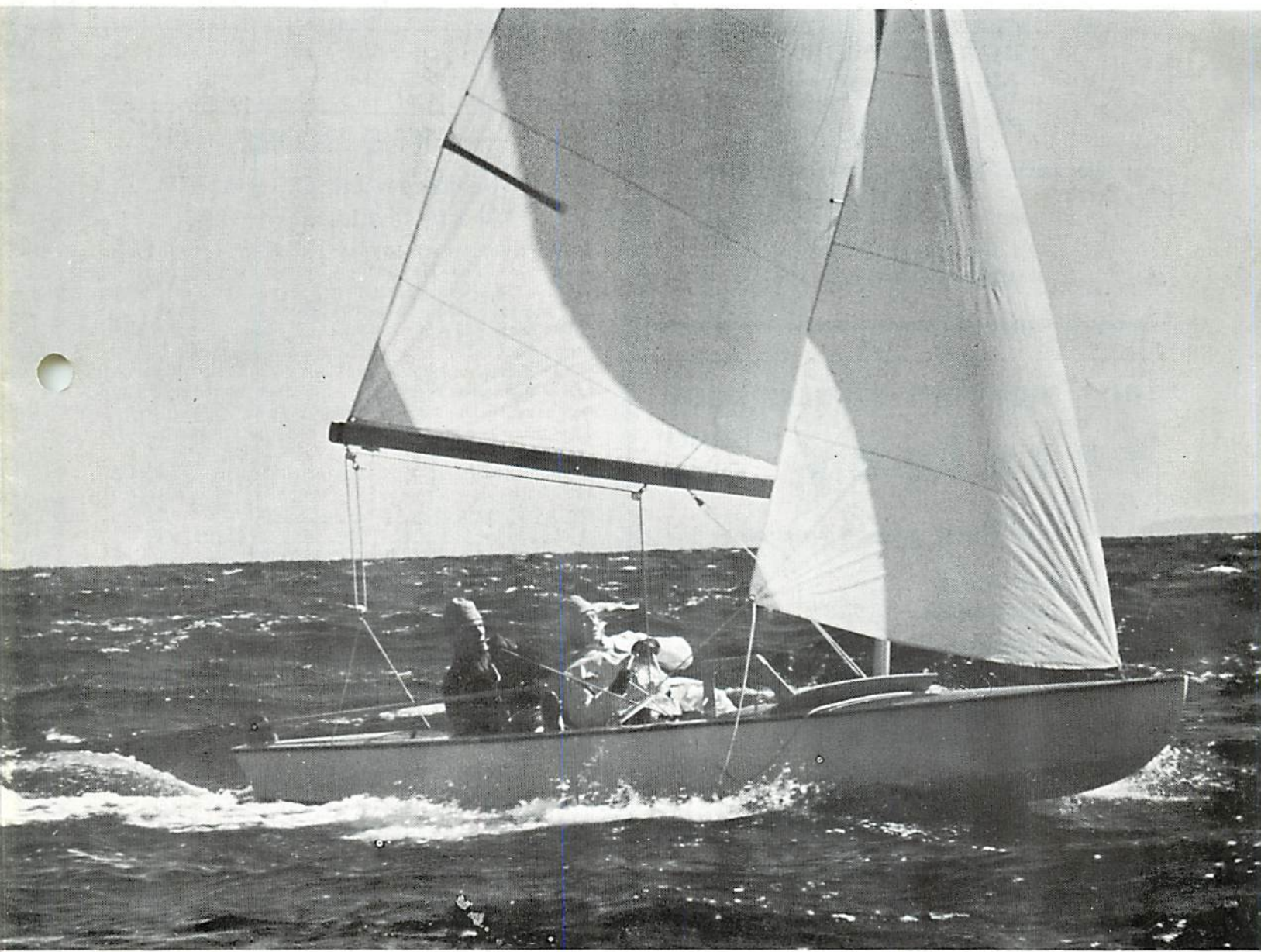


*Snipe*  
**BULLETIN**



APRIL 1962  
Vol. XI No. 11

Clearwater Mid-Winter Championship Regatta  
Articles of Indenture for the Crews' Union  
Reports on Los Angeles Mid-Winter Races

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## SNIPES BULLETIN

The SNIPES 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.

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SNIPES BULLETIN as part of their membership.

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class postage paid at Akron, Ohio. Contract advertising  
rates on application. Notify SNIPES BULLETIN of changes  
in address, giving both old and new addresses.

### The Cover

"HOLD HER, NEWT! She's a'rearin'!" These sailors are  
experiencing a real thrill in sailing as they attempt to maintain  
control over their Snipe as it planes on a reach. -- F. Nakajima.

## THE SCORE

Numbered SNIPES — 13531

Chartered Fleets — 538

76 new numbers were issued during the "dead" months of  
January and February and the 5 month total of the new fiscal  
year is 198. With 621 numbers issued last year, we have a  
long way to go (432), but one can predict that the 31 year average  
of 444 boats can easily be reached. Enquiries are at an all-  
time high!

38 of these new boats were built in the United States and just  
half of them were fiberglass. The other 38 went to Finland 10,  
Denmark 10, Canada 7, England 5, Brazil 3, and Uruguay 3.  
Thus there is a steady and evenly spread demand for Snipe all  
over the world.

Four new fleets were chartered. Portugese West Africa  
has another fleet and a charter was issued to that group as the  
Diogo Cam Snipe Fleet 535. Charter 536 went to the Aviles Fleet  
and 537 to the G. Canaria Fleet of the RCN Victoria in Spain.  
These two fleets have been in existence for some time, but  
numbers were just assigned to them recently.

With the addition of a new club in Bermuda, Snipe activities  
there should take on new life. Formed as a division of  
the Bermuda Police Recreation Club, the five boat owners were  
granted Charter 538 for the Bermuda Police Boat Club Fleet.  
With very nice premises, two more boats expected, and enthusi-  
astic members, interfleet competition will be stepped up in the  
future. A mighty tough place to have to sail, Boys!

### Building a Plywood Snipe

Final proofs of this long-awaited booklet have been approved and  
the presses are rolling. Probably available in about one more  
month. Watch BULLETIN for further announcements.

### Crews Union Stands Exposed

Ted Wells makes a reference to that nebulous society known  
as the Crews Union in his column this month. Deciding to  
investigate all the rumors which have been flying around uncon-  
firmed for several years, we now report (with some alarm and  
apprehension) that such a union probably does exist, and J. A.  
Zeratsky, a lone Star sailor amongst a group of avid Zeratsky  
and Carver Snipers located on Green Lake, Wisconsin, has  
even produced a copyrighted union contract for our inspection.  
Believing all skippers should be fully aware of this nefarious  
movement, the Contract with Code of Ethics is printed on the  
next page.

FLASH! We have heard on good authority that there is an active  
local at Fleet 454 at Abilene, Texas. To arms, fellows!



CREWS UNION  
ARTICLES of INDENTURE  
(and Statement of Ethics)

I, \_\_\_\_\_, hereafter referred to as "Crew" do hereby agree with \_\_\_\_\_, hereafter referred to as "Skipper" to the following ARTICLES OF INDENTURE (and Statement of Ethics), TO WIT:

DUTIES OF CREW AT ALL TIMES

ARTICLE I: To be handy and available for all duties and at all times as "Skipper" may direct. The word "handy" shall be interpreted as keeping all parts of the body inboard when rounding buoys, hauling on lines, sheets, winches and gadgets, and above all, not falling overboard. The word "available" shall be interpreted as meaning that if time is available, "Crew" shall rig, scrub decks, polish brass, and otherwise be useful (at the Skippers option and in the Skipper's opinion).

DEFINITION OF TIME

ARTICLE II: Time is a modern concept, conceivable only to the higher mammals, including Race Committees. Crew shall be "on time". Skipper shall have the exclusive privilege of designating what "on time" means.

LANGUAGE

ARTICLE III: Crew shall watch "language" while aboard ship at all times, especially while young people of any age are aboard. However, this Article shall not prevent any Crew from cussing out any boat, Skipper or Crew who presumes to foul up any maneuver of Crew's Skipper.

OPINION

ARTICLE IV: Crew is entitled to an opinion. Under Standard Operating Procedure, verbal expression of Crew's opinion is not desired. However, when Crew is on look-out duty and crash seems imminent, Crew may say to Skipper "Oh, Oh, OHHHH!!!"

PERIOD OF INDENTURE

ARTICLE V: Crew agrees to serve with Skipper from \_\_\_\_\_ to \_\_\_\_\_.

SECRETS

ARTICLES VI: Crew hereby agrees NEVER to divulge Skipper's racing tactics, particularly when Skipper tacks or jibes accidentally, lays course for wrong buoy, or takes buoy to wrong hand. Crew agrees to keep secret all fouls committed by Skipper.

ETHICS

ARTICLE VII: It shall be most highly unethical for any Crew to be enticed away from any Skipper to which he or she is indentured (or vice versa). It shall be positively unheard of for any Crew to jump ship from a slower ship with less attractive (or more stupid) Skipper to a faster ship with a more attractive (or less stupid) Skipper. (Vice versa might not be so despicable in this case.)

CONSIDERATION

ARTICLE VIII: Any indenture, agreement or contract, to be legal and binding, must have a "consideration". As the sport of sailboat racing is one in which amateurs only may compete, it is obviously impossible for any monetary consideration or remuneration to flow from Skipper to Crew. However, the Skipper shall give the Crew a lot of consideration and the Crew shall give the Skipper a lot of consideration too. This mutual consideration shall not in any case, however, be taxable or in any other way damaging to the amateur standing of either party.

IN WITNESS WHEREOF, the parties have hereunto set their hands and seals this \_\_\_\_\_ day of \_\_\_\_\_, 196

Crew \_\_\_\_\_

In the presence of: Skipper \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

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# MORGAN WINS SNIPE REGATTA

## St. Petersburg Skipper Repeats As Champ With 7,844 Points

By ED HAVER, Sun Sports Writer



**SPOOK LEADS THE FLEET TO VICTORY!** Morgan is, of course, using his own sails. Note the large window in the jib, and, if you think it important, the wrinkles in the luff of the mainsail. — Photo by Clearwater SUN.

The 25th annual International Midwinter Regatta got off to an inauspicious start when the first two days' races were postponed due to extremely bad weather conditions on the Gulf of Mexico at Clearwater, but, come Friday, the regatta came to a "spooky" finish with all six races finished and Charles Morgan of St. Petersburg sailing to a decisive victory in his "Spook".

Morgan, the defending champ, had finishes of 3-1-1-1 in the four heats sailed Friday north of Big Pass off Caldesi Island to combine with his 1-8 results of Thursday's two races to give him a winning total of 7844 points. Howard Lippincott, well-known boat designer, builder, and champion sailor, was the 2nd place winner with 6792 and Harry Levinson, current national Snipe Champion, was 3rd with 6719.

The winner of the initial race held Friday morning was Francis Seavy, a Clearwater skipper who has captured the title 4 times in previous years. Only Ted Wells has more championships in this event, leading the field 6 times. Seavy finished in 8th place overall, however, due to disqualifying himself twice, and thus did not compete in 2 races. This was the first time this had happened to him in 15 Mid-Winters. But Seavy's reputation as a sportsman is known throughout the country - an acknowledgment that is certainly well-deserved.

Morgan, the sail-maker and yacht designer who sails with the Clearwater Fleet 46, was in 2nd place at the start of the first Friday morning affair. He trailed Harry Levinson, who led the fleet then with his 2nd and 4th on Thursday. When Seavy won the opener, Levinson maintained his position by getting a 5th, while



**HAPPY WINNERS** - The top five skippers in the 25th annual Mid-Winter Championship are seen with the silverware they collected at the annual banquet. Left to right are: Harold Gilreath, Atlanta, Ga. (4th); Harry Levinson, Indianapolis, Ind. (3rd); Ben Breeding, crew for winning skipper, and Charles Morgan, 1st place winner, both of St. Petersburg, Fla.; Howard Lippincott, Riverton, N. J., (2nd); and Alan Levinson, Indianapolis, Ind. (5th). — SUN Photo.

opener, Levinson maintained his position by getting a 5th, while Morgan closed the gap with a 3rd. But in the second race of the day and the fourth of the series, Morgan and his crew, Ben Breeding sailed their resurrected Snipe named "Spook" to an easy win on the modified Olympic triangular course and took the overall lead.

Charlie then ghosted the Spook to two more triumphs in the last two races to completely dominate the fleet and repeat as champion. The week before he had repeated his Florida State Championship defense with three straight 1sts at Miami. He has proved to be almost unbeatable since he purchased the old Snipe from Guy Roberts and had it rebuilt to sail. Besides his recent double victories, he got a third place in the U. S. National Series at Old Saybrook, Conn., last summer.

The Spook may not look like much with its peeling paint job and dull deck, but no one can deny that Morgan, Breeding, and 6156 are hard to beat. His 1-8-3-1-1-1 record will be remembered for many years, for, since the 8th place is thrown out for the best 5 out of 6 races, it means that only two Snipes showed their radders to Morgan in a total of 5 races.

Lippincott came back strong to edge Harry Levinson for second place. He showed races of 7-7-4-2-6-2 while Levinson faded with 2-3-5-3-8-10. Bruce Cochran, 1960 Junior Snipe Champion, was the best local sailor with 7th position ahead of Seavy, and Marilyn Swan, only girl skipper competing, was 12th among the 25 participants.

The winners received beautiful hardware at the annual awards banquet held Friday night and Commodore Ed Ralston of the Clearwater YC presented gleaming dishes and trophies and also gave miniature Snipes to all the participants who deserved much praise for their gruelling task of trying to keep their Snipes level despite winds of 20 mph and 3-foot swells.

All expressed their surprise at the sudden change of weather which enabled the Race Committee to get in the full schedule. Four heats on the concluding day of the regatta were quite unusual, but the courses were shortened somewhat to make it a little easier for the tired Snipers. But tired or not, that all said they would return next year for the Mid-Winter - and they probably will!

(The completion of the 25th Mid-Winter this year emphasizes anew the great success of the CYC as the organizing body for this time-honored and important event. SCIRA owes them a lot for their demonstrated loyalty to Snipe and again extends official thanks and congratulations in recognition of the fact. - Ed.)

**FINAL RESULTS - 25th ANNUAL MID-WINTER REGATTA**

March 6-9, 1962 - Clearwater Yacht Club, Clearwater, Fla.

SNIPER	SKIPPER	CREW	HOME TOWN	POINTS
6156	Charles Morgan	Ben Breeding	St. Petersburg	7,844
13028	H. Lippincott	Jack Low	Riverton, N.J.	6,792
12192	Harry Levinson	Joe Bucek	Indianapolis, Ind	6,719
8653	Harold Gilreath	Tom Stewart	Atlanta, Ga.	6,640
13020	Alan Levinson	Asger Anderson	Indianapolis, Ind.	6,293
12613	Bob Harding	Bill Latta	Omaha, Neb.	6,141
11221	Bruce Cochran	Mike Walbolt	Clearwater	5,946
6995	Francis Seavy	George Lewis	Clearwater	5,906
10547	Howard Richards	Peter Lazenby	Ontario, Canada	5,718
13330	Skip Boston	Jerry Jenkins	Mt. Clements, Mich.	5,623
12660	Bud Hook	Bill Hancock	Indianapolis, Ind.	4,406
11111	Marilyn Swan	Phyllis Blair	Clearwater	4,001
12453	Dr. Cochran, Jr.	Dale Warren	Clearwater	3,874
10175	Carl Zimmerman	Joy Hamilton	Akron, Ohio	3,786
8652	Frank Levinson	Barbara Levinson	Clearwater	3,770
8598	Dan Flaherty	Donald Reerter	Clearwater ..	3,702
12056	Carlos Bosch	Luis Salazar	Miami	3,667
8569	Bruce Colyer	Stewart Conklin	W. Palm Beach	3,642
9026	Courtney Ross	Neil Osgood	Clearwater	3,639
10353	Jay Swan	Mike Evans	Clearwater ..	2,755
10831	H. C. Doemecke	L. P. McElaine	Tulsa, Okla.	2,571
11316	Dick Edwards	George Walton	Cuba, N.Y.	2,135
11600	Paul Betlem	Nancy Betlem	Rochester, N.Y.	2,051
12778	Carl Carter	Lynn Carter	Springfield, Ill.	1,450
12008	Dr. R. Mitchell	Ira Hentschel	Springfield, Mo.	1,191

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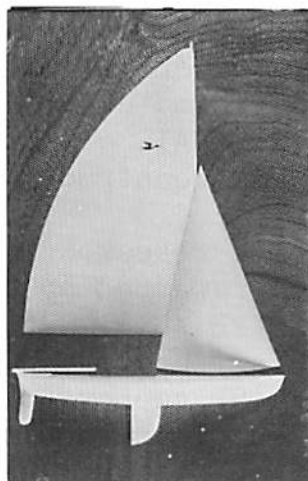
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Write for information about our latest racing sail developments.

Yours for good sailing.

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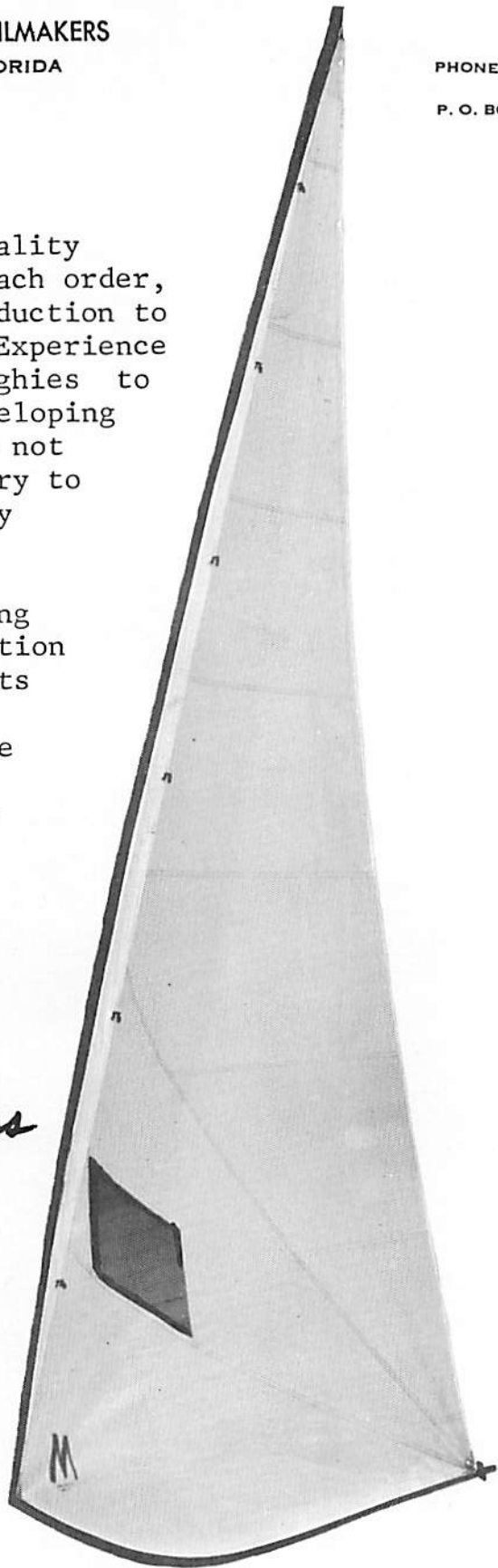
1<sup>st</sup> \* \* \*  
1<sup>st</sup> '62 FLORIDA CHAMPS

1<sup>st</sup> & 2<sup>nd</sup> MID-WINTER  
CHAMPS '62

\* \* \*

**M**

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## RED FLANNEL REGATTA IS TILLMAN AFFAIR

Our class is virtually unknown in NW Florida, but the Red Flannel Regatta, sailed last Dec. 2-3rd in Ft. Walton Beach, aroused enthusiasm, spurred interest, and gained recognition for Snipe in an area where it has never been introduced.

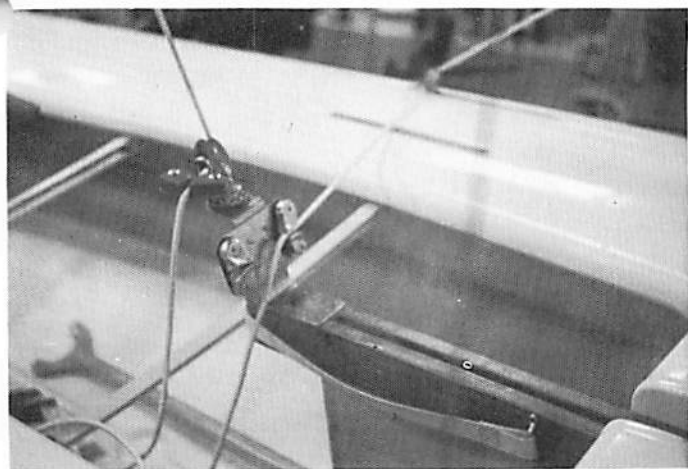
Ft. Walton's first Red Flannel, sailed in balmy breezes and 70 degree weather that belied the name, was a complete success even for the 7 enthusiasts who travelled a combined total of 3320 miles but didn't win a prize. The local team, Lt. Dick and Linda Tillman won (2-1-1), Major Bill Aicardi and son Billy of Montgomery, Alabama, finished a close second (1-2-2), and past National Champion crew, Beth Norwood, of Atlanta, Ga., clinched 3rd (4-3-5) with youngster Mike Brown of Ft. Walton as crew.

The racing was between Tillman, 1959 National Champ, and Aicardi, who has been racing since 1932. They traded 1st and 2nd finishes, going into the final race to decide the tie. Racing was equally exciting in the remainder of the fleet with Beth Norwood beating her father (and SCIRA VC) partly because he took a DNF Saturday. Having double-decked two Snipes from Atlanta, he was unable to get both rigged in time for the race.

The regatta had full radio coverage in the local area and provided Snipers with Snipe pin cushions as favors, cocktails and dancing for entertainment, and spectator boats for guests. All attending were impressed with the extraordinary clear water and ideal racing conditions on beautiful Chockawhatchee Bay.

### FINAL RESULTS - RED FLANNEL REGATTA

BOAT	SKIPPER	HOME TOWN	RACES	1	2	3	Pts.	Fin.
10350	Dick Tillman	Ft. Walton Beach, Fla.	2	1	1	4	721	1
12750	Bill Aicardi	Montgomery, Ala.	1	2	2	4	642	2
11011	Beth Norwood	Atlanta, Ga.	4	3	5	4	109	3
13013	Sam Norwood	Atlanta, Ga.	DNF	4	3	3	774	4
13181	John Bush	Columbus, Ga.	3	5	9	3	764	5
12586	Pete Duvoisin	Birmingham, Ala.	6	7	6	3	606	6
11660	Lloyd Cox	Chattanooga, Tenn.	DSQ	6	4	3	494	7
12097	Ham Clark	Columbus, Ga.	5	9	7	3	476	8
11943	Walker Fournoy	Columbus, Ga.	7	8	10	3	206	9
12523	John Lauria	Montgomery, Ala.	8	10	8	3	139	10



SNIPE HARDWARE showing main sheet swivel block with cleat combined with jib cleats on Lofland Snipe exhibited in the Chicago Boat Show.

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THE SECOND

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CLEVE SLAUSON MEMORIAL REGATTA

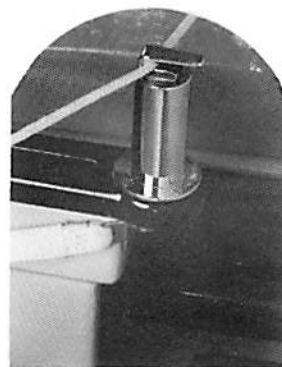
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- Chrome plated bronze alloy, comes complete with screws for mounting on aft end of centreboard box.
- Suitable for all racing classes in which the jib is trimmed manually and where a 1/4" or 3/8" dia. sheet is used.
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### SOME 1961 WINNERS USING THIS FITTING—

Charles Morgan, St. Petersburg, Fla.—Clearwater, Fla. Midwinter Champion. Also third place U.S. Nationals.  
Red Garfield, Chautauqua, N. Y.—Lake Ontario Champion.  
Ina Sullivan, Halifax, N.S., Can.—Maritime Champion.  
Charles Webster, Rochester, N.Y.—New York State Champion.  
Howard Richards, Oakville, Ont. Can.—Ohio State Champion. Ontario Provincial Champion. Nova Scotia Provincial Champion. Also runner-up Canadian Nationals.

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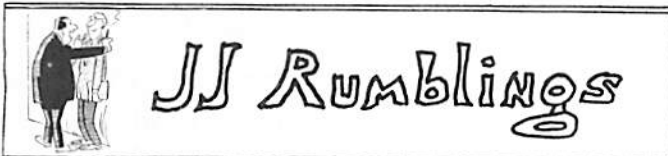
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Since my biggest experience in Snipe sailing in recent weeks was participation in the Los Angeles Mid-Winter Regatta Feb. 24-25th, I might as well lay the groundwork for future comments with a light review of that most interesting event.

Six of us from Northern California (Bob Miller, John Salvin, Bill Drummond, Jim DeWitt, Bob Huggins, and myself together with our respective and respected crews) made the trip and very gratifying it was, for we accounted for three of the five trophies, thus giving the N. C. skippers a slight statistical edge - an edge which we hope to keep for some time to come!

We had a challenging weekend of racing as well as getting acquainted with many active Snipers of Southern California. A little extra flavor was added with Ted Wells making the trip from Wichita and John Rose coming down from Seattle. Both found the going tough with strange boats on strange waters.

Although there were many items of special interest in each race, the one unusual feature was that we never ran out of wind! In fact, the last race was started in full view of the small craft warning pennant flying from the Pilot's Headquarters. Ted Wells informed me after this race that the wind must be over 20 knots before a Snipe can plane downwind - we did it all the way! The top five of the 30 entrants were Lanny Coon, John Jenks, Jim DeWitt, Scott Allan, and Bob Huggins in order; Ted was in 19th while John Rose was farther back. It was an interesting regatta and from the evident wide interest displayed at the District 6 meeting Friday night, it looks like Southern California Sniping is "on the way up".

**NOW FOR MY CONCLUSIONS:**

Well, it's "back to fundamentals" for me! Ted Wells may have something to say on this subject, too, after his participation in the February Los Angeles Midwinter Regatta, which produced a number of special interest items. Two items, or Lessons of the Day, were of particular significance to me.

First, what may be obvious to a lot of us as the racing season begins, is that after several months away from the tiller, you can expect a certain minimum number of "goofs". The goofing was a real highlight of the L. A. Regatta which saw Ted Wells run over Ray Bagoff who was attempting a jibe at the leeward mark while on a plane; then Lanny Coon came up to the finish line in a solid first place only to cross the line on the wrong side of the mark, having to come back. Lanny finished in third. My goof cancelled out Lanny's, though by a slight margin, but still just enough for Lanny to win the Regatta with only two boats separating first from Jim De Witt in third and Scott Allan in fourth. I suppose the practical significance of all this is to so arrange your racing schedule at the start of each season so the initial few races are "just for practice". The alternative to this is to make sure that your competitor doesn't get in a few practice races on the side, assuming that the goofs will even out as they did on this regatta.

The goof and the Lesson for the Day for me had to do with: "Which end of the finish line do you head for from the last mark of the course?" It's seldom that we have a reaching start to a windward mark, but we did at L. A. The kind of confusion at the windward end of the starting line with 30 Snipes converging is predictable - and it all happened! What also was easily predictable with just a minimum amount of thought to recalling a real fundamental, was that coming up to this same line for a finish, the leeward end was favored. Just to emphasize this point in my mind, I lost one and possibly two boats in this regatta by getting a fixation about heading for the windward end of the line (the wrong end!). Hopefully, a new fixation is now established which will result, in a similar situation, in remembering - WHEN A START AND FINISH LINE IS LAID OUT IN SUCH A WAY AS TO FAVOR A START AT ONE END, THE OPPOSITE END OF THE SAME LINE IS FAVORED ON THE FINISH (Assuming a projected line between the 1st and last marks of the course go through the start). —John Jenks



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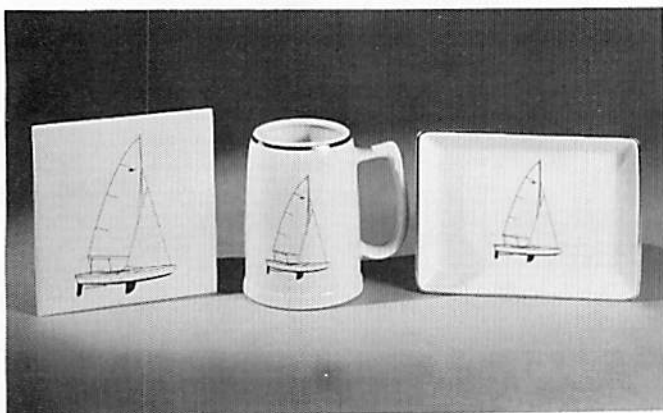
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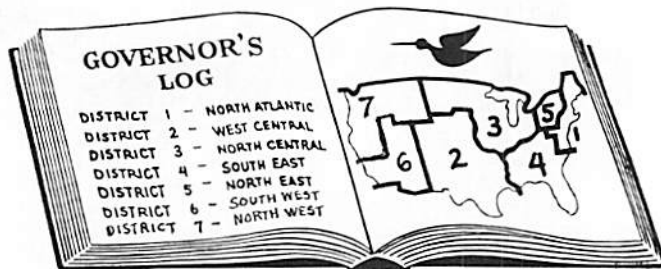
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### DISTRICT 3

The annual winter meeting was held in Indianapolis on Jan. 20th with good attendance. Chief business was the acceptance of the Chicago Fleet 86 bid to hold the District Championship Series at the Burnham Park YC on July 13-14-15. Changes in the Deed of Gift for the series were adopted as follows:

1. All District officers are automatically eligible to compete in the District Regatta.
2. The top three boats from the previous series will be automatically eligible to compete the next year.
3. Each fleet may send at least 4 boats. To get more than 4 boats entered from any one fleet, it must have at least 25 active paid up members, or on a basis of 1 entry for every 5 boats registered.
4. The host fleet can enter 10 boats, or 50% of the number of boats in the fleet, whichever is the greater.
5. A total of five races shall be sailed. If more than 36 entries, the fleet shall be split into two sections after the first three races, with the top 24 in the three race standings competing for the Championship Trophy and the remainder will race for a consolation prize. If less than 36 entries, all shall race for the Championship Trophy with the 25th boat getting the consolation prize.
6. Only members of fleets in District 3 shall be permitted to sail in the District 3 Championship Series. (No outsiders).

Official District participation in the new Northeastern International Championship Regatta was approved.

### DISTRICT 4

The last issue of SNIPE FOUR'ARD, the District newsletter, consisted of 6 mimeographed pages and contained much interesting reading for all Snipers as well as those in the area. Under the able direction of Editor Derek Peters, Jr., of Atlanta, the publication is one of the best of its kind, containing not only news of activities, but also articles on controversial class matters and policies. And the fever seems to be catching, for "Dixie Doings" is the product of one-year old Dixie SC of Montgomery, Ala., which now boasts of 37 members, while the Privateer Fleet at Chattanooga puts out the "Private Ear". Enthusiasm like this is what makes SCIRA great. A couple of recent changes since the election last summer results in the present list of District officers: Governor Lowry Lamb, Jr., of Chattanooga; Vice-Governor Derek Peters, Jr., of Atlanta; Rear-Governor Bruce Colyer of West Palm Beach, Fla.; and Sec. -Tres. Ellen Horan of Chattanooga.

### DISTRICT 7

#### SNIPERS HATCH AN EGG - NEW FLEET TAKES WING!

At the Annual Northern California Snipe Association meeting held Jan. 5th, the fleets of San Francisco elected to dissolve the organization and combine into one fleet. For some time, this move had been considered as an improvement as it would afford the opportunity to sponsor official point score races between all members of the former fleets; stature with the national organization would be enhanced; there will be less confusion with the consolidation. It was decided to keep the old charter #12 of

Richmond Fleet and rename it the San Francisco Fleet, with every Sniper in the bay area a member. Thus famed Lake ferritt Fleet 92 ceases to officially exist.



A RUGGED TEAM - The Duque de Arion and Luis Triay, his crew, Snipe Champions of Spain, were anticipating a good day's racing when this picture was taken at the World Championships last September. In spite of some hard luck, they finished third in the final series standings. — Photo by Fusanori Nakajima

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**GREGG HARRIS**, winner 1961 of the Junior National Snipe Championship.

**SCOTT ALLAN**, winner 1961 of the Crosby Trophy.

**JOHN JENKS**, pictured at left. Winner 1961 S.C.Y.A. Midwinters.



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# Wells Wanderings by



*Fred Wells*

## WESTWARD HO!

A well known comedian, when he had suffered some frustrating experience, used to remark that he would have been better off to have stayed in bed all day. I'd have been a lot better off to have stayed in bed the last two weeks in February instead of driving to California for the Governors Regatta in San Diego and the Pacific Midwinter Regatta in Los Angeles, at least as far as collecting any trophies or retaining any reputation as a racing skipper is concerned. And, it would have been much easier on my pocketbook than shivering in tourist traps such as Tucson, Phoenix, and Palm Springs along the way.

However, we saw many old friends that we hadn't seen for a long time and met many new ones — there were some good parties and we had fun. I can't honestly say that I learned anything new, but there are a few things I already knew that I know a lot better now. The basic trouble was an over-confident approach.

In any big Snipe regatta, there are a lot of boats and skippers that are awfully close to equal — you can't afford to handicap yourself and expect to win. There are too many guys that are hard to beat under the best circumstances. And, as you start working your way backward in a big fleet, it's like a nuclear chain reaction — the farther back you go the faster you get there!

One day when there was 17 inches of snow on the ground and the temperature was 13 degrees below zero here, I decided to arrange for borrowed boats. Error number one! There wasn't anything wrong with the boats I borrowed, but I wasn't used to a lot of things on them, and they didn't have a lot of things I am accustomed to having. The one in San Diego had a tricky (and illegal) means of sliding the jib tack sideways on the deck, which meant some re-rigging. I never did get the mast raked properly. We borrowed one jam cleat off of another illegal piece of equipment so I wouldn't have to hold the jib sheet in my teeth when we jibed on a run (the boat had only a winch for the jib sheets) and we were still drilling holes and moving jib fairlead tracks as we went to the starting line for the first race. When we got to the committee boat, I heard a whistle, saw a white flag, and therefore knew that the whistle was the ten minute signal. The next whistle came with me about 100 feet in front of the starting line, still fiddling with things. The white flag stayed up, which was confusing, and everyone else seemed to be starting to race. Before the next race started, I found out that the flag was one end of the starting line — there were some little ones on top of the course signal board that were the starting signals. I knew

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enough not to get to the starting line late; I know even better now!

I think the answer is that if I were about thirty-five years younger, the little things that now seem like necessities of life on a Snipe would only look like unnecessary cluttering up of the boat. One gets sot in one's ways and tends to inflexibility in ways of doing things. No more borrowed boats for me — no matter how good they are — unless all the comforts of home are on them.

I have on many occasions emphasized the importance of a good crew. I know that one is terrifically important, and I know better now. Mike Adams, who flew out to crew for me and was ready, willing, and available, but hadn't been on a boat of any variety in twelve years, and what experience he had had was on a "C" Scow (no jib). I overestimated my ability to educate a crew. You just can't make a finished one on a few races. The Crews Union should put a requirement in their contracts requiring every skipper to sail one regatta each year with a green crew. That would teach the skipper to have proper respect for the crew's trade.

If you lose fifty feet per come-about, you work your way backward pretty fast. Also, the skipper is trying to do two jobs at the same time, which results in neither job being well done. We didn't have much jibing to do at San Diego, but in the second race at Los Angeles, we had several to do on the first run. Somehow, I was ahead of John and Laurie Jenks at this particular moment. Our boat did not have the front of the board cut off, so we had to drop it when jibing, as there was enough wind that I didn't want to take off the boom vang (not only because of the possibility of a goose wing jibe, but also because it was a major operation to get it set tightly enough). Our total time to jibe and get everything settled and under control was probably about one minute, although it seemed five. Along side of us, Laurie Jenks was just going WHAM-WHAM — and that was that! We weren't ahead of them long.

There were two experiences concerning which I will never cease to be amazed. One was driving through the Arizona desert southeast of Tucson on the way home in a dandy snowstorm; the pipe organ cacti were so covered with ice and snow that they appeared to be wrapped in cotton batting, and all highway signs were so completely plastered with snow that you couldn't read them. A beautiful sight. The other thing was equally amazing but in quite a different way. This was the start at Los Angeles.

I've not been around long enough to be an expert on the frequency of snowstorms in the Arizona desert. I have, however, started in lots of races in lots of places, and I can only remember one other start like this one at Los Angeles. This was at a regatta at Mt. Dora in Florida where I stopped off once on my way home from Clearwater. This regatta was a Chamber of Commerce type regatta put on for publicity and run by people who have never raced anywhere else. The people at Cabrillo Beach Yacht Club know better, I'm sure. When I approached one of them on the subject, I was told, "At important regattas we use a committee boat and start you to windward. At the others, we just use this one which we call a 'California Windward Start'". I was under the impression that the Pacific Midwinter was an "important" regatta, and also that it was a sanctioned regatta and therefore we could apply the Rules for Sanctioned Regattas. Unfortunately, it was not a sanctioned regatta. In the future, if unsanctioned regattas are listed in the BULLETIN, this fact should be noted. It might affect the decision on how far one was willing to drive to a regatta with the risk that it might not be in accordance with the class "Rules for Sanctioned Regattas".

The "California Windward Start" is on a reach. The reach eventually turns into a semblance of a beat after you get out from under a point some distance away. The line is between two flags in the water, and the committee is comfortably established inside the clubhouse. The wisdom of this arrange-

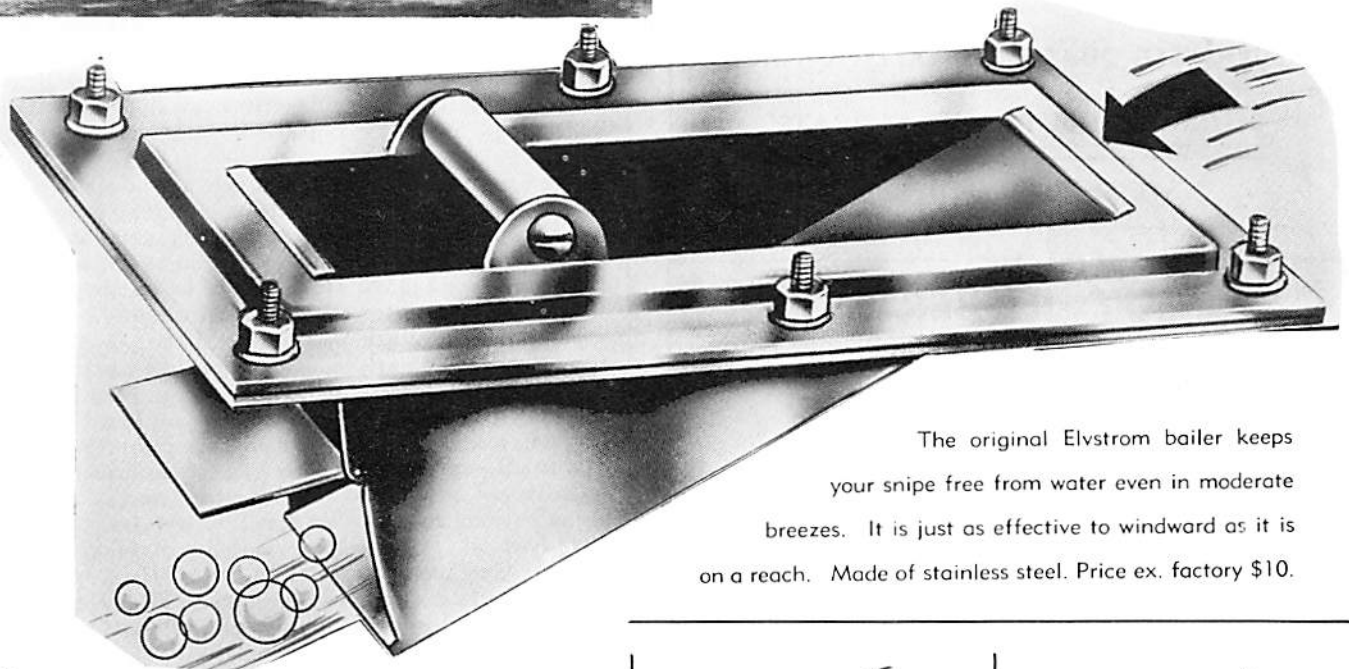
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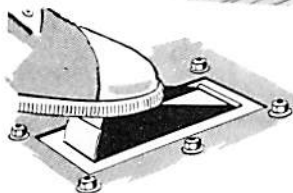
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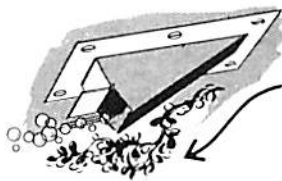
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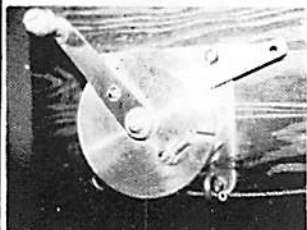
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(WELLS WANDERINGS from Page 12)

ment from the committee's standpoint was obvious - a temperature in the mid-fifties is not too comfortable in an open boat, in the first place, and it is downright disagreeable when you add a rain squall (we had a dandy). To add insult to injury, the angle between the line and the starboard tack closehailed was about 130 degrees instead of the 40 degrees which it should be, which meant that it was a starting point instead of a starting line. With a borrowed wood boat, I wasn't interested in getting into the bashing contest involved in trying to get a good start. Some of the skippers tried to get the line changed a bit, but no success.

At San Diego, we sailed in Mission Bay. They used a committee boat, and had good starting lines, and while they used a combination of fixed and movable marks Saturday, the courses were good. These were in East Bay and were standard plains states courses - three windward marks and three leeward marks per lap - making the best of the existing circumstances. Sunday we sailed in what I guess was called West Bay and had an Olympic course, and one triangle with two beats. All windward legs were to windward (which didn't surprise me at the time, for I thought they were supposed to be, even in major yachting centers) and there was an island in the middle to liven things up. Pleasant winds and invigorating temperatures.

At Los Angeles, we sailed in what is called the "Hurricane Gulch" area, and it is well named. (If you have rolled down cockpit edges, you don't realize how tough it was to hike out before you had them. Borrow a boat without rolled edges some day so you will appreciate your own). This is the western end of Los Angeles harbor, off San Pedro. There is lots of room there, but there seems to be an aversion to having windward legs that are closer than 35 degrees or 40 degrees to the wind direction. Another feature is movable marks which aren't where they are shown on the course chart, and even though movable, still give one-tack beats. The boys who have been there before knew enough to go scout around before the start and fine out where they were. They also knew enough to read the fine print on the course chart which says the "B" mark is a flag marker, not a candy stripe mark located where the chart says "B" mark is.

In the Sunday race, I ran into a new and novel way of getting into trouble (maybe I did learn something new!). The wind was blowing about 20-25 miles an hour; at any rate, enough so we were planing dead before the wind as we approached the first down-wind mark which was to be left to port. We had jibed immediately after rounding the windward mark so we were approaching the mark on a port tack run. Another boat was approaching the mark on a starboard tack, planing, inside of me and with a course about 30 degrees from mine. I was steering a course to give him about 50 feet of room at the mark as it appeared he might make a rather wild jibe. The only trouble was he never jibed - just planed past the mark, still on starboard, and I suppose, out of control, and I couldn't get out of his way fast enough. We came together, he capsized, but got right back up. My forestay ran into his centerboard and the fitting holding the jib tack parted company, so I had to go home anyway, but I don't see how I could have argued out of that one. The starboard boat could, I believe, carry me beyond the mark and force me to jibe (an operation I wasn't prepared to perform under the circumstances. Just an ordinary jibe was enough of a performance, let alone a planing jibe). Even after I had jibed, if he was ahead of the mast beam position he could carry me as far as he wanted to. This probably won't ever happen again, but it's something to think about.

One weather incident which might seem amazing to anyone except a Kansan: When we went out to California, the temperature at Liberal, Kansas, was 86 degrees. On the way back, we spent the night at Liberal. The temperature was an even 100 degrees lower than on the way out. If you don't like the weather in Kansas, wait half an hour - it will be different!

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*Spring Series Invitation Regatta*

*Five Consecutive Sundays*

*April 29 thru May 27*

*Three Races Daily*

*Entry Requirements*

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*The 11th Annual Southern Regatta  
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*SAT · SUN · MAY 26-27*

*REMEMBER THE DATE!*

John H. Wesley 2207 Ashmore Chattanooga 5, Tenn.

— SANCTIONED RACE DATES —

- May 5-6 7th ANNUAL COTTON CARNIVAL REGATTA  
Delta SC, McKellar Lake. Frank Jones, 1416  
Glen Oaks, Memphis, Tennessee.
- May 11-12 SHREVEPORT SPRING CHAMPIONSHIP,  
-13 Shreveport YC. Ray Hardey, 1118 Richmond  
Circle, Shreveport, La.
- May 19-20 1962 DISTRICT 7 CHAMPIONSHIP, Lake Merritt  
Fleet 92 and NCSCRA, Lower San Francisco Bay.  
John Jenks, 545 Byron St., Palo Alto, Calif.
- May 19-20 DALLAS CORINTHIAN YC Regatta, Lake Dallas.  
Arthur P. Nazro, 504 Mercantile Securities Bldg.  
Dan B. Camperman, P. O. Box 2112, Dallas 21, Tex
- May 26-27 NORTHEASTERN INTERNATIONAL Champion-  
ship, Onondaga Fleet 18, Lake Onondaga, N. Y.  
Jack Cummings, 31 North St., Marcellus, N. Y.
- May 26-27 SOUTHERN CHAMPIONSHIP Regatta, Privateer  
YC, Lake Chickamauga, Chattanooga, Tennessee.  
John H. Wesley, 2207 Ashmore, Chattanooga 5,  
Tennessee.
- May 26-27 TYLER YC REGATTA, Tyler YC, Lake Tyler,  
Tyler, Texas. Jim Finlayson, 908 Peoples Bank  
Bldg., Tyler, Texas
- May 26-27 3rd INTERNATIONAL SNIPE MEETING, Stone,  
England. Free accommodations, food, etc., to  
foreign entries. Boats may be borrowed.  
Peter Harris, 22 Hither Green Lane, London,  
S. E. 13, England.
- June 15-16 DISTRICT 2 Championship Regatta, Oklahoma  
-17 City BC, Lake Hefner. Rod MacIvor, 1501 Cam-  
den Way, Oklahoma City 6, Okla.
- June 16-17 NORTHERN WARM-UPS, Wolf Lake YC, Wolf  
Lake, Michigan. Mel Nichols, RD 7, Jackson,  
Michigan.
- June 23-24 SLAUSON MEMORIAL, IVY Club, Lake Peoria,  
Illinois River. Dan Wesselhoft, 5419 Sherwood  
Ave., Peoria, Ill.
- June 23-24 MIDWESTERN CHAMPIONSHIP, Wichita SC,  
Santa Fe Lake, Wichita, Kans. Ted Wells, 755  
Edgewater Dr., Wichita, Kansas.
- June 23-24 SLAUSON MEMORIAL Regatta, Ivy Club, Illinois  
River, Peoria, Ill. Daniel Wesselhoft, 5419 Sher-  
wood Ave., Peoria, Ill.
- June 30- MICHIGAN STATE CHAMPIONSHIP, Green Lake  
July 1 SC, Green Lake. William Wottowa, 6493 Alden  
Dr., Union Lake, Michigan.
- July 7-8 BURNHAM PARK YC Regatta, Chicago Fleet 86,  
Burnham Park YC, Lake Michigan at Chicago.  
Nate Whiteside, 314 N. Garfield, Hinsdale, Ill.



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*May 26-27*

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