

SNIPE BULLETIN

JULY 1955

VOL. 5 NO. 2



Bob Lawton and daughter Linda, his crew, tie up at the dock after a hard race in the Shreveport Regatta. They finished third in the final standing.

— Lon Gorla Photo.

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SNIPER BULLETIN

The **SNIPER BULLETIN** is edited and produced monthly by Birney Mills, Executive 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 **SNIPER BULLETIN** as part of their membership free.

Forms close on the 10th of each month preceding publication. Material received after that date will not appear until a later issue. Contract advertising rates may be had on application. Be sure and notify **SNIPER BULLETIN** of any change in address, giving both old and new addresses.

— **THE SCORE** —
Numbered SNIPEs-10307
Chartered Fleets — 414

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SCIRA Continues to Grow

It wasn't necessary to change the heading of this paragraph this month, for it is more appropriate than ever. Since used in June, SCIRA has chartered five more fleets and issued 48 numbers for new boats. During the same period, dues were paid by Snipes numbers 1, 13, 23, 54, 404, and 539, so you can see that the range in active boats is wide indeed.

During the latter part of last summer, the St. George's Dinghy and Sports Club imported 7 snipes, Nos. 9878-9884 inclusive, from Botved in Denmark. The owners of these boats, together with the owners of 5 or 6 locally built boats, combined to form a new divisional fleet and thus charter #410 was issued to the St. George's Dinghy & Sports Club Fleet with P. R. Tucker, St. George's West, Bermuda, as the first Fleet Captain. He says "I can not tell you how honored we are in being a member of your wonderful organization".

Fleets 211 and 311 are down in Brazil, so what could they desire more than the number 411 for a new fleet? So Teixeira Leite, SCIRA Honorary Vice-Commodore, got busy and sure enough, he managed to hit 411 right on the nose for the boys at Cabanga. Organization is not entirely completed, but Hercilio de Souza Canto, Commercial Bank of Production, Recife, Pernambuco, is slated to be the first Fleet Captain. Do you think it would be cheating a little if we put aside number 511 for our Brazilian brothers?

For a long time, Martin Hellar, Jr., of Schenectady, N. Y., has dreamed of a snipe fleet in that vicinity. He exhibited his Snipe in the local hobby show and worked diligently to get five boats together for the nucleus of a fleet. Finally, with the help of his good friend, Lee R. Stuve, they got the signatures on the dotted line and charter 412 was issued to the Galway Snipe Fleet with Lee R. Stuve, c/o M. W. Hellar, Jr., 1006 Theodore Rd., Schenectady, N. Y., as first Fleet Captain. While most of the boats are older, enthusiasm runs high and, with the recent addition of a new fibreglas Snipe to the fleet, you can expect to hear from the group regularly.

The Graham-Eckes School at West Palm Beach, Florida, is becoming famous in sailing circles by the performance of a fine bunch of junior snipe skippers. They have 9 boats and have sailed as members under the sponsorship of the Palm Beach Yacht Club and also as independents. But now pride and accomplishment compel the youngsters to want their own fleet and so charter #413 was issued to the Graham-Eckes Snipe Fleet. Carlos Rodriguez, El Corte Ingles, apartado 541, Panama, R. P., Junior Florida State Champion, was chosen as first Fleet Captain. They will, of course, do most

of their sailing in the fall and winter months at school.

Aracaju is the capitol of the State of Sergipe in Brazil. It was necessary for the boys to build a couple of boats in order to get started, but suddenly they found they had 7 good boats, so they hastened to join up with SCIRA. Charter #414 was issued to the Flotilha de Snipes de Aracaju and Alvaro Bezerra, Banco do Brasil, Aracaju, Sergipe, is the first Fleet Captain. They expect to sail in their first big regatta in the Brazilian National Championship in July.

1955 Rule Books Are Out

The 1955 Rule Books were mailed out in June. Every member with paid-up 1955 dues is entitled to a copy of the book and, if you didn't get one, ask your fleet captain about it or notify this office if you don't belong to a fleet. The book contains complete information concerning SNIPE and since it represents considerable labor and expense, you should appreciate your copy and take care of it.

Regardless, though, of care and diligence in preparation of such a book, mistakes do occur and the one for which we offer most apology is to our Bermuda friends for the listing of their fleets on page 120. In some manner unexplained, the Bahamas listing was repeated under Bermuda instead of the Spanish Point Fleet 361. Sandy's Bay 305 is now being re-activated and St. George's Fleet 410 was chartered too late for inclusion, so here is the proper listing up-to-date:

BERMUDA

Sandy's Bay.....305
Spanish Point.....361
St. George's Dinghy & Sports Club..410

Please make note of this fact, for Bermuda will be host to the 1956 Western Hemisphere Championship Races and you will be hearing a lot about them in the future.

News from the Pacific Coast

Fred Schenck, Governor of District 6, reports the following:

The Annual Mid-Winter Regatta held in February was won by Lee Thompson, Jr., 2nd Jerry Thompson, 3rd Charles Merrill. The winds were very good and there were 3 races. I know everyone will be interested to know Pete Frost has been sailing his brother's National Champion Snipe and is certainly doing very well. Pete will be in the 1955 Juniors.

The Newport Harbor Y. C. Spring Gold Cup series was won by Fred & Jean Schenck sailing his new Snipe 10101 "CHEQUEDEQUE" (Named at the Western Hemispheres in Cuba by Jorge Mantilla and Carlos "Chequedeque" Sela of Cuba). Pete Frost was 2nd and Charles Merrill 3rd. This regatta was sailed in light to medium winds.

The Balboa Easter Regatta was won by Jerry Thompson of Alamitos Bay; Fred Schenck 2nd; Lee Thompson, Jr. 3rd. This was an interesting and close series as Jerry had 6 points, Fred had 6 1/2, and Lee 6 3/4 points. There were 3 races with the first in very light winds and the other two sailed in very fine winds. Fred & Jean won the last two.

BE SURE AND READ ABOUT SNIPE IN THE JULY 11TH ISSUE OF SPORTS, ILLUSTRATED, MAGAZINE.



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Watts Sails finished 1-2-3 in the Western Hemisphere Snipe Championship Series sailed at Havana, Cuba. First place went to Terry Whittemore, second to Dr. Clemente Inclan, third to Jorge Mantilla.

Make your next suit of Snipe sails Watts sails!

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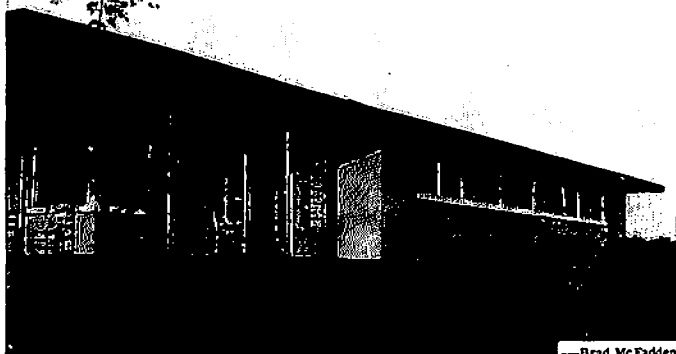
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Imported Egyptian..... \$ 90.00
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U.S. NATIONALS AT ATLANTA, GEORGIA



FRONT VIEW OF THE ATLANTA YACHT CLUB.



SNIPES SAILING ON LAKE ALLATOONA.



Sam Norwood, Dr. Hospitality. YOU COME TO OUR PARTY?

As one of the youngest sailing clubs in the country, we consider it an exceptional honor to have this event at our club in this, the 6th year of its existence, and heartily invite you to participate in our own brand of "from-the-heart" southern hospitality. We are most eager to help you make this a successful regatta and an experience to be remembered for many years to come. All snipe sailors and friends are most welcome. WON'T

We of Snipe Fleet 330 issue a warm welcome to all skippers and crews in attendance at the 21st National Championship Regatta.

Each of the 30 Snipe owners in the Atlanta Yacht Club is deeply grateful to SCIRA for its very considerable assistance in helping us build our fleet to its present healthy membership, and for the opportunity offered us this year in fostering even greater interest in sailing in the South with the Snipe Nationals in Georgia.



Elmer Riker, Fleet Captain.

What do you think of when you hear Atlanta mentioned? A city filled with the Tara Halls of "Gone With the Wind"? A city of the Old South where living is slow, darkies strum on their old banjos, and everyone sings "Dixie"? (Editors note: Now get together, boys "YES!") Atlanta is all that and then some! A city of over 800,000 citizens. The largest metropolis in the South. Capitol of Georgia. A city of industry. The Southern Center of finance, commerce, transportation. Truly and actually, capitol of the New South. And now we are rapidly becoming a sailing center with Allatoona Lake only a few miles away.

Allatoona Dam is located in the upper reaches of the Etowah River for flood control in the lower basins to the north. It is shaped like a legendary dragon whose fingers reach into its quiet coves to secure itself forever within its 180 mile shoreline. Much of the area is unspoiled by civilization and there is the natural beauty of the deeply wooded shores which lends itself to wild life seldom seen outside of National Parks. The wild screams of the bobcat are not uncommon and the bay of the hounds at night tells of the sport of the hill-country—coon hunting—and wild turkey are frequently spotted within sailing distance of the club. The area where the Nationals will be sailed has some nice open reaches of water, with more than our share of fair breezes and the occasional bonus of a real blow. The average August weather runs in the high 80s and low 90s, with pleasant nights dipping as low as 65 to 70.

Now that you know where you are going, we want to tell you of some of the details. Mrs. Sam Norwood, 76 Inman Circle N. E., Atlanta, Ga., is in charge of reservations and requests your notice by July 20th. Motels on U. S. Highway 41 will take care of all visitors at reasonable rates and camping

space is available on the Club grounds.

Entry blanks for both events were mailed out to all fleet captains on June 15th and August 1st is the deadline for postmarking entries. You must fill out two copies, sending one to Fred Pember, 877 Beaverbrook Dr., N. W., Atlanta, Ga., the general chairman of the regatta, and the other to Birney Mills, 655 Weber Ave., Akron, O., with a check for \$15.00 for entry fee for the senior Nationals. These entry fees will be combined with the amount collected in 1954 at Mentor Harbor and will be given to the 1955 champion for the trip to the World Championship at Santander, Spain, in August. The juniors do not pay an entry fee, but must send in two entry blanks as above.

Complete information concerning the Nationals can be obtained on Page 64 of the 1955 Rule Book, while the Juniors can get their eligibility requirements from the Duffy Trophy on Page 73. The rules are simple and must be strictly observed. Please note that the one crew rule applies to every body. Juniors must own and regularly skipper their boat in fleet races and use junior crews as well. DON'T WAIT UNTIL THE LAST MINUTE TO SEND IN YOUR ENTRY!

Measuring and weighing will start Tuesday, Aug. 2nd and finish at 2 p. m., Sunday August 7th. Boats that have been measured and passed twice at the Nationals will not require measurement this year. Turn to Page 12 of this Bulletin and read the article on measurement and you will have all the dope—and warning! Launching is done over three concrete ramps. Because of the drastic rise and fall of the water at times (50 feet last summer), hoists have never been considered practical. All boats that come in double-decked trailers will be provided with a spare trailer or dolly if

(Top of page 12)

"WELCOME SOUTH, BROTHER"

NICHOLSON HIGH-POINT CHAMPION AGAIN

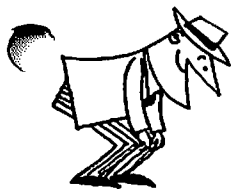
For the first time in 24 years of competition, the high point U.S. National Minneford Trophy and the International Reichnor Trophy were won by the same skipper two years in a row.

John H. Nicholson of the Thames River Fleet #354 in Connecticut, duplicated his record of 1953 to win 16 first places in 16 races for a perfect score of 1750 points and thus retain possession of the trophies. There were an average of 7 boats in each race and John thinks it takes an unusual bunch of skippers to come out for 18 races after losing 21 in one year and 16 the following year to the same boat.

But he says that the skippers improved their boats and got new sails last summer and the only thing that saved him from a possible defeat was Hurricane Hazel cutting short their racing schedule. This year, with his competitors getting constant free advice from local barbers, merchants, and even power boat men in the small community where they sail, he expects to have a tougher time and has planned his strategy from a probable second or third place position of trying to capitalize on the mistakes or bad luck of the fellows in front of him. (See WELLS' WANDERINGS in this issue). He thinks it will work with the smoothest bottom, good sails, a well-trained crew, and plenty of PRACTICE.

Bengt Johnson, of the Sea Cliff Fleet #4 (New York), was the runner-up with Fernando Pedroza, the 1954 National Champion of Brazil, very close on his transom for a third place. Carlos Bosch, Santiago Fleet #360, Cuba, who finished second last year, slipped back to fourth position.

This is for You!



Here are all the point scores turned in for the season ending March 31, 1955. Most South American fleets race during our fall and winter months, hence the late closing date for 1954. It is published in its entirety for your pleasure and information and, if you don't find your name here, it is because your fleet captain did not comply

with Section 13 of the Constitution. Make sure it is included next year by insisting upon proper scoring records this season made out on forms furnished by SCIRA. This contest is an important feature of SNIPE competition and needs the support of all.

BOAT.	NAME.	CLUB.	RACES.	POINTS.
7120	John Nicholson, Thames River, Conn.		16	1750
8541	Bengt Johnson, Sea Cliff, N.Y.		20	1742.1
9462	Fernando Pedroza, Natal, Brazil.		16	1740.1
8999	Carlos Bosch, Santiago, Cuba.		24	1733.5
8186	O'Brien Bros., Iowa-Nebraska		19	1733.3
6979	Jerry Jerome, Sequoyah Y.C., Okla.		41	1725
4140	James Newman, Winchester, Mass.		16	1724
6929	Jules Voerge, Lake Merritt, Cal.		13	1717.2
7183	Bruce Munro, Lake Mohawk, N.J.		11	1710
8800	Harry Allen, Lake Quassapaug, Conn.		15	1698
7588	Joe Remlin, Cedar Point, N.Y.		16	1695.9
9601	John Heskett, Portage Lake, Mich.		17	1695.1
6774	Harry Levinson, Potomac River, D.C.		15	1694
8038	Charles Webster, Oak Orchard, N.Y.		12	1693
8645	Joe A. Becker, Dallas, Texas		23	1691
9870	E.C. Leach, Jr., Green Lake, Wis.		14	1689.6
8151	Patricia H. Coley, Cedar Point, N.Y.		18	1689.2
7873	Victor Larsen, Chautauqua, N.Y.		15	1682
7192	Bob Vreeland, Newport, N.Y.		14	1679
8663	Frank Dannenberg, Newport, N.Y.		16	1677
7428	Billy Roberts, Privateer, Tenn.		7	1670
432	Terry Whittemore, Lake Quassapaug, Conn.		7	1670
9590	Bud Ely, Green Lake, Mich.		13	1663.6
6914	Bud Stillmun, Money Island, N.J.		9	1663.5
8570	Harold Griffith, Chautauqua, N.Y.		16	1661
9299	Jack & Bob Pfaff, Eagle Lake, Mich.		8	1660
7908	Dwight Westholt, Missouri Y.C.		13	1658
8637	Donald Landauer, Oak Orchard, N.Y.		16	1657

9740	Joe Ramel, Missouri, Y.C.		14	1656
8038	Charles Webster, Oak Orchard, N.Y.		9	1655.1
9321	G. Schwenk, Lake Quassapaug, Conn.		22	1655
6025	Ted Wells, Wichita, Kans.		5	1650
8569	Carlos Rodriguez, Palm Beach, Fla.		5	1650
10002	Jaime Sacadura, Brigada Naval, Portugal		5	1650
3518	Robert Huggins, Lake Merritt, Cal.		7	1647
9917	A. Bezerra de Mello, Recife, Brazil		13	1645.7
9308	Chuck Greaves, Portage Lake, Mich.		11	1645
8663	Frank Dannenberg, Newport, N.Y.		12	1642
9443	Burton Eaton, Miami, Fla.		14	1641
9360	Peter Whiteside, Glen Lake, Mich.		8	1640.8
7007	W. Schubert, Bantam Lake, Conn.		8	1640.7
9500	Albert Kroeger, Newport, N.Y.		17	1640
23	Harold Martin, Dallas, Texas		13	1638
8042	Dick Torpey, Money Island, N.J.		9	1637.3
7886	Roy Kaufman, Eastchester Bay, N.Y.		7	1637
9497	John Wolcott, Newport, N.Y.		7	1636
10085	Jaicinto Queiroz, Cascais, Portugal		5	1634.2
8682	Clio B. Guimaraes, Recife, Brazil		15	1631.9
3929	John Welshofer, Chautauqua, N.Y.		15	1631
9310	Jackson Cummings, Paradise Pt., N.Y.		8	1630.87
7181	John Rose, Grand Rapids, Mich.		14	1629.57
9463	Ulysses Cavalcante, Natal, Brazil		18	1628.1
3994	Robert Frahm, Grand Rapids, Mich.		20	1625
9009	Charles Vann, Miami, Fla.		15	1622.7
9588	Leon Irish, Green Lake, Mich.		13	1622.6
9600	T. House, Glen Lake, Mich.		12	1622.1
13	Howard Bruggeman, Lake Mohawk, N.J.		12	1622
6447	Arden Zinn, Gull Lake, Mich.		17	1621.6
9739	Eddie Williams, Missouri Y.C., Kans.		9	1621.1
8998	Carl Toth, Paradise Pt. N.Y.		8	1621
7356	Bibi Juetz, S. Paulo, Brazil		5	1618.4
8191	Chet Livergood, Glen Lake, Mich.		12	1614.6
6995	Francis Seavy, Clearwater, Fla.		7	1614.4
9365	Diana Scobie, Green Lake, Wis.		13	1612
7877	Jul Kroeger, Newport, N.Y.		8	1611
8696	William Rushlow, Potomac River, D.C.		16	1610.7
7128	William Rotzler, Woodlawn S.C., Texas.		5	1610
6454	George Reiner, Lake Merritt, Cal.		22	1609.7
8856	Miss K.M. Palmer, Medway, England.		6	1609.5
8864	Larry Wheeler, Portage Lakes, Ohio.		15	1608
7379	J. White, Glen Lake, Mich.		6	1607
	Ray Goswell, Miami, Fla.		9	1605
9584	Jim Orr, Miami, Fla.		18	1603.7
6913	Steven Bellows, Miami, Fla.		5	1603
9287	Walter Fischer, S. Paulo, Brazil		5	1602.6
5485	Kermit Nicholson, Pine Beach, N.J.		17	1602
7953	Jose Bauschy, Cascais, Portugal.		6	1595.2
5635	Russ Hayes, Wawasee, Indiana.		6	1595
8049	Lysle Hasty, Eagle Lake, Mich.		9	1594
6775	Carl Zimmerman, Portage Lakes, Ohio.		14	1592.1
8997	Bob Cummings, Dallas, Texas		25	1590
4290	K.E. Adams, Sequoyah, Okla.		20	1589.2
6715	J. Nagle, Grand Rapids, Mich.		21	1589.19
1301	James Finch, Hewlett Pt., N.Y.		9	1587.3
9435	Dick Shaw, Armdale, N.S., Canada		5	1587.2
6739	Jack Lovell, Lake Washington, Cal.		5	1587.2
9920	Godfrey Lightbourne, Nassau, Bahamas		5	1586
9604	John A. Keyser, Gull Lake, Mich.		18	1585
8314	F.V.G. Penman, Northwich, England		7	1583.5
8670	Charles Snow, Oak Orchard, N.Y.		13	1583.2
9104	Dionisio Canelas, Santiago, Cuba		24	1580.7
3518	Robert Huggins, Winchester, Mass.		5	1580
544	Hugh Snook, Lake Merritt, Cal.		21	1578
19	G. Brouwer, Thames River, Conn.		11	1575
8086	Jim Paxton, Iowa-Nebraska, Nebr.		20	1573.9
10003	H. Soares de Oliveira, Naval, Portugal		5	1571
8653	Harold Gilreath, Wichita, Kans.		5	1571
4590	Dave North, Sequoyah, Okla.		23	1570.9
10005	Rees-Johnson, Nassau, Bahamas		11	1569.4
6948	John Wesley, Privateer, Tenn.		7	1569.2
9489	John F. McMahon, Jr., Cedar Point, N.Y.		14	1569
6156	Guy Roberts, Clearwater, Fla.		6	1568
9727	Wes & Sue Carter, Portage Lake, Mich.		19	1566
9593	J.H. Bethel, Nassau, Bahamas		11	1565.5
6483	Col. D.W. Graham, Potomac River, D.C.		14	1565.1
9589	Bill Wottowa, Green Lake, Wis.		11	1562.8
6924	Alex Burnett, Lake Merritt, Cal.		25	1562.6
7786	Bill Kilpatrick, Sequoyah, Okla.		5	1558
3381	Dr. L.P. McElwaine, Sequoyah, Okla.		21	1556.9
9490	Fred Deere, Dallas, Texas		24	1556.6
9030	Marcia Hartstone, Palm Beach, Fla.		5	1556.4

6776	Jack Schwindler, Missouri Y.C.	11	1556	9605	Louise Wallace, Sequoyah, Okla.	7	1482
8986	L. Knight, Glen Lake, Mich.	11	1555.5	2727	Peter Rushworth, Chautauqua, N.Y.	15	1481
8671	Joao Sampaio Cosme, Lisboa, Portugal	9	1552	9130	Ed Trunk, Sea Cliff, N.Y.	6	1480
6386	Larry Ryan, Newport, N.Y.	24	1550	8692	Antonio Pinho, Lisboa, Portugal	9	1477
9930	John Lyster, Sea Cliff, N.Y.	19	1549.4	8383	Richard Dawson, Portage Lakes, Ohio.	13	1474
9461	Ary Alecrim Pacheco, Natal, Brazil	18	1549.1	5110	Bill Vaughn, Portage Lake, Michigan	14	1474
7885	H. Watts, Lake Quassapaug, Conn.	25	1549	9422	Eddy Sedeno, Santiago, Cuba	22	1473.7
4144	Tom Steward, Sea Cliff, N.Y.	20	1548	8053	Bill Eilert, Green Lake, Wis.	10	1473.4
7407	E. Hine, Northwich, England	7	1547.9	9333	Clyde Gischel, Lake Quassapaug, Conn.	7	1473
6783	Jack Stock, Missouri Y.C.	13	1546	9291	Phil Shea, Portage Lakes, Ohio.	16	1472.
9123	Fred Pember, Atlanta, Ga.	16	1544.6	4557	Roger Brussee, Gull Lake, Mich.	8	1472
9324	Kevin Curran, Missouri Y.C.	18	1544.4	8796	G.A. Zickerman, Cascais, Portugal	7	1471.7
9031	William Kuehling, Portage Lakes, Ohio.	17	1544.2	6266	Robert & Ann Voss, Portage Lake, Mich.	18	1471.28
9362	John Call, Wawasee, Ind.	6	1544	3291	W.S. Brindle, Northwich, England	5	1471.2
8389	Gordon Randall, Privateer, Tenn.	9	1543.8	3571	Quigley, Thames River, Conn.	16	1470.18
7346	Alan Levinson, Wawasee, Ind.	6	1543	9591	John Cote, Green Lake, Mich.	12	1470.16
6385	Tommy Legere, Winchester, Mass.	17	1541	8099	John Hayward, Clearwater, Fla.	6	1468.1
8855	A.C. Penman, Northwich, England	5	1541	8044	Richard Albino, Paradise Pt., N.Y.	8	1468
8007	Alonso Pittaluga, Neptuno, Uruguay	5	1541	9249	Paul Connors, Armdale, N.S. Canada	5	1466
5549	Charles Shalz, Lake Washington, Cal.	5	1541	3198	P.S. Woodhouse, Medway, England	5	1465.5
9464	Luiz de Barros, Natal, Brazil	18	1540.9	9552	Clube Naval de Lisboa, Portugal	9	1464.7
8078	R. Sainburg, Lake Quassapaug, Conn.	30	1539	4002	George Brown, Potomac River, D.C.	14	1464.6
9364	Donald Wilson, Potomac, D.C.	17	1538	7949	Jose Rainha, Cascais, Portugal	5	1464
7792	Eugenio A. Cortez, Recife, Brazil	15	1537.8	9250	Earl Simpson, Iowa-Nebraska	21	1463.2
788	Oscar D.W. Fingel, Hewlett Pt., N.Y.	9	1536.4	5547	Woody Norwood, Atlanta Y.C., Ga.	17	1463.17
8360	Alan Mais, Hewlett Pt., N.Y.	9	1536.1	4845	Tim Shank, Gull Lake, Mich.	16	1461.5
7439	Rosemary Curley, Sea Cliff, N.Y.	19	1535	9594	G.A. Bethel & O. Moseley, Nassau, Bahamas	7	1461.3
6386	Larry Ryan, Newport, N.Y.	29	1534.9	8000	Hal Winston, Eastchester Bay, N.Y.	8	1460
9529	Jose Canellas, Santiago, Cuba.	24	1534.9	5256	Mike Ryland, Cedar Pt., N.Y.	12	1459.7
4571	Theodore Richmond, III, Oak Orchard, N.Y.	15	1534.1	9314	Edwin Rosenbaum, Gull Lake, Mich.	16	1459.1
7696	Ray Tyler, Bantam Lake, Conn.	8	1534	8688	Tom Holt, Eagle Lake, Mich.	10	1457
9285	Ellis Meyers, Cedar Point, N.Y.	14	1532.1	8634	T. St. John, Lake Quassapaug, Conn.	14	1456
9909	Ham Johnson, Portage Lakes, Ohio.	16	1532.06	9093	Bubba Harris, Woodlawn, Texas	5	1454
9736	Carl Freyer, Winchester, Mass.	12	1532	9309	Laura Palmer, Portage Lake, Mich.	28	1452
7381	R. Harris, Glen Lake, Mich.	6	1531.7	9732	Dexter Thede, Grand Rapids, Mich.	20	1451.5
4208	Craig Donnecke, Sequoya, Okla.	8	1531.3	8598	Morris Whitney, Clearwater, Fla.	7	1451.4
7371	Lawrence Vandersall, Green Lake, Wis.	10	1531.2	270	Nancy Torpey, Money Island, N.J.	9	1451.1
10009	Frank Riesenecker, Woodlawn S.C., Texas	5	1531	9330	Guy Gupton, Atlanta, Ga.	14	1449.2
9106	Irv Margulies, Eastchester, N.Y.	7	1528	9765	Bill Ames, Wichita, Kans.	5	1449
3584	Robert Longnecker, Lake Mohawk, N.J.	12	1527	3161	Kent Johnson, Sequoyah, Okla.	6	1445
9018	Jose Requejo, Neptuno, Uruguay	5	1526.4	9530	Robert Cameron, Armdale, N.S., Canada.	5	1444
6127	Elton Eddy, Lake Merritt, Cal.	14	1526.3	5705	Roy Beach, Dallas, Texas	20	1443.7
8568	Art Lowenthal, Newport, N.Y.	11	1522	5187	Jorge Peirats, Santiago, Cuba.	27	1443.6
4839	Ed Weiss, Pine Beach, N.J.	19	1521	9441	L. Caston, Grand Rapids, Mich.	26	1443.1
9019	Bob McClung, Iowa-Nebraska	25	1520.4	9608	Tom & John Vandersall, Gull Lake, Mich.	15	1442.9
6248	C. Kolb, Thames River, Conn.	16	1520.3	9007	Lewis Card, Privateer, Tenn.	8	1442
9465	Aurino Suassuna, Natal, Brazil	18	1520	4240	Pete Lauterbach, Newport, N.Y.	25	1441.0
6741	Louis Kuntz, Dallas, Texas	14	1517	9514	Larry Angott, Green Lake, Mich.	7	1441
6977	Jean Blanchard, Eastchester, N.Y.	7	1515	1952	Dorothy Bennett, Paradise Pt., N.Y.	8	1440.3
7442	H. Mason, Bantam Lake, Conn.	7	1514	6253	Francis Blake, Jr., Oak Orchard, N.Y.	7	1440.1
9307	Floyd Hughes, Jr., Iowa-Nebraska	24	1513	8691	J. Teixeira, Brigada Naval, Portugal	5	1439.6
8051	D. Rogers, Lake Quassapaug, Conn.	35	1512	9609	Ricardo Eguillor, Santiago, Cuba.	9	1438
5550	Elizabeth Saville, Lake Washington, Cal.	5	1510	4048	Gordon Freyder, Iowa-Nebraska	17	1437.7
3921	Norm Marley, Money Island, N.J.	9	1509.2	9127	Ken Murray, Lake Washington, Cal.	5	1436.4
5465	Dawson Blamire, Winchester, Mass.	22	1509	5268	Alberto Peirats, Santiago, Cuba.	28	1436.3
9747	Dan Williams, Privateer, Tenn.	10	1507	4240	Pete Lauterbach, Newport, N.Y.	24	1436
3262	Jose Canellas Ferrer, Santiago, Cuba.	20	1506.5	2595	William Berg, Hewlett Pt., N.Y.	9	1435
8045	K. Hench, Glen Lake, Mich.	13	1505.8	5828	Bruce Colyer, Palm Beach, Fla.	5	1434.8
3011	John Reddick, Bantam Lake, Conn.	8	1505.7	9102	Sharon Stiles, Portage Lake, Wis.	17	1433
2802	Charles Ridge, Lake Mohawk, N.J.	8	1505.5	6382	L. Jordan, Bantam Lake, Conn.	8	1432
9298	Frank Levinson, Clearwater, Fla.	6	1504.6	5897	Oscar F. Raposo, Recife, Brazil	6	1431.3
7966	V.S. Mullen, Northwich, England	9	1504.5	7377	Barbara Singer, Eagle Lake, Mich.	9	1430
7394	P.R. Powis, Medway, England.	5	1503.7	5899	Jorn Vogeley, Recife, Brazil	9	1428.8
8010	V. Pena Pampin, Neptuno, Uruguay.	5	1503.6	9297	Bill Ticknor, Gull Lake, Mich.	16	1428
7856	R. Chatfield, Lake Quassapaug, Conn.	16	1503	6627	Rodney Long, Winchester, Mass.	6	1425
9726	Chuch & Ginny Andrews, Portage Lake, W.	27	1502	9363	Dr. Sam Norwood, Atlanta, Ga.	12	1424.9
10054	Ken & Joe Albury, Nassau, Bahamas	10	1500	8055	Jill Carver, Green Lake, Wis.	11	1421.8
7963	R. Harley-Jones, Northwich, England	9	1499.3	5655	Doreen Mitchell, Armdale, N.S. Canada	5	1421.6
9029	Jose Julio Rezende, Lisboa, Portugal	9	1499	9306	John Mace, Pine Beach, N.J.	19	1420
9605	Dr. A. W. Wallace, Sequoyah, Okla.	28	1498.9	7927	S. Davis, Grand Rapids, Mich.	26	1419.7
9525	Stanley Hess, Eagle Lake, Mich.	9	1498.1	7420	Robert L. Busby, Potomac River, D.C.	9	1419.6
3993	George Christman, Sea Cliff, N.Y.	20	1496.9	7359	Otto Fischer, S. Paulo, Brazil	5	1419.4
8046	Andy Whitman, Pine Beach, N.J.	18	1496.9	2237	Al Buccolo, Money Island, N.J.	9	1418
10095	Alfonso Requejo, Neptuno, Uruguay.	6	1496.8	8996	Henry Milner, Hewlett Pt., N.Y.	6	1417
8677	Anthony Lamport, Cedar Pt., N.Y.	5	1495.6	9329	Elmer Riker, Atlanta, Ga.	16	1414
9318	Gibby Zeratsky, Green Lake, Wis.	13	1495.1	9186	Tom Stone, Gull Lake, Mich.	15	1412.6
4164	Roger Swanson, Winchester, Mass.	7	1494	8585	Scheunemann, Diamond Lake, Mich.	17	1412.1
7404	Mrs. A. Hawkins, Medway, England.	6	1493.5	7955	Luiz Brites, Brigada Naval, Portugal	5	1411.4
8686	Eugene Thorman, Eastchester Bay, N.Y.	6	1493	5640	K. Barrows, Glen Lake, Mich.	9	1410.6
4287	Herman Tanner, Sequoyah, Okla.	39	1492	6938	Hazel Carver, Green Lake, Wis.	9	1410
6253	Francis Blake, Jr., Oak Orchard, N.Y.	10	1492	4508	Tom Murray, Miami, Fla.	18	1408.8
8652	Jack Tillman, Wawasee, Ind.	9	1492	6979	Tom Graham, Sequoyah, Okla.	7	1408
6638	David Greiner, Paradise Pt., N.Y.	8	1491.3	4849	Gail Kroeger, Newport, N.Y.	11	1408
9107	Bart Sullivan, Winchester, Mass.	16	1491	9527	Phil Baker, Sequoyah, Okla.	11	1408
4549	Mrs. Bobbie Deere, Dallas, Texas	11	1487	7107	Americo Madrid, Neptuno, Uruguay	5	1406
9448	Luke Zarney, Lake Quassapaug, Conn.	32	1486	7800	Joseph Lea, Eastchester Bay, N.Y.	5	1406
9369	Jim Warfield, Lake Merritt, Cal.	29	1485.5	3250	Louis DeWitt, Lake Washington, Cal.	5	1404.8
5945	Clube Naval de Lisboa, Portugal	7	1485				

7380	William Hudson, Oak Orchard, N.Y.	15	1404.6	8600	Ed Gavney, Jr., Gull Lake, Mich.	17	1299
5453	N.H. Whiteside, Jr., Glen Lake, Mich.	11	1401.4	9602	Corcoran, Diamond Lake, Mich.	19	1298
5988	Joe Goertz, Missouri Y.C., Kansas.	11	1400	8185	Bud Koschnick, Wawasee, Ind.	6	1297
10051	Roberts & Farrington, Nassau, Bahamas	5	1399	8588	Sundberg, Diamond Lake, Mich.	16	1294
9923	Bruce Wetmore, Potomac River, D.C.	9	1396.8	9876	Dr. Richard Blumberg, Atlanta, Ga.	14	1293.8
7131	Tom Wurster, Diamond Lake, Mich.	17	1395	5626	Peter Knight, Cedar Pt., N.Y.	15	1293.6
8039	C.E. Rhonemus, Portage Lakes, Ohio.	9	1392	9184	Dr. Milo Lundt, Eagle Lake, Mich.	7	1291
6255	Sharon Smith, Armdale, Y.C., N.S., Canada	5	1391.8	4497	Herb Suplee, Privateer, Tenn.	7	1290
9581	William Kip, Miami, Fla.	15	1391.7	5951	Jose Augusto Fontes, Recife, Brazil	11	1289.7
40076	Janice Caldwell, Miami, Fla.	10	1391.5	6633	Bob Van Metre, Green Lake, Wis.	14	1289.3
7139	Graham Lusk, Cedar Pt., N.Y.	15	1390.6	6246	Lucia Guest, Palm Beach, Fla.	5	1289.2
9513	Don Morse, Green Lake, Mich.	9	1390.6	9286	George Twedberg, Recife, Brazil	7	1283
7351	Carlos Juetz, S. Paulo, Brazil	5	1390.2	5525	Randy Nord, Chautauqua, N.Y.	5	1279
1703	Carl Christensen, Lake Mohawk, N.J.	5	1390	2830	Bob Neustrom, Missouri, Mo.	5	1276
	Munkelt, Thames River, Conn.	12	1387	5855	Walter Redding, Winchester, Mass.	5	1275
9512	John McGuire, Green Lake, Mich.	9	1386.7	7383	D. Smith, Grand Rapids, Mich.	28	1273
8043	J. Gordon, Grand Rapids, Mich.	22	1385	5524	Joseph Cusimano, Chautauqua, N.Y.	13	1267.4
4360	J. Bissell, Grand Rapids, Mich.	20	1381.4	3968	Jinny Andrews, Portage Lake, Mich.	18	1267.3
4601	G. Patterson, Thames River, Conn.	12	1381.3	5260	Jack Wahlberg, Chautauqua, N.Y.	13	1263
9426	Louann Martin, Sea Cliff, N.Y.	16	1380.6	2057	O. Galbraith III, Crystal Lake, Ill.	8	1261
4700	S. McKeon, Thames River, Conn.	9	1380.5	9032	Debbie Carter, Portage Lake, Mich.	10	1259
7778	Sam Mueller, Woodlawn, Texas	5	1379	7184	Woody Bodeman, Gull Lake, Mich.	16	1257.7
5538	Ernest Zickerman, Cascais, Portugal	7	1378	6635	Fred Karsten, Green Lake, Wis.	7	1257.3
7077	Charles Hohman, Newport, N.Y.	11	1375.5	6936	Burt Kilbourne, Green Lake, Wis.	12	1257.3
8574	Flip Yates, Chautauqua, N.Y.	15	1375.2	3419	Dave Miller, Winchester, Mass.	16	1257
9331	John Borum, Atlanta, Ga.	16	1375.1	3852	James Grambart, Sea Cliff, N.Y.	8	1255
9551	Geddes Bros., Lake Merritt, Cal.	23	1374	9729	R. Baxter, Grand Rapids, Mich.	16	1253
8048	Julie & Dorothy Cartland, Portage, Wis.	7	1373	6132	Holderman, Eagle Lake, Mich.	9	1252.3
6975	Shirley Howland, Lake Merritt, Cal.	18	1372	526	Chuck Chance, Miami, Fla.	6	1252.1
232	Robert Brunson, Miami, Fla.	6	1371	4272	Joyce Kronmiller, Pine Beach, N.J.	18	1251.5
9240	B.K. Rowe, Diamond Lake, Mich.	19	1363.5	9425	N. Fehsenfeld, Grand Rapids, Mich.	26	1250
7025	Hiram Sturges, Iowa-Nebraska	17	1363.3	8587	Jean Woolverton, Diamond Lake, Mich.	17	1247
10010	B. Applegate, Grand Rapids, Mich.	5	1363.2	6028	Sherman Dalbey, Portage Lakes, Ohio.	17	1243.2
5901	Sylvio Valois, Recife, Brazil	11	1362	8793	Dr. Elmer Koehler, Eagle Lake, Mich.	9	1243
4584	Craft Saunders, Sequoyah, Okla.	10	1361	7132	Vicki Norwood, Atlanta, Ga.	14	1239.7
5672	Virgil Baier, Oak Orchard, N.Y.	14	5672	3955	Susan Hitz, Cedar Point, N.Y.	12	1239.3
4500	Hugh Dodd, Dallas, Texas.	14	1357.1	6229	Ted Daniels, Portage Lakes, Ohio.	16	1238
4381	M. Harrett, Grand Rapids, Mich.	23	1356.5	3485	Bill Reed, Newport, N.Y.	9	1232.9
5838	Walt Kenyon, Lake Merritt, Cal.	26	1356.2	5680	Freire Cardoso, Lisboa, Portugal	6	1232.8
1433	Wm. Houghton, Lake Mohawk, N.J.	8	1353	8050	Haffner, Yarger, Diamond Lake, Mich.	17	1231
5525	Harold Radford, Chautauqua, N.Y.	14	1352	9750	Bill Greene, Atlanta, Ga.	12	1229
5956	F.W. Reichel, Dallas, Texas	14	1351.5	3408	Pete Van Vamp, Green Lake, Mich.	6	1227.8
5854	James Snow, Winchester, Mass.	13	1351	7940	Bill Murray, Green Lake, Wis.	12	1227.4
9000	Steve Wilson, Iowa-Nebraska	17	1349	9597	W.H.P. Poad & T. Plummer, Nassau, Bahamas	11	1226
7999	Bud Leonard, Diamond Lake, Mich.	18	1348.8	3880	Dave Maurer, Portage Lake, Mich.	29	1223.25
6298	John Douglas, Iowa-Nebraska	22	1348.2	6184	Harry Knudson, Newport, N.Y.	7	1223.2
7021	J. Lathrop, Winchester, Mass.	24	1348	7945	Sidey Bros., Iowa-Nebraska	24	1222.3
9564	Charles Dills, Potomac River, D.C.	10	1347.9	3386	Howard Bennett, Oak Orchard, N.Y.	10	1220.2
8853	John Marsland, Cedar Pt., N.Y.	13	1347.5	6581	Waldo Matthews, Gull Lake, Mich.	11	1220
7956	Victor, Fortes, Brigada Naval, Portugal	5	1346.8	4225	Barry Jonas, Sea Cliff, N.Y.	7	1217
3565	Thomas Markey, Hewlett Pt., N.Y.	5	1346.8	6006	Sam Bloom, Newport, N.Y.	7	1212
7380	William Hudson, Oak Orchard, N.Y.	11	1346.2	5900	Mauricio Castro, Recife, Brazil	10	1207.8
9885	Kim Smith, Cedar Pt., N.Y.	8	1346	9148	Raul Festary, Santiago, Cuba.	5	1207
8583	Sinclair Oswald, Portage Lake, Mich.	11	1345.7	1348	Maurice Holt, Pine Beach, N.J.	15	1201
7878	Birney Mills, Portage Lakes, Ohio.	13	1345.6	2865	Robert Bender, Oak Orchard, N.Y.	11	1195
54	J. Harry McCoy, Lake Mohawk, N.J.	6	1344	8676	Jose Balboa, Santiago, Cuba.	5	1194.2
9171	Robert Seal, Miami, Fla.	8	1343	9595	G. Higgs-G. Johnstone, Nassau, Bahamas	8	1194.1
6676	Joe Lux, Lake Quassapaug, Conn.	13	1340	6000	Louis Avalone, Chautauqua, N.Y.	10	1191
9160	M. Savage, Northwich, England	6	1340	7361	Emilio C. Salvi, Pernambuco, Brazil	9	1188
7940	Travis & Carver, Green Lake, Wis.	14	1339.5	3865	R.T. Mittauer, Iowa-Nebraska	18	1187.7
5672	Virgil Baier, Oak Orchard, N.Y.	10	1339.1	9548	Wm. McFarland, Sea Cliff, N.Y.	9	1187.1
8673	Antonio Oliveira, Lisboa, Portugal	9	1338.4	3458	Robert Waters, Oak Orchard, N.Y.	6	1184
7197	Mrs. Belle Hardey, Atlanta, Ga.	17	1338.2	7915	Clube Naval de Lisboa, Portugal	5	1183
5221	Harold Steelman, Pine Beach, N.J.	17	1336.8	9723	Walter Calvo, Neptuno, Uruguay	5	1180.9
8569	Loretta Robinson, Palm Beach, Fla.	5	1334.8	7443	J. Schmidt, Lake Quassapaug, Conn.	7	1180
8661	B. Tomlinson, Portage Lake, Mich.	10	1333	4250	Karl Kronenberger, Cedar Pt., N.Y.	5	1169
6266	Jean Berkey, Wawasee, Ind.	6	1332	7917	Clube Naval de Lisboa, Portugal	5	1166
1726	Mort Hauserman, Missouri Y.C., Kansas	5	1331	8069	Harry Richardson, Iowa-Nebraska	17	1164
4561	Dave McNair, Newport, N.Y.	14	1329	3968	George Andrews, Portage Lake, Mich.	5	1163
7122	R. Worland, Crystal Lake, Ill.	15	1327.6	5548	John Day, Winchester, Mass.	12	1157
4432	Abner Towers, Atlanta, Ga.	12	1326	3010	Henry Young, Green Lake, Wis.	9	1153
8683	Aldo Brasileiro, Recife, Brazil	10	1324	8589	Al Hasty, Eagle Lake, Mich.	7	1143
4431	Bill Layson, Privateer, Tenn.	5	1321.6	2296	Layne Porter, Winchester, Mass.	13	1142
9872	Cliff Austin, Winchester, Mass.	7	1321	6260	Derek Peters, Atlanta, Ga.	5	1129
9112	Elfred Bartoo, Atlanta, Ga.	13	1320	3320	R. Johnston, Grand Rapids, Mich.	23	1127
5111	Andre Roodenberg, Newport, N.Y.	12	1318	1560	A. Parmalee, Grand Rapids, Mich.	19	1125
4552	Herb Anderson, Winchester, Mass.	12	1317	9328	Ben Ansley, Portage Lakes, Ohio.	14	1124
5866	Clube Naval de Lisboa, Portugal	7	1316	7113	Skipper Cody, Green Lake, Wis.	11	1119
2090	Lawlor, Lake Quassapaug, Conn.	10	1312	5109	Leonard Lewis, Portage Lakes, Ohio.	15	1117
9899	Mil & Ted Boersman, Portage Lake, Mich.	12	1311	7110	Jim Rowley, Green Lake, Wis.	9	1115.4
4558	Everett Durkin, Newport, N.Y.	8	1311	7902	Ellsasser, Diamond Lake, Mich.	18	1115.3
4406	C. Rood, Grand Rapids, Mich.	5	1310	9886	Morse-Hannan, Iowa-Nebraska	14	1100
7872	Don Haselwood, Eagle Lake, Mich.	6	1309	6675	Pat Wheeler, Portage Lakes, Ohio.	12	1091
4554	Ray Peters, Newport, N.Y.	12	1309	5851	Bussey Bros., Iowa-Nebraska	13	1088
9096	Collins, Woodlawn, Texas	5	1306	7946	Bob Hansen, Iowa-Nebraska	9	1085
6680	Rene Pineiro, Santiago, Cuba.	6	1305	9126	James Ramage, Atlanta, Ga.	8	1084
7960	P. Ferreira, Brigada Naval, Portugal	5	1303	8456	P. Richel, Grand Rapids, Mich.	10	1079.9
7779	Peter Wellenberger, Hewlett Pt., N.Y.	5	1302	7111	Sam Barbour, Green Lake, Wis.	8	1079.3

6269	Victor Andersen, Portage Lakes, Ohio.	6	1077
10005	Dick Virgil, Sr., Diamond Lake, Mich.	15	1075
8573	Clark Torrance, Chautauqua, N.Y.	8	1067
6957	Chris Waldron, Eagle Lake, Mich.	7	1060
7367	John Polz, Gull Lake, Mich.	9	1053.5
7020	W.J. Krause, Diamond Lake, Mich.	16	1053.1
6446	Gene Sofen, Gull Lake, Mich.	7	1050
9746	Beyer, Diamond Lake, Mich.	18	1049.4
8592	Hoehn, Diamond Lake, Mich.	18	1049.1
3806	Bob Mockler, Iow-Nebraska	18	1048
3183	Maxwell Berry, Atlanta, Ga.	5	1047
6782	Belfield Carter, Atlanta, Ga.	13	1042
9996	C. Borggaard, Winchester, Mass.	11	1027
3117	G. Dlesk, Grand Rapids, Mich.	8	1023
8587	Woolverton, Grand Rapids, Mich.	14	1022
8658	Rosser Shelton, Atlanta, Ga.	13	1000.8
6667	Harrison, Diamond Lake, Mich.	18	997
6167	Lowe, Diamond Lake, Mich.	16	981
9323	Leonard Burch, Portage Lakes, Ohio.	8	952
6027	R. Francis, Diamond Lake, Mich.	17	927
5527	Anne Johnson, Chautauqua, N.Y.	5	917
9873	Flaek, Diamond Lake, Mich.	18	873
9737	A. Schmidt-Len Mead, Winchester, Mass.	7	871
7003	Brannon Lesesne, Atlanta, Ga.	6	868
10052	Charles & David Kelly, Nassau, Bahamas	5	857
8096	J. Kanouse, Diamond Lake, Mich.	17	852
7378	Beutter, Diamond Lake, Mich.	20	839
7116	J. Wolf, Diamond Lake, Mich.	7	823
6666	Dick Virgil, Jr., Diamond Lake, Mich.	15	820
7880	Hirwich, Diamond Lake, Mich.	20	788.5
3225	L. Whittaker, Winchester, Mass.	5	788
8591	D. Cleverling, Diamond Lake, Mich.	17	781
6998	Perry, Diamond Lake, Mich.	18	738
9101	Friend, Diamond Lake, Mich.	16	724
9099	D. Coakley, Winchester, Mass.	5	681
8586	Bieneman, Diamond Lake, Mich.	18	651
8098	Stamp, Diamond Lake, Mich.	7	631
8041	Hess, Diamond Lake, Mich.	16	614
6001	Bock, Diamond Lake, Mich.	15	488
8362	King, Diamond Lake, Mich.	8	454
4846	Schramm, Diamond Lake, Mich.	14	380
9190	Freshley, Diamond Lake, Mich.	12	361

THE COMMODORE SAYS

Here are a few personal reasons why I like to attend National Regattas and I submit them for your careful consideration:

1. Skippers and crews have a fine opportunity to see the latest improvements, gadgets, materials, and sailing technique. If you are to be competitive with the top skippers of the nation, it is almost imperative that you acquaint yourself with these facts, and certainly I know of no better place to get this knowledge than attending the Nationals.

2. Naturally everyone isn't ready or going to buy a new boat or sails, but, after seeing the boats at the Nationals, you will surely have a better knowledge of what is available and what boat, sails, and equipment you like most.

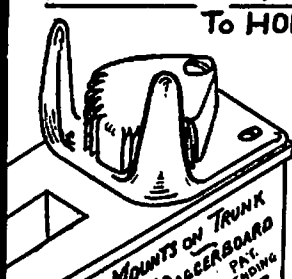
3. The whole National Race Week is jam-packed with activity and entertainment, exciting for any sailor or spectator.

4. For me, the greatest pleasure of any regatta is the fellowship of good sailors getting together—the resailing of each race on dry land. This is truly where you get the real lessons in sailing and good sportsmanship.

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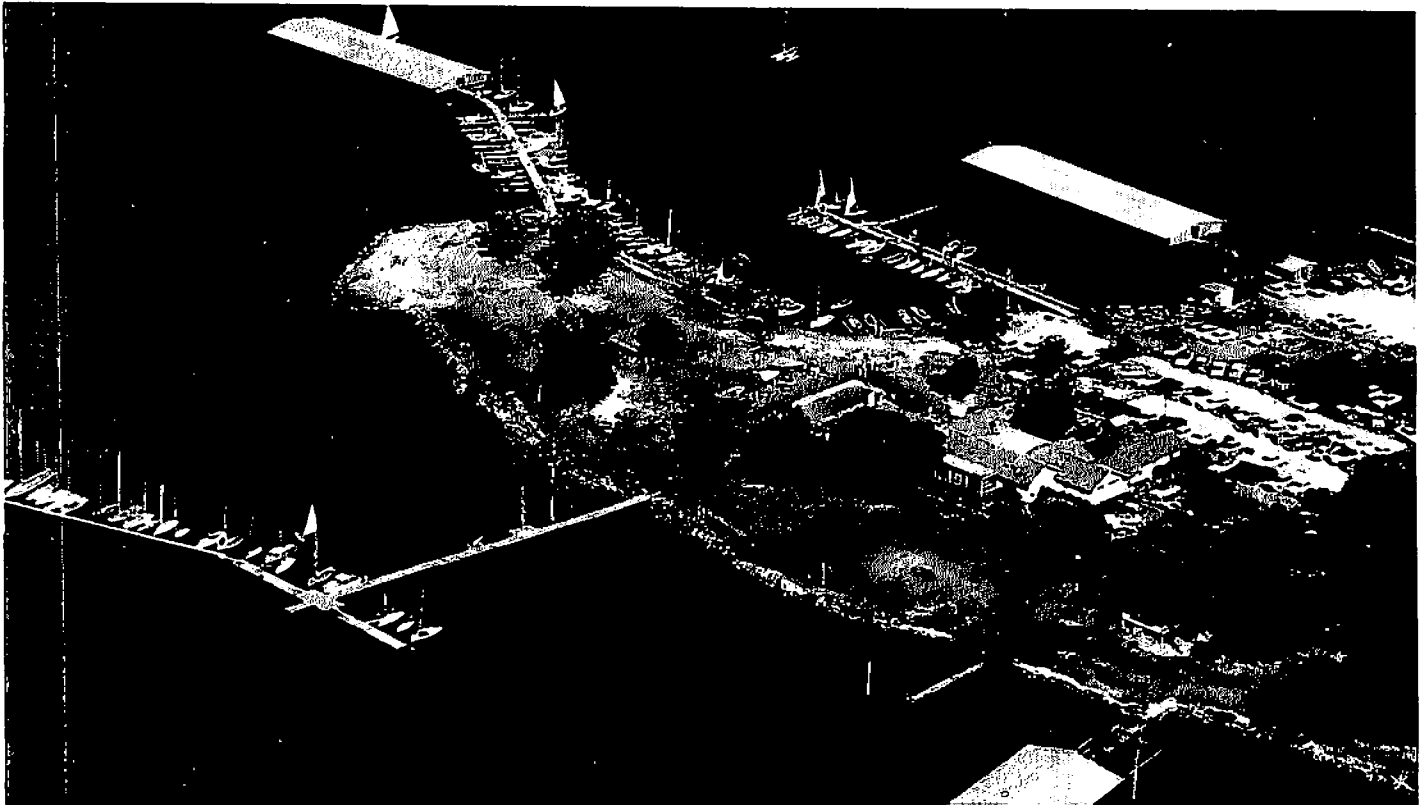
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1954 WESTERN HEMISPHERE CHAMPIONSHIP
GERBER SNIPES TOOK 1st and 2nd PLACE!

— GILREATH WINS SHREVEPORT REGATTA —



AERIAL VIEW OF THE SHREVEPORT YACHT CLUB. This remarkably fine photograph shows the complete details of one of the finest club lay-outs in the country. Do you notice the swimming pool? How about the trees growing in the water? Examine it closely under a glass—and then turn green with envy!

The Shreveport Yacht Club's Seventh Annual Regatta was, by all standards, a howlin' success. On hand were some of the country's top skippers with 85 boats in 7 classes, representing 12 clubs in the South and Midwest.

The SNIPE class stole the show with 22 entries from 10 fleets and a caliber of competition that closely resembled that of a national championship regatta. Present were Commodore Eddie Williams, Vice-Commodore Harold Gilreath, and Past-Commodore Ted Wells.

The Friday warm-up race was sailed in hard, gusty winds and rain and provided quite an opportunity to see if one's boat was going to hang together. The recipient of the Lawton Memorial Trophy (a lovely fur-lined thunderjug) turned out to be Old Master Ted Wells.

The two races sailed Saturday afternoon offered quite a variety of weather, as there were thundershowers in the area. The first race was a very fluky affair with winds ranging anywhere from 0 to 20 at one time or another. Positions changed quite frequently and many skippers were ready to take up checkers before it was finished. However, the Race Committee got the wind straightened out a little for the 2nd race and it settled down to a fairly steady (for an inland lake, that is) 10 miles per hour. Sunday morning dawned bright and beautiful with a lovely 10-15 mph breeze that seemed to suit everyone—especially Harold Gilreath, who came in first to win the regatta.

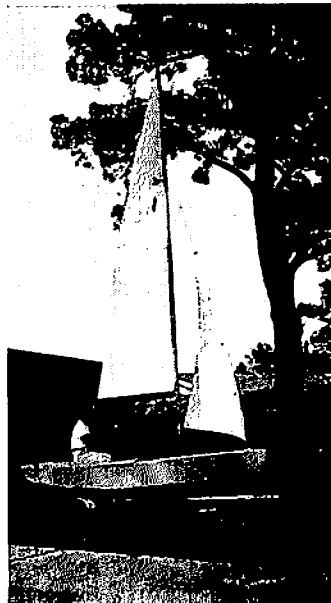
At the conclusion of the races, trophies were presented by Commodore Bill Somer and Race Committee Chairman Chuck Hardey. Below are the results:

BOAT	SKIPPER	CLUB	Races	1	2	3	Pos.
8653	Harold Gilreath	Atlanta	1	5	1	1	1
6025	Ted Wells	Wichita	2	1	4	2	2
8643	Bob Lawton	Shreveport	6	4	2	3	3
10009	Frank Riesenecker	San Antonio	4	2	8	4	4
9739	Eddie Williams	Kansas City	4	10	3	5	5
9191	Chuck Hardey	Shreveport	10	3	5	6	6
7128	Willie Rotzler	San Antonio	5	7	6	7	7
10155	Jerry Jerome	Tulsa	8	8	7	8	8
9740	Joe Ramel	Kansas City	7	9	10	9	9

9150	Bob Embrey	Shreveport	9	6	12	10
9598	Paul Piper	Memphis	12	11	9	11
	1 Sorensen Bros.	Shreveport	18	13	13	12
10163	Malcolm Stevenson	Memphis	14	15	15	13
7778	Sam Mueller	San Antonio	17	17	11	14
3030	Wayne Gray	Fort Worth	16	18	14	15
7786	Bill Kilpatrick	Okla. City	11	12	dnf	16
7344	Bill Simmons	Shreveport	19	19	16	17
3870	Al Korgan	Dallas	13	16	dnf	18
8645	Joe Becker	Tulsa	15	14	dnf	19
9097	Val Lyons	Shreveport	20	20	19	20
7089	Ted Thomas	Shreveport	21	dnf	17	21
6176	Dick Flowers	Shreveport	dnf	dnf	dnf	22

----Ray (Mrs. Charles O.) Hardy.

Here's What Happened to Ole No. 1

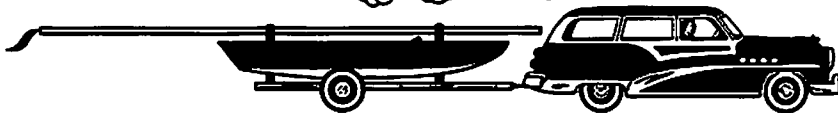


Chuck Hardey of Shreveport bought Number 1 from George McGown in April. Here is Mrs. Hardey reporting:

"We got No. 1 all slicked up and sold her to Dick & Bob Sorensen, who are two of the most enthusiastic young Snipers to be found anywhere. They finished third today and I believe they're really on the way! No. 1 weighed in at 432, so we just left it alone. It could easily be taken down to minimum by replacing the mahogany floorboards with cedar.

Chuck said if Eddie Williams could sail around the lobby of the Bijou theater (March Bulletin), there sho nuff was no reason why he couldn't sail Ole No. 1 down our lawn."

Cells Landing by Ted Wells



HOW TO WIN TUNE-UP RACES AND LOSE REGATTAS.

The title of this article is a subject on which I can speak with considerable authority, having done exactly that in the Western Hemispheres in Havana in November and just recently in the regatta at Shreveport. At the Tulsa Regatta, they didn't have a tune-up race, so I won the first race instead and then started out to lose the regatta but didn't quite succeed.

The secret of success in winning tune-up races and losing regattas is to start doing stupid things under pressure, and the best way to accomplish this is to be out of practice. Reading or writing articles on how to win races or just pleasure sailing won't take the place of being in races. It has often been said that the best way to win a race is to get out in front at the start and steadily improve your position. Quite a few regattas are won this way because there is a definite advantage in being out in front; however, the racing competition in Snipe regattas has gotten so stiff that even the skippers who are likely to win the regattas get bottled up occasionally on starts or take tacks which turn out to be sour and have to work their way up through the fleet; and the ones who win the most regattas are the ones who can't be counted on to stay bottled up when their situation looks hopeless.

One of the hardest temptations to resist is to immediately tack out and get clear after a mediocre start. Under these conditions, the wind in which you are sailing is badly scrambled up by boats ahead of you and the water is the same way. It is far better to just sit there and make the best of it for awhile until things settle down. If you can only resist that temptation long enough, it is amazing how many other people succumb to it and how much better off you are by just staying put (barring wind shifts, of course).

The next hardest temptation to resist is to keep going on a tack which has become sour because immediate tacking will put you behind some other boats. There is a terrific temptation to go just a little bit further so as to be clear before tacking. The trouble is that you generally have to go farther than you anticipate before you get clear, and all of the time that you are persisting on this tack, you are going in the wrong direction in relation to the people ahead of you that you hope to eventually overhaul.

The next thing that happens after succumbing to the above two temptations is to push the panic button. When you have done this, you start trimming your sails too tightly because everyone else seems to be pointing higher than you are; you start trying to go to windward by just aiming it there; you start doing things quickly and jerkily instead of slowly and smoothly, and every tack you get on seems to be the wrong one.

Which brings up the subject again of the part that luck plays in winning races. If the wind shifts 60 degrees and the guy that you are on top of all of a sudden is on top of you, there isn't anything you can do about it. If the wind dies where you are and blows on everybody else, you can't help that, either. But you can be sure that you don't render any assistance to the bad luck in order to make it worse and that you take full advantage of the good luck.

Some of the races in Shreveport might be examined to see what light they can shed on this subject. In the second race, the wind was rather light and shifty and at the start of the second beat, Bob Lawton was ahead, I was in second, and Harold Gilreath was several places back. I was keeping a wary eye on Harold, because I don't trust him even if he is several places back, and Bob was covering me. About half way up the second beat, Harold was way off to port, and I decided that it would be a good idea to go over in that general direction. This direction didn't look good to Bob, so he kept on going. Harold and I either had a little better breeze or Bob got into a flat spot, because when we got back together again, I was in first, Bob in second, and Harold was in third. In this case, the flat spot that Bob got into was bad luck, but letting me get out from under him was poor judgement. A little farther along, I was fairly well ahead of Bob but to leeward and more or less directly ahead of Harold when I sailed into a spot with no wind. Bob was still going like everything behind me and to windward, so I went about and he had to go behind me as I was on a starboard tack. So far, bad luck but no errors on my part; however, when Bob went behind me, he was still carrying quite a bit of momentum and I still wasn't going very fast as the wind had lightened a bit in general. Gilreath was still on a port tack and I decided to go back on a port tack, forgetting to keep an eye on what Mr. Lawton was doing in the meantime. All of a sudden he showed up on a starboard tack. I waited a little bit too long trying to decide whether I could clear him or not so that I had to bear off very sharply when I went behind him, with the net result that I was then behind both boats (one error for Lawton, one error for Wells, none for Gilreath). The wind by now had gotten quite light and by the time we got to the windward mark, Harold was still in first place, but Chuck Hardey, who had gone way off to starboard, and Frank Riesenecker, who had gone way off to port, both came boiling up to the mark and I was in fifth place. I could still see the numbers on Harold's sails, but that was about all.

The next leg, which was the last one, varied between a run and a broad reach, and the first three boats behind Harold all started working up wind. There was no one close behind me; so the obvious thing for me to do was to head fairly far down wind, and hope! (this maneuver only works if the wind is between a very broad reach and a run, if there is no one close behind you, and if everybody ahead is going to windward). What happened to Harold from here on out was a crying shame and could probably be scored either as a fielder's choice or as an error on Gilreath; but in any case, he elected to hold a straight course for the mark, not going upwind with the boys who went upwind, with the final result that all five boats finished within a second or two of each other with me in first place and Harold in fifth. I believe under the circumstances that this should be scored as an error for Harold, as I was far enough downwind from him that he couldn't slow me down by staying where he was; and if he had gone upwind with the other boats, he might have salvaged a second place instead of a fifth.

In the third race near the finish, Harold had a big lead in first place, Bob Lawton was all by himself in second place, and I was gaining rapidly on Eddie Williams and was about to pass him to pull into third place because the wind had picked up and Eddie's crew was too light to hold the boat down. Then my crew, who was standing on the sheer be-

cause his tummy muscles had given out, proceeded to fall overboard trying to retrieve a jib sheet which had popped out of the jam cleat. This one, I am afraid, would have to be scored as bad luck for the crew falling overboard, but with a definite assist from me because I knew the jam cleats weren't holding very well and should have fixed them before the regatta or at least have sat on the sheet or tied it to something else so it couldn't go too far when it popped out.

Final result, Gilreath first place in the regatta, one error; Wells second place in the regatta, two errors (plus a few more which didn't come up for discussion here).

MORAL: YOU CAN'T MAKE MISTAKES IN TIGHT COMPETITION AND WIN ANYTHING BUT TUNE-UP RACES!

NEW TYPE OF HARD LUCK.

Dave North of Fleet 88, Tulsa, Oklahoma, was quite unhappy after winning the second race of the Sequoyah Yacht Club Regatta May 28th! Why, you ask? Because he had spent all winter trying to convince his wife that he needed a new boat and synthetic sails if he wanted to win any races in the future. Now he's stuck with his old boat and his cotton sails.

As Others See It

Voice Of The People



HAS PAIN IN HIS NECK

Since we now have space in the Bulletin to publicly state our ideas on issues pertaining to SNIPE, may I add my two cents worth on a device which I believe is slowing down the growth of our class.

My dagger board is a pain in the neck (and the back) to raise and lower. I want to plead for a working device to raise and lower my heavy board. For years I have fiddled around with trick arrangements and gadgets which would permit a woman or boy to raise or lower the board without getting a hernia or a bad back. Many things have been tried, but none have proven practical. The continuous wrestling with the board off and on my trailer is simply a pain in the neck. I want to keep the board in the boat all the time as almost all other classes do. I feel that we are losing interested persons to other classes of the same size and cost simply because we either have not designed our centerboard model correctly so that it can compete or that the daggerboard is really not a practical arrangement.

Since the answer appears to be in perfecting the daggerboard, let us design something that is permanent to the boat, easy to work, and will permit maximum use of the board. This device should be so designed that existing boats and boards could be fitted with it. It should not be tricky or impractical. It should be designed with manufacturing processes in mind and it should be an asset to the performance and handling of the boat.

With this in mind, I would like to start a design contest open to all with ideas, or, better yet, have someone bring forth a good design if they already have it. But if others in SCIRA want to, I would like to start a contest with a cash prize with the design and manufacturing rights belonging to SCIRA a la Wells' book. I'm willing to handle it and turn over all records to SCIRA on a non-profit basis. If you think this is a good idea or if you have anything to add, how about dropping me a line. I'll throw a fin in the kitty if anybody else will. What's your idea or opinion?

— Burt Eaton, 11441 S. W. 77th. Ave., Miami 43, Florida.

WELLS WINS SEQUOYAH REGATTA

A total of 21 snipes, representing 5 fleets, participated in the annual Sequoyah Yacht Club Regatta in Tulsa, Okla., on May 28-29. Saturday's races, over the 5 mile triangular course, were sailed under ideal racing conditions with a shifting 15 mile wind. Ted Wells (as usual) pulled away to an early lead and went on to win the 1st race with Jerry Jerome 2nd, Dr. L. P. McElwaine 3rd, and Dave North 4th. The fine showing of the Tulsa fleet in this and subsequent races shows the result of the 51 point-score races held last season.

In the 2nd race, Tulsa's Dave North picked up a good wind shift on the first windward leg and established a lead that he held to the finish line. John Rix of Wichita was 2nd, Wells 3rd, and Chet Livergood (Tulsa) 4th. The final race Sunday was sailed in a brisk 25 mile wind with occasional gusts to 35. This race developed into a "nip-and-tuck" affair between Jerome and Wells with the lead changing hands several times during the race. Jerry finally pulled away on the last windward beat and spanked his new NAUTIGAL II home for a 1st. Wells was 2nd, North 3rd, and John Rix 4th.

International Commodore Eddie Williams was the hard luck victim of the regatta and one of his minor misfortunes was being struck by a loose boat just as he was leaving the docks, forcing him to the lee shore a few feet away. If you have ever been on a concrete wall on the lee shore in a 25 mile wind, you will understand why he was 10 minutes late crossing the starting line.

Saturday night's dinner-dance at the new Frontier room of the Western Village featured the famous Eddie Williams steaks and the re-sailing of all races that the skippers had participated in during the last ten years. Station TV-KVOO, Tulsa, took 16 mm pictures of the Sunday race which were featured on their Memorial Day program. We sure would like to have you come and sail with us next year!

Final results for the first 8 boats are as follows:

Skipper	Crew	Fleet	Pos.	Pts.
Ted Wells	Bob Rathje	Wichita	1	4565
Jerry Jerome	Betty Jerome	Tulsa	2	4417
Dave North	Jere Farrah	Tulsa	3	4413
John Rix	Kenneth Rix	Wichita	4	3902
Chet Livergood	Charles Webb	Tulsa	5	3821
Dr. L. P. McElwaine	Craig Donnecke	Tulsa	6	3622
Bill Kilpatrick	Joan Kilpatrick	Okla. City	7	3549
Eddie Williams	Otto Wiesener	Kansas City	8	3350

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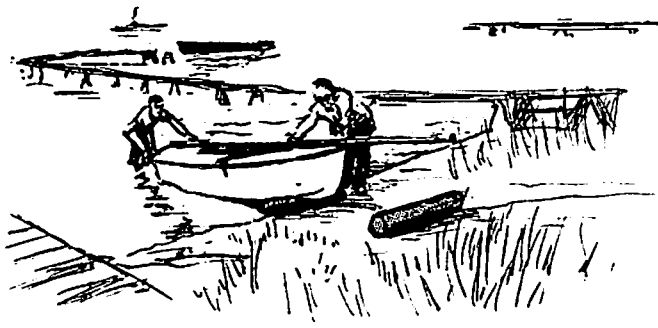
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(NATIONALS continued from page 4)
 notification is given in advance.

The social calendar will be unprecedented (even for us suthen boys)! All skippers and crews will have two cocktail parties, a real southern barbecue, a beer party, the awards banquet, plus two dances—all for free. (Editor: That is what the man says). Then there will be a special party for Juniors after the affair is over. HOW YOU LIKE THEM APPLES?

And a final word from good ol' Fred himself: "We guarantee the good folks who come that they will have the best time they have ever had--WE WANT TO MAKE THIS THE BIGGEST AND BEST SCIRA NATIONALS ON RECORD!!!!!!".

Measurement at the Nationals

A new measuring procedure will be initiated this year at the Nationals. In order to ease the work of the Measurement Committee, boats that were measured and passed at the last two Nationals (1953 and 1954) will not be measured this year unless there is doubt in the Committee's mind as to the legality of the boat or a specific request to measure a boat is made by a participant in the Nationals. A special card attesting to the status of the boat will be issued for permanent possession by the owner.

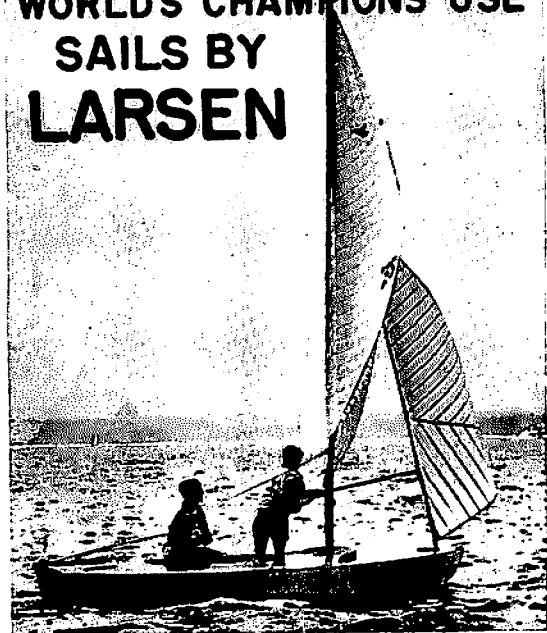
In case of changes in an otherwise measured boat, only the changes need be checked. It will be the owner's responsibility to inform the Committee of such changes that have been made and need checking.

However, all boats must be weighed. In the past few years, too many boats have shown up at important regattas shy on weight. Owners were allowed to correct this weight deficiency by adding weight immediately under the deck, usually attached to the deck frames. In the future, the amount of additional weight or ballast added will be limited to 10 lbs. If you arrive more than 10 pounds underweight, then you are going to have to replace some structure on your boat. Of course, the best idea is to weigh the boat carefully at home and make any necessary changes before you leave for the Nationals. This will make life considerably easier for everyone concerned—especially for yourself!

All sails will be measured and bands on the mast and boom checked as well as their lengths, for a sore spot for measurement committees has been masts and booms that are too long and that have their bands misplaced. At Mentor Harbor last year, at least 10% of the entries sported finger-nail polish on their bands and several masts had to be sawed off. It is strange that all errors on band locations are on the long side. It is a simple matter to measure a mast and boom for specifications and to paint the bands on them correctly. All these items are covered in the SCIRA rule book and are certainly worth checking before sailing in any Snipe event and, in particular, any National Championship Regatta.

- July 23-24 NEW JERSEY STATE Championship, Lake Mohawk, N. J. Roswell W. Chandler, Box 271, Caldwell, N. J.
- July 30-31 LONG ISLAND SOUND Individual Championship, Cedar Point Y. C. , Westport, Conn. Charles Remlin, Imperial Ave. , Westport, Conn.
- July 30-31 SNIPE INVITATIONAL, Diamond Lake, Mich. Vince Hoehn, 1443 Sunnymede, South Bend,
- Aug. 20-21 NORTH ATLANTIC Championship, Toms River-Barnegat Bay, N. J. Robert Hoyt, Beachwood, New Jersey.

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