season, it is no task to send them in when completed. It is imperative that a uniform method be used, so please do it right the first time and avoid receiving returned mail!