

SNIPE BULLETIN

SEPTEMBER 1954

VOL. 4 NO. 4



Fred Schenck, crew, smiles approval while Commodore Ted Wells presents the Crosby Trophy to U. S. Champion Tom Frost, who is wearing a snipe trophy coat presented to him by Newton D. Baker III, of Mentor Harbor.



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SNIPE BULLETIN

The SNIPE 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 SNIPE BULLETIN as part of their membership free.

Forms close on the 15th 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 SNIPE BULLETIN of any change in address, giving both old and new addresses.

SCIRA HAS NOW BEEN INCORPORATED under the laws of the State of Ohio. This action was taken after authority was given by the membership to transfer all assets to the new incorporation (not for profit) at a special meeting held for that purpose August 13th at Mentor Harbor. From now on, we will be officially known as the Snipe Class International Racing Association, Inc.

GOVERNORS HAVE BEEN ELECTED in all six districts with the following results:

DISTRICT	GOVERNOR.
1.	Barse Miller 190 Bayview Pl. Flandome, L.I., N.Y.
2.	Harold Gilreath 101 N. Broadview Wichita, Kansas.
3.	Alan Levinson 5318 N. Delaware Indianapolis, Indiana.
4.	Frank Levinson P.O. Box 396 Dunedin, Florida.
5.	Howard Fletcher Olcott, New York.
6.	Fred Schenck 632 31st. St. Newport Beach, Cal.

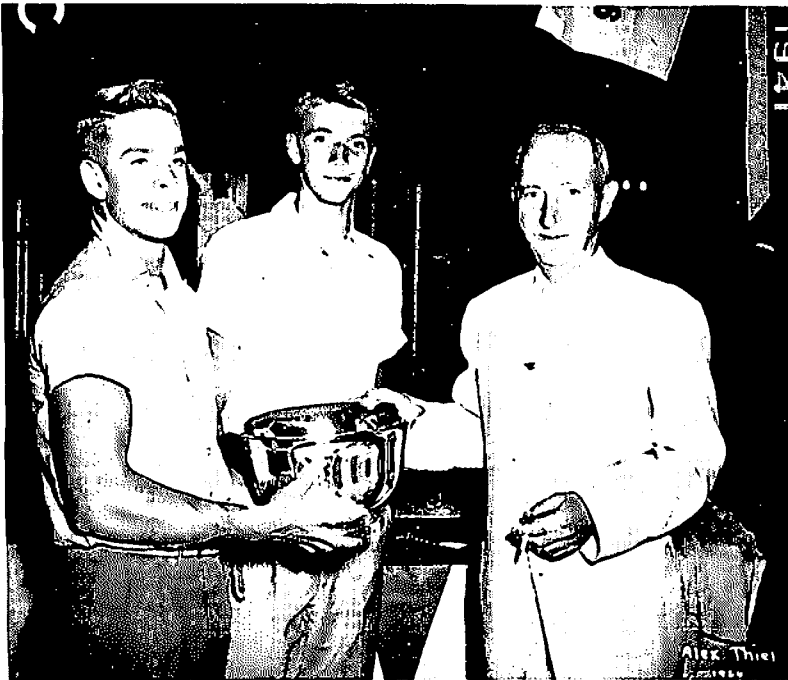
Thus the new organization is gradually forming and it should be functioning well by next season. If you want to know what these men are prepared to do, read Section 31 of the Constitution on page 30 of 1954 Rules. In accordance with the last paragraph, they selected Frank Levinson to be a member of the National Board of Governors for 1955. Whenever a problem arises in your fleet, take it to your District Governor first--they are all willing to work for SCIRA!

IF YOU WANT TO KNOW MORE about that famed sniper, John L. Hayward, donor of the Hayward Trophy for the Western Hemisphere Championships, get a copy of LIFE for Sept. 13th, 1954 and read all about him on page 63. No wonder that man has been so hard to beat!

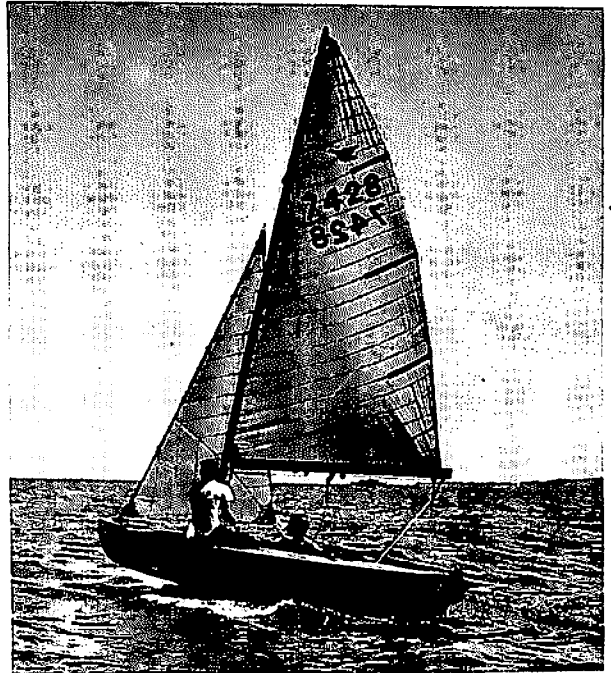
LAST MONTH NOTICE WAS GIVEN that only snipers with dues paid-up for 1954 would receive the Bulletin. If you fail to get a copy next month, it will be because (a) you failed to send in your new winter address; (b) you haven't paid your dues and have been dropped from the Association!

This issue of the Bulletin is practically a "National" affair. We have received many fine articles and photos on other regattas and hope to find space--and money--to publish them soon. Don't think that your contributions aren't appreciated, for they are. It's merely a matter of time!

BILLY ROBERTS NEW JUNIOR CHAMPION



Billy Roberts, the new Junior Snipe Champion of the U. S. , receives the Owen Duffy Memorial Trophy from International Commodore Ted A. Wells. His crew, Wert Fox, looks on with a great deal of pleasure, as well he might.



This is a typical picture of the two boys sailing the "Fiddle Faddle". Incidentally, and nonchalantly, they were winning a race when this was taken, with the rest of the fleet about a mile behind. It's a talent!

YOUNG BILLY ROBERTS, of the Privateer Yacht Club of Chattanooga, Tennessee, has been proclaimed the new Junior Snipe Champion of the U. S. Billy has been sailing for the last five years and has always been close to top honors, but this year he could not be denied. In a field of 26 contestants, he was in a class by himself and he won the championship and the Duffy Memorial Trophy with ease.

The first two races on Saturday were sailed on smooth seas and light winds and Billy gave a hint of the outcome in a morning triangular race when he finished with a 20 minute lead over William Sweningsen of Long Beach, Cal. Then Billy gave notice in the afternoon windward-leeward race that it was no accident when he crossed the finish line in his Fiddle Faddle 1 mile ahead of Sweningsen in his Geronimo. People began to take notice!

Again in the third and final race on Sunday afternoon in very favorable weather, Billy broke into an early lead. With light and variable winds prevailing, some of the skippers headed along the shore for substantial gains, but Billy was never headed, winning by a half-mile as the other juniors fought for trailing positions in all legs of the triangular course. Jerry Thompson of Newport Beach, Cal. , came thru with a very fine second in this race and Sweningsen had to be content with a third, which insured him of second place for the series. The next three positions had been in close competition throughout the series between Lee Thompson, Jr. , Long Beach, Cal. , James Hoehn, South Bend, Ind. , and Jerry Thompson, and they finally finished in that order. The first five boats were definitely the leading skippers, as almost 1000 points separated the fifth and sixth boats in the final standings.

Billy and his crew, Wert Fox, were very relaxed and unconcerned while racing and made it look very simple indeed! The onlooking seniors were quite impressed with his performance and there was considerable speculation and foreboding as to the future. Sure enough, Billy continued his winning ways in the qualification series, winning the first two races from Tom Frost in very hot and hard-fought matches. With the Crosby high-point trophy in his grasp, Billy met his downfall in the third and final race. Under extremely

rough and tough weather conditions, Billy crossed the starting line too soon and failed to come back when called, finishing the race in 7th place. But this DSQ (with 2 firsts) dropped him into 10th place for the series and thus he lost the honor of being the first holder of the Crosby Memorial Trophy. But Billy, only 16 years old and a student at Baylor Military Academy, has drawn first blood and you can bet your bottom dollar that he will figure prominently in snipe racing in future years.

CAN YOU BAKE A CHERRY PIE, BILLY BOY ?

JUNIOR NATIONAL CHAMPIONSHIPS

BOAT	SKIPPER	RACES			TOTAL Pts.
		1	2	3	
7428	Billy Roberts, Chattanooga, Tenn.	1	1	1	4800 1
8637	Wm. Sweningsen, Long Beach, Cal.	2	2	3	4486 2
9020	Lee Thompson, Jr., Long Beach, Cal.	4	3	4	4182 3
8592	James Hoehn, South Bend, Indiana	3	5	5	4036 4
9599	Jerry Thompson, Long Beach, Cal.	6	6	2	3971 5
9732	Dexter Thede, Grand Rapids, Mich.	14	4	11	2998 6
6447	Arden Zinn, Richland, Michigan	12	12	6	2907 7
9525	Stanley Hess, Elkhart, Indiana	8	9	14	2842 8
8588	John Sundberg, Mishawaka, Indiana	17	8	7	2821 9
7873	Barbara Buchan, Chautauqua, N.Y.	13	15	8	2549 10
9318	Gibby Zeratsky, Green Lake, Wis.	15	11	10	2537 11
5933	Jim Hoyt, Lake Quivara, Kansas	5	22	13	2441 12
8000	Louis Avallone, Chautauqua, N.Y.	11	14	16	2254 13
9605	Louise Wallace, Tulsa, Okla.	16	7	22	2142 14
9314	Edwin Rosenbaum, Richland, Mich.	9	18	19	2037 15
8049	Lyle Hasty, Elkhart, Ind.	23	16	9	1973 16
5547	Sam Norwood, Jr., Atlanta, Ga.	18	10	20	1931 17
8570	Cindy Griffith, Chautauqua, N.Y.	7	23	DSQ	1705 18
8574	Philip Yates, Chautauqua, N.Y.	10	19	DSQ	1670 19
7857	Geoffrey Seymour, Cleveland, O.	19	13	23	1592 20
7132	Vicki Norwood, Atlanta, Ga.	21	25	12	1497 21
8260	John Wahlberg, Chautauqua, N.Y.	25	17	18	1361 22
9748	Terry Beyer, South Bend, Ind.	22	24	15	1328 23
8066	Kenneth Cool, Jr., Cleveland, O.	24	DSQ	17	1081 24
5524	Bud Cusimano, Chautauqua, N.Y.	26	21	21	1025 25
4845	Tim Shank, Richland, Mich.	20	20	DSQ	882 26

FROST CAPTURES SECOND U.S. TITLE

WELLS TAKES 2nd—WHITTEMORE 3rd IN FLEET OF 56 BOATS

ALSO FIRST WINNER OF CROSBY TROPHY

by DICK LEWIS

Home again from the Snipe Nationals with a larder full of first-place bacon is the first skipper and crew team in 13 years to win the championship two times in succession.—"Tremendous Tom" Frost and "Fantastic Freddie" Schenck. Sailing under the burgee of the Newport Harbor (Cal.) Yacht Club, they copped two firsts, a second, a third, and a fourth in the five-race series for the Heinzerling Trophy. This gave them a comfortable 1100 point lead over their hottest rival, Ted Wells, three-time national champion and twice winner of the world championship.

The 2500 mile car-trailer escapade to Mentor Harbor got under way at 4:00 A. M. Monday, August 2. Thursday P. M., the travel-weary trio of Tom, his dad, and myself arrived on the scene---just in time to get the boat weighed and measured before things closed up for the night. The class minimum weight requirement is 425 lbs., and "Snowball II"; having been previously checked only with bathroom scales, weighed in at 425 lbs., right on the nose.

The next day, Friday, was spent in unpacking the rest of the gear and getting the boat set up. Thanks to the effort and ingenuity of Mr. Frost in preparing the boat for the trip, she arrived amazingly clean and without a scratch. Fred came in the next day by plane and final preparations began in earnest. Sunday saw more of the same, finally coming to a head in an unofficial practice race.

The elimination series got under way on Monday. The 56 competing boats were arbitrarily divided up into four equal fleets designated simply as red, yellow, green and blue. First, the red fleet raced the green fleet, then the blue fleet, and finally the yellow fleet. Meanwhile, the yellow fleet took on the blue, etc., until, after three pairs of races, each fleet had sailed against all the other fleets once.

The skipper who tallies the highest point total in these races receives the Crosby Trophy and he, together with the next 23 highest-scoring boats, then races for the Heinzerling Trophy, emblematic of the U. S. National Championship. At the same time, the second division boats race for the Wells Trophy, given by Ted Wells as a consolation prize.

The first pair of elimination races, originally scheduled for 10:30 A. M. Monday, finally started about 11:15 after three postponements---the wind just couldn't decide which way to blow. The course was windward-leeward, two laps, or roughly 6 to 7 miles. The wind was blowing only 3-5 m. p. h. but soon after the start, it picked up to nearly 15 m. p. h.

Billy Roberts, winner of the Junior Championship (with three straight firsts), gave Tom a really stiff battle. Leading most of the way around, he nosed out "Snowball" at the finish by a close margin. The next race, starting at 2:30 P. M., was sailed in a 5-8 m. p. h. wind; the course was about 7 miles, triangular, two laps. Tom and Billy Roberts, both in the green fleet, again battled it out for first place. And again, Billy led most of the way, nabbing another first. This gave him five in succession, counting the Juniors! At this point, Carl Zimmerman was in 3rd place with 2965 pts., Ted Wells fourth with 2890, while Francis Seavy and Guy Roberts were tied for fifth with 2699.

On Tuesday, however, all H--- broke loose; it seemed that the wind valve had blown a gasket sometime in the night. When we arrived at the yacht club for breakfast, the wind was hitting 30 m. p. h. in gusts; and, unfortunately, it came from northwest and north with Mentor Harbor on the lee shore, and the waves were really piling high---. The wind dropped some that morning, but freshened in the afternoon. The chop was mountainous all day. Needless to say, all racing was postponed. For Wednesday, the weather man predicted more of the same, and as time permitted no more postponements, it was decided to move everything down to Fairport Harbor.

Fairport, at the mouth of the Grand River, is roughly 7 miles northeast of Mentor and offers about 3/4 of a mile by a mile and-a-half of protected water.

Unfortunately, the weather prediction was correct, as the wind was blowing as hard or harder than the day before. The race committee set up a 2 mile triangle, and three laps were sailed. This being the third and final race of the Crosby Series, Tom was all primed to beat Billy Roberts---or else. Francis Seavy, veteran heavy weather skipper from Clearwater, Florida, and 1915 National Champion, was also out there with blood in his eyes.

Roberts, however, was over the line at the start and the race committee couldn't make it's recall signal heard. As a result, Billy sailed his three laps just the same, unaware of his DSQ until after the finish! (He finished seventh, incidentally.) Tom and Francis Seavy, meanwhile, fought it out for the lead and the end of the first lap found Tom in front---where he stayed for the rest of the race. So, with a first and two seconds, Tom was the winner of the elimination series and the Crosby Memorial Trophy. One down and one to go!

This race was really one for the rough weather boys and was marked by 5 DNS, 3 DSQ, and 5 DNF, when 3 boats capsized and two more swamped. Although everyone lived through it, all hands were relieved to hear that the race committee was calling it quits for the rest of the day. (The Coast Guard later reported that the wind was blowing 30-to-40 m. p. h. at the time the race was held.)

By this time, the calendar had rolled around to Thursday, and the five race Heinzerling and Wells Series still remained to be sailed. So, in the interest of saving time, the race committee scheduled three races---all to be sailed at Fairport Harbor.

The somewhat questionable mechanical failure in the wind valve apparently had been remedied, as she blew 12-15 m. p. h. most of the day. The same two-mile triangle was used for the first race and two laps were sailed. Tom got a pretty good start and worked into the lead very soon. There he stayed for the rest of the race, while Vic Larsen finished second, Terry Whittemore third, and Ted Wells fourth. A relative newcomer, Don Wolcott of Ithaca, took fifth and Seavy nabbed sixth.

The wind and course were about the same again for the second race, and Tom started through the middle of the windward half of the line. Very soon after the start, however, the wind shifted and he found himself let way down. His competition, meanwhile, had started down closer to the leeward end of the line and seemed much better off. Don Wolcott, the Ithaca skipper, took the lead, followed by Ted Wells and Terry Whittemore. Tom found himself in fourth place at the weather mark, and, unable to pick up any, finished in that position with Seavy on his tail.

The wind picked up to 15 m. p. h. for the third race that afternoon and then dropped to around 6-8 m. p. h. before the end of the first lap. The course this time was windward-leeward, about 6 miles. Tom got a poor start this time, but reached off more than the other boats and soon took over the lead. Wolcott, meanwhile, was also in good shape (and second in the series), so Tom stayed right on top of him for the rest of the race, taking another first at the finish. Ted Wells found himself in fourth place again with Larsen fifth and Seavy seventh, right on the heels of Billy Roberts. Terry Whittemore, meanwhile, dropped back to 11th. At the end of this race, Frost was in first place for the series with 4569 with Wolcott second with 4417 and Wells third with 4259. The next two races would tell the tale!

For these races on Friday, the fleet moved back to Mentor Harbor. A 3-6 m. p. h. wind was all there was for the first race---two laps, triangular course. This turned out

to be a little private cruise for the old master Guy Roberts of Clearwater. Guy got away on a good start and sailed his own course right down the middle, while everyone else tacked all around him. Tom had started down at the leeward end of the line and found himself with 9 boats ahead of him at the end of the first lap. Fortunately (for him), Wolcott and Wells were even farther behind, but Seavy and Whittemore were both well up in the first five.

Tom and Freddie really poured it on in the next windward leg and were fifth at the weather mark. Then going down hill, he pulled abeam of the third and fourth place boats and just barely beat them at the finish line for a very satisfactory third. Eddie Williams had chased Guy Roberts all around the course for a fine second and Charles Webster got a 4th, closely followed by Seavy in 5th place and Whittemore in 6th, while Wells, meanwhile, finished 14th and Wolcott 16th. Tom was now in a commanding position for the final race, as he led his closest rivals by approximately 900 points.

Ted Wells really took off in the 5th race (6-10 m. p. h. two lap triangular course) and led the fleet to the weather mark. On the following run, however, second-place Billy Roberts and Tom, number three at the mark, both passed him. They finished in that order--Roberts, Frost, and Wells, followed by Terry Whittemore in 4th place. Seavy wound up in 8th spot, while Wolcott took a DNF.

So there you have it! Frost is still the champ! He totaled 7534 points to Wells' 6432 and Terry Whittemore's 6382; Francis Seavy finished the series in fourth place with 6062 points and Guy Roberts got himself a fifth with 5663. In spite of a DSQ in the first race, Billy Roberts managed to get himself into 8th place with 4826 points.

No, Tom Frost isn't the first skipper to win the Nationals two years in a row, but chances are pretty good that he'll be the first one to get it three years running. D. L.

In the meantime, during these same races, a hotly contested match occurred in the second division for the Wells Trophy. Red Garfield of Chautauqua, N. Y., and Julius Kroeger of Rochester, N. Y., fought it out tooth and nail for top honors with 2 firsts, 1 third, and 1 sixth each. But Red got an eight place to Jules' tenth and that was the difference--6958 to 6830. Garfield started out fast in the series but slipped a little as Kroeger kept improving and the last race determined the winner. Red gave all the credit to his expert crew, Commodore Harold Griffith, and it is a cinch that experience was sure loaded in that boat!

Well, so much for the actual racing! The social activities were outstanding and started with a bang when 26 juniors came to get measured. By Saturday, with the arrival of the seniors, the club grounds resembled a picnic and

a college reunion held in a boat yard. Many old friendships were renewed and more made, so that the Saturday night cocktail and dance party in the clubhouse was a gala affair indeed. Dr. "Baldy" Sawyer, one of the main spark-plugs of the regatta, was confined to the hospital in a cast, but he sent his snipe to the party. Established in the main lounge, under full sail, it contained a skipper and crew who obligingly filled glasses with champagne cocktails, pumped up from a tub in the bottom of the boat. Needless to say, Baldy will long be remembered for his famous "bilge-water."

On Tuesday, the sponsoring clubs were hosts with cocktails served outdoors on the snipe dock in the lagoons, and the following evening, a real clam-bake was served at the same place. This sumptuous feast, accompanied by free beer, was an outstanding event and many cowboy sailors got their first taste of the luscious clam. One mother even took some samples home. The final banquet was held in the main dining room of the club, decorated by hundreds of paper snipes suspended from the ceiling (laboriously cut out of red paper by the little brown hands of Mrs. Hellman.) Burgees of participating clubs hung at one end of the room. It was quite impressive! Short introductions were made--including Doc Sawyer in his cast--and General Chairman Art Hellman gave thanks to his various committees. Commodore Ted Wells presented the various trophies to the champions and many permanent presents to ranking skippers, with souvenir bottles to the crews. The rest of the evening was spent in fun and dancing, with reluctant final farewells to another grand national regatta.

The entire complex business and problems involved in promoting and managing an affair of this type was worked out to the smallest details by various committees under the competent direction of General Chairman Arthur Hellman of Mentor Harbor. He had the co-operation of many willing workers, but special mention must go to Newton D. Baker III, Race Committee Chairman, for an outstanding job of preliminary work. His product will be a model for future events. He was ably assisted by Cap Rhonemus and Jim Myers, chief judge; to Harry Welshofer, chief measurer, who excelled in a painstaking task, assisted by Howard Morris and many others; to Dick Dawson for providing many unusually fine trophies and to Clyde Gischel (of Lake Quassapaug Sailing Club and Westinghouse) for the donation of several very desirable and valuable awards. And on one will ever forget Bill Treuhaft, Bob Harter, and the one and only Harold Seymour for the entertainment and boats provided--their own large yachts. SCIRA tenders its sincere thanks to all hands of the sponsoring clubs--Chautauqua, Mentor Harbor, and Portage Lakes--for the fine job so ably done. B. M.

1954 SCIRA NATIONAL CHAMPIONSHIP COMMODORE CHARLES E. HEINZERLING TROPHY SERIES

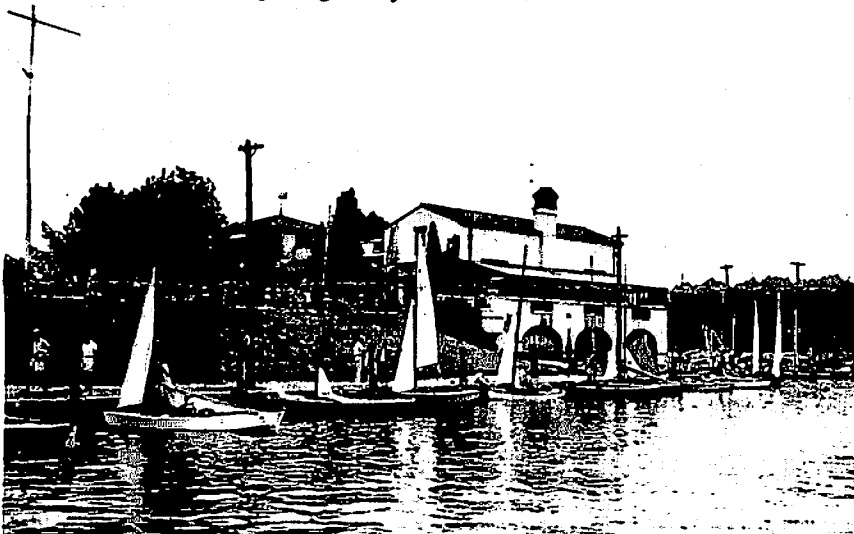
BOAT no.	SKIPPER	RACE 1.		RACE 2.		RACE 3.		RACE 4.		Race 5.		F I N				
		PLACE	PLACES	PLACE	TOTAL	PLACE	TOTAL	PLACE	TOTAL	PLACE	TOTAL					
9999	Tom Frost, Newport Beach, Cal.	1	1600	4	1369	2969	1	1600	4569	3	1444	6013	2	1521	7534	1
6025	Ted Wells, Wichita, Kans.	4	1369	2	1521	2890	4	1389	4259	14	729	4988	3	1444	6432	2
7432	Terry Whittemore, Middlebury, Conn.	3	1444	3	1444	2888	11	900	3788	6	1225	5013	4	1369	6382	3
6995	Francis Seavy, Clearwater, Fla.	6	1225	5	1296	2521	7	1156	3677	5	1296	4973	8	1089	6062	4
6156	Guy Roberts, Clearwater, Fla.	12	841	6	1225	2066	13	841	2907	1	1600	4507	7	1156	5663	5
9497	John Wolcott, Ithaca, N.Y.	5	1296	1	1600	2896	2	1521	4417	16	625	5042	DNF	—	5042	6
8653	Harold Gilreath, Wichita, Kans.	16	961	7	1156	2117	8	1089	3206	9	1024	4230	16	625	4855	7
7428	Billy Roberts, Chattanooga, Tenn.	DSQ	256	10	961	1217	6	1225	2442	13	784	3226	1	1600	4826	8
7873	Vic Larsen, Chautauqua, N.Y.	2	1521	19	484	2005	5	1296	3301	8	1089	4390	21	400	4790	9
6979	Jerry Jerome, Tulsa, Oklahoma.	7	1156	11	900	2056	10	961	3017	7	1156	4173	18	529	4702	10
6775	Carl Zimmerman, Akron, Ohio.	13	784	15	676	1460	14	729	2189	11	900	3089	6	1225	4314	11
3518	Robert Huggins, Winchester, Mass.	20	441	17	576	1017	12	841	1858	10	961	2819	5	1296	4115	12
8186	Jack O'Brien, Council Bluffs, Iowa.	19	484	8	1089	1573	15	676	2249	12	841	3090	12	841	3931	13
6106	Bruce Huston, Rochester, N.Y.	15	676	20	441	1117	3	1444	2561	24	289	2850	11	900	3750	14
9365	Diane Scobie, Green Lake, Wis.	18	625	9	1024	1649	21	400	2049	18	529	2578	9	1024	3602	15
9739	Eddie Williams, Lee's Summit, Mo.	22	361	22	361	722	9	1024	1746	2	1521	3267	23	324	3591	16
8038	Charles Webster, Rochester, N.Y.	21	400	21	400	800	22	361	1161	4	1369	2530	10	961	3491	17
9020	Lee Thompson, Jr., Long Beach, Cal.	8	1089	12	841	1930	18	529	2459	21	400	2869	19	484	3353	18
3929	John Welshofer, Chautauqua, N.Y.	14	729	16	625	1354	16	625	1979	19	484	2463	14	729	3192	19
9599	Jerry Thompson, Long Beach, Cal.	9	1024	DSQ	256	1280	19	484	1764	15	676	2440	15	676	3116	20
8637	William Sweningsen, Long Beach, Cal.	11	900	14	729	1629	20	441	2070	17	576	2646	20	441	3087	21
7999	Bud Leonard, Cassopolis, Mich.	17	576	18	529	1105	17	576	1681	23	324	2005	13	784	2789	22
9310	Jackson Cumming, Marcellus, N.Y.	DSQ	256	13	784	1040	24	289	1329	22	361	1690	17	576	2266	23
8644	Larry Wheeler, Akron, Ohio.	18	529	23	324	853	23	324	1177	20	441	1618	22	361	1979	24



Rear of club-house --getting ready for a race.



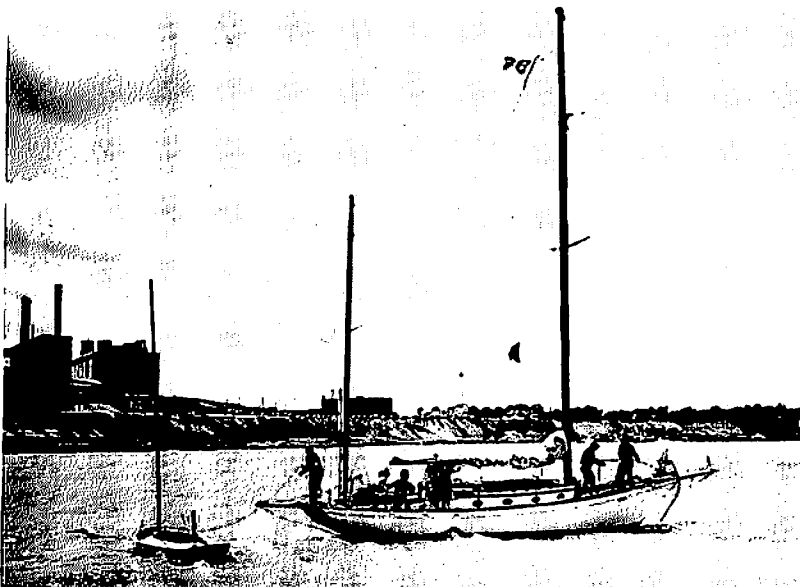
Hattie Carver gets the latest bilge pump--a big sponge



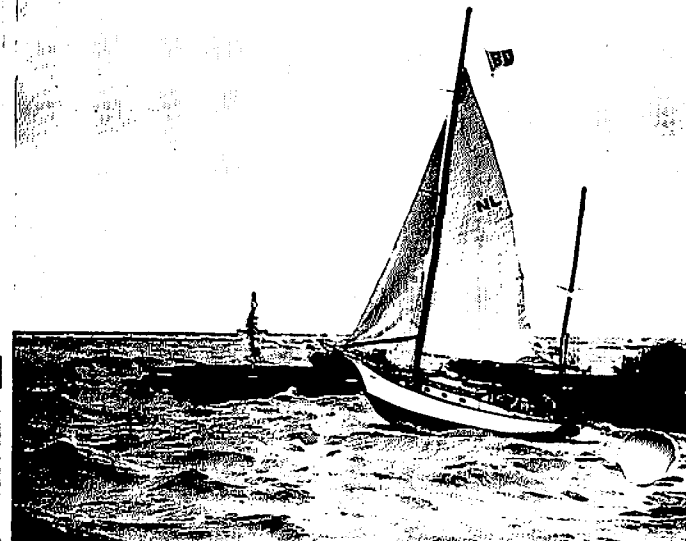
Front and side view of club-house--time out between races for lunch.



Terry Whittemore wears his best third-place smile.



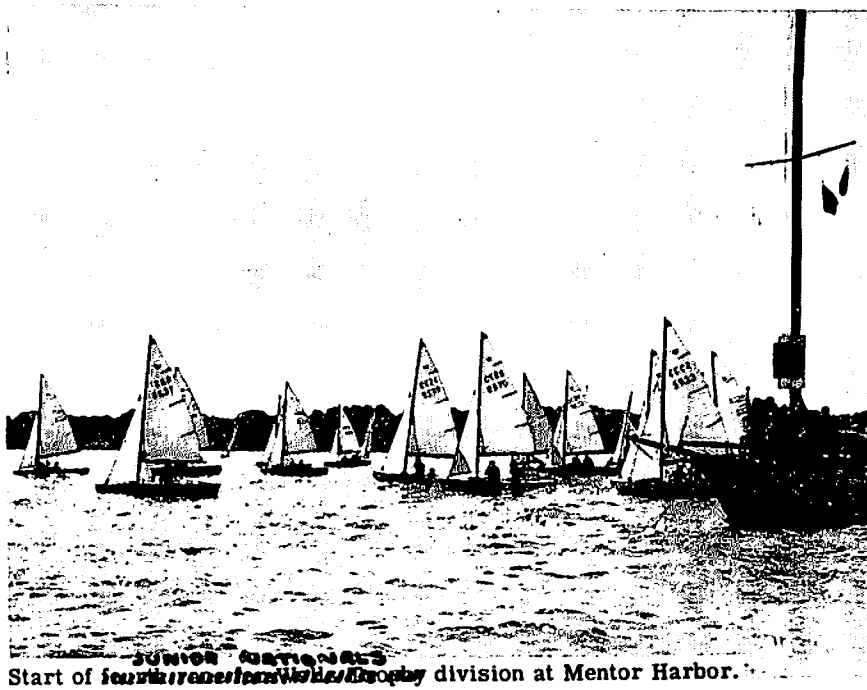
Race Committee boat prepares to leave Fairport Harbor.



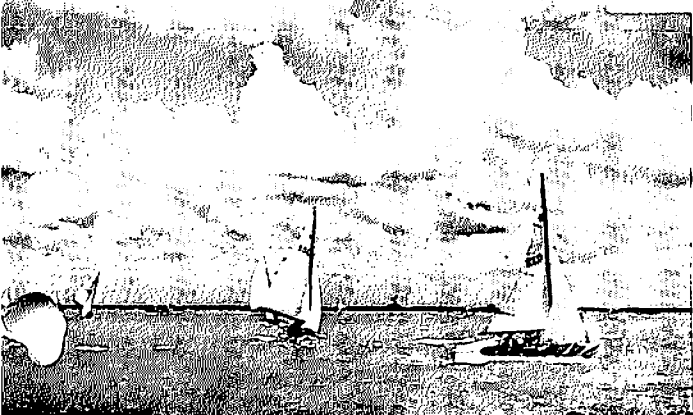
Race Committee boat going through channel Wed. A. M.



S. K. Wellman entrances the crowd with his songs.



Start of fourth regatta trophy division at Mentor Harbor.



Snipes have a tough time at Fairport Harbor Wed. A. M.



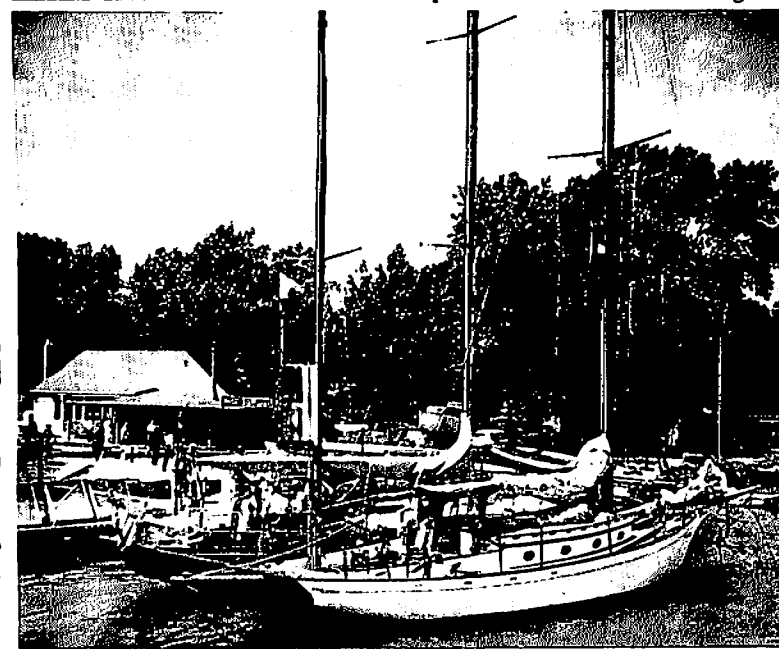
Crowded beach at Fairport Harbor--lunch time again.



Jerry and Lee Thompson are served a 4:30 lunch Friday P. M. Tom Frost and Fred Schenck look on with envy.



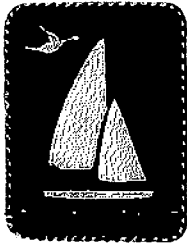
Red Garfield and Griff, winners of the Wells Trophy.



The Race Committee boat and Harold Seymour's "Water Witch", used as a spectator boat, tie up between races at Fairport Harbor.

**1954 SCIRA NATIONAL CHAMPIONSHIP
WELLS TROPHY SERIES**

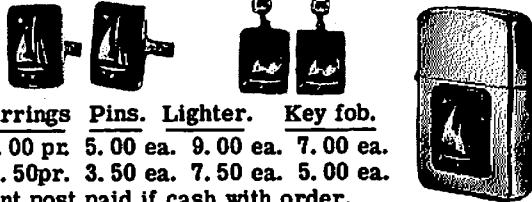
BOAT no.	SKIPPER	RACE 1.	RACE 2.	RACE 3.	RACE 4.	RACE 5.	FIN
		PLACE	PLACE TOTAL	PLACE TOTAL	PLACE TOTAL	PLACE TOTAL	
8570	Red Garfield, Chautauqua, N.Y.	1 1600	3 1444 3044	1 1600 4644	8 1089 5753	6 1225 6958	1
7877	Julius Kroeger, Rochester, N.Y.	10 961	1 1600 2581	6 1225 3786	1 1600 5386	3 1444 6830	2
7786	Wm. Kilpatrick, Oklahoma City, Okla.	5 1296	8 1089 2385	9 1024 3409	3 1444 4853	4 1369 6222	3
8698	James Dixon, Cleveland, Ohio.	4 1369	23 324 1693	2 1521 3214	9 1024 4138	1 1600 5838	4
7908	Dwight Westholt, Chautauqua, N.Y.	20 441	4 1369 1810	7 1158 2966	6 1225 4191	2 1521 5712	5
9909	Hamilton Johnson, Akron, Ohio.	8 1089	17 578 1665	10 961 2626	4 1369 3995	5 1296 5291	6
7131	Tom Wurster, Mishawaka, Indiana.	9 1024	2 1521 2545	3 1444 3989	13 784 4773	21 400 5173	7
9240	Bernard Rowe, Elkhart, Indiana.	2 1521	7 1158 2677	11 900 3577	5 1296 4873	DN5 - 4873	8
9363	Sam Norwood, Atlanta, Ga.	18 529	5 1296 1825	15 676 2501	2 1521 4022	15 676 4698	9
9500	Al Kroeger, Rochester, N.Y.	6 1225	14 729 1954	5 1296 3250	16 625 3875	14 729 4604	10
4590	Dave North, Tulsa, Oklahoma.	11 900	13 784 1684	13 784 2468	10 961 3429	7 1156 4585	11
5933	Jim Hoyt, Lake Quivara, Mo.	14 729	9 1024 1753	12 841 2594	7 1156 3750	DN5 256 4008	12
9333	Clyde Gischel, Darien, Conn.	23 324	20 441 765	4 1369 2134	15 676 2810	11 900 3710	13
8592	Jim Boehn, South Bend, Indiana.	12 841	6 1225 2066	DN5 196 2262	24 284 2546	10 961 3507	14
6938	Hattie Carver, Green Lake, Wis.	15 676	12 841 1517	23 324 1841	14 729 2570	13 784 3354	15
9123	Fred Pember, Atlanta, Ga.	7 1156	22 361 1517	14 729 2246	19 484 2730	20 441 3171	16
9307	Floyd Hughes, Council Bluffs, Iowa.	13 784	11 900 1684	18 529 2213	17 576 2789	22 361 3150	17
6447	Arden Zinn, Richland, Michigan.	19 484	16 625 1109	16 625 1734	22 361 2095	9 1024 3119	18
9732	Dexter Thede, Grand Rapids, Mich.	16 625	25 256 881	21 400 1281	12 841 2122	12 841 2963	19
4557	Roger Brussee, Richland, Mich.	21 400	19 484 884	17 576 1460	11 900 2360	17 576 2936	20
9031	Wm. Kuehning, Akron, O.	3 1444	10 961 2405	19 484 2889	DN5 - -	DN5 - 2889	21
7020	Walter Krause, South Bend, Indiana.	22 361	15 676 1037	8 1089 2126	20 441 2567	DN5 256 2823	22
8055	Jill Carver, Green Lake, Wis.	26 225	26 225 450	22 361 811	23 324 1135	8 1089 2224	23
9318	Gibby Zeratsky, Green Lake, Wis.	17 576	24 289 865	20 441 1306	25 256 1562	16 625 2187	24
5847	Sam Norwood, Jr., Atlanta, Ga.	24 289	18 529 818	25 256 1074	18 529 1603	19 484 2087	25
9389	Elmer Riker, Hapeville, Ga.	25 256	21 400 656	24 289 945	21 400 1345	18 529 1874	26



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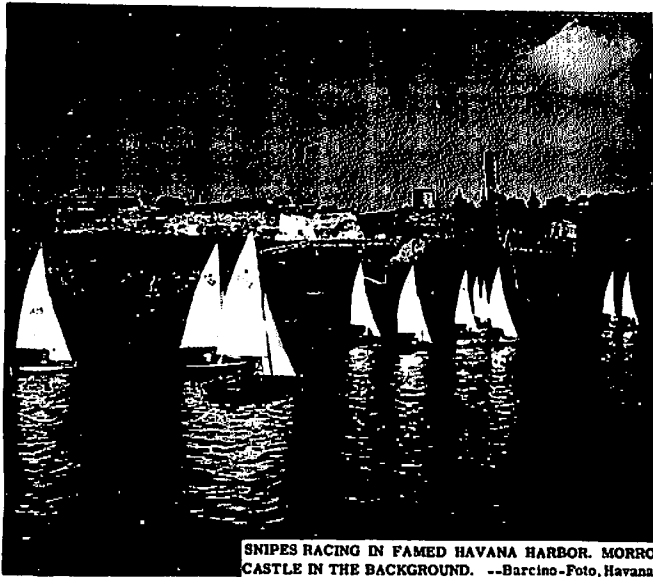
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WESTERN HEMISPHERE RACES IN HAVANA

FLEET #22 IS HOST—DATES ARE NOVEMBER 15-20th



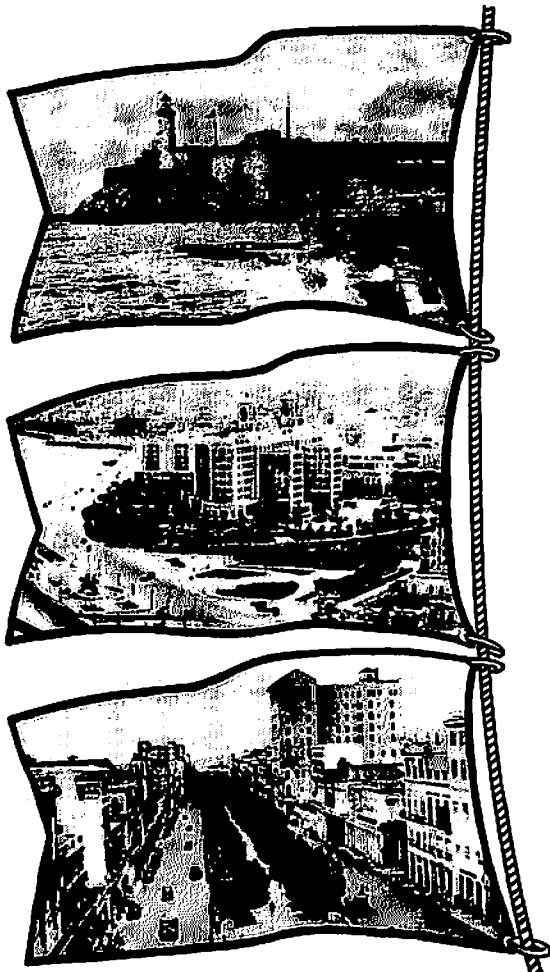
SNIPES RACING IN FAMED HAVANA HARBOR. MORRO CASTLE IN THE BACKGROUND. --Barcino-Foto, Havana.

This is the year that Champion skippers of nations in the Western Hemisphere will compete for the Hayward Trophy. The regatta, held every two years and the third of its kind, will be held in Havana November 15-20th with the Havana Yacht Club and Commodore Rafael Posso as hosts. Sailors who attended the 1950 Western Hemispheres and the 1915 World Championships in Havana are still talking about the unmatched hospitality of the Cubans and the wonderful time they had. The opportunity to return is indeed a privilege.

Two entrants from each nation are eligible--the national champion and runner-up and/or alternates. Ted Wells won in 1952 at Clearwater with Dr. Clements Inclan of Cuba second. Both men will be present this year to defend their positions, as Dr. Inclan is the 1954 Cuban National Champion. Conforming with the deed of gift, Fleet #22 has 12 snipes over #9000 registration available for the races and ready for allotment. They have masts located in the same place, tillers and tiller extensions of the same length, jib fairlead-ers in the same location, cleats on the booms, boom jacks, exactly the same hiking straps, and all newly painted. These boats have been racing all year in the deep waters of the Gulf of Mexico in heavy seas with no accidents even in 30 mph. winds. Thus, with the same rigging and spars and cockpit equipment, and all equally balanced at 425 lbs., the difference should be in the skippers and crews. It promises to be very interesting---and a lot of fun!

The races will take place, weather permitting, in the Gulf. November brings their strongest winds--from the NW at 18-20 miles an hour--and, if the seas are too big off the entrance to Havana Harbor, they will be held in the Bay, as in previous years.

Gonzalo Melendez, Secretary of the Fleet, announces that all skippers, crews, and National Secretaries will be guests of the fleet during their stay in Cuba. They have a large list of prizes and trophies for ranking skippers and silver commemorative medals for all participants. Entry blanks and programs will be mailed out shortly and further details will be in the October Bulletin. In the meanwhile, he joins with Manuel Rasco, Jr., Commodore of the Miramar Yacht Club (Havana Fleet) in inviting YOU and all other Snipers to come to Cuba and have the time of your life--it promises to be an unforgettable week!



¡Vamos a la Regata!

WESTERN HEMISPHERE SNIPE CHAMPIONSHIP

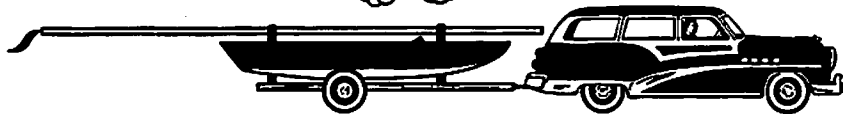
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Wells Handwriting by Ted Wells



ON THE SUBJECT OF PROTESTS.

As a result of some things which happened in the first two qualifying races in the Nationals, I made a talk on the subject of protests at a skippers' meeting, and I think it might be well to elaborate on that subject a little bit here.

Many people have come to feel that it is poor sportsmanship to file a protest when they have been fouled. In most cases, I don't agree with this, particularly if it reaches the point which it did at the Nationals where many people were going around griping that certain other people had fouled them in the first two races and that the same people had fouled them last year or the year before at the Nationals, or at other regattas. This undercurrent of griping got so bad that I decided that I should stick my neck out and say something about it. I think that my opinion on the subject can easily be summed up as follows: If the foul which you think was committed against you is one that you are going to gripe about, get the protest flag up and file a protest. The only time I think a protest should not be filed is when there are extenuating circumstances which cause you to decide not to file a protest, in which case there will be no griping involved.

If a person is consistently pushing the rules so hard that he is committing fouls, he is never going to learn that this does not pay unless he is protested. Also, there are likely to be cases in which the person who thinks he has been fouled actually does not know the rules too well himself, and none has actually taken place. If this occurs, the only way to get rid of the bad feelings involved is to file a protest and get straightened out by the race committee.

Frequently, a regatta committee will be very proud of the fact that they have had a regatta in which there were no protests. If there were no fouls committed which should have been protested, then this is a fine record; however, if there have been fouls committed which should have been protested and these protests have either been discouraged by the regatta committee or people involved have simply not filed them, it is an unhealthy situation. Particularly is this true if people continue to gripe about the fouls that were committed against them. It seems to me that this is actually poor sportsmanship rather than good sportsmanship, as it gives the offender no chance to defend himself or to correct his ways in case he does not realize he is committing fouls, and at the same time does not give the race committee a chance to straighten out the protestor on the rules in case no foul has actually been committed.


A statement that is frequently heard is "that so-and-so fouled me but I beat him anyway, so I didn't protest." This is not a very good excuse, as the protest flag should be flown immediately after the alleged foul occurs, and even if the person who has been fouled can beat the other boat, there are still

probably other boats behind him who are sailing according to the rules. It is not fair to make them abide by the rules and let somebody else get by with infractions of the rules without being punished for these infractions.

There are cases where I believe there are extenuating circumstances which make it desirable not to file a protest even though it appears a protest has occurred. On a crowded starting line, anyone who wanted to could foul out at least one boat on every start, and if he really worked at it, could probably get two or three. If people started to enforce every possible detail of every rule absolutely rigidly, the only safe way to make a start would be to sit behind the line and wait until everybody else had gone over it. I do not mean to say that a port tacker should be allowed to go banging through on the leeward end of the line and interfere with starboard tackers; nor do I mean to say that a close-hauled boat on the windward end of the line should allow any interference from a barger trying to sneak in; however, there are situations in which I feel a protest is not in order.

Upon crossing the finish line in the next to last race in the Nationals, a member of the race committee yelled at me asking where my protest flag was and what about the speech I made on filing protests. The situation to which he was referring had occurred on the starting line when I had been delayed somewhat in coming back to the line for the start and consequently arrived a little later than I normally do. When I started to come about to the starboard tack, I was behind the starting line and about three or four lengths to leeward of the committee boat. The starboard tackers coming in were close-hauled and I had plenty of room to complete my tack, or at least I thought I did. Just before I had completed coming about, the crew of the closest one of the starboard tack boats saw me and yelled. I had not been looking in that direction and did not realize that the starboard tackers, for one reason or another, were bearing off and my boat and one of the other boats touched lightly. The race committee thought that I should have filed a protest under Rule 5 of Part II, "On Same or Opposite Tacks, Altering Course"; however, the starboard tack boat involved did not alter course **IN ORDER TO INTERFERE** with me (in fact, he didn't even see me) and I did not protest. As a matter of fact, the other skipper may even have thought that he had a protest against me under Rule 6, "Tacking and Jibing".

In this case, neither skipper was trying to take advantage of the other one; any foul that may have been committed was entirely unintentional, and I don't think a protest should have been filed. However, in another case that I heard of at the Nationals, I think I would have practically broken my right arm getting up the protest flag. In this case, the skipper on a starboard tack going down wind yelled "Starboard tack!" at a close-hauled port tack boat whose skipper nonchalantly replied "So what?" Must have been sailing under the 1948 rules, I guess.



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		1	2	3		
9999	Tom Frost, Newport Beach, Cal.	2	2	1	4642	1
6025	Ted Wells, Wichita, Kans.	4	2	1	4490	2
6995	Francis Seavy, Clearwater, Fla.	1	6	2	4210	3
3518	Bob Huggins, Winchester, Mass.	5	4	5	3961	4
8837	Wm. Sweningsen, Long Beach, Cal.	6	3	7	3825	5
6158	Guy Roberts, Clearwater, Fla.	8	1	8	3778	6
7873	Vic Larsen, Chautauqua, N.Y.	9	5	3	3764	7
8553	Harold Gilreath, Wichita, Kans.	4	10	4	3699	8
7452	Terry Whittemore, Middlebury, Conn.	5	11	5	3640	9
7428	Billy Roberts, Chattanooga, Tenn.	1	1	1	3561	10
6778	Carl Zimmerman, Akron, Ohio.	2	3	17	3541	11
8020	Lee Thompson, Jr., Long Beach, Cal.	12	7	2	3518	12
8188	Jack O'Brien, Council Bluffs, Iowa.	11	6	4	3494	13
8644	Larry Wheeler, Akron, Ohio.	7	12	7	3153	14
8108	Bruce Huston, Rochester, N.Y.	6	9	11	3149	15
9497	John Wolcott, Ithaca, N.Y.	3	27	3	3084	16
8038	Charles Webster, Rochester, N.Y.	9	8	11	3013	17
9599	Jerry Thompson, Long Beach, Cal.	14	5	10	2988	18
9310	Jackson Cummings, Marcellus, N.Y.	5	14	12	2868	19
6979	Jerry Jerome, Tulsa, Okla.	12	11	9	2785	20
9739	Eddie Williams, Lee's Summit, Mo.	10	10	12	2783	21
9385	Diane Scoble, Green Lake, Wis.	16	4	18	2523	22
3929	John Welshofer, Chautauqua, N.Y.	8	15	18	2390	23
7999	Bud Leonard, Cassopolis, Mich.	13	6	5d	2370	24

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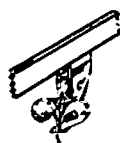
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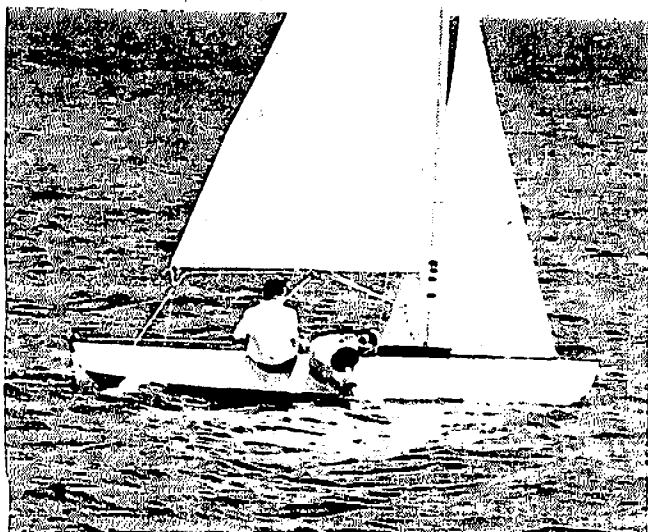
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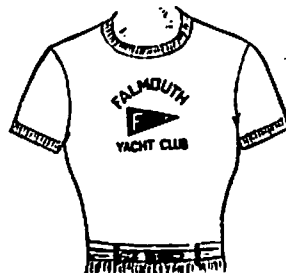
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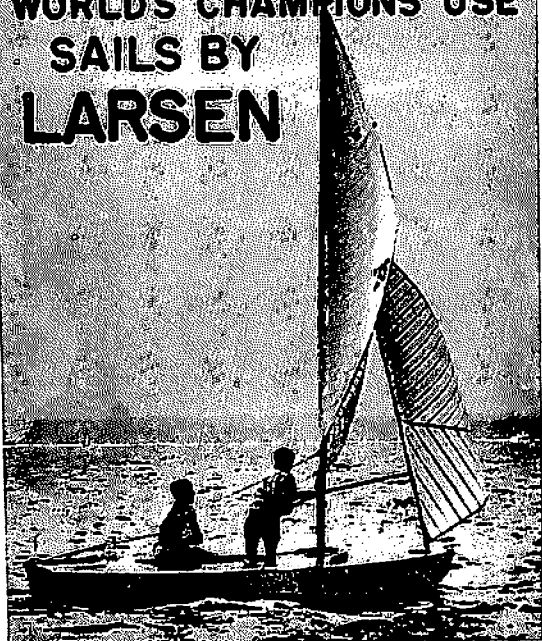
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