

# SNIPES BULLETIN



SEPTEMBER, 1951

OFFICIAL PUBLICATION SNIPE CLASS INTERNATIONAL RACING ASSOC.



The topmost picture is one of the starts of the Missouri Valley Regatta. The group below are the winners at the Eagle Lake, (Mich.) Championships. Above, right, is Tom Hanna with the Lake Erie Championship Trophy and below him is brother Jack with the same for Lake Ontario. The two Chattanooga Snipes at bottom belong to Dixie Roberts left and Harold Gilreath, both of the Privateer Snipe Fleet.



# ROGER SMYTH NEW PACIFIC COAST CHAMP

by Gordon R. Sinclair

For the second time in two years, Roger W. Smyth skipper, and Virginia Smyth, crew, won the Pacific Coast Championship racing against 15 other Snipes the pick of the California crop. Boats came to the regatta from Balboa, Alamitos Bay, San Luis Obispo Lake Merritt, Los Angeles Harbor and Santa Monica.

The Smyths made a pretty good job of it with 2 first places and one fourth. The first race began



Roger and Virginia Smyth with trophies they won at Santa Monica

at 2.30 pm., July 28th. Wind, west about 10 miles an hour. Course, triangular, twice around. A good start was made but for some unexplained reason Fred Miller, Jr., in No. 4150, came back shortly after the start, hauled out his boat and went home. At the end of the first lap Roger Smyth was in the lead and that's where he stayed until the finish. George Voerge of Lake Merritt was in second spot all this race. After about seven miles of close racing all the boats finished within five minutes - an extremely close race.

The second race started 10.45 next morning the wind being a little south of west with a triangle course, twice around. Len Smith, No. 3421, dropped out after a foul. At the windward mark Smyth once more was in the lead with Voerge still chasing him. Phil Ramser, L.A. Harbor, hit the mark and dropped out of the race. Smyth was again first across the finish line and Jules Voerge again in second spot. Walt Glecker was once more third.

The next race was two hours away so the fleet adjourned to the pier and had lunch. While lunching all were surprised to see the mast in Dan Elliott's boat fall over the side, stays, sails and all. It seems that Dan had his mast stepped on deck and a bolt that held the mast tangs, loosened up and let the whole business go overboard. He had it all ready for the next race.

Third race was the same as the second, two laps with a start at 2.45 pm. Wind was due west, velocity up to about 18 miles an hour. The wind kicked up to nearly 25 miles an hour before the end of the race. Voerge's boat was first around the windward mark

with Roger Smyth in second. Skipper Hopkins was in third place. After the second mark, on the run to the third, Hopkins slid up into first place. Voerge was second and Smyth, third. On the next windward leg, Hopkins dropped back into fourth place again with Dan Elliott from Balboa first. Voerge was once more second and Smyth, third. Skipper Hopkins made his boat plane on the reaching leg and passed two boats before they knew what happened. Then he passed two more to put him in front again, his boat going at high speed. Hopkins won, hands down in the last race with Dan Elliott second, Voerge in third and Roger Smyth, fourth.

After the boats were hauled out and the prizes presented all the contestants admitted that they'd had a wonderful time. The general opinion was that it was a tough place to launch the boats but just about the only place on the coast where you could get a real beat to windward.

Roger Smyth, Santa Monica,	1	1	4	4569
Jules Voerge, Jr., Lake Merritt,	2	2	3	4486
Walter Glecker, Alamitos Bay,	3	3	7	4044
R.H. Hopkins, Jr., Santa Monica,	9	6	1	3849
Jim Clinton, L.A. Harbor,	5	4	11	3565
Harry Dewar, Santa Monica,	8	9	8	3202
Michael Jager, L.A. Harbor,	6	10	12	3027
Dan Elliott, Alamitos Bay,	16	12	2	2987
Gene Patrick, L. Merritt,	11	13	6	2909
Arch Higman, Alamitos Bay,	13	8	9	2897
Bob Woolf, San Luis Obispo,	10	11	14	2590
Len Smith, L.A. Harbor,	4	--	5	2565
Jack Steele, Alamitos Bay,	15	7	16	2457
John Noteboom, L.A. Harbor,	14	14	13	2242
Phil Ramser, L.A. Harbor,	12	--	15	1517
Fred Miller, Balboa,	--	--	--	0000

## New, Economical Snipe Insurance

W.G. Lineburgh & Son, 952 Main Street, Bridgeport Conn., have come up with a reasonably priced rate for insurance on a Snipe, \$2.50 per \$100 valuation per year or \$6.25 per \$100 on a three year basis. The new policy, instead of naming specific perils assumes all risks for loss or damage and excludes a few uninsurable perils. The new policy covers any loss in or out of the water for all year around in U.S. and Canada and includes complete coverage during racing and trailing. There is no deductible clause. This insurance is applicable not only to Snipes but to most other classes as well. Volume of business make the premium rate possible.

## Hiking Boards Not Allowed

Chairman of the International Rules Committee T.A. Wells has recently handed up a decision on the use of hiking boards on Snipes. This is a subject that has been discussed on numerous times before and Mr. Wells has settled it once and for all by saying "NO". He says that the use of such a board will give an undue advantage to the user, that it takes considerable ingenuity to rig one up and the added cost is also a factor. If no one has a hiking board, everyone is on an equal footing.

## New Fleet Captain

Guy W. Gupton, 2716 Lenox Road, N.E., Atlanta Georgia, is the new fleet captain of Fleet Number 330. The former fleet captain has joined up.

## ----- SNIPE FOR SALE -----

FOR SALE: Snipe 7880, beautiful boat, planked deck Varialay pear-shaped mast and square boom. Wire halliards with bronze halliard winches. Full and flat set of Watts sails. \$800.00. Jack M. Hurwich, 1610 West Circle Ave., South Bend, 21, Indiana.

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THIS IS PART OF THE FLEET OF MORE THAN 40 SNIPEs AT START OF SECOND RACE

## KAUFMAN SHELLACKS SOUND SKIPPERS

A complete and thorough beating was administered to competitors by Ray Kaufman, Fleet Captain of the City Island Fleet when thirty odd Snipes gathered at Cedar Point Yacht Club, Westport, Conn., for the annual Long Island Sound Individual Championship. Ray did a wonderful job of it and was more than one minute ahead at the finish of each of the three races.

Due to bad weather, the first race was postponed from Saturday, July 28th, so that all three battles had to be run off on Sunday with two races before lunch and one after. The day had a beautiful day and a nice southeast breeze that made possible a perfect windward start in each race. Courses were all triangular, about 4 miles once around.

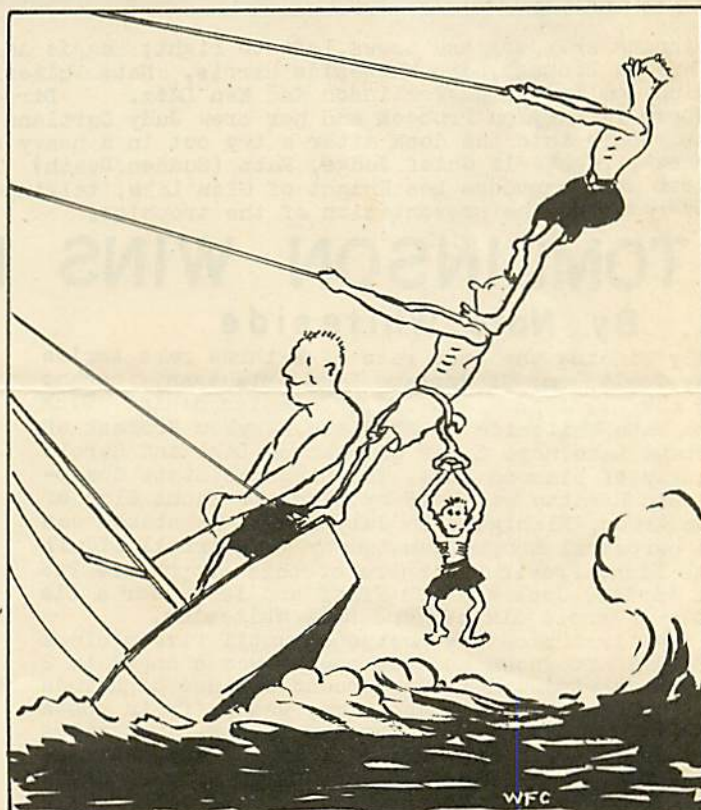
Competing fleets included, Cedar Point, Milford, Manhasset Bay, City Island, Lake Quassapaug and Sea Cliff. About forty boats started in the first race but when they were checked over for eligibility about ten of them were disqualified. A number of crews quit before the last race because of Sunday traffic and the necessity of getting home.

The summary for the three races is given below. The disqualified and ineligible boats have been omitted altogether;

Ray Kaufman, City Island, first,	4800
Patricia Hurley, Cedar Point, second,	4109
Joseph Remlin, Cedar Point, third,	3837
J. Watson, Cedar Point, fourth,	3833
Terry Whittemore, L. Quassapaug, fifth,	3826
Jim Nolan, Cedar Point, sixth,	3421
James Kernan, L. Quassapaug, seventh,	3013
Ted Cronyn, Manhasset Bay, eighth,	2970
Hal Winston, City Island, ninth,	2531
T. St. John III, L. Quassapaug, tenth,	2467
Joan Gray, Cedar Point, eleventh,	2365
Hi Upson, L. Quassapaug, twelfth,	2274
George Schwenk, L. Quassapaug thirteenth,	2201
C. Nicholson, City Island, fourteenth,	2196
Ted Clark, Sea Cliff, fifteenth,	2069

Milt Taffet, City Island, sixteenth,	2046
George Cane, City Island, seventeenth,	1901
Don Bogert, Sea Cliff, eighteenth,	1732
A.M. Lamport, Cedar Point, nineteenth,	1721
Nancy Ford, Cedar Point, twentieth,	1581
Robert Doolittle, Milford, twenty-first,	1291
H. Blohme, Sea Cliff, twenty-second,	1250
S. Griffing, Milford, twenty-third,	1010
Bertram Knopf, Milford, twenty-fourth,	985
Marshall, Manhasset Bay, twenty-fifth,	977
Bill Parenteau, Sea Cliff, twenty-sixth,	884
H. Lyness, Manhasset Bay, twenty-seventh,	761
Robert Bean, L. Quassapaug, twenty-eighth,	674
Bob Chatfield, L. Quassapaug, twenty-ninth,	569
Jack Lyster, Sea Cliff, thirtieth,	485
Susan Hitz, Cedar Point, thirty-first,	321
Fred DiGiovanni, thirty-second,	200
John McDonald, L. Quassapaug, thirty-third,	128
G. Christman, Manhasset Bay, thirty-fourth,	121

## FERRY FUNNY DEPT NO.2



Scallapini Brothers, famed international acrobatic team, have just read Ted Wells' book, Scientific Boat Sailing, and now have worked out a way to balance their Snipe in high winds. Thanks to JAB

## RACING SNIPEs

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Winning skippers and crews, left to right; Maggie Amlof, Marylou Probeck, Barb Whiteside Harris, Nate Whiteside, Dick Tomlinson, Bud Tomlinson and Ken Lutz. Directly above is Marylou Probeck and her crew Judy Cartland as they came into the dock after a try out in a heavy sea. Above, right, is Chief Judge, Matt (Sudden Death) Taggart and Commodore Les Knight of Glen Lake, talking it over during the presentation of the trophies.



Photos by Mike Symonds

## TOMLINSON WINS MICHIGAN CHAMPS

By Nate Whiteside

By winning the last race of a three race series Dick Tomlinson, of Portage Lake, Michigan, became the new Michigan State Snipe Champion. Behind Dick came Nate Whiteside of Glen Lake, Marylou Probeck of Portage Lake, Mort Ziker of Diamond Lake and Harold Slutsky of Diamond Lake. The Michigan State Championship Regatta was held by Glen Lake Yacht Club of Glen Arbor, Michigan, on July 21-22. At stake was the perpetual trophy donated by W.W. Carroll of Gull Lake Mich. Previous winners of this trophy are Pee Wee Pardee, Jack and Bob Pfaff and last year a tie between Harold Slutsky and Nate Whiteside.

The first race was postponed until five o'clock Saturday afternoon and the course was changed to 2 laps on a windward-leeward round because highwinds and seas. The wind, at race time, was puffy in spots with velocities of from zero to thirty-five miles an hour. The race was called after one lap, the order of the first five finishers being Nate Whiteside, Dick Tomlinson, Marylou Probeck, Mort Ziker and Harold Slutsky. Following the race, dinner was served at the yacht club and square dancing carried far into the night.

Sunday morning the skies were clear and the second race was a lap and a third, around a triangle.

Start and finish were beats into the wind. Marylou Probeck led the pack all the way around and showed the boys how it should be done. Astern were Mort Ziker, Harold Slutsky, Dick Tomlinson and Nate Whiteside in that order.

The final race started with everyone knowing that if any of the top five boats finished first and if Marylou Probeck failed to get first or second, the regatta would be theirs. The course was triangular, starting and finishing in front of the yacht club. The first and last legs were to windward. Rounding the last mark, top five boats were closely grouped with Tomlinson leading by a few feet. He managed to increase his lead near the finish. The order at the finish line was; Tomlinson, Whiteside, Slutsky Probeck and Ziker. This made the final results

Dick Tomlinson, Portage Lake	2-4-1	4490
Nate Whiteside, Glen Lake	1-5-2	4417
Marylou Probeck, Portage Lake	3-1-4	4413
Mort Ziker, Diamond Lake	4-2-5	4186
Harold Slutsky, Diamond Lake	5-3-3	4184
Kay Hench, Glen Lake		3470
Pete Whiteside, Glen Lake		3281
John Ebbert, Glen Lake		3013
Tom House, Glen Lake		2314
Betty Williams, Glen Lake		2180
Chuck Saxon, Glen Lake		1922



## SNIPES BULLETIN

Snipe Bulletin is published in the interests of Skippers of Snipe Class sail boats. It is wholly owned by the Snipe Class International Racing Association and is distributed free of charge to Snipe owners who pay Association dues for the current year. The contents are not copyright and may be used if credit is given to the Association.

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## Race Dates Still to Come

Sept. 1-2-3 Southwestern Champs, Dallas, Texas  
Sept. 8-9 N. J. State Champs, Lake Parsippany NJ  
Sept. 15-16 Lake Lotowana Trophy, Missouri Y. Club  
Nov. 29-Dec. 4 World's Championships, Havana, Cuba

## Snips from the SNIPE'S Bill



Please let us know if your name and address is not correct. Every Snipe who pays Association dues is entitled to The Snipe Bulletin. If your membership card says - "Expires March 31st, 1952," you are entitled to get this Bulletin. Please let us know if your address is wrong or if you don't get it.

## Pay Your Dues

According to the rules of the Snipe Association and the North American Yacht Racing Union, you are not supposed to enter your Snipe in any regatta unless (a) your boat has a number, (b) your boat is measured, (c) you have paid Association dues this year and have a card to prove it. You are not supposed to use one boat and sails from another boat except in races where everyone does this. The number on your membership card, sails and boat must all be the same. If you do not do this, the Committee can throw you out without a protest and if other skippers protest you you are disqualified. In all regattas, the Committee in charge must ask for a show of membership cards and if you don't have a card or the number does not gybe with the boat, you cannot start in any of the races no matter how far you trailed your boat. Be sure of these things before you leave home. And while we're at it, may we remind you that dues are now \$3.00 a year, numbers, \$2.00 and transfers of ownership \$2.00.

Exec. Sec. has asked us to again ask Snipers not to wait until last moment before sending in money for dues, etc. Air mail, special delivery seems to look very important but it gets to be an old story.

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## Correct your Rule Book

J.J. Ramel, 404 Admiral Blvd., Kansas City, 13, Missouri, is new Fleet Captain for Missouri Yacht Club (Lake Lotowana) Fleet. \* \* \* Bart Jones, 1106 Armada Drive, Pasadena, California, is now Captain of the Newport Harbor Fleet which was formerly the Balboa Fleet, No. 94.

## Dont Forget Point Scores

The point score system in use by SCIRA, makes it possible for fleets all over the world to compete with each other without ever leaving home. The system has been in use a long time and works very well indeed. It will add a great deal to your fleet races to have such events for point scores and at the end of your race season they are sent to SCIRA where all are compiled and eventually printed. Special forms are provided to fleets by SCIRA for the asking and scores made up in any other way are not acceptable and will be returned. At the end of the season the International and National high point championships are awarded the historic Minneford Trophy and the Reichner Trophy. Read your book of SCIRA rules for data on the score system.

## CHATTANOOGA Chew-Chew

Congratulations to our hard working Executive Secretary (or publicity department, or whoever) on the splendid Snipe publicity that appeared in the July 30th issue of NEWSWEEK. Millions of readers can't help but conclude from the article that Snipe is right at the top in one design racing. The picture was a knockout and we think Snipe simply stole the show. A really grand job, and orchids to you, Bill Crosby (or publicity department or whoever is responsible) . . . Privateer Snipe Fleet, Chattanooga, Tennessee.

Well, thank you Privateers - it did turn out pretty good, didn't it.

## NEW FLEET in MILWAUKEE

A brand new fleet, boys. Right in Milwaukee in a section of hot Snipe competition. The fleet's in South Shore Yacht Club and has charter No. 353.B.E. Phillips, 5657 North Bay Ridge Ave., Milwaukee, 11, Wisconsin, is Fleet Captain. Be sure to put him in your 1951 rule book. What we need is more fleets just like this one. Who's next?

## New Fleet on Riviera

The newly chartered Snipe fleet at Monaco will we hope some day blossom into a location where the Internationals could be held. This fleet is No. 352. The night life in the Casino at Monte Carlo might make it tough racing next day, but look at the fun you would have.

## THE CHOICE OF CHAMPIONS LARSEN SAILS

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# WELLS' WANDERINGS

## •• SAILS ••

The effectiveness of the new rule requiring banding of the mast and the boom seems to vary considerably in different parts of the country.

Here in the Middle West in some of the earlier regattas boats showed up without stripes and stripes were hastily added using tape. At the later regattas all boats had stripes although some of them were still using tape. All of the skippers out here have been very careful in hoisting their sails and I have not seen any that were stretched beyond the limits in any of the regattas out here. This condition apparently does not exist however, on the East Coast.

I have been informed that many boats back there are still using tape instead of painted stripes. This of course cannot be allowed as there might be a few chiselers who would make a slight error in the location of the tapes. The rule is also very specific in requiring that the stripes or bands on the mast and boom must be one inch wide and must be in a contrasting color to the mast and the boom. Yellow and white are certainly not contrasting colors on a varnished spruce mast or boom.

The location, width, and color of the stripes must be checked by the fleet measurer and the stripes must be painted on--not taped on.

Race committees should keep an eye on the setting of the mainsails and anyone attempting to stretch the main beyond the legal limits should be disqualified. This rule was made to protect skippers using legal sails, and it is certainly up to the competing skippers to warn any boat with the mainsail stretched beyond limit. If the skipper refuses to set his mainsail so that it is within limits, a protest is in order.

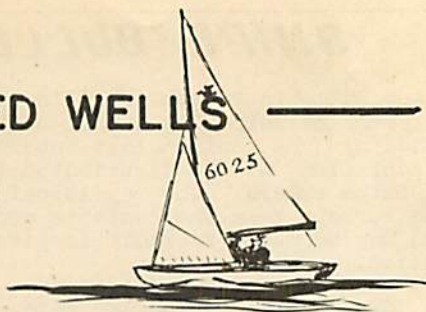
\* \* \* \* \*

My pet aversion is toward the guy who thinks he has to buy one or two new suits of sails every year in order to win races. My next pet aversion is toward the guy (usually the same one mentioned above) who after using his new sails in one or two races announces that they are no good. Maybe they aren't any good; sail making is very much of an art, and no sailmaker can make two suits of sails which are

## Interfleet Racing in CUBA

From Carlos Bosch of Santiago de Cuba, comes a letter telling of how the fleet is picking up new members and boats. Carlos has a brand new Varalyay Snipe and expects to win the Fleet Championship so he can win the Cuban Championship so he can win the World's Championship in Havana in December. In his letter he states that for the first time Cuban Snipes were trailed from Havana to Santiago. Some of the skippers from the Casino Espanol brought their boats and gave the Santiago Snipers a trouncing. It is hoped, by Bosch and others, that they will have

By TED WELLS



absolutely identical; however, the chances are that the main trouble is that the skipper simply does not know how to handle his new sails.

It is my opinion that it takes several years of racing with a suit of sails before the skipper knows how to use them to the best advantage. There have been two good examples of this in our fleet this year. One of our skippers was starting in on the fourth season on his sails and had about decided last year that maybe he needed some new ones. During the winter he made some changes on his boat which were an improvement and he started off this year doing very well in our local races and also in regattas. Part of this was probably due to the improvements he had made in his boat, part of it was due to the fact that he was getting very good starts, and part of it was due to the fact that he did have some fairly good luck; however, I am convinced that the major improvement was due to the fact that he had finally gotten the hang of using his sails to the best advantage.

During the same period of time I was using some sails which I started using last year. I had made some changes in the rigging of my boat during the winter and it took me until about the middle of the summer to figure out where to trim my jib with these sails and with the slight changes I had made in the rigging of the boat. I think in another couple of years I will be able to handle these sails pretty well.

\* \* \* \* \*

If the foot of your favorite old jib is getting frayed around the edges, and if it is having a tendency toward being over the maximum length, get some "Bondex" mending tape at any dry goods store. For thirty cents you can get enough tape to apply to the entire length of the foot of the jib. This tape is put on with an electric iron. It will stay on for several years and does a good job of reinforcing the foot of an old jib.

more racing of this type and as soon as the new highway is finished, they expect to take their boats to Manzanillo to raise some enthusiasm over there.

## Racing for Fun

Nearing Emmons reports on what a customer told him during the regatta at Diamond Lake. This skipper stated that while he didn't win any races he'd had a wonderful time in every race by just trying to see if he could pass the man just ahead of him. The trick is, of course, to pass 'em all until no more boats are ahead. This condition should be reached just as you come to the finish line.

## Fleets Combine

Great South Bay Fleet, No. 67, on Long Island has decided that it is too much of a struggle to keep the necessary minimum of five boats in their fleet and have therefore voted to join forces with Fleet No. 125, Amityville, Long Island. This is a good way to get one strong fleet instead of two weak ones.

## MAIN SHEET JAM

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# HANNA BROS. WIN BATTLE OF LAKE ERIE

Newport Yacht Club's brother act, the sailing Hannas, split a pair of the region's better trophies for Snipes on Irondequoit Bay, August 4th and 5.

Oldest brother Tom, 25, with kid brother, Jed, twenty, crewing for him on the Shady Too, won the Ritzhaupt Trophy, a joint Lake Erie-Lake Ontario Championship. Middle brother Jack, 23, with John Donovan as crew on the Q-T, took the Briody Trophy for the Championship of Lake Ontario Snipe Fleets.

Five yacht clubs entered boats, but it was all a Newport show from start to finish. So far this year, the Newport Snipe skippers have not been beaten in any regatta.

Four races were held over the week end with the first and second races counting towards both trophies. The third race was the final for the Briody with the fourth race the final for the Ritzhaupt. This arrangement of races, with the approval of the New York State Snipe Association, was set this way so that both trophies could be raced for over the same week end.

Newport Yacht Club's ace Snipe skippers completely dominated the two day regatta as they had a win, place and show in every race and ended up in

the top four positions in both trophy chases.

Saturday's races were held in northerly winds of 15-18 miles an hour. These winds set the stage for one of the most spectacular sailing demonstrations seen in this area. Chuck Webster, sailing for Nine Mile Point Club, capsized twice. He fell out of the boat once when his foot missed the kick strap as he scrambled to the high side when a puff hit his craft. In spite of these troubles, Webster still ended up in thirteenth place out of 28 boats.

Space does not permit printing the entire summary so we give you the first five boats only;

J. Hanna, NYC	3	2	4	3	1	2
T. Hanna, NYC	5	1	5	1	3	1
S. Toth, NYC	1	6	6	2	4	3
S. Roworth, NMPYC	4	4	7	13	5	5
R. Vreeland, NYC	2	7	1	8	2	4

The abbreviations after the skipper's name are for Newport Yacht Club and Nine Mile Point Y.C.

The figures in columns are for the four races. The next to last column is for final in Briody race and the last, right hand column is the final standing for the Ritzhaupt Trophy.

## Southeasterns Go To Duffy's "Walter Mitty"

Eighteen Snipes were entered with a hot field of three boats from Clearwater, in the Southeastern Snipe Championships held late in July at Charleston, South Carolina. Francis Seavy, of Clearwater, was on hand to defend the trophy that he had won in 1949 and 1950. Other top ranking skippers present included Harold Gilreath and Owen Duffy from Privateer Yacht Club, Chattanooga, Tenn. Guy Gupton of the newly formed Atlanta Yacht Club fleet came down with his boat also. The local sailors leader was Rudy Rustin.

Three grand days of perfect sailing weather were provided by the local fleet and weather man. Owen Duffy lead at the start of the first race and lead throughout the event. On the final leg, Seavy came up on the leader strongly and was less than a length behind at the finish. Rustin finished third and Gilreath was fourth.

In the second race, Seavy grabbed the lead with the starting gun and took the race in a walk away. No one ever got near him. Cliff McKay held in second position for the entire course. Duffy, after a premature start recall, came through the fleet to cop third spot. Wind was fresh to strong in this race, with boats planing for hundreds of yards at a time.

The final heat was virtually a match race between Duffy and Seavy. It was a heartbreaker for the Florida skipper. Harold Gilreath moved up in this race and was first at the first mark with Duffy in second and Seavy, third. Seavy got out his steam roller reaching gear on the second leg and roared by Duffy. With a 150 foot lead at the end of the third leg, he was a cinch to win the cup. He maintained this lead to the James Island marker, closely fol-

lowed by Gilreath but with a wide margin over Duffy. At this point Seavy started to luff Gilreath carrying both boats far to windward. Duffy continued on his way in midstream where there was better air anyway and by the time the three made the red nun, which was the next turning mark, Duffy was a boat length ahead. Gilreath got the inside on this mark and was second around and Seavy, of course, was third. The three boats did not again change position and Duffy crossed the finish line a winner.

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Dick Tomlinson WON Michigan State Snipe  
Championship at Glen Lake in an

**EMMONS RACING SNIPE**  
EMMONS at Brewerton, N.Y.



## Michiana Championships

The Michiana Championships were held at Eagle Lake, Edwardsburg, Michigan, August 4th and 5th. It is reported to have been a wingdinger. Seven fleets were represented including Diamond Lake, Indian Lake, Wawasee, Birch Lake, Corey Lane, Wolf Lake and the host club. And Dick Brotherson did a complete and thorough job by winning for Diamond Lake.

The first race on Saturday started in a broiling hot sun with the breeze shifting all over the lake. Most of the time there was no wind at all.

Bud Leonard was first, Dick Brotherson also of Diamond was second and Cornell of Wolf Lake in 3rd place. The second race saw better breeze condition and Jack Tillman of Wawasee was home first. Diamond Lake's Dick Brotherson was in second spot. Wawasee's Frank Levinson was right on his transom for third. At the third race, the breeze still held good and its direction permitted a start directly in front of the clubhouse. Frank Levinson came home first by a wide margin with Ginger Scheuneman second. That Dick Brotherson was in third place which gave him a first, a second and a third to be declared the champion of Michigan and Indiana. Frank Levinson's positions in the three races gave him second overall in points and Bud Leonard of Diamond Lake came in third.

## Canadians Fight It Out

The Northern Yacht Club of North Sydney, in Nova Scotia held three championship race series late in July - The Dominion, Provincial and Maritime Provinces. Complete information has not come in at the time this is written but several things are apparent - The Snipes and sponsoring club had a constant battle with the weather man who insisted that all Snipe races should be held in at least thirty mile breezes. Several of the races had to be postponed. Also, there appeared to be a mix-up in the starts for the National Championships which could only be settled by telegraphing the Executive Secretary.

Reports sent in failed to mention just who won the John Leckie Ltd. Trophy for the Dominion Snipe Championship. The yacht clubs competing were, Armdale, Northern, Royal Cape Breton, Bras d'Or. The Provincial Championship for the Premier Angus MacDonald Trophy was won by Don (Duck) Scarfe. The Maritime Provinces Championship was won by Don Cooley of Armdale Yacht Club. Then they held a post-series of races for the Cape Breton Championship. This was won by 65 year young Walter MacKinley of Royal Cape Breton Y.C. who took the younger elements for a sleigh ride in this event.

Most important was the election of Ben Gallup of Northern Yacht Club as the new Canadian Secretary. He will be direct liason between Canadian Snipers and the Association. He is a well known insurance agent in his area and is considered an authority on racing rules and Snipe requirements.

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## President's Cup ON AGAIN...

After being called off once, the President's Cup Regatta at Washington, D.C., is back on again with dates of September 15 and 16 for the sailing races. Snipes will be given a start both days. Entry blanks, etc., may be had from Benjamin G. Minor, 309 Lynwood St., Apt. 201, Alexandria, Va. All sailing boats must register at Washington's Sailing Marina which is just south of National Airport half way to Alexandria, Va. For a kindred Snipe skipper, phone to Bob Busby, at WOODLEY 6985. His address is 4614-42nd St., N.W., Washington, 16, D.C.

## IRISH PENNANTS...

Sorry, but we just didn't have space to get in all the Snipe regattas this past month - and some fleets didn't send in all the material. For instance, while we have a summary of the Diamond Lake Regatta in which nearly 50 Snipes started, we have no story, no newspaper clipping or anything to help write a story of the race. On Eagle Lake's Regatta we received a story but no summary. So what? And pictures - we need 'em badly - glossy photos. Not newspaper cuts as we cannot make a cut from a cut.

The Long Island Sound Team Championships at Cedar Point Yacht Club, (Conn.), were sailed in weather that was said to be "phew". It was hot, muggy with little or no wind and rain threatening every minute of it. Only two three boat teams turned up for the affair. An earlier attempt to let in a team from Lake Quassapaug was turned down by Sea Cliff Fleet, owners of the Trophy. They stated that competition was open only to L.I. Sound Fleets. Cedar Point's team had a total of 4334 points to 4121 for City Island's team. Cedar Point's team was composed of Joan Gray, Jim Nolan and Joe Remlin. The City Island team was made up of Ray Kaufman, George Cane and Bill Errico.

With only a summary to go on, we report that Diamond Lake's regatta was swept by the Levinsons of Lake Wawasee, Indiana. Harry was first and his brother Frank was second. Harry had a fourth and 2 firsts and brother Frank had three seconds. In 3rd place came Diamond Lake's Jim McCaffery with a 4th 1st and 6th. The summary shows 48 starters, every one of which was 100% in good standing with SCIRA.

## THE SCORE

Numbered SNIPES	9004
Chartered Fleets	354

Jack Pfaff winner of the Michigan State Championship as well as the Reichner and Minneford Hi-point Trophies for 1949, has now been in the armed forces for one year with the Military Police, Fort Bragg, N.C. He would like to hear from his sailing friends. Communications should be addressed to;

Sargeant Jack W. Pfaff, Jr.,  
U.S. 55030700, Co. B. 503 Military Police B.N.,  
Fort Bragg, N. C.

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Don't miss next month - a complete report of the  
U.S. NATIONAL CHAMPIONSHIPS