

SNIPE BULLETIN

October 1953

VOL.3 NO.5



CHAMP

1953

SNIFE NATIONALS

Sails
by Watts

SCORED A CLEAN SWEEP!

TOM FROST and FREDDIE SCHENCK sailed

the "Snowball" to victory in both the

Junior and Senior National Championship Series.

HAROLD GILREATH placed second

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

Order Watts sails for your next suit.

KENNETH WATTS • TORRANCE, CALIFORNIA

SNIFE BULLETIN

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

Subscription Rates.

\$2.00 per year.

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

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

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

THE COMMODORE SAYS

ORGANIZATION.

All members of the Association will be interested to know that major organization changes made necessary by Bill's sudden passage, have now been made.

Birney Mills is now the Acting Secretary, Mrs. Shauer having accepted a new position in Washington, D.C. Mr. Mills will publish the BULLETIN (which will continue with a similar make-up as before), will handle all routine financial matters, will give regatta sanctions, and will handle the national secretarial correspondence. All checks or money orders should be made out to Snipe Class International Racing Association and sent to him at 655 Weber Ave., Akron 3, Ohio, U.S.A.

Mills has sailed for a good many years at Cape Cod and Lake Erie, but, for the last fifteen years, has been an enthusiastic Sniper on Turkeyfoot Lake at Akron. He is a past commodore of the Portage Lakes Yacht Club, fleet captain of #110, and a JN in the U.S. Power Squadron. Although active in his own business, he will be able to devote ample time to his new duties, and I feel that SCIRA affairs will be in capable hands.

Ted Wells, in addition to his numerous other duties, has consented to handle all foreign correspondence and serve as liaison officer for foreign fleets. He is, of course, eminently fitted for this work. He has attended, either as a contestant or as an observer, all the international regattas since 1946. He is also a student of several foreign languages.

Other organization changes may also occur. There is a plan to divide the United States into 8 districts with definite boundary lines, with the head of each district elected by the area membership. These men, or their chosen representatives, would have a vote on national affairs. This subject was discussed favorably during the Nationals at Lake Murray and further details on this objective will be published in an early BULLETIN. I will be very glad to receive any suggestions or ideas on this subject from any of the National skippers.

FIBERGLASS BOATS.

The project on fiberglass construction of Snipe hulls is proceeding rapidly with Ted Wells and Hub Isaacks as the main executives. Ted worked out the details and specifications on construction and Hub made a vast contribution to this movement by having a fiberglass Snipe built at considerable expense to himself and showing all of us it was a real Snipe by sailing it in numerous regattas for the past few years. Arrangements are now being made to have fiberglass boats built in quantity and prices are being developed, but no definite time can be set at this stage. It is hoped that boats can be delivered sometime this winter.

ACCURATE SNIFE

TROPHIES AND

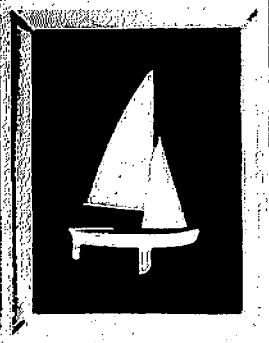
PRESENTS.

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PLYWOOD BOATS.

Builders and prices of plywood Snipes have been difficult to obtain to date, but at least one builder has promised me prices and delivery dates later this year. Incidentally, specifications and regulations for plywood construction as published in the May and June issues of SNIPE BULLETIN are announced as final by Ted Wells.

STANDARD BOATS.

I personally feel that, although the new types of construction will be a definite contribution to progress, the present standard type of construction will continue to have a definite place in our racing class. It's racing qualities have been proven, and, although they may be equalled by the new types, I do not feel that they will be excelled in performance. The deluxe boats are made by highly skilled craftsmen who have taken great pride in their work, and these boats have had a splendid racing history. The future, as well as the present owners of a boat of this type, have a boat of which they can be proud.

From a price standpoint, there is always the saving to be made by home construction. There is a substantial saving possible by buying a Snipe kit or hull without deck. A member of my own fleet bought such a hull last winter; he completed the remaining work himself and ended up with a very good boat. With a good suit of sails, he is now well up in class A in our season standing.

OTHER PROJECTS.

We are also working on: improved publicity; a renting stock of movie films; a better year book; and national and sectional races for the older and heavier boats. Several of these projects cannot, at present, be handled due to insufficient personnel. ANY VOLUNTEERS? It is hoped, however, to make some progress on some of them this year at least.

Carl Zimmerman.

SNIPES BUILDING PLANS

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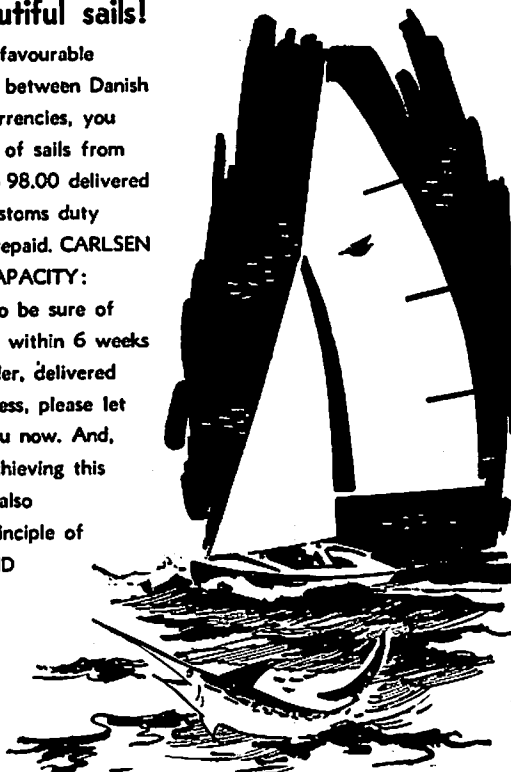
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The 3rd Race--1st Group-1953 Nationals.

"Look at the old boat in the Nationals-#23."
Photo by Robert O'Brien.

A BRIEF RESUME
of the
1953 National Championships.

The United States will be represented at the International Championships this year by a 17-year-old California skipper, and the first "grand slam" winner in recent Snipe Class history. Tom Frost, winner of both the Junior National and the National Championship, started his 1953 string of victories with the Pacific Coast Championship.

Frost won in the Nationals with an assist in the final race from Ted Wells, defending national champ. Frost went into the final race leading Harold Gilreath of Wichita by a scant 179 points. Near the finish, with Gilreath leading the fleet, and with Frost several boats behind, Ted caught a puff and finished in front of Gilreath by a few feet. The margin of one boat put Gilreath back in second place, with Frost winning with a total of 6715 points to 6688 for Gilreath.

The final five races of the Heinzerling trophy were sailed under drifting-match conditions, as the breezes which had prevailed at Lake Murray faded away for three crucial days. Ted Wells, sailing "where the wind wasn't", had to settle for a 15th and a 9th place in the first two races. He came back with a burst of speed to win the last three races...but couldn't collect enough points to overcome the leads that Frost and Gilreath had piled up previously.

The story of the National regatta was one of completely contrasting weather conditions. The first three elimination races were sailed with strong breezes..the last five races under exasperating conditions of very little to no wind. In the very first race, neither division finished within the 2 1/2 hour time limit and the race was cancelled.

Entries for the national championships were held to 30 boats this year, so the fleets were chosen by "odd" and "even" numbers, with the top eight boats in each fleet qualifying for the Heinzerling Trophy. Racing for the trophies began with 16 boats in the Heinzerling, and 14 in the Wells Trophy division. The Wells Trophy will decorate the mantel-piece this winter at the home of Dwight Westhold, Lake Latawana, Lee Summit, Missouri, as he won it handily with J. Stock as crew.

Robert H. O'Brien.

LOCAL BOY MAKES GOOD.

Aboard a fast passenger liner bound for France, the sleek, white sloop SNOWBALL, a familiar sight in Newport Bay, is carried as precious freight, while her schoolboy skipper, Tom Frost, 17, bides his time at his home here until he flies to Monaco to set her sails toward the International trophy goal.

He leaves here to fly to New York and from there to Glasgow, London, and Nice, France. With him will go his crewman, Fred Schenk, of 34 Emerald Bay. The blue-eyed, curly-haired senior at Newport Harbor Union high school, modestly asserts that the crewman is as important to victory as the skipper.

Asked if he were excited about the coming competitions, young Frost, whose smile (bright as California sunshine) belies his name, said, "I never get excited." His calm, almost nonchalant approach may be the secret of his sailing success.

No, he doesn't practice much before his meets. He couldn't this time anyhow, because SNOWBALL was under repairs for a hole stove in her side by another boat in the Lake Murray races. How did he sail her in that meet with a hole in her side?

"Oh, we just patched her up with tape," he said.

Tom's sailing career started nearly six years ago soon after the family moved here from Laguna Beach, but it was not until four years ago that he began racing. His first victory was in the Flight of the Snowbirds in Newport Harbor in July 1951 when he won the trophy with the 12-ft catboat Bosun. He was also winner in the Gold S Championships in 1950 and 1951.

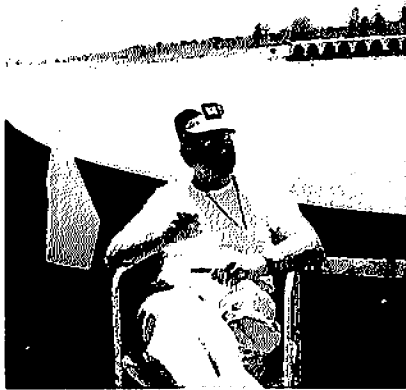
Skipper Tom says the crucial part of a race is at the start when the boats are jockeying for positions and setting the sails for a quick get-away. The rest of it is mostly luck, he would have you believe, particularly if there is a light wind.

Just what is his trick of winning easily outside of his "luck"?

"Oh, I JUST SAIL THE BOAT." says he.

Lillian Haislip
-in the Newport
Harbor Press (Cal).

HERE, FOR A CHANGE, ARE SOME PICTURES OF A RACE COMMITTEE.



Bill Ames, hard-working member of the 1953 Nationals Committee on the job.



Tow-in at the Nationals. Hayward and Otto on the left--hot, tired, and sad.



Another un-sung hero of the Race Committee, Mr. Russell Rowe.

Photos by O'Brien.

1953 SCIRA NATIONAL CHAMPIONSHIP COMMODORE CHARLES E. HEINZERLING TROPHY SERIES

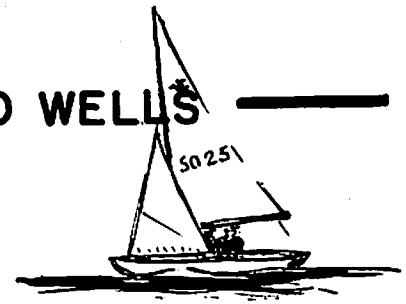
SNIPE No.	SKIPPER---CREW---CLUB	RACE 1		RACE 2		RACE 3		RACE 4		RACE 5		F I N.				
		PLACE	SCORE	PLACE	SCORE	PLACE	SCORE	PLACE	SCORE	PLACE	SCORE					
7082	T. Frost-F. Schenk, Newport Harbor, Cal.	6	1225	1	1600	2825	6	1225	4050	5	1296	5346	4	1369	6715	1
8653	H. Gilreath-F. Johnson, Wichita, Kans.	2	1521	6	1225	2746	2	1521	4267	11	900	5167	2	1521	6688	2
6025	T. Wells-A. Lippitt, Wichita, Kans.	15	676	9	1024	1700	1	1800	3300	1	1600	4900	1	1600	6500	3
9320	H. Upsen-J. Schwindler, Green Lake, Wis.	4	1369	3	1444	2813	11	900	3713	4	1369	5082	6	1225	6307	4
6995	F. Seavey-F. Levinson, Clearwater, Fla.	5	1269	14	729	2025	3	1444	3469	2	1521	4990	7	1156	6146	5
6979	J. Jerome-J. Voesge, Tulsa, Okla.	7	1156	11	900	2056	4	1369	3425	7	1156	4581	3	1444	6025	6
4200	J. Clinton-Swensingsen, Long Beach, Cal.	16	625	4	1369	1944	5	1269	3290	3	1444	4734	8	1089	5823	7
6775	C. Zimmerman, J. Carrick, Akron, Ohio.	3	1444	8	1089	2533	10	961	3494	dq	576	4070	9	1024	5094	8
7873	V. Larsen-E. Eoklund, Chautauqua, N.Y.	9	1024	2	1521	2545	9	1024	3569	14	729	4298	13	784	5082	9
5933	E. Williams-E. Williams, Kansas City, Ka.	11	900	15	676	1576	7	1156	2732	9	1024	3756	5	1296	5052	10
6911	D. MacIvor-K. MacIvor, Wichita, Kans.	1	1600	5	1296	2896	16	625	3521	13	784	4305	14	729	5034	11
6929	J. Voesge-A. Anderson, Oakland, Cal.	10	961	7	1156	2117	12	841	2958	10	961	3919	15	676	4595	12
8598	M. Whitney-R. Carrick, Clearwater, Fla.	12	841	dq	576	1417	8	1089	2506	8	1089	3595	11	900	4495	13
23	H. Martin-M. Martin, Dallas, Tex.	8	1089	13	784	1873	14	729	2602	6	1225	3827	16	625	4452	14
9020	L. & B. Thompson, Alamitos Bay, Cal.	14	729	10	961	1690	13	784	2474	15	676	3150	10	961	4111	15
5985	J. Rix-K. Rix, Wichita, Kans.	13	784	12	841	1625	15	676	2301	12	841	3142	12	841	3983	16

1953 SCIRA NATIONAL CHAMPIONSHIP WELLS TROPHY SERIES

SNIPE No.	SKIPPER--CREW--CLUB	Race 1		Race 2		Race 3		Race 4		Race 5		F I N.				
		PLACE	SCORE	PLACE	SCORE	PLACE	SCORE	PLACE	SCORE	PLACE	SCORE					
7908	D. Westholt-J. Stock, Kansas City, Kans.	1	1600	1	1600	3200	3	1444	4644	2	1521	6165	2	1521	7686	1
7428	B. Roberts-B. Carter, Chattanooga, Tenn.	12	841	2	1521	2362	5	1296	3658	1	1600	5258	4	1369	6627	2
6913	S. Billows-D. Baker, Miami, Fla.	3	1444	5	1296	2740	12	841	3581	5	1296	4877	3	1444	6321	3
5851	J. O'Brien-R. O'Brien, Council Bluffs, Ia.	13	784	4	1369	2153	2	1521	3674	7	1156	4830	6	1225	6055	4
8643	R. Lawton-J. Wideman, Shreveport, La.	9	1024	12	841	1865	1	1600	3465	11	900	4365	1	1600	5965	5
8099	J. Hayward-O. Wiesener, Tulsa, Okla.	2	1521	11	900	2421	6	1225	3646	8	1089	4735	8	1089	5824	6
8191	C. Livergood-C. Clark, Tulsa, Okla.	5	1296	10	961	2257	8	1089	3346	3	1444	4790	10	961	5751	7
9385	D. Seabie-D. Shepard, Green Lake, Wis.	8	1089	6	1225	2314	10	961	3275	4	1369	4644	13	784	5428	8
4578	B. Cooper, Jr.-G. Butler, Chattanooga, Tenn.	6	1225	7	1156	2381	13	784	3165	6	1225	4390	11	900	5290	9
4590	D. North-J. Arps, Tulsa, Okla.	11	900	14	729	1629	4	1369	2998	9	1024	4022	7	1156	5178	10
9024	D. Hughes-E. Hughes, Denver, Colo.	14	729	9	1024	1753	7	1156	2909	10	961	3870	5	1296	5166	11
4208	H. Doennecke-L. McElwain, Tulsa, Okla.	4	1369	13	784	2153	9	1024	3177	13	784	3961	9	1024	4985	12
9307	F. Hughes-J. Hughes, Council Bluffs, Ia.	10	961	8	1089	2050	11	900	2950	12	841	3791	12	841	4632	13
8644	L. Wheeler-D. Wheeler, Akron, Ohio.	7	1156	3	1444	2600	DF	729	3329		DNS	3329		DNS	3329	14

WELLS' WANDERINGS

By TED WELLS



The 1953 International Championship Races
and
San Remo Regatta.

The World Championship at Monaco was the biggest yet, with fifteen nations represented, thirteen of which brought their own boats. Brazil and Bermuda were the only ones to sail borrowed boats.

Consistently good sailing and no bad mistakes won the regatta for Portugal. The winds varied from almost nothing to about fifteen miles per hour, and the sea from flat to fairly mountainous. The starting and finish lines were probably a bit exasperating to the skippers as they wandered about the Mediterranean (the line was wandering because the committee boat was a very unmaneuverable 115 foot ketch which couldn't be anchored, and the Snipes were wandering around attempting to keep up with it.)

In the first race, Belgium and Bermuda had troubles fairly early in the race and dropped out. Denmark was disqualified for tying up to replace a split rudder after the start, and France lost a stay when they were in the lead at the end of the first lap. The wind was about 15 miles per hour at the most in this race, but the sea was very rough and the Snipes as well as their skippers and crews were pretty well worn before the start as a result of a 45 minute delay in the starting time while an unsuccessful attempt was made again to anchor the committee boat.

In the second race, there was a fairly light wind with a heavy sea running, left over from the morning breeze. The United States got to the leeward end of the starting line a little too soon and, after luffing in an attempt to slow down, ended up on the buoy. The third race was sailed with a nice breeze in a fairly heavy chop, which held over for the fourth race. However, the breeze didn't and the three hour time limit ran out with France well in the lead. The fourth race was re-sailed on the following morning with another light breeze, but on a calm sea.

Again the wind died down in the afternoon, and the United States barely got under the time limit, eleven minutes ahead of the second boat to win the fifth and final race. The last boat did not finish until about an hour after it was pitch dark.

It was interesting to see the improvement in the quality of the Snipes in this regatta. The newer European boats are light in weight, have better finishes on them now, and are well equipped for racing. Many of them still use pivot boards, and there was one with a permanent back-stay, which is a feature I have not seen here since 1939. But they are building quite a lot of new boats which look very good, although there is still a tendency to make them suitable for local conditions rather than all conditions.

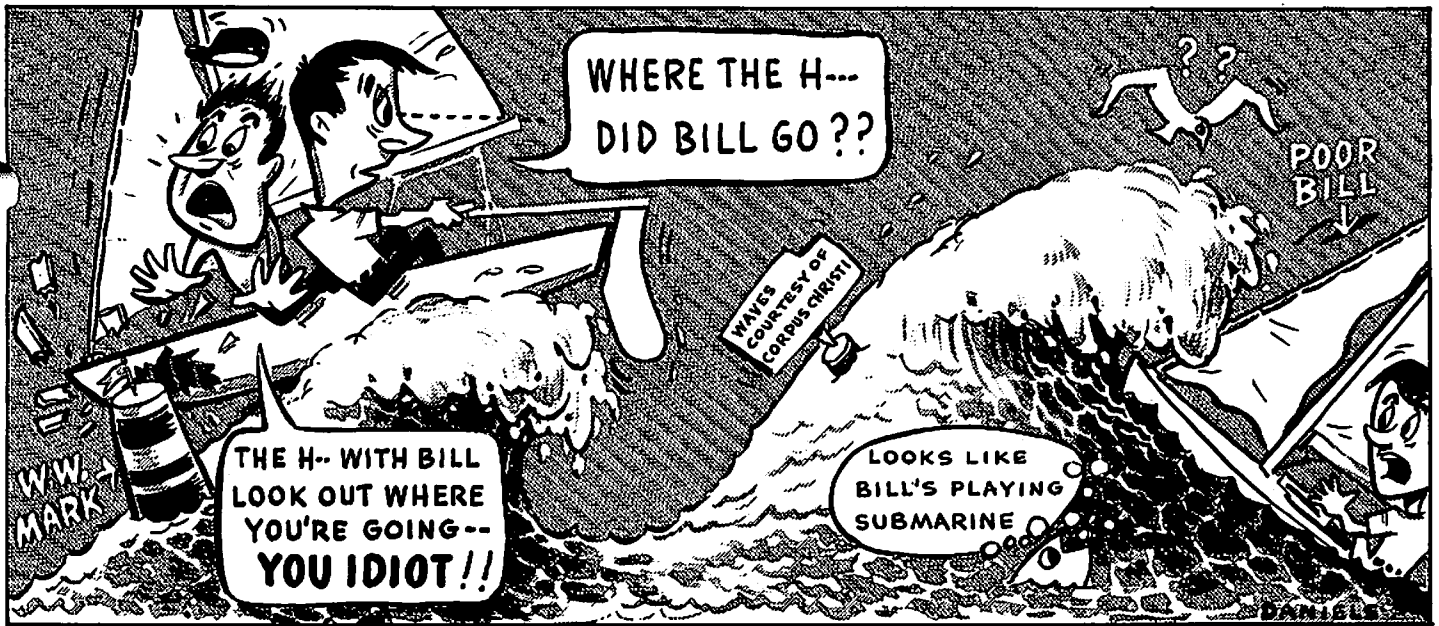
The week-end after the Championship at Monaco, there was a free-for-all Snipe regatta at San Remo, Italy, about 40 miles east of Monaco. Forty-five Snipes started on one of the weirdest starting lines yet. Tom Frost took his boat over and captured first place with Fred Schenk crewing for him, and I borrowed a French boat and placed second with Robert d'Ograin of Nice, France, crewing for me. This was also a very nice regatta, as we sailed on the Mediterranean, which is so blue that it looks like the local Chamber of Commerce must dump bluing in the water every morning before breakfast.

HOW THEY SAILED

BOAT No.	BOAT	COUNTRY	SKIPPER---CREW	RACES					PTS.	F 1 N.
				1st.	2nd	3rd	4th	5th		
9294	Garrancho	PORTUGAL	A.J.Gonde-Marlins-F.Bello	2	2	5	3	3	7226	1
7082	Snow-Ball	UNITED STATES	Tom Frost-Fred Schenk	1	DSQ	2	1	1	6946	2
9144	Marisu II	CUBA	Clemente and Carlos Inolan	6	3	1	8	2	6879	3
9261	Leucosia	FRANCE	D.Poissant-J.Blanchard	DNF	1	4	2	6	6391	4
9193	Punta-Salvore	ITALY	Danilo d'Isiot-M.Scognamiglio	5	5	9	7	4	6141	5
8065	Pousse Moi Pas	SWITZERLAND	J.P.Renevier-Mlle.F.Birkigt	7	4	11	4	5	6090	6
9547	Melilla	ARGENTINA	Carlos and Jorge Vilar Castex	4	6	3	6	DSQ	5939	7
7470	Stickan	SWEDEN	Shig.Haag-B.Hellmer	3	7	8	10	11	5550	8
6510	Zigurella	Monaco	Et.Agliardi-G.Battaglia	10	9	10	5	8	5331	9
8306	Dina-Teil	ENGLAND	W.G.S.Hodson-Miss E.MacKinley	8	10	13	9	9	4882	10
7282	Skat	SPAIN	D.R.Paniagua Garcia-et Mme.	9	11	7	DSQ	10	4666	11
9135	Pinocchio	DENMARK	Ole Botved-H.Arentoft	DSQ	DSQ	6	12	7	4531	12
9477	Tribuzana	BRAZIL	P.de Mattos-G Rocha Pombo	11	12	12	13	12	4207	13
7764	Bari II	BELGIUM	Jacques and Jean Florizoons	DNF	8	14	12	DNF	4011	14
7988	Stormalong	BERMUDA	Mamel Soares-G.Boorman	DNF	13	15	14	DNF	2865	15

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Some improvements are planned in the general make-up of the SNIPE BULLETIN. They will come gradually, but noticeably, we hope. Stories of SNIPE and fleet activities, pictures, articles of interest to sailors, technical subjects, cartoons, ---in fact, anything you send in will be published if it meets our standards and is newsworthy. Your help will always be appreciated.

Our cover picture this month shows the "SNOWBALL", with Champion Tom Frost and Fred Schenck, crew.

NOW READ THIS!

Gonzale Melendez of the Flota de la Habana writes as follows:

"I am enclosing two dollar bills covering the assignment of a new racing number for the "Snipe" that Gerber is building for our Commodore Rasco, who every year gives one as a trophy to the members of our Miramar Yacht Club.

Dr. Clemente Inclan and his cousin, Dr. Carlos Inclan, are leaving for Monaco where they expect to meet Commodore Rasco to attend the World Championship as Cuba's representatives."

DON'T RUSH, LADS---MEMBERSHIP IN THIS CLUB IS PROBABLY CLOSED.

(From our "Toast-of-the-year" Dept.)

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1953 Junior Nationals

1st & 2nd Places

Ted Wells Trophy — 1st Place

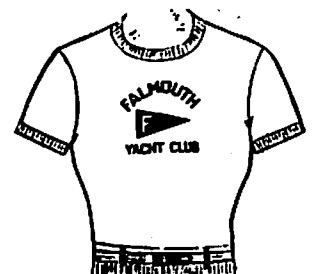
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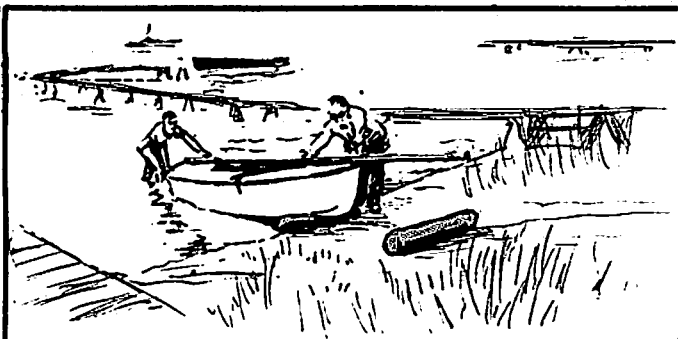
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Standard Airollers . . . \$15.00 each
 \$30.00 a pair boats up to 1200 lbs.
 Junior Airollers \$9.00 each
 \$18.00 a pair boats up to 400 lbs.

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



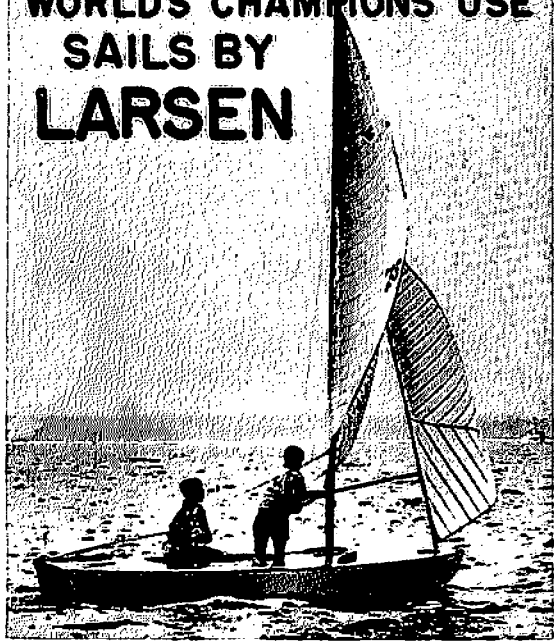
Photo by Eileen Ramsay.

ENGLISH SAILORS.

16-year old Nick Hodshon (Medway Y.C.) and his crew, 15 year-old Sally McKinley (Waldon Y.V.) represented Great Britain at Monaco. They were second in the British Snipe Championships, sailing WISP # 7400. Reg Coates, British Champion, and his crew, J. Batley, were unable to go. With the United States represented by a 17-year old, it was a great day for the teenagers.

OH, TO BE YOUNG AGAIN!

**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
 WARREN STREET NEW YORK, 7, N.Y.

News items like the one above make you think of the future. No one can see the volume of mail coming in to SCIRA headquarters from all over the world enquiring about SNIPE without realizing what great possibilities lie ahead of the Association.

It is most encouraging to realize that we have the most popular boat in the world and the largest racing class-----a boat of proven ability with new records and new faces every day. Really, SNIPE has grown-up and is now on the threshold of un-dreamed expansion as a natural result of the rapidly growing world-wide interest in small boat sailing as a sport.

We are on the ground floor with a desirable piece of merchandise, so let's face the future with confidence and enthusiasm-----

LET'S NOT MISS THE BOAT!

Birney Mills.

DECALS

Two Six Inch Snipe Insignias and YOUR boat number - \$1.00



-SCIRA-

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