

# Snipe

# BULLETIN



OCTOBER 1955



**TWO GIRLS SURROUNDED BY SNIPES.** Hattie Carver (left) and her crew, Elsa Kentnich, of Green Lake, Wisconsin, help make a pretty picture on a dock at Atlanta. —Photo by Margueryte Reynolds, AYC.



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# SNIPE BULLETIN

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

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**BOARD OF GOVERNORS MEET:** The Board of Governors held a brief meeting at Atlanta and the following subjects were discussed and acted upon:

(1) The U. S. National Champion, as the defending champion, will have the privilege and honor of defending his title each year without the necessity of qualifying for the championship series.

(2) It was pointed out that present U. S. National entries are chosen on a numerical basis from each fleet, which method might automatically exclude some high-caliber championship skippers. It was suggested that each district be entitled to send, in addition, the district champion and other winners of important regattas, thus qualified on a quality basis alone regardless of club or fleet connections. This matter was referred to the District Governors to work out a detailed plan to present to the Board at the next Annual Meeting.

(3) After further discussion of protest penalties, the Rules Committee was requested to submit definite recommendations to the Board at the next Annual Meeting.

(4) There will be a general meeting of SCIRA each year on the Sunday morning of the National Championship Series. After disposal of several routine business matters, the meeting adjourned.

**NEWS FROM SANTANDER. ITALY**, for the first time, won the big event at Santander! Sixteen countries participated and the next four positions were gained by Cuba, Portugal, the U. S., and Denmark in order. It was hoped to make the October **BULLETIN** a World Championship issue, but only meager reports had been received by September 15th and so the detailed story had to be postponed until the November issue.

Incidentally, this lack of information illustrates the complaint that Roberto Holluagel makes in the current **VOICE OF THE PEOPLE**. Perusal of back issues of the **BULLETIN** reveals many international articles, but there is certainly much room for improvement, and inclusion of interesting regatta news from all over the world will help accentuate the nature of the organization. But such articles can not be printed if they are not sent in to headquarters and an appeal is hereby made direct to all National Secretaries to submit news items and pictures of their national championship races, at least, and other regattas of importance, if of wide interest. In the last two years, practically everything of international origin received which has been newsworthy has been printed. Let's see what can be accomplished during the next year!

**BACK NUMBERS OF THE BULLETIN** are in demand by many skippers who want to complete their files with missing copies. So anxious are some snipers to get certain numbers that they will pay 50 cents each for the following issues: December 1951; July-1952; March, October-1953; April, May, June, and July-1954. Send copies to Akron (if you don't want them) and get your money.

**YES, YES--WE KNOW ALL ABOUT IT!** The pictures on pages 3 and 5 in last month's **BULLETIN** were transposed by error and slipped past the proof-reader, so Carl Zimmerman became Billy Roberts et vice versa. The amount of "Did you know that" received indicates that the **BULLETIN** is widely read!

# New Life for Old Boats

This excellent article by Phil Nickerson, editor of the Tri-Town News, Hales Corners, Wis., was first published in the May 1955 issue of LAKELAND YACHTING. Vic Schoen, editor, gives permission to reprint it and we highly recommend it to all those snipers who do not race because they own "old boats".

**T**HERE is probably still considerable truth in the old axiom that the speed of a boat varies directly with the amount of money spent on her. It may also be necessary to have a fairly new boat to be among the leaders in any racing class on a national or international scale. It would appear, however, that it is possible for a sailor to do well at his local level with a modest investment in an older boat. At least my recent experience with a 20 year old Star would so indicate.

My boat, Manana, No. 1373, was built by Ole Karras in 1935. I got her just after the end of World War II. There were no new boats around at the time as none had been built during the war years. The few that came to Milwaukee just after the war were not much better than their pre-war sisters. As a result the old Manana seemed to go pretty well. In fact she won the season championship one year.

Later things began to change. The new boats got better and the Manana (Heaven forbid, not her skipper) began to show her age. By 1951, we had a really bad year. A few solid lasts and a considerable number of third and fourths from last place, began to make me feel like I had had it. There may be some enthusiastic good sports who will go out and take a beating weekend after weekend, but I'm not one of them. I have to have a chance of winning or I won't play.

Obviously the thing to do was to buy a new boat. Equally obvious was the lack of funds. The next move was to see if something could not be done to the Manana to put some speed into her tired old bones. How to do it? Make her lighter.

There may be some basis for arguing that added weight will not harm or perhaps even help a displacement boat. But about this time it became apparent to me that in the case of small light displacement boats, the lighter the better. Pursuing this thought a little further, I hired a scale so the boats in our fleet could be weighed as well as some others from Chicago that had come to Milwaukee for a regatta. It was no surprise to anyone to discover that the winner of the regatta was the lightest boat, weighing about 1450 pounds. The Manana tipped the scales at 1735.

This situation was not especially discouraging. I felt that the Manana was basically a good boat. Even in that horrible 1951 season, if conditions were just right, she would go to weather as well as any. Especially at the beginning of the season. She had often been second or third and sometimes even first at the weather mark, but on the downwind legs she would work her way back to her usual tail position. Being lighter might be all she needed.

There is a difference in weight of course between cedar, spruce, oak and mahogany, so that the newer lighter boats are built of the lighter woods. But the important difference in the weights of new and old boats is not found here. It is found in the difference in the weight of WET wood versus DRY. A light, fast boat is a dry boat. A new boat is also a dry boat. She is well protected from water by a substantial and professionally applied coat of paint. If she leaks a little, her new planking will absorb only a little water before she swells tight. In fact, I have heard of new boats standing in the water for as long as two months



The writer at work sanding the bottom of his Manana. Nickerson says he finds it easier to take the keel skeg and rudder off and to turn the hull over than working on his back to sand the bottom. Removing the keel is a more difficult job on newer Star boats which have fairing strips around the keel.

without taking on any measurable weight.

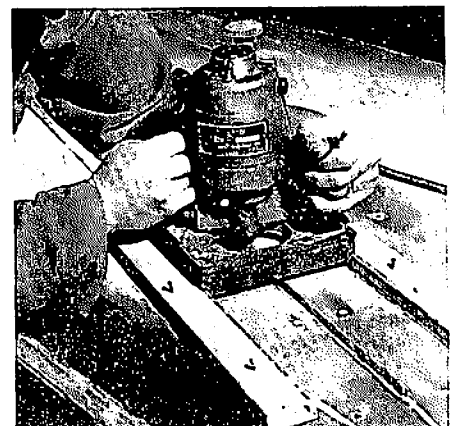
But with an old boat the situation is considerably different. She usually leaks and must swell tight. As the cellulose acetates dissolve, each season it takes more and more water to make her planking swell tight. All that water is what makes her substantially heavier than a new boat, not the kind of wood in her. There is nothing worse for a boat than water.

If someone could find a way to put new wood in an old boat, no one would ever have to buy a new boat. So far, however, new wood and a new boat seem to be the same thing. The next best thing to new wood is dry wood. I set about to fix the Manana so her wood would never get wet.

Any boat that has to swell tight in the spring is licked before the season starts. She will take on too much water in the swelling process to ever be a serious contender. Accordingly I fixed the Manana so she was tight from the first launching on. The Manana is built the old fashioned way, tapered seams caulked with cotton and seam compound. I ripped all that out and routed out a square sectioned groove along each seam into which I drove a mahogany "dutchman" (batten) glued with Cascophen glue. The batten was about three quarters the thickness of the planking. I ran Sealer 100 into the seam from the inside after the boat had been set right side up.

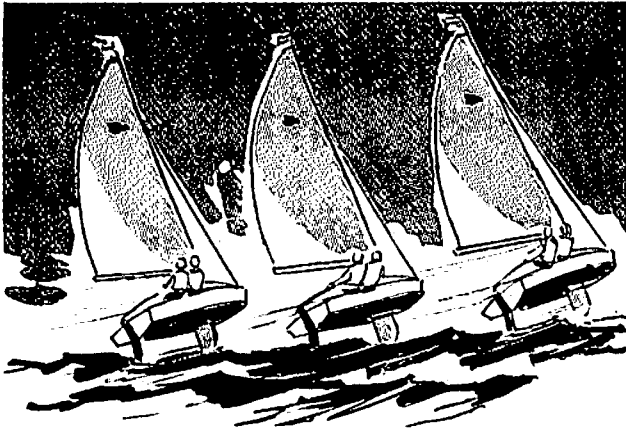
Although I did not think so at the time, it was fortunate

Here is shown the method of routing out the seams preparatory to inserting the "dutchman" (battens) in Manana's seams. The router was mounted on a track to keep the bit in the center of the seam. The router used was a printing shop tool. Photo by Phil Nickerson.



(Continued on page 5).

# ANNOUNCEMENT *from* BOTVED BOATS



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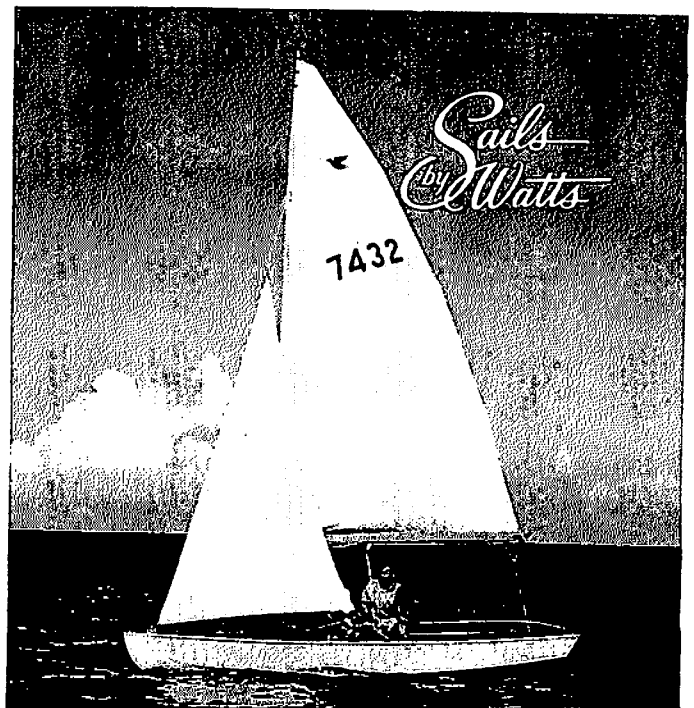
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KENNETH E. WATTS • TORRANCE, CALIFORNIA

**(NEW LIFE FOR OLD BOATS from page 3)**

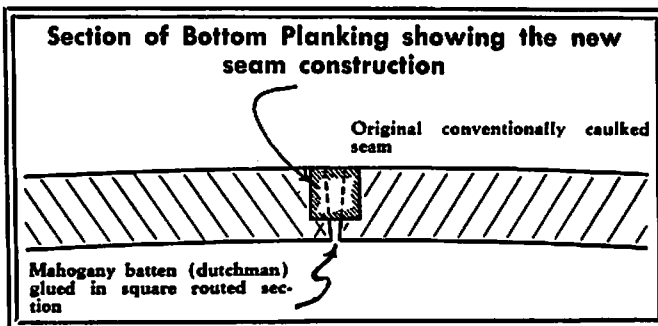
that all this work took more than one spring. I had to work on the Manana all one summer but this was a blessing in disguise for it gave the boat a chance to really dry out. Indoors in the hot summer months with all her paint off really did the trick. Once an old boat gets wet I doubt if she ever gets completely dry in the ordinary winter haul-out period, especially if she is not stored indoors.

Conventional paint will keep a boat dry, I am sure, but I had an added reason to want to be sure the Manana never got wet. I had no idea what would happen if this solid glued type construction I had made ever got wet and the wood started to swell. I was afraid that ordinary paint would eventually crack and allow water to get to the wood. I used, therefore, a product made by Surface Coating Engineers of Kalamazoo, Mich., called Vinyon 200. It is supposed to be an elastic resin that will never crack. I had a little trouble getting a smooth finish with it but it seemed to do the job so far.

Although keeping a boat dry is the most important way to save weight, there are others. I replaced a canvas covered pine deck with a natural finished cedar one and cut down all I dared on the weight of the metal fittings. As a result of all this, the Manana weighed, in mid-season, 1500 lbs.

I doubt that any old boat will keep her weight down unless she is kept out of the water. Fortunately we have a small boat electric crane at the Milwaukee YC. The advantages of keeping a boat on the dock seem quite obvious. It should suffice to say here that quite aside from the weight problem, there is nothing like knowing your boat is safe no matter how hard the wind is blowing. It's quicker to get in and out—no waiting for the club dinghy. It's a lot more fun gassing with the rest of the fleet before and after a race when all the boats are lined up on the dock.

The Manana's performance for the 1954 season was well worth the effort. At home she was consistently up among the winners and sometimes first to finish. She took third in the season standings. In large regattas she was especially satisfying, coming in second, third, fourth or fifth out of 20 to 25 boats with no boat anywhere near her with a number as low as hers. As a result, I feel that she is a definite contender and that although there may be newer, faster boats around, they are not good enough to make much difference. It is within my power as a skipper to win. The boat is good enough.



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# Bells Wanderings by



*Ted Wells*

## HELPFUL HINTS FOR REGATTA COMMITTEES.

Since the prevailing weather at regattas is always lousy, the science of winning friends and influencing people among regatta contestants consists of making them want to come back again in spite of the things that couldn't be helped because of the excellence of things about which something could be done.

By the time this appears in print, the Bermuda Snipe Associates (a group representing the three snipe fleets in Bermuda) will have paid my way to Bermuda and back to spend a few days there helping them in planning the Western Hemisphere Championship Regatta for 1956. In an attempt to give them their money's worth, I catalogued all of the important regattas in the past fifteen years, listing their exceptionally good and exceptionally bad features, and came to the conclusion that with very few exceptions, they could have been improved to some degree by giving a little more consideration to a fact which should be obvious but seems to frequently get lost in the shuffle—namely, that the visiting skippers like to have a good time, but primarily came to the regatta to race!

This lack of consideration usually arises from the fact that, while a few of the local skippers have attended equally important regattas, the majority of the members with whom they have to work have not, and their advice is generally ignored to varying degrees. Because these skippers who have been around still have to continue working and living with the other people involved, they are generally browbeaten into submission. However, since anything that appears in print automatically acquires a ring of authenticity, maybe in the future the suggestions contained here will help Snipe skippers who are working on regattas and are having a little trouble convincing other members of their clubs that things should be different on regatta day.

### RACE COURSES

Most of the trouble with courses arises due to the fact that courses and starting lines which provide the best racing conditions frequently cause inconvenience for the racing committee and the spectators. In purely local races, since race committees are extremely hard to come by, life is generally made as easy for them as possible because their job is a thankless one at best. Also, the spectators on the club porch or float are generally families of skippers and crews or other club members, who, as cash customers, consider themselves entitled to a grand-stand seat where they can see the start and finish of the race.

These are perfectly valid considerations when laying out the starting lines and courses for local races, but they must be tossed in the ash can if you want to make friends and influence people among skippers who have come hundreds or thousands of miles in order to sail a series of races.

Permanently located markers almost invariably cause trouble. In the first place, some concessions have probably been made to the convenience of the spectators and the race committee in locating them. In the second place, the fact that the wind always blows from a certain direction insures only that the marks will be in the wrong place when you put on a regatta, because the wind always blows from a direction in which it has never blown before as soon as the regatta starts. Unless it is absolutely impossible because of depth of water, light buoys which can be shifted should be used. A very satisfactory buoy can be made from an automobile inner tube with a bushel basket inverted on top of the inner tube and painted with florescent paint and with a flag made of daylight florescent fabric about three feet above the bushel basket.

A fluttering flag is much easier to find than a cone on top of a

pole, and the bushel basket, being considerably larger than any cone that can be put on top of a pole, also makes the mark stand out very well. The buoy should be weighted slightly to hold the pole perpendicular, and the mooring line should be weighted also so that it will run as nearly as possible vertically downward from the buoy.

In the World's Championships this year at Santander, Spain, I understand that they had poles about 15 feet high on the marks and that several boats had their sails touch the top of these poles when the rest of the boat had cleared the mark very well and that the skippers did not even know that their sails had hit the pole. These same marks were attached to two separate anchor lines to keep them from drifting, which was a noble idea except that the anchor lines led off on such flat angles that boats frequently got hung up on them. Admittedly, skippers ought to be smart enough to stay a long way away from markers with exceptionally tall poles on them, but there is a tendency to think that when you have cleared a mark with the hull by three or four feet, you have done all that should be expected of you.

At some places, the water may be extremely deep, which makes it difficult, if not impossible, to use easily set marks of the conventional type. Havana, Cuba, is faced with this problem when sailing on the Gulf as the depth is so great that it is impossible to anchor a mark very far off shore except at one point off Morro Castle. When the wind co-operates, this allows them to sail a good windward-leeward course parallel to the shore; however, it is impossible to get a mark far enough out for a triangular course, and if the wind direction does not co-operate, they can't lay out any kind of a course using conventional marks.

They solve the problem by having a small motor boat serve as the off shore mark. By sighting on landmarks on shore, it is possible to keep the motor boat more or less where it is supposed to be and, in any case, the amount that the mark shifts position during the time that the boats are rounding it, is of no consequence. When there is a strong current, it always appears that the mark has just decided to go home for lunch as you approach it, but you soon become resigned to the fact that this is an optical illusion and the guy in the boat really isn't playing games with you.

In any regatta, everyone agrees that all starts must be made to windward, but frequently not as much is done about it as might be. When a skipper has come a long way to sail in a regatta, he will not mind going downwind from the clubhouse a mile or so in order to get a full windward leg rather than to settle for a short beat to the first mark from a starting line more conveniently located. This generally involves beating the spectators out of a chance to see the start and involves a deviation from standard local practice, but it is a very important thing to do even in a relatively unimportant regatta if you want to convince the skippers that the contestants are more important than the spectators. On small lakes, it is frequently difficult to get any co-operation out of the wind and some rather weird courses may be necessary, but nobody objects to these providing maximum use is made of the available water in providing a beat after the start.

When the starting line is likely to be a long way from the anchorage, it is a good idea to announce this fact far enough ahead of time so that boats have no excuse for not being there on time and then the race should be started promptly at the advertised time. One of the regattas around this part of the country which used to be very popular has just about lost all of its customers because they never seem to be able to do anything on time. The last time I was there was several years ago, the wind was blowing between 30 and 35 mph and the starting line was about a mile from the anchorage. I got out to the starting line along with several other boats about 15 minutes before the scheduled start and had an hour and twenty minutes practice at reaching and bailing before the race started.

(To be continued)

# Voice Of The People

## WANTS MORE INTERNATIONAL NEWS.

"Since I began sniping, two and a half years ago, I have received my **SNIFE BULLETIN** almost every month.

As I think it is intended to be representative of all the class (and it really is!), I am disappointed! Every **SNIPER** pays his dues, I expect, as much as American **SNIPERS** do (now don't think I am anti-American!!!). But I rarely read about fleets like Havana except for the short notices about the Western Hemispheres or about Europe, where Denmark, Italy, Spain, and Portugal have good skippers and great fleets, too. How about the Argentine fleets, where such good boats and skippers (Vilar Castex) are sailing, or about ourselves? **SNIFE BULLETIN** should be more international, for **SCIRA** is the most international sailing association that ever existed.

I'm such a proud sniper (snipe makes me proud!) and so disappointed I was when I read such a short report about the World Finals of 1953 (Tom Frost really was great. . . but we are international?). I suppose there should be a special number about it with many pictures and a cover of the winning boat, etc.

The nationals of all the big sniping countries should be reported in detail, e. g. Portugal, Italy, Denmark, Cuba, and sure, the U. S. A., but this is always well reported. Finally, I claim for the internationalism of the snipe **BULLETIN**. The sending of reportings may be a failure of the fleets and publicity chairmen themselves, but the **Bulletin** should send an appeal to them as I do. There is one thing right in the situation: the high number of fleets in the U. S. . . . but we are international, aren't we?

After all this, I'd like to shake hands in congratulation. **SCIRA IS GREAT!"**

Roberto Holluagel, Secretary #377  
late Clube Bandeirante, Sao Paulo  
Sao Paulo, Brazil.

(To know more about Sao Paulo, turn to page 19 of the Oct. 8 th issue of the **SATURDAY EVENING POST**. You will be quite impressed!—Ed.)

## OBJECTS TO LIGHTNING.

"Recently, something came up in our racing which provoked some thought on my part and has prodded me into writing this letter. On August 28th, we had a squall on our lake with winds of approximately 50 mph. The wind was not so vicious, but we did have lots of lightning with this storm. I personally received a shock in both arms as I was attempting to take the mainsail down. My arms were between the centerboard and one shroud. In 1946, I was in a similar storm in Wichita where a fellow was paralyzed from the waist down when lightning jumped from the stay to the centerboard. In our storm, we had one boat destroyed by lightning which didn't really have to happen had the boat been properly grounded. One other person received shocks while in his fiberglass boat.

While all this was happening, my general feelings were that I would be money ahead to deliberately turn my boat over and thereby reduce the probability of being hit by lightning. However, I didn't do it, but, rather, jumped overboard to get away from the lightning. The following week I conferred with some of our experts in high voltage work and got pretty much the same consensus from all parties as to preventive measures which could be taken. From inspecting the destroyed boat, it was decided that grounding paths should be provided from the stays to the centerboard and, if wire halyards exist on the boat, they also should be grounded to the centerboard. If wire halyards do not exist, probably a #12 wire run down the mast to the centerboard is large enough to do the job. The wires, of course, between the stays and centerboard offer a better path than through some crew member and should reduce the hazard considerably, I believe that, in the case of the boat destroyed at our lake, had these wires been installed, only the mast would have been shattered instead of the entire hull.

I recommend, as a suggestion, that fiberglass boats in particular have copper strips molded right into the hull for grounding purposes. In fact, if I were to order a new fiberglass

hull at this time, I would insist that this be done. The matter should be considered by the proper **SCIRA** officials. People will say that this doesn't happen very often and the hazard is not very great, but, believe me, twice in nine years is enough for this "kid".

Martin W. Hellar, Jr. Galway #412  
Schenectady, New York.

## SNIFE FLIES TO THE UNION OF SOUTH AFRICA.

"Greetings from the other end of the globe, from yachting enthusiasts anxious to start a snipe fleet in South Africa.

My husband and I have derived a tremendous amount of pleasure from sailing our snipe in Lourenco Marques, where we are members of the Clube Naval. We have been successfully participating in the regattas there for the last 8 years, and we are pleased to say that at the last major regatta, there were 23 starters. We now intend bringing our snipe to the Union of South Africa and to start a snipe fleet in our home waters, being the Transvaal Yacht Club on the Hartebeespoortdam, 25 miles west of Pretoria. (You had better look this up on a map). Our dam is only a mud puddle during the dry season, but it does produce some excellent yachtsmen. My husband, Hellmut Stauch, represented South Africa in Helsinki in 1952 in the Fin Class. It might be of interest to know that, prior to his migrating to S. A., he designed the Olympic Monotype (Olympia-jolle) in Germany in 1934, which was sailed at the Games in Berlin and is still an international class.

We have various members of our club interested in **SNIFE**. We have 3 boats now, with 2 building, and feel confident that, by next year, we should have quite a good fleet."

—Carmen Stauch  
Hakahana, Pretoria, South Africa.

**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!**

**FOR SALE: SNIFE 3708.** Please make an offer. Boat complete with three mainsails, two jibs, all equipment, new Seavy mast, and steel trailer—a real buy. F. O. B. Savannah or Atlanta, Ga., same price. Write B. R., P. O. Box 1007, Savannah, Georgia.

**BUILD YOUR OWN TRAILER:** Get a blueprint and detailed instruction sheet for a trailer especially designed for your **SNIFE** from **SCIRA**, 655 WEBER AVE., AKRON 3, OHIO.  
ONLY \$1.00 postpaid.

An ad this Size Costs  
**FIVE BUCKS**  
one time only

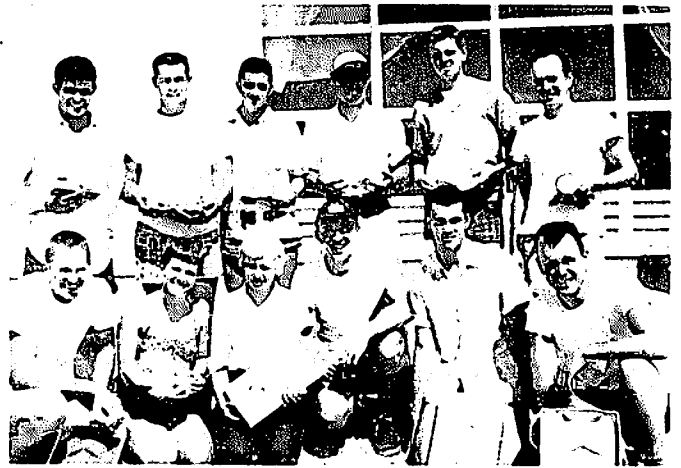
**SNIFE BULLETIN** 655 Weber Ave., Akron 3, Ohio.

*Varalyay* **BUILT SNIPES**  
...Again...  
"The Choice of Champions!"

1954 1st.—TOM FROST  
2nd.—TED WELLS  
NATIONALS 3rd.—TERRY WHITTEMORE

**VARALYAY BOAT WKS. GARDENA, CALIF.**

# NEW FLEET HAS 1st REGATTA



**WINNERS AT INDIANAPOLIS.** Crews, front, l to r.: John Holdman, Jan Miller, Dottie Slauson, Walt Krause, Pete Durno, and George Hay. Skippers, back, l to r.: Bob Pfaff, Tom Wurster, Cleve Slauson, Bernie Rowe, Jim Bissell, Harry Levinson.

Snipe Fleet #409 of the Indianapolis Sailing Association put on its first regatta on the weekend of September 10-11, and it was a big success. We had good weather and a big crowd with 24 boats from 4 states representing 8 yacht clubs. From all indications, it will be an annual affair. Our fleet and club are brand new and we sail on Geist Reservoir, which is just northeast of Indianapolis.

Two races were sailed on Saturday in a brisk 20-30 mph wind. Luckily, it abated to an 8-12 mph breeze Sunday, because there were several blistered hands. Saturday night's party did not help the conditioning of the sailor, either.

Bob Pfaff of Eagle Lake, Mich., was first, but it was nip and tuck until the final gun. Our Indianapolis sailors came to life in the final race and finished 1,2,3,6, and 7. Fiberglass boats placed 2nd and 4th in the final standings.

By next season, we should have 20 active racers in our local fleet and expect to sail a full schedule of events. We also hope to get in some team competition with any fleet within a two or three hundred mile radius.

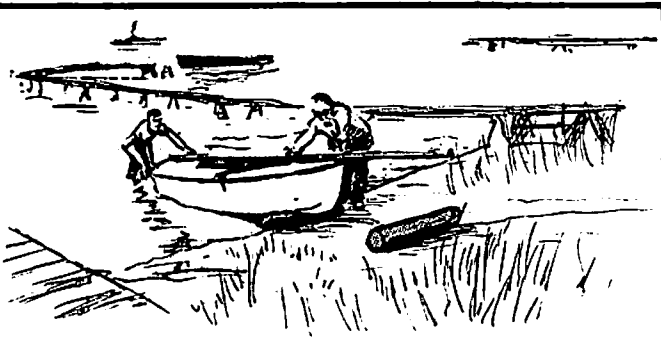
Following is a summary of the races:

No.	Skipper	Club	1st	2nd	3rd	Final
9299	Bob Pfaff	Eagle Lake, Michigan	2	6	4	1
10062	Tom Wurster	Diamond Lake, Michigan	5	1	12	2
10172	Harry Levinson	Wawasee & Indianapolis	1	disq.	1	3
10240	Bernie Rowe	Diamond Lake, Michigan	6	2	11	4
4360	Jim Bissell	Grand Rapids, Michigan	3	8	9	5
9361	Cleve Slauson	Peoria, Illinois	12	7	5	6
6938	Hasel Carver	Green Lake, Wisconsin	8	3	17	7
6774	Tom Heckel	Indianapolis	4	dnf	7	8
10007	Tom Head	Peoria, Illinois	9	4	15	9
10239	Stah Salsenstein	Peoria, Illinois	10	10	8	10
7346	Russ Hayes	Indianapolis	13	14	3	11
9352	Johnny Call	Indianapolis	7	5	19	12
7999	Bud Leonard	Diamond Lake, Michigan	11	11	10	13
10153	Pete Krieg	Indianapolis	dnf	13	2	14
8600	Paul Zent	Indianapolis	15	15	13	15
9869	Paul Anton	Peoria, Illinois	16	12	18	16
5935	Tom Gofar	Springfield, Illinois	14	16	20	17
8358	Art Pickford	Peoria, Illinois	dns	9	14	18
5635	John Call, Sr.	Indianapolis	dnf	dns	6	19
8185	Bob Forbes	Indianapolis	19	dns	15	20
9090	Harold Robinson	Indianapolis	18	dns	21	21
8591	Don Drabek	Indianapolis	20	dns	dnf	22
8076	Tim Scanlon	Indianapolis	dnf	dns	22	23
9318	Jill Carver	Green Lake, Wis.	17	dns	dns	24

ENGLISH--as she is spelled!

Said a farmer: "This ground is so rough  
I don't see no reason to plough;  
I could go into town  
Since no crops will be sown,  
But what'll I do without dough?"

—Bill Engel.



Airollers are heavy canvas cylinders 9½" dia. by 48" long, neoprene bottom lined and inflated by mouth only. They're used to roll boats up on shore, and are rated for sailboats and outboards up to 1200 lbs. Airollers roll without "sinking in" or "stalling" over sand, pebbles, rocks, mud, ramps and paved surfaces with amazing ease. Low pressure and frictionless they will not damage the finest racing finish. Snipe skippers have found Airollers wonderful for bottom cleaning, end-of-season storage, rolling up the beach to the trailer, temporary mooring float, fenders, and emergency life preservers. When deflated they stow in a small space. An illustrated folder will be sent free upon request.

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**  
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**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

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**LOUIS J. LARSEN, Yacht Sailmaker**

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