

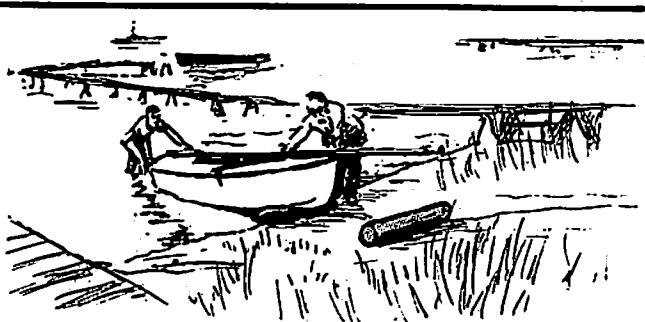
SNIPE BULLETIN

SEPTEMBER 1953

VOL 3 NO 4



6979 Jerry Jerome, Tulsa
8656 Jack Brown, Wichita
8653 Harold Gilreath, Wichita
6156 Guy Roberts, Clearwater



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

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Snipe Bulletin Volume 3 Number 4

Edited by Charles A. Gabor

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SNIPES CLASS INTERNATIONAL RACING ASSOCIATION
 522 STELLAR AVENUE, PELHAM, N. Y., U. S. A.

A WORD FROM THE COMMODORE:

As you probably knew, Bill Crosby passed on, August 17, after a short illness. Individually we will miss him greatly as a friend and the Association will lose an invaluable guide and counselor on Snipe affairs. His work in putting out the Bulletin, and in other lines for SCIRA, cannot be duplicated in kind. In another section of this issue, another Snipe skipper has more properly expressed for the Snipe Class International Racing Association an appreciation of Bill and his work.

Arrangements have been made to continue publication of the Bulletin and all other activities of the Association. Please address all correspondence to Mrs. Miriam B. Shauer, 522 Stellar Avenue Pelham, N. Y. Mrs. Shauer will be Acting Secretary until further arrangements are made. The work formerly done by Bill Crosby has been delegated to members of the Board of Governors and others. Plans are being made for expansion in activities in some lines. Thanks are due to Charles Gabor for helping publish this and the next issue of the Bulletin. Further announcements of organization changes will be made in the next issue.

Carl Zimmerman, Commodore

SNIPES NEWS IN BRIEF

KEUKA SNIPE FLEET, with headquarters at the Keuka Y.C., Hammondsport, N. Y., has just been issued a fleet charter. Contact: Russell McHenry 106 Main St., Hornell, N. Y.

MILFORD (Conn.) Y.C. announces the "Harrison Trophy Race" will be held there during the last weekend in August. F. M. Fownall, 19 Fenway North Milford, Conn.

ROCKY MOUNTAIN CHAMPIONSHIPS were won by Charles and Ray Hardey, from Shreveport. Denver claimed both second (Sam Card) and third (Don Hughes) places.

GREEN LAKE, Wisconsin, has a newly appointed, Fleet Captain. Lawrence Vandervelde, of Lake St.

WE ARE SORRY. We erroneously stated last month that the Diamond Lake Bulletin was a monthly. It is a weekly publication.

RECOMMENDED READING - Fearon Moore's graphically interpreted Principal Sailing Rules of the North American Yacht Racing Union, now in its 10th edition. Further information elsewhere in this issue.

THANK YOU to OUR SNIPERS for their cooperation in sending in photos and news in response to SCIRA's request in the August Bulletin. A continuance of such will help us to carry on.

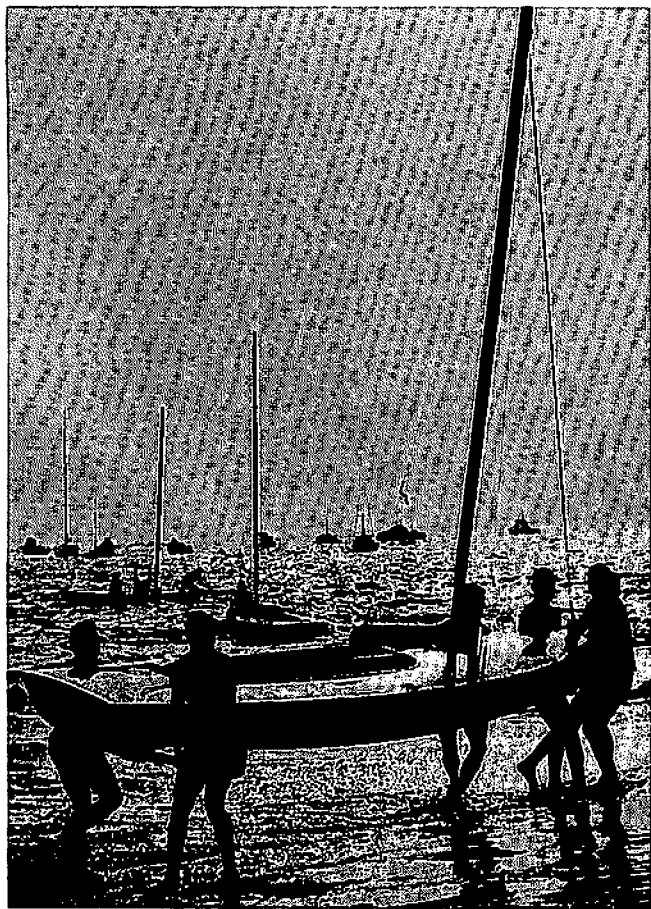
THE LONG ISLAND SOUND SNIPE RACING ASSOCIATION, at its recent formative meeting, appointed as chairman, Barse Miller, 190 Bayview Place, Plan-dome, New York.

1953 NATIONALS CHAMPION, is Tom Frost, of Newport Harbor, California. He, and his crew, Fred Schenck, will compete in the World's Championships at Monaco, September 5-12.

OFFICIAL REPRESENTATIVE OF SCIRA for the U. S. at the World's Championships, will be Ted Wells. Another interested Snipe skipper who will attend is Hattie Carver, of Green Lake, Wisconsin.

FROST'S FROLIC

The Pacific Coast S.C.I.R.A. Championship Regatta was held at the Los Angeles Yacht Club in Outer Los Angeles Harbor on July 18 and 19. The series will always be remembered by all participants as Frost's Frolic. Terrific Tom Frost and Fabulous Fred Schenck used Los Angeles Harbor as a testing ground for their newly formed team which begins a new era in Snipe racing history. Their sailing was so phenomenal in the presence of usually strong competition, that there is little else to report. Tom Frost is a relative newcomer to the Snipe Class but has an obvious ability and feel as a skipper. Fred Schenck is one of the old hands in Southern California Snipe ranks. Once an outstanding skipper, he will be remembered by most as the crew for Darby Metcalf when they won the Hub Isaacks Trophy in 1940 and as crew for Clark King when they won the Heinzerling Trophy in 1950. By this time Fred has proven himself once again to be part of the winning combination at the SCIRA U.S. National Championships.



THE 1953 NATIONAL CHAMPION
"SNOWBALL"
TOM FROST'S 7082

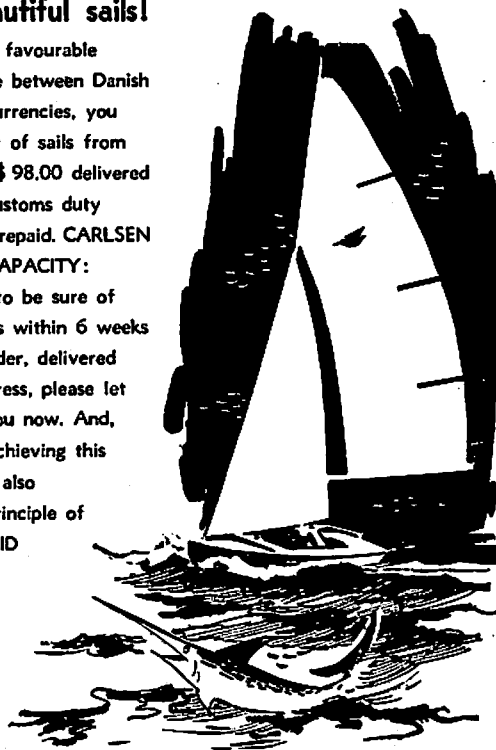
Five races were sailed in winds of 20 to 25 mph. Most of the crews really felt they had been racing. Shirley Howland, last year's El Toro Champ came all the way from Lake Merritt to race in what she thought would be light winds. She found conditions about the same as in her home waters.

Tom Frost, in Snowball, from Newport Harbor, began to snowball in the first race. Len Smith from Alamitos Bay, who was the defending champion, was second. It looked like a tight series developing. In the second race, Frost again took the lead soon after the start but had a very close race with Jim Clinton. Although they traded the lead, Frost again was the winner followed by Clinton and Walt Gleckler in third place. Len Smith could only work himself up to fifth. The third race found Frost over at the gun. Tom and Fred

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Only due to the favourable rate of exchange between Danish and American currencies, you get the best suit of sails from Carlsen at only \$98.00 delivered in New York, Customs duty and everything prepaid. CARLSEN HAS LIMITED CAPACITY: so if you want to be sure of getting your sails within 6 weeks from date of order, delivered C.O.D. your address, please let me hear from you now. And, incidentally, in achieving this bargain, you are also supporting the principle of "TRADE, NOT AID FOR EUROPE".
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CARLSEN *hand made sails*

applied all of their determination and worked up to second as the fleet rounded the leeward mark. Buster Hammond with Dick Deaver as crew were in first spot as they began the beat back to the finish line. Frost chose not to tack which would put him in unfavorable currents. Instead, he was able to sail through the lee of Hammond. As he tacked for the finish line, he had a healthy lead. This gave Frost three straight firsts with Smith second in the series but many points behind. The fourth race found Frost over at the start again. This time he could only work up to sixth after re-starting. Jim Clinton got the lead and kept building until he was 1/3 mile ahead of Smith, the second boat. Frost took the fifth race with Clinton second. Frost became the new Champion of the Pacific Coast with 4 firsts and 1 sixth. Len Smith was second in the series with 3 seconds, 2 fourths and a fifth. Walt Gleckler was third in the series and Jim Clinton really did some sailing to wind up fourth in the series despite a DSQ in the first race.

SODUS BAY FLEET held their first ^{Sid Jones} Invitational Regatta, August 29. There were prizes for winners cocktails, dinners, and a dance for all at the Sodus Bay Yacht Club.

LONG ISLAND SOUND INDIVIDUAL SNIPE CLASS championship held at Cedar Point Yacht Club was won by Ray Kaufman, of City Island. Bob Huggins (Winchester) took 2nd place, and George Cane (N.J.) third.

WING SCOUT TROOP (Senior Girl Scouts) have been presented a Snipe, kindness of the Harrisburg, Pa. Seaplane Base. Lyn Coombs, their troop leader, is getting the boat in shape for sailing on the Susquehanna River, vicinity of Harrisburg.

MIDDLE ATLANTIC CHAMPIONSHIPS were won hands down by Beth and Dennis Olson of Beachwood, N. J.

Varalyay

Built Snipes

are still

"The Choice of Champions"

1953 National Championships

1st — 3rd & 4th Places

1953 Junior Nationals

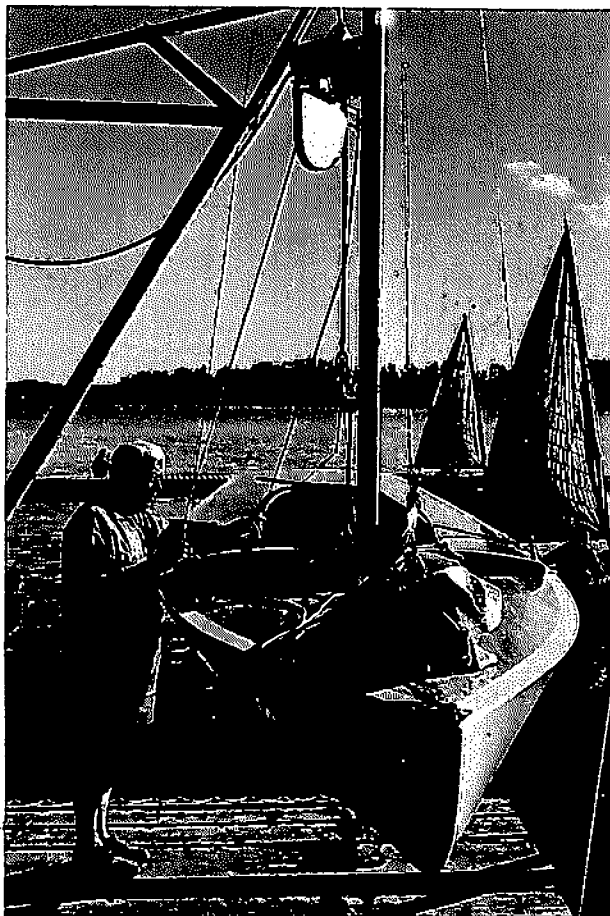
1st & 2nd Places

Ted Wells Trophy — 1st Place

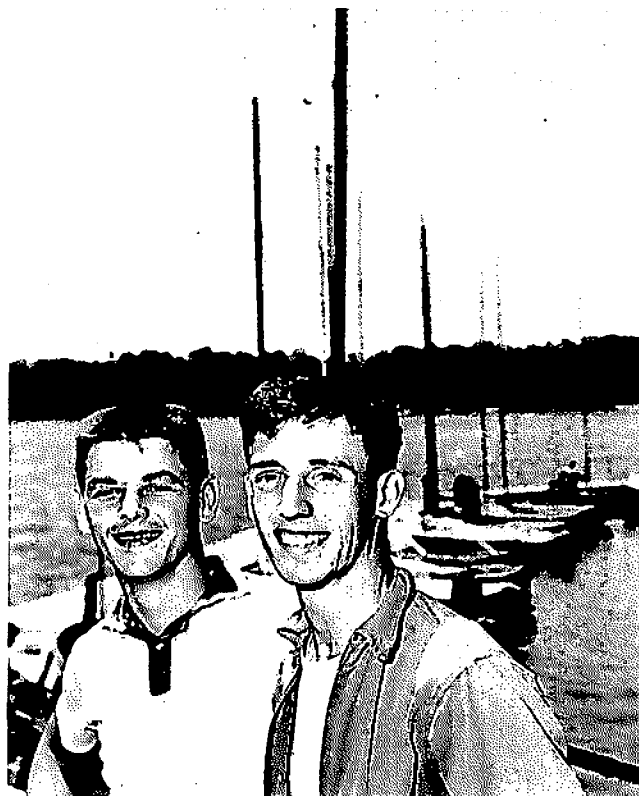
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Earl Simpson, of Omaha, launching his No. 9250



Missouri Valley Regatta winners, Harold Gilreath, left, and crew, Johnson

1953

SNIPER NATIONALS

*Sails
by Watts*

SCORED A CLEAN SWEEP!

TOM FROST and FREDDIE SCHENCK sailed

the "Snowball" to victory in both the

Junior and Senior National Championship Series.

HAROLD GILREATH placed second

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

Order Watts sails for your next suit.

KENNETH WATTS • TORRANCE, CALIFORNIA

Bill Crosby was more than a man. He was an influence, a source of staunch fair play spirit that will go on a long time.

As father of the Snipe Class, which relies upon 100 or more measurements and weights to minimize the variations in boats, he stood for the old school of courtesy and etiquette. No preacher, although some thought him opinionated, Bill hands down to Snipers a tradition.

When Bill heard of true good sports winning hard-fought races, he would purr with admiration. At the same time, Bill couldn't harden his heart against an errant Sniper, and he'd leave it to local fleets or race committees to handle their own situations.



William F. Crosby

The nub of his Snipe work and play was building and improving active Snipe fleets throughout the world; on four continents and in 25 countries. Obviously, this took sustained work, solving of problems, languages, and the rounded program of a big organization.

Bill designed the Snipe. Just before he died, August 17, he had issued No. 9551 to a new boat in the San Francisco area. In his studio headquarters at his home in Pelham Manor, N. Y., Bill put in his last work before his brief illness on the final plans for a Snipe measuring rack, which will be published in a later issue of BULLETIN. After completing the final detail work on the drawing, Bill put it aside. He needed a bit of recreation. He jumped into his car and drove over to nearby Larchmont Yacht Club for an afternoon of boating with the L.Y.C. Race Committee chairman. That was August 13. Bill came down with pneumonia that night. He died August 17. Larchmont Yacht Club's flag was lowered.

Bill had a decisive mind. Somebody would propose an idea. "It won't work," Bill would snap, or, "That's a dilly." Argumentative people had a time on their hands when they tackled Bill, for he hued to his line and stood firm for what he thought right.

The myriad tasks natural to an international headquarters received continuous and devoted attention from Bill. These problems were at all levels.

One of his last undertakings was to convene a special meeting of Long Island area fleet captains during Larchmont Race Week, mainly to form a coordinating body to avoid regatta conflicts. In this region, Larchmont Race Week was heretofore a top yachting event for the Snipe Class. In years gone by, there were more than 35 Snipe entries. More recently, race conflicts in the L. I. Sound waters caused Snipe attendance to fall off in this important fixture.

Bill called the meeting with the hearty concurrence of several fleet leaders, and constructive results were immediate. At least one 1953 conflict was removed that night from the calendar, and a temporary committee to develop Sniping in the area was formed.

SNIPER BULLETIN subscribers need not be told about Snipe fever. Bill had it always. He had many chances for lovely, leisurely cruising, getting away from it all. But Bill and his wife, Edna, usually would find their way aboard a boat that "happened" to drop in on a Snipe race, with a comradely hail, a compliment, and occasionally the click of a shutter to complete this boatman's holiday.

Bill loved the Snipe work, and under his guidance it became a worldwide enterprise. On a meagre budget, Bill accomplished miracles. He lived to see his dream come true of Snipes crossing international borders, overcoming more than 32 language obstacles, and bringing health, happiness, and the standards of corinthian yachting to average people everywhere.

* * * * *

A condensed summary of the recorded, outward facts of the career of Bill Crosby follows:

Bill was born at Newburgh, New York.

In World War I he served in the Navy until discharged to do civilian Navy design work.

Between wars, he designed, edited and headed, the worldwide Snipe fellowship while Editor of the Rudder.

He was designer and chief engineer in World War II for Gibbs Shipbuilding Co., Jacksonville, Fla.

He designed sail and motor boats. wrote a number of books, edited "The Rudder" for 14 years; edited "Motor Boat" until he was stricken at the age of 62; served on sail and motor regatta committees; was Chairman, Runabout Racing Commission, American Power Boat Association; Commodore, New Rochelle Y.C.; Secretary, Eastern Ice Yachting Association; member, Larchmont Y.C.; Honorary Member, Ft. Worth (Texas) Boat Club; Chairman, Contest Board, American Power Boat Association; Editor of SNIPER BULLETIN; member, North American Yacht Racing Union.

His writings included: "Racing Small Boats," "An Introduction to Boat-Owning," "Amateur Boat Building," "Small Boat Racing," "Boat Sailing," and Motor Boat Handbooks.

He was active head of SCIRA from the origin of the Association in 1953, the year after he designed the Snipe.

Surviving is Bill's wife, Edna Brady Crosby.

(Photograph by Morris Rosenfeld)

- Sep 5-12 World Championships, Societe de Regates de Mopaco (French Riviera)
- Sep 9-13 Manhasset Bay Fall Series: G. van Amerongen, 39 Rose Ave., Great Neck, LI, NY
- Sep 12-13 President's Cup Regatta, Potomac River
Bob Busby, 4614--42nd St., N.W., Washington, D.C.
- Sep 19-20 Lake Lotawana, Missouri Y.C.: Joe Ramel Lee's Summit, Mo.
- Oct 31 Atlanta Y.C., Hallowe'en weekend: Fred-
- Nov 1 eric P. Pember, 877 Beaverbrook Drive
Atlanta, Ga.

WELLS' WANDERINGS

By TED WELLS

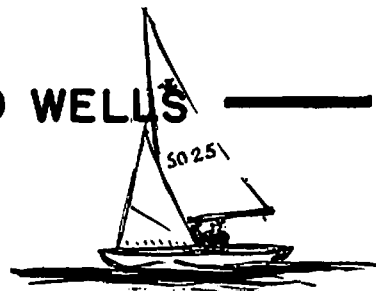
THOUGHTS ON THE NATIONALS

Since any favorable comments on the Nationals which have recently been held at Lake Murray, near Ardmore, Oklahoma, would not be proper coming from the General Chairman of the regatta, and since unfavorable comments on the variable wind conditions in the first two races would probably be both improper and unprintable, coming from one who took a fifteenth and a ninth place in these two races, this column will be devoted to some thoughts on possible improvements for running the Nationals in the future.

Several years ago it became apparent that some means was necessary to cut down the number of boats starting at one time in the National Championship in order to insure as well as possible that it would be a real sailing championship and to eliminate as much as possible the element of luck. When a large number of boats start on one line the line must be very long to avoid crowding of the boats at one end or the other. This would be fine if the wind would stay put long enough to get a race started, but it seldom does even on the coasts which results in a big jam up at one end of the line and a terrific disadvantage for those who have to start on the other end of the line.

John Hayward has been in favor of a system in which the entries would be divided into four fleets, each fleet would race against each other fleet twice during a six-race series and there would be no division of the fleets into a Heinzerling Trophy Series and the Wells Trophy Series as at present. This system was discussed extensively several years ago and like any system it has its advantages and disadvantages. It has the advantage of allowing everyone to race for the same trophy and for those who come to the Nationals knowing that they have no chance of placing near the top but wishing to find out how they and their fleets stack up with the winners, it gives a chance of sailing against every boat in the fleet twice. On the disadvantage side this latter shows up again in that the four top skippers have sailed against each other only twice which does not seem to be much of a sailing championship. Also it is entirely possible that the two top skippers might end up in the same fleet and have to race against each other six times while the leaders of the other three fleets only race against them twice. In this way, the two best skippers might actually end up in fourth and fifth place. Ties would probably occur frequently also.

Several disadvantages of the present system were brought out in an informal session held at Ardmore in which an attempt was made to get as many as possible of the visiting skippers to express their opinion. Bob O'Brien, from Council Bluffs, said that at the present time at least they and the members of their fleet did not expect to win the Nationals but they did like to have an opportunity to see how they stood up with the top skippers, and that this opportunity is not provided by the present system as the skippers that are sure of placing near the top in the preliminary series just play around and experiment not caring where they place as long as they are in the top half.



Bob's suggestion was that the preliminary series point scores should be carried over into the final series in order to insure that everyone would be doing his best in the preliminary series.

Another trouble with the present system is that the fleet containing odd numbered boats has a preponderance of hot and allegedly hot skippers and even though an attempt was made to balance this up no one remaining in the odd numbered fleet was very happy with the situation.

As a compromise for the Board of Governors to consider in their meeting next January, I propose the following solution. Preliminary and final series races should be held as in the past; however in the preliminary races the entrants should be divided into four fleets drawing by lot to determine who is in which fleet with the Regatta Committee having the power to do a small amount of juggling if the drawing by lot happens to load one or two fleets with too many hot skippers. In the three preliminary races each fleet would sail against each other fleet once which would give everyone the opportunity of competing against every other skipper who is there and the point scores from the preliminary series will be carried over into whichever final series the skipper ends up.

Last year at the Board of Governors Meeting in January it was decided to limit the Heinzerling Series to half of the boats entered but not over twenty-four boats on one starting line introduced an element of chance which was not consistent with the attempt to provide a truly representative National Sailing Championship. This number was picked as a compromise between those who wanted half the boats of each fleet regardless of the total number and those who said that even twenty-four boats on one starting line was too many.

I don't expect that we will ever get a system that will keep everyone happy, but we can at least do our best to try and I suggest that all those having opinions on this subject write to me at 5 Linwood Boulevard, Wichita 8, Kansas, so that their opinions can be considered by the Board of Governors in January.

Florida Sailing Association Winter Regatta Schedule

10-25	C.G.S.C.
1-9&10	Sunshine
2-7	Tampa Yacht Club
2-14	P.B.Y.C.
2-28	B.B.Y.C.
3-7	M.Y.C.
3-?	Clearwater Snipe Mid-Winter
3-20	Manatee River, Bradenton
4-11	Orlando Yacht Club

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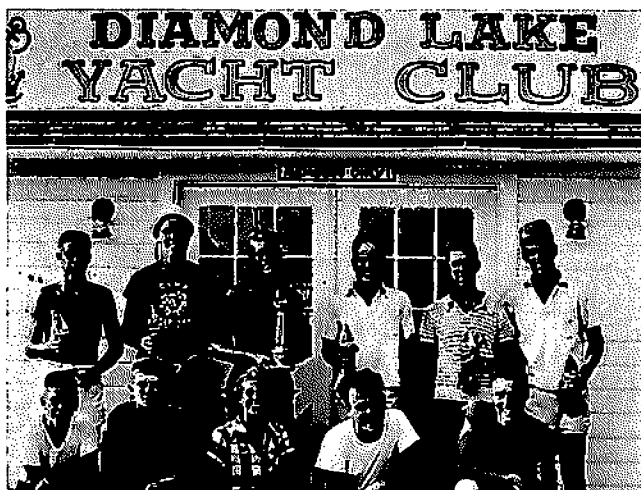
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L. to R. (Skippers standing, crews in front)
 Lyle Hasty, Jerry Hasty: Eagle Lake Y.C.
 Robert Cleland, Henry Moore: Camp Eberhart, Corey L
 Dick Tillman, Barbara Berkey: Lake Wawasee
 Harry Levinson, George Hay: Wawasee
 Alan Levinson, Tom Heckel: Wawasee
 Jack Pfaff (Bob Pfaff not shown): Eagle Lake

DIAMOND LAKE REGATTA

Irma Haselwood photo

The fourteenth annual regatta of the Diamond Lake (Cassopolis, Mich.) Yacht Club, held July 25 and 26, really bettered all of the 13 previous annual events, it seems. And the Weather Man deserves a lot of the credit, for the way he smiled on us - and blew on us.

There were 76 starters in all, 54 of them Snipes, which started in two divisions on Saturday odd numbers and even. There were 27 in each division. For Sunday's races, the top half of Saturday's odd and even were combined to start as Division I; the lower half raced for second division honors. Trophies were awarded in both divisions.

Wawasee again sailed away with first division honors - but it wasn't a Levinson team this year! Dick Tillman and Barbara Berkey turned the trick with two firsts and a second. Second place winners were Robert Cleland and Henry Moore, of Camp Eberhart, Corey Lake; and Lyle and Jerry Hasty of Eagle Lake were third.

In second division, winners were Harry Levinson and George Hay of Wawasee; second place, Jack and Bob Pfaff, Eagle Lake; third, Alan Levinson and Tom Heckel, Wawasee.

Tillman sailed a beautiful series. A bad start in the final race was nothing to Dick, even with two earlier first places at stake. He and Barb hiked out a bit more in the brisk blow, pointed Windmill up a notch higher, and cashed in on their poor start with a second place finish.

The Junior Yacht Club sponsored a dance in honor of visiting sailors Saturday night at the Purdy Marine Annex. And Sunday the ladies of the lake contributed their time and culinary efforts to feed over 500 hungry sailors and their hungry friends.

Larry Wolf

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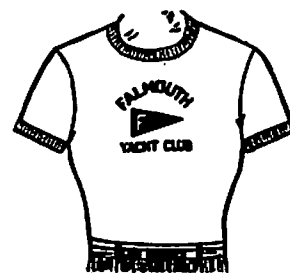
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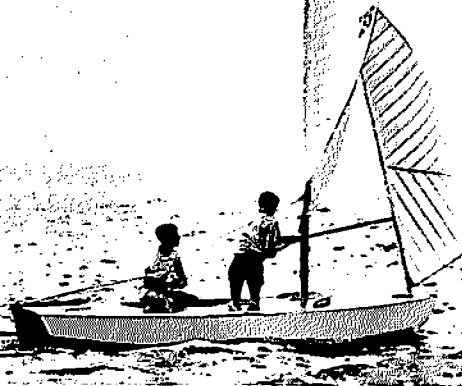
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FOR SALE: Rumsey-Ots Snipe, No. 6003. Excellent condition. One suit Larsen, and one suit Caldwell Sails. Price \$500. Contact: Gerald R. Meier, 299 Niagara Street, Lockport, N. Y. Telephone: Lockport 4-1195.

FOR SALE: Guy Roberts built Snipe No. 6433. Complete with two (2) suits of sails, and trailer. Just refinished with Fibreglas bottom. All for \$500. Write or call Ed Thede, 1745 No. Ft. Harrison Avenue, Clearwater, Florida.

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1953 SCIRA NATIONAL CHAMPIONSHIP Commodore Chrls E. Heinzerling Trophy Series

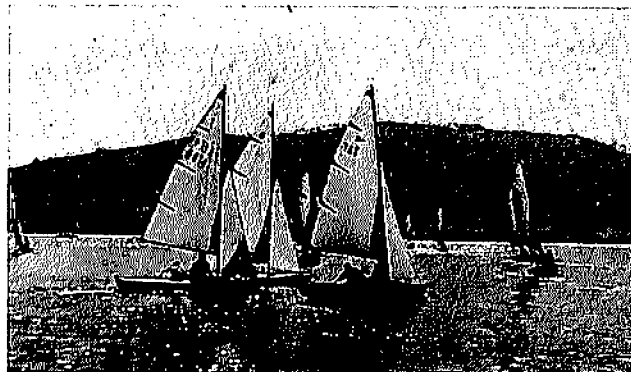
Skipper	Crew	Club	#1.	#2	#3	#4	#5
1. Frost	Schenck	Newport, Calif.	6	1	6	5	4
2. Gilreath	Johnson	Wichita, Ka.	2	6	2	11	2
3. Wells	Lippitt	Wichita, Ka.	15	9	1	1	1
4. Upson	Schwindler	Gr. Lake, Wis.	4	3	11	4	6
5. Seavy	Levinson	Clearwater, Fla.	5	14	3	2	7
6. Jerome	Voerge	Tulsa, Okla.	7	11	4	7	3
7. Clinton	Swenson	Long Beach, Cal.	16	4	5	3	8
8. Zimmerman	Carick	Akron, Ohio	3	8	10	dq	9
9. Larsen	Ecklund	Lakewood	9	2	9	14	13
10. Williams	Williams	Kansas City, Mo.	11	15	7	9	5
11. MacIvor	MacIvor	Wichita, Ka.	1	5	16	13	14
12. Voerge	Anderson	Oakland, Calif.	10	7	12	10	15
13. Whitney	Carrick	Clearwater, Fla.	12	dq	8	8	11
14. Martin	Martin	Dallas, Tex.	8	13	14	6	16
15. Thompson	Thompson	Alamitos B., Cal.	14	10	13	15	10
16. Rix	Rix	Wichita, Ka.	13	12	15	12	12



THE NORTHWESTERN CHAMPIONSHIPS OF SPAIN



Champion Manuel Leira



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