

# SHIPE BULLETIN

AUGUST, 1952

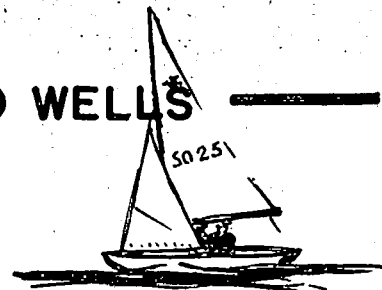
VOL. 2 NO.3

## MIDWESTERN SHIPE CHAMPIONSHIP Wichita, Kansas



# WELLS' WANDERINGS

By TED WELLS



## On Coming About • • •

As Owen Duffy mentioned in last month's Bulletin, the technique of coming about is very important. If you are covering someone and get into a tacking duel the coverer may find himself being covered instead as a result of a few sloppy jobs of coming about. Even when covering is not involved, in a race with close competition one or two bobbles while coming about can easily make a difference of one place in the race.

The maneuver which we are discussing probably requires more coordination between the skipper and crew than any other maneuver in sailing, and as a matter of fact, the skipper has by far the easiest time of it. The skipper's major problems can be resolved by having a mainsheet bridle which automatically limits the travel of the tiller to give the correct radius of turn for most conditions.

In very light winds it would be necessary for the skipper to give the tiller a shove or perhaps several of them in order to get the boat around. In most winds, however, I merely let go of the tiller and catch it again on the other side. I always face aft in the process so that I can get hold of the tiller again without loss of time. The rate at which the skipper and crew move from one side of the boat to the other should be timed so that the boat remains flat during the process of coming about. In a very high wind this of course means getting there as quickly as possible. In a light wind it means going over slowly so that the boat isn't bounced around in the process.

The crew should turn loose of the jib sheet at the instant that the skipper turns loose of the tiller, and immediately get hold of the opposite jib sheet and start pulling it around. Except in a drifting match it is unusual for a crew to be able to get the jib over too fast as the jib sheets automatically run slower in a light wind. The crew should also face aft in the process as he can handle the sheets much better in this way and has less chance of getting tangled up with the centerboard trunk and the mainsheet.

In a high wind the crew should make no attempt to get the sheet cleated until after the boat is well on its way on the new tack. The skipper should leave his mainsheet cleated during the process of coming about and after the boat has gotten under way on the new tack he should luff up and let the crew cleat the jib sheet or get it around the winch, whichever is used.

If you have a crew who does not have too much experience and who has a tendency to get tangled up in the jib sheets in the process of coming about, a good stunt is to have him throw the sheet he has been hanging onto overboard when he starts to come about. This will prevent his stepping or sitting on it when he gets to the opposite side and after he has gotten there he can easily retrieve it from the water.

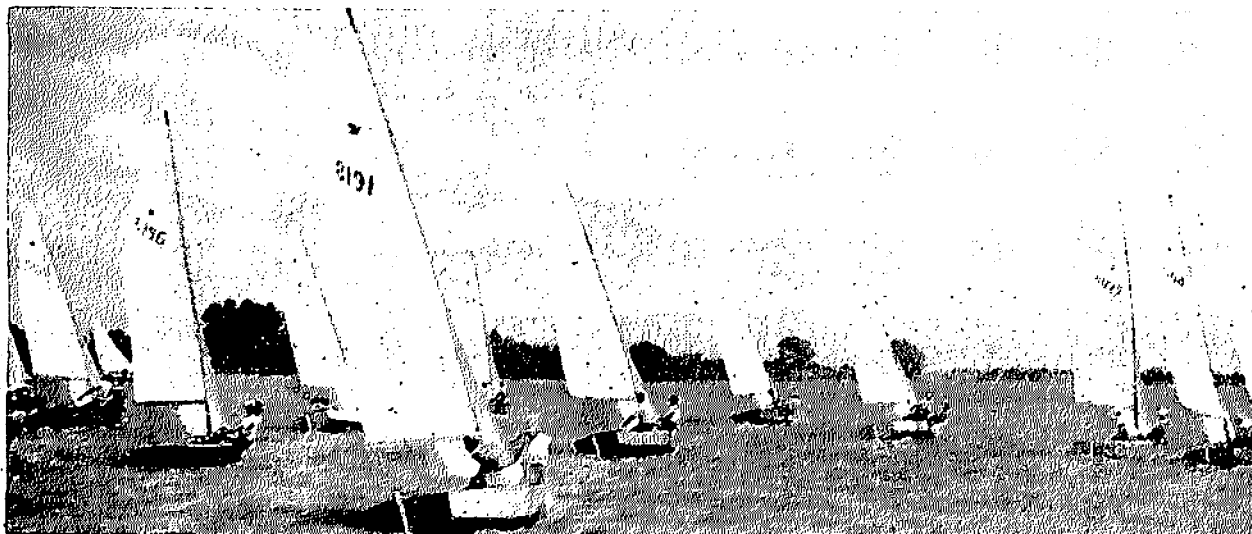
## WELLS WINS MIDWESTERN CHAMPIONSHIP

On June 28 and 29 the Wichita, Kansas, Snipe sailors proved that they can get cooperation from the weatherman by having practically perfect sailing breezes for all three races of the Midwestern Championship. Of course, the wind refused to cooperate as far as direction was concerned necessitating the use of rather complicated courses, but after the wind in the midwest had been blowing from 30 to 35 miles an hour without letting up for about six weeks everybody was ready to settle for a pleasant wind velocity and not worry about the direction.

In the first race Saturday afternoon the wind averaged about

15 miles an hour with occasional puffs above 20. Don MacIvor and Jack Brown of Wichita fought for the first place until close to the end of the second lap when Ted Wells managed to pass them. The course consisted of a windward leg from the start diagonally across the lake to the first windward mark behind a point, a reach across the lake, a second windward leg diagonally across the lake again to second windward mark, a run directly across the lake to a fourth mark and a reach back to the starting marker. The race consisted of two full laps plus a beat, a reach and a beat to finish in front of

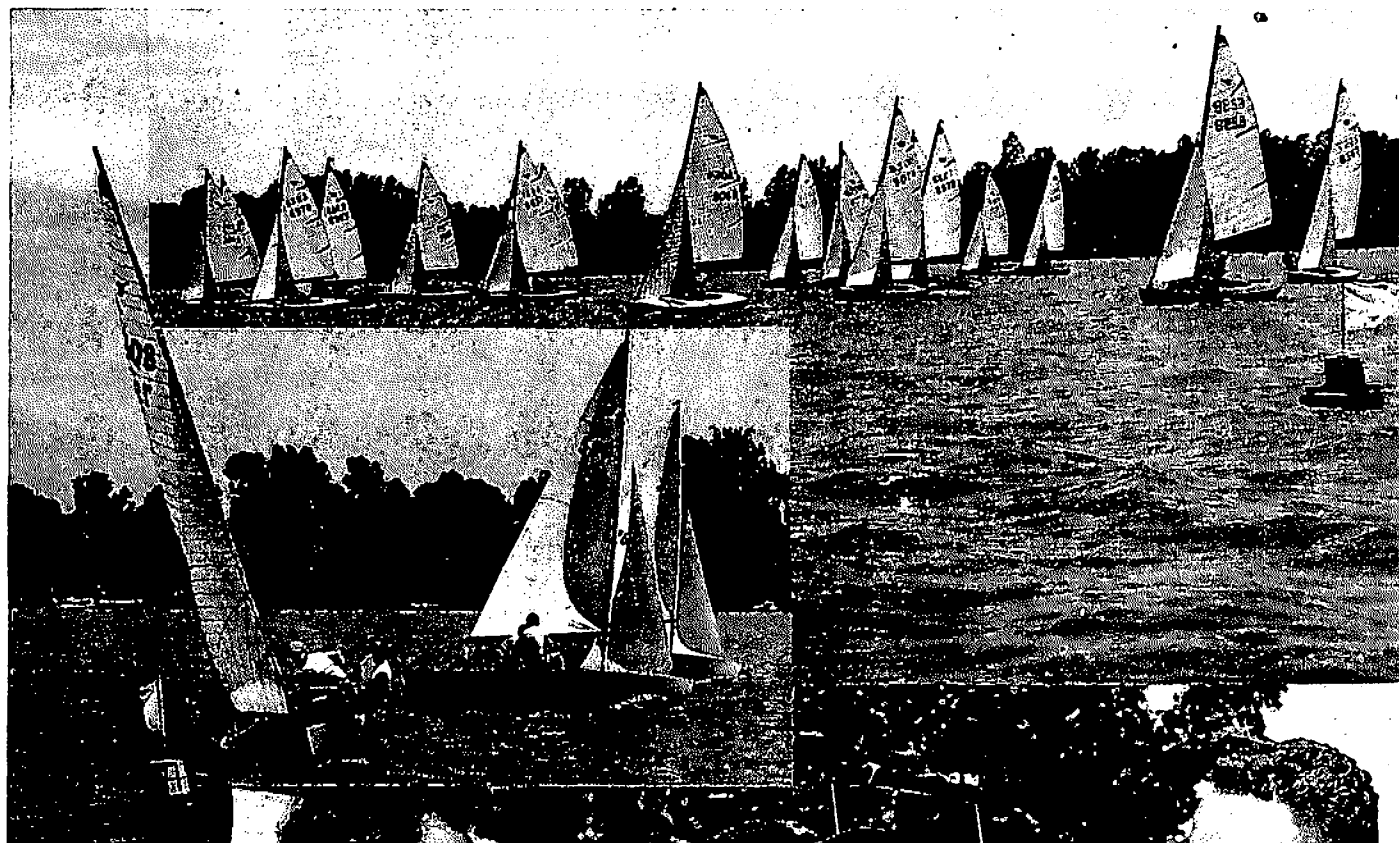
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Start of one of the races for the Midwestern Championships at Wichita, Kansas. Entire regatta was run

off under virtually perfect conditions. First four boats in finals came from four different fleets.

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At top is start of fourth affair at Nonpareil Cup Race, Lake Manawa, Iowa. Wells managed to win by a slim margin. Pic above shows Dwight Westholt nipping around buoy while O'Brien is covering Elwell. On right Art Lip-pitt, crew, smiles as his skipper T. Wells gets Nonpareil Trophy from Floyd Hughes, Jr.



## GUESS WHO WON MISSOURI VALLEY CHAMPIONSHIP?

By Bob O'Brien

Perfect sailing weather... keen competition... and Ted Wells the winner. That's the story of the third annual Missouri Valley Invitational regatta sailed July 4, 5, and 6, for the Nonpareil Trophy at Lake Manawa, Iowa.

Twenty-three boats from seven states provided the competition, and all five races were sailed in winds ranging from 15 to 22 miles per hour.

Competition was keen. After the third race, at least five boats were mathematical possibilities to win. The first four races were won by Harold Gilreath of Chattanooga; John Rix of Wichita; Jack O'Brien of Council Bluffs; and Ted Wells of Wichita... in that order. But it was the 4th race that provided the key to the ultimate outcome.

At the end of the third race, Gilreath held a scant lead in total points... ahead of Wells, Rix, O'Brien and Williams. Dwight Westholt of Kansas City jumped into the lead in the fourth event, holding it until the very last leg, when Ted squeaked by him. Gilreath took fourth, losing his point lead in the regatta.

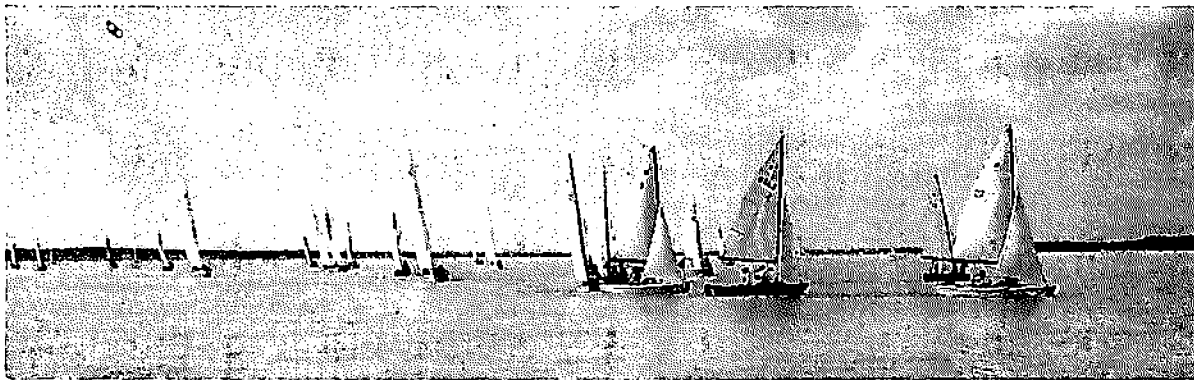
The fifth race Sunday morning, buttoned up the affair

in typical Ted Wells fashion. Ted found an opening at the port end of the starting line, and timed his start to perfection. While the rest of the fleet was trying to break free, Ted established enough lead to port-tack the entire fleet. From then on it was a futile stern-chase for the rest of the competitors. This was the only race of the five when the lead did not change hands several times.

Although this was the first time Ted had been able to win at Lake Manawa, it was the third straight year for the hot Wichita skippers to monopolize top honors. Harold Gilreath finished second, O'Brien in third, with John Rix the 1950 champ in 4th place. Eddie Williams finished 5th with the defending champion, Don MacIvor in sixth place.

The 1952 regatta was the most successful event ever staged by the Iowa-Nebraska fleet. The weatherman was the chief hero... and extra curricular activities included a fireworks display in front of the club on July 4th and the regatta banquet Saturday night with 165 sailors and guests dining in the lakeshore ballroom of the club.

Continued on page 6.



Scene on Eagle Mountain Lake at Ft. Worth Boat Club annual Invitation Regatta. Some of the new boats of the fibreglas Falcon class have caught up with the

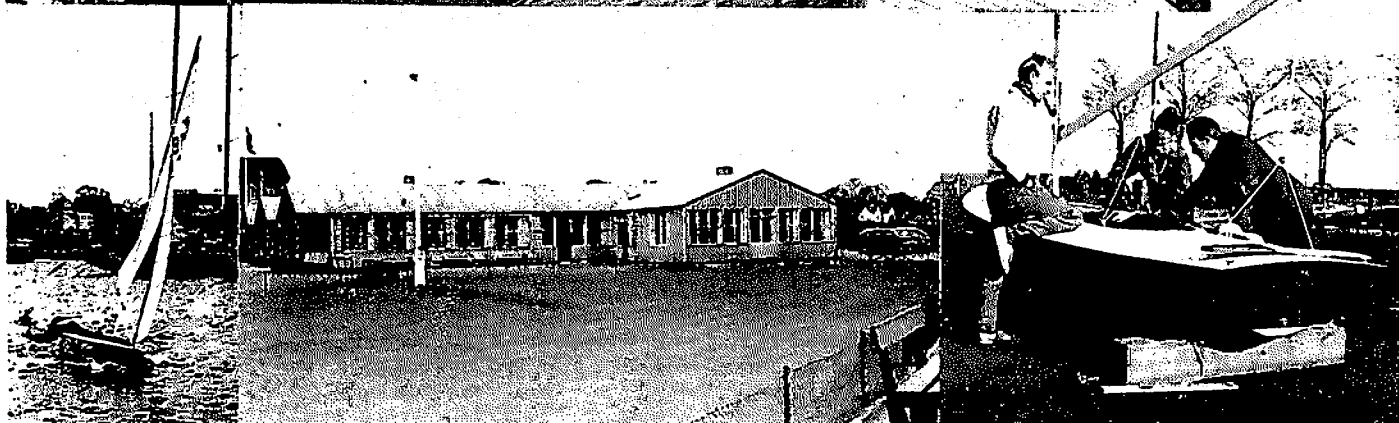
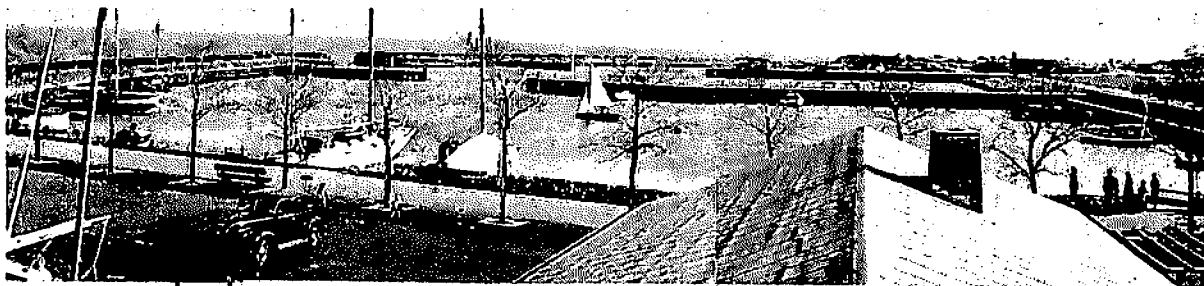
Snipes. They started 5 minutes behind Snipes picking up on the smaller boats rapidly. In all rest of the series the Falcons started ahead as is proper.

Skeet Richardson, photograph.

## HAYWARD TOPS AT FT. WORTH B. C. INVITATIONAL REGATTA

On June 7 and 8 the Fort Worth Boat Club played host at its annual Invitational Regatta. A number of different classes took part but Snipes were by far the most numerous. Seventy boats in all took part in the series. Two races were sailed on Saturday and one on Sunday morning which meant that all contestants were in a position to leave for their homes by 1.30 pm. Wind was light for all races but everyone had a good time anyway. Snipes were divided into "Flight 1" and "Flight 2", the latter being

confined to skippers under eighteen years of age. Race dates were in direct conflict with other important regattas on the Gulf Coast and so held down entries. Winners in "Flight 1" were; John T. Hayward first; Harold Martin, Dallas, second; Hollis Metcalf third (Shreveport) and Dwight Westholt, Missouri YC in fourth place. In "Flight 2" Janet Johnson, Shreveport, won all three races, Don Fagin of Dallas in second and Gray McGown third. Gray got a "disq" for hitting a marker.



This is a scene from the roof of the Skovshoved Yacht Club showing the harbor with the open sea beyond. The building is the Yacht Club itself,

and the three experts discussing the Snipe are, L. to R., Franz Sodemann, Inger Landsberger and H. Albertson, national secretary for Denmark.

## EUROPEAN CHAMPS SET FOR SKOVSHOVED, DENMARK

Invitations have gone out for the Second European Championship to be held August 13-16 at Skovshoved by the Danish Snipe Association. The Skovshoved Yacht Club is a short distance north of Copenhagen. Only one boat from each European country may compete and should be manned by the national champion. Skippers, crews and National Secretaries will be the guests of the Danish Snipe Association from 13 to 16th of August. Participants will be quartered in a medical college close to the harbor. Hotel accommodations will be available for those desiring them. Entries - from European countries only - should go

to Pioneer Snipe Fleet, care Cai Marckman-Hansen, Amager Boulevard 118, Copenhagen, S., Denmark. Telephone is Amager 1700.

The program starts on the 13th with measurement of sails and a reception at 7 pm. On the 14th there will be races at 10 am. and 2 pm. and the same next day, the 15th. Final race is at 2 pm. on the 16th.

At 4 pm. the European Champion will be announced and at 7 pm. the dinner and distribution of prizes will take place at the Bellevue-Strand Hotel. The following day there will be an open regatta which is open to all visiting boats and skippers.

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## Snips from the SNIPE'S Bill



### Whittemore Wins Sea Cliff Series

No word has been received up to this writing of the Sea Cliff (N.Y.) Invitational Regatta but the underground informs us that Terry Whittemore, Lake Quassapaug, Conn., was the winner. Other fleets in competition were City Island, Cedar Point and Sea Cliff.

### Grand Rapids Fleet Back

We are mighty pleased to welcome the fleet of the Grand Rapids Yacht Club back into this Association after an absence of three years. Six boats are in the rejuvenated fleet. Fleet Captain is same as in previous years - John Rose, 902 Lakeside Drive, S.E., East Grand Rapids, Mich. Better put his name in your rule book.

### Send News of Your Regatta

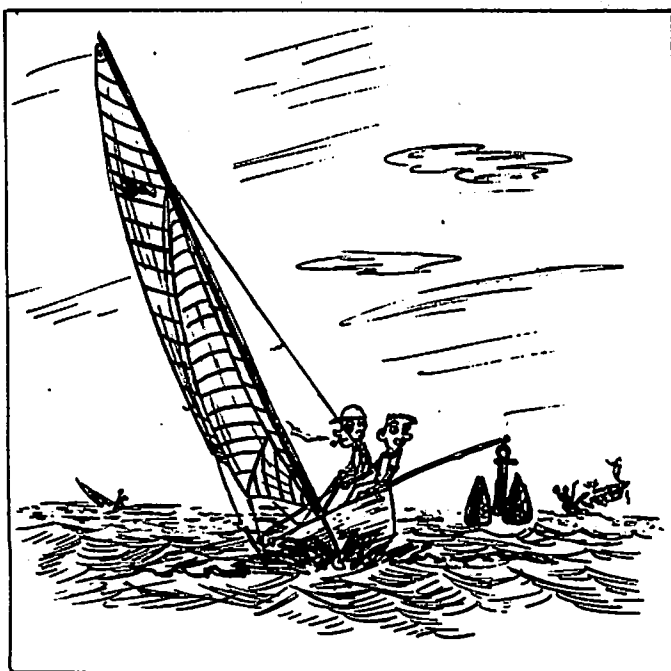
If you want to see a write-up of your regatta on these pages, please send in all data so that it is on hand at headquarters on or before the 15th. The Bulletin closes with a bang on the 15th of each month and copy and pictures not here by then either don't get printed at all or long after the event.

### New African Fleet

A fleet of eleven Snipes was recently launched at Clube Nautico da Beira. In case you don't know where this is, Beira is in Mozambique on the south eastern coast of Africa. The launching took place amidst a festival celebrating the event. This puts two fleets in Mozambique and it looks as if there might be more.

### More On "That Man"

With reference to your comments in the June Bulletin on "This Man Wells", a few additional facts may be of interest. I have been sailing against T. A. Wells for the last 12 years which is 2 years under what he has been sailing and my first comment is that there is no better sportsman anywhere. He has no secrets and constantly tries to help his competitors. A few weeks ago he coached a man here



So that's what the anchor's for, huh?  
Drawn by Joseph Paradine, 8998

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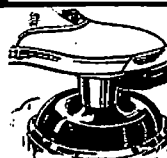
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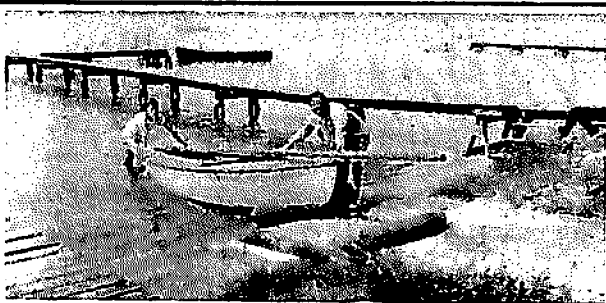
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and now has a hard job beating him. Recently Ted took the boat that is regularly last and won from us all sailing it. A little known fact outside of Wichita is that his flying trophies far outnumber his sailing trophies. In our club the members take care of the club and dock, doing most of the work themselves. Wells never misses a work party, but he will coast longing looks at his boat on and off. To sum up, he is something that is far harder to be than a good loser. He is a good winner.

John W. Rix.

## — THE SCORE

### Numbered SNIPES— 9244

### Chartered Fleets — 363

### Another British Fleet

Dr. Frank Penman, National Secretary for Great Britain reports a new fleet known as Maldon Fleet Sailing is on the Blackwater in Essex. Eight boats comprise the start of the fleet. The Fleet Captain is R. C. Coates of Chelmsford.

### Muskegon's New Fleet

Charter No. 363 was given to the new fleet of eight Snipes at Muskegon Y.C., Muskegon, Mich. J. D. Miller, 2133 Lakeshore Dr., Muskegon is secretary.

## RACES STILL TO COME

- Aug. 2-3 NORTH ATLANTIC COAST Championships, Eastchester Bay Fleet. Ray Kaufman, 109 Sherman Ave., New York 34, N. Y.
- Aug. 2-3 MICHIANA Championships. Eagle Lake Y.C. Edwardsburg, Mich.
- Aug. 11-15 U.S. NATIONAL Championships. Green Lake, Wis. Comm. E. D. Morse, Green Lake Y.C., Green Lake, Wis.
- Aug. 9-10 JUNIOR Championships, Green Lake Y.C., Green Lake, Wis.
- Aug. 13-15 EUROPEAN Championships, Copenhagen, Denmark.
- Aug. 22-24 UPPER GREAT LAKES Championship, Lake Wawasee, Indiana, Frank Levinson, 5919 Garver Road, Indianapolis, Ind.
- Aug. 23-24 N.Y. STATE THREE BOAT TEAM Championship Oak Orchard, Y.C. Oak Orchard, N. Y.
- Aug. 24- HARRISON TROPHY, Long Distance Race. Milford Y.C. Milford, Conn.
- Aug. 30-31 LONG ISLAND SOUND TEAM Championships Cedar Point Y. C., Westport, Conn.
- Aug. 30-Sept. SOUTHWESTERN Championships, Dallas S. C., Dallas, Texas.
- Sep. 3-7 MANHASSET BAY RACE WEEK, Gerry Van Amerongen, 39 Rose Ave., Great Neck, L. I., N. Y.
- Sep. 6-7 NEW JERSEY STATE Championships, Beachwood Y.C. E. D. Gaunt, Beachwood, NJ
- Sep. 13-14 LAKE LOTOWANA Trophy, Missouri Y.C., Lee's Summit, Mo. Bill Wicker, 3411 Gilham Road, Kansas City, Mo.
- Nov. 25-28 WESTERN HEMISPHERE Championships, Clearwater Y.C. Cliff McKay, Clearwater Y.C. Clearwater, Florida, U.S.A.

Continued from page 3.

Final placings, Missouri Valley Regatta:

	RACES	POINTS
Ted Wells, Wichita	3 - 2 - 3 - 1 - 1	7609
Harold Gilreath, Chatanooga	1 - 3 - 2 - 4 - 2	7455
Jack O'Brien, Council Bluffs	5 - 4 - 1 - 5 - 5	6857
John Rix, Wichita	4 - 1 - 7 - 3 - 6	6794
Eddie Williams, Kansas City	2 - 6 - 4 - 7 - 8	6360
Don MacIvor, Wichita	6 - 7 - 5 - 6 - 4	6271
Howard Elwell, Mankato, Min.	9 - 9 - 6 - 9 - 7	5453
Dwight Westholt, Kansas City	8 - dq - 8 - 2 - 3	5432
Bob Williams, Wichita	7 - 8 - 10 - 11 - 9	5130
Chet Rembleske, Wichita	12 - 5 - 13 - 10 - 12	4723
Jim Paxton, Omaha	11 - 10 - 9 - 8 - 17	4550
Hughes-Wilson, Co. Bluffs	10 - 12 - 11 - 13 - 11	4386
Jack Hyson, Omaha	17 - 11 - 15 - 15 - 10	3789

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Don Hughes, Denver, Colo.	13 -13 -17 -18 -16	3298
Harry Richardson, Co. Bluffs	16 -17 -16 -14 -14	3284
Sam Card, Denver, Colo.	18 -15 -12 -19 -15	3206
Byron Simpkins, K. City	14 -dq -14 -12 -df.	2949
Frank Arnoldus, Omaha	15 -14 -ds -16 -13	2794
Ted Morse-Hanan, Co. Bl.	19 -df -18 -17 -18	2442
Bob McClung, Omaha	20 -18 -20 -20 -19	2334
Al Johnston, Co. Bluffs	21 -19 -19 -22 -21	2018
Earl Simpson, Omaha	23 -20 -21 -21 -20	1971
Stuart Simon, Omaha	22 -16 -ds -ds -ds	1025

## THE COMMODORE SAYS

At every Snipe regatta, the winning boat seems to end up pretty much the center of attention. Each race in which the top boat comes in ahead, causes more searching eyes of the other skippers to look at her more closely. Each skipper who saw only the transom of the champ all during the hours of racing, spends an equal amount of time, or more, going over every detail of the winning Snipe.

This is just as it should be for certainly much can be learned from a careful inspection of these fine Snipes that win our regattas at the present time. But it also seems that much too much emphasis is placed on this or that detail of the winner, and much too little emphasis is placed on that feature of the boat which probably has more to do with its performance in winning regattas than any other.

It is not the position of the mast, the height of the boom, the position of jib fairleaders or the presence of this or that gadget on a Snipe that is the important thing to look into, if I may express an opinion on the subject. It is not whether she is an inch or so longer, or shorter, than another, or whether she may be a quarter inch higher or lower or wider or whatnot that makes her go.

Perhaps it may startle some, but it appears with very little opportunity for argument, that it is the sails that make a fast Snipe go fast.

It is, if we make the simplest and most direct statement of the case, the sails that make a boat go. In order of importance, sails are first, second and third. After that any number of relatively unimportant things about the boat itself might be considered.

Now, if you ask, what makes the sails of the winners - the winners - you have asked the sixty-four dollar question. I wish that someone with real authority would write it down somewhere and say what it is that makes the good sails good. My idea is that the answer is really tied down pretty closely to fundamentals and that a reasonably good answer may be given by sticking to them.

At any rate, the next time you look at the winning Snipe, give some thought to the cut of the sails that pushed the boat. It is quite certain that what you hang on the mast of your Snipe is of far more importance to your racing record than where you hang any number of other insignificant details.

Owen E. Duffy, Commodore SCIRA.

Continued from page 2

the sailing club dock for a total distance of approximately five miles. MacIvor finished in second place followed closely by Jack Brown, Jack O'Brien of Council Bluffs, and Dwight Westholt of Kansas City.

The second race was also held on Saturday afternoon using the same course as the first race. Wells was over the line early but managed to get around the mark and started immediately behind John Hayward on the leeward end of the line. This turned out to be the best end of the line and the relative positions of Hayward and Wells never changed

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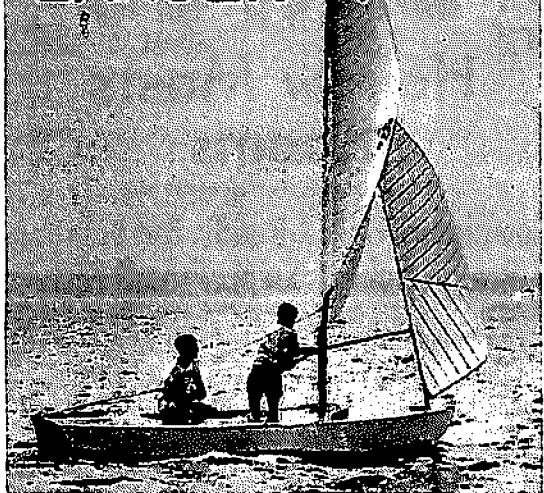
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### Subscription

Owners of measured and paid up Snipes receive Snipe Bulletin as part of the membership.

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Forms close on the 15th of each month preceding publication. Material received after the 15th will not appear until the next following issue.

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throughout the race. O'Brien finished in third place followed by Jerry Jerome of Tulsa and Don MacIvor.

These two races were livened up somewhat by the presence of numerous "dust devils" which lost their dust at the edge of the lake but continued invisibly whirling over the water. The only casualty was Sam and Henrie Card who caught one just as they were coming about and ended up in the water.

The third race was held Sunday morning with a wind of about 12 miles an hour blowing directly across the lake. This necessitated shifting the windward legs about 45 degrees farther to the west than in the preceding two races and sailing the course in a reversed direction. It also meant that the first windward leg was very short and 24 boats were all trying to leave the first windward mark to starboard at the same time. MacIvor was caught at the mark with a half a dozen boats taking his wind and no room to either come about or jibe and get out of the way, with the result that he drifted into the mark and dropped out of the race.

The wind was very shifty on both windward legs. Jack Hyson held the lead starting in to the second windward leg in the first lap, but a series of shifts completely scrambled positions ending up with Wells in the lead followed closely by O'Brien and Rix. On this same leg on the second lap positions were again shuffled with Rix going into the lead followed by O'Brien and Wells. The positions remained the same on the following run and reach with Hayward and Ed Williams of Kansas City in fourth and fifth place. On the last beat toward the finish Wells managed to sneak in a few feet ahead of O'Brien with O'Brien only a few feet ahead of Rix.

Twenty-four boats participated in the races coming from Omaha, Council Bluffs, Denver, Kansas City, Tulsa, Dallas, and Fort Worth. Activities aside from sailing consisted of a buffet dinner in the Lassen Hotel ballroom Saturday night and lunch served at the club house Saturday and Sunday noon.

The skippers and crews of the first thirteen boats to whom trophies were awarded and their places in the individual races were as follows:

	1st	2nd	3rd	Fin.
Ted Wells, Art Lippitt - Wichita	1	2	1	1
Jack O'Brien, Dick O'Brien - Council Bluffs	4	3	2	2
John Hayward, Otto Wiesner - Tulsa	8	1	4	3
Dwight Westholt, Hugh Woolf - Kansas City	5	6	6	4
John Rix, Kenneth Rix - Wichita	9	7	3	5
Ed Williams, Eleanor Williams - Kansas City	6	10	5	6
Don and Katherine MacIvor - Wichita	2	5	25	7
Jack Brown, George Crittenden - Wichita	3	12	14	8
Jerry Jerome, Betty Jerome - Tulsa	7	4	25	9
Chet Livergood, Babe Livergood - Tulsa	12	9	11	10
Floyd Hughes, Steve Wilson - Council Bluffs	10	8	15	11
Bob Williams, Bob Plath - Wichita	15	13	7	12
Chet Rembleske, John Kintas - Wichita	14	14	9	13

24 boats completing (25th place - DSQ)

From - 522 Stellar Ave.,  
Pelham, 65, N. Y.

**RETURN POSTAGE GUARANTEED**