

# ***SNIPE*** ***BULLETIN***



**APRIL 1978**



# Ullman Sails

**Another U. S. Nationals Is History —  
The Ullman Sails Were There Winning:**

1, 2, 3, 4, 5\* in the Juniors  
1 through 7 in the Crosby  
8 of top ten in the Heinzerling  
and 1st in the Griffith

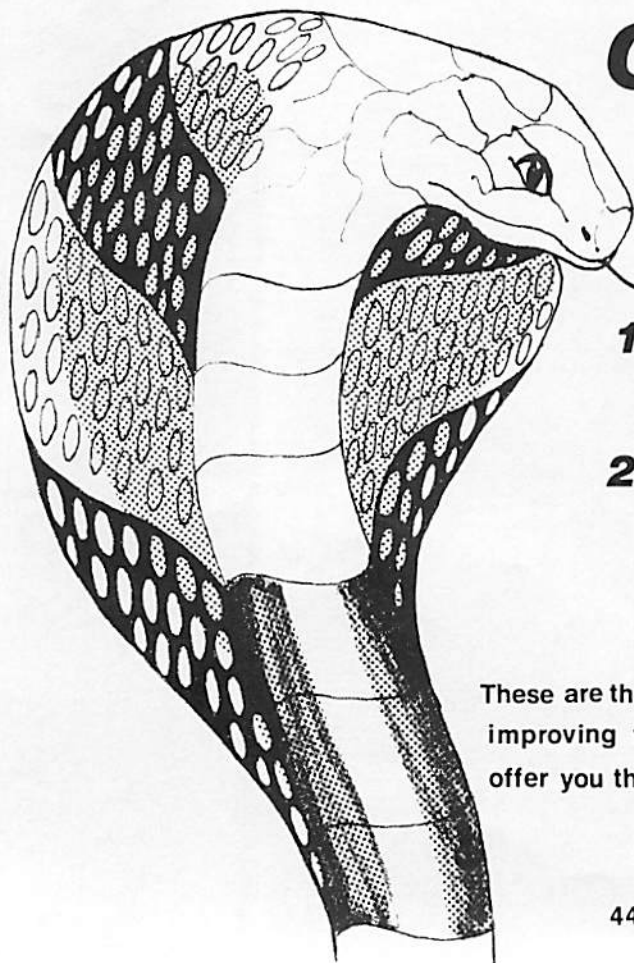
1 North American Championship  
1 Brazilian Nationals\*  
1 '78 Midwinters  
\*(Ullman main only)

Ullmans also won the '77 Gold Cup by defeating a strong fleet of 90+ boats from all over the world.

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## More From Uniquack

by Dean Hearn

Just before meandering into the SCIRA office the other day, yours truly overheard a rather interesting conversation between Marge Lamb and her favorite sailing expert — The Uniquack machine. It went something like this:

MARGE: Hey, we are trying to put together an article for the BULLETIN. Please tell me how to avoid pinching.

UNQUACK: Whom do you wish not to pinch?

MARGE: I don't wish not to pinch anybody. I'm talking about . . .

UNQUACK: Then please rephrase the question in a more positive sense.

MARGE: O.K. . . . How can I avoid steering a Snipe too close to the wind and pinching it?

UNQUACK: Why do you want to pinch a bird? Why not pinch Buzz?

MARGE: But Buzz doesn't pinch!

UNQUACK: He doesn't? Perhaps you should see a marriage counselor.

MARGE: I'm not talking about that kind of pinching, you ninny. Even Ted Wells says in his book that it's difficult not to pinch?

UNQUACK: He'd better not let HIS Marge hear him say that!

MARGE: But . . . but . . . I'm talking about pinching a sailboat!

UNQUACK: Forget the marriage counselor. You need a psychiatrist.

MARGE: Good grief! You are impossible. You never give a straight answer.

UNQUACK: Why don't you try pinching me first? Better yet — blow in my ear!

MARGE: I give up . . . goodbye . . . OUCH!

Just as I suspected. That machine really does like her!

### Basic Snipe Sailing Manual

Intended for beginning Sniper, crew, and wives, this excellent manual (6" x 9") is a glossary of nautical terms with a sketch applicable to Snipe; knots with illustrations; handling the boat; tacking; running; reaching; jibing; heave-to; capsizing; all simplified rules; thumb nail tactics; check list; important Snipe measurements. A most valuable handbook — still not complicated. \$1.00 per copy—10 for \$8.00. From SCIRA only.

## Dynamite Sticks!

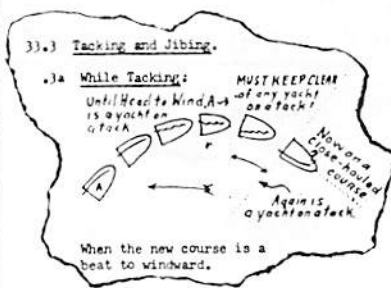
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Don't forget to send the Bulletin a complete report and photos on your Snipe regatta. In the overall results be sure to include names of skipper and crew, home club or fleet, places in each race, total points, and standing in fleet.

## NOW! PRINCIPAL SAILING RULES OF NAYRU GRAPHICALLY INTERPRETED



This 15th edition by Fearon D. Moore contains 16 pages of diagrams and explanations of the racing rules. It gives you the basics for 99% of the situations. Send 60c for a single copy or \$7.50 for 20 copies. Include another \$3.00 for the official IYRU-USYRU Rule book, if wanted.

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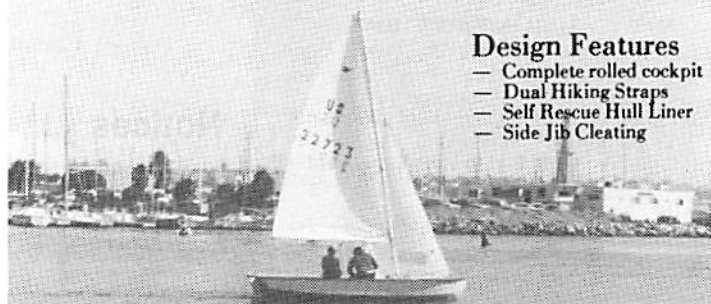
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# SNIPES BULLETIN

SNIPES CLASS  
INTERNATIONAL RACING  
ASSOCIATION

APRIL 1978  
VOL. XXVII No. 4

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TIN.

## CHANGE OF ADDRESS

Notify Snipe BULLETIN of any  
changes, both old and new addresses  
complete with zip code. Allow a  
month to become effective.

## THE COMMODORE AND YOU

To follow up on my intention of  
keeping you fellow Snipers up to date on  
our Snipe Class' Progress, I will briefly  
outline what has occurred this last  
month.

I was responsible for the testing of a  
new fiberglass mast for future consid-  
eration by SCIRA. As I personally eval-  
uated same (over the telephone) to Mr.  
Fred Miller of Racing Dynamics I feel  
that the fiberglass mast has a potential  
and the test mast that I received needs to  
be lightened up top, stiffened in general,  
and if possible made a little more eye  
appealing. He stated that they would  
work on the above suggestions.

There is presently a discussion going  
on about lead and total-up mast weight.  
My personal feelings lean toward main-  
taining our present 20 lbs. total-up weight  
including tip weight.

Another interesting rule proposal is to  
adopt an automatic 5 minute preparatory  
signal after a general recall. In our plain  
sailing language "Keep the watch  
running," and get into position fast.

There was a proposal for our 1978  
U. S. Nationals to accept the following:  
(example) You qualify in the Crosbys  
with a 5-13-17-12-1 for a total qualifi-  
cation of 9th. Then you would sail the  
Heinzerling and the 9th would be your  
replacement race for a throw out. If you  
get a 19th one Heinzerling race, it could  
be replaced with a 9th per your Crosby  
qualification.

To date, these are the present "things"  
that we are all exposed to.

Happy Sailing,  
Commodore Bruce H. Colyer

## Notices

Dues notices will be sent on April 15  
to all those who paid 1977 dues and have  
not yet paid their 1978 dues. Save post-  
age — get 'em in soon.

## Wooden Boat

Roy Terwilliger, 5016 Northlawn Dr.,  
Murrysville, PA 15668 is writing an  
article for WoodenBoat magazine on  
wooden Snipes. He is currently collecting  
material about both building and  
builders. He would like to make sure that  
he includes information about some of  
the famous wooden Snipe builders such  
as Clark Mills and Varalyay. He would  
also like to include information about

newer Snipes built in wood such as have  
been done by Earl Elms and Bob  
Blomquist.

Roy writes: "I'm a long time Snipe  
sailor, and have two wooden Snipes, but I  
don't feel that I have the overall contacts  
and knowledge to do a full-scale article  
off the top of my head. I would like to  
research the information through con-  
tacts with knowledgeable Snipe sailors  
throughout the world..."

Please help Roy, all of you with a  
special interest in this area of the Snipe  
class.

## Junior Yachting

We still have a few copies of JUNIOR  
YACHTING edited by Ellen Horan.  
These books were created "With the aim  
of aiding yacht clubs, organizations, in-  
structors, and junior sailors interested in  
starting or revitalizing their junior sailing  
programs..." by YACHTING magazine,  
and are available free from our office.

## In This Issue

A go-fast guaranteed to multiply your  
boat speed!

A sure fire method to prevent capsize!

Also a project for those not suited to  
the pressures of competition. Please turn  
to page 15.

## THE COVER

The choppy waters of Ross Barnett  
Reservoir, Jackson, MS, make a lumpy  
road, which doesn't appear to impede the  
progress of this well sailed Snipe. Erle  
Bennett, and crew of Memphis, head for  
shore after a race at the 1977 Redneck  
Regatta. This year's Redneck is scheduled  
for April 15th and 16th. Get out and go  
to an early regatta. Photo by David Cox.

## THE SCORE

Business picked up in the number depart-  
ment last month with 45 numbers issued.  
Spain took the most with 30 followed by  
Norway with 6. The U. S. took 5,  
England took 3 and 1 went to Portugal.  
No new fleets were chartered.

**Numbered SNIPES — 23236**  
**Chartered Fleets — 753**

## Letter to the Editor

It is high time I let you know how much I appreciate the Snipe BULLETIN I receive every month. I enjoy receiving it even tho very few of the new sailors' names are familiar to me.

I have saved all copies of Snipe BULLETIN since and before Bill started editing the BULLETIN. I am wondering if anyone would be interested in wanting all these back issues. I feel now that I should part with them — just too many for me to store any longer.

Thought you would know if any members of the Association might be interested in wanting them. I would be glad to pay for an ad if you think it a good idea.

Thanking you for all your efforts in making the Snipe BULLETIN such a success.

Yours Sincerely,  
Edna Crosby

*EDITORS NOTE: We have written to Mrs. Crosby expressing our appreciation and accepting the BULLETINS on behalf of the Class to complete the files in the SCIRA office. It is gratifying that Mrs. Crosby who has had such a close association with the class from its beginning continues her interest in all our activities.*



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1st Pine Beach, N.J.	7,1,1,2
1st Atlanta Halloween	1,5,1
3rd Annapolis Frigid Digit	1,1,18
1st Colombia Nationals	2,1,1,1,2

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# New Yorker Nabs Snipe Title

*Les Larson crowns successful Snipe career by winning the Minneford and Richner Trophies as High Point Champion for 1977.*

The above headline on page 5 of the September 1959 Snipe BULLETIN signaled the beginning of a string of victories for Les Larson of Chautauqua Lake Fleet 124, which he completed this year as winner of the Minneford and Richner High Point Trophies, with a perfect score of 1750 for 16 races. Les thus becomes the first Snipe sailor in the U. S. to win the U. S. Junior Championship, 1959; The Wells Championship, 1960; The U. S. Championship Heinzerling Trophy, 1962; and now both U. S. and World highpoint Championships as winner of the Richner and Minneford Trophies.

Les, as another second generation Snipe, learned a lot from his father Vic, whose own laurels include a second in the 1946 World Championship, as well as crew honors while sailing with Les.

Les writes: "After being away from the area, and from sailing for 10 years, I attempted to return to Snipe sailing in May of 1976. Unfortunately, I was sidelined by an appendectomy in June. As a result, I spent much of the summer on shore while my wife, Candy, and father, Victor, did the sailing.

The spring of '77 found my entire family very enthusiastic about sailing. With me trying to "hold on" as skipper, my father found active competition for crew from Candy and our two older daughters, Kerstin, age 6, and Shannon, age 4. My mother took care of the fourth potential crew, Diedre, age 2. We did manage to sail several district regattas, encountering the usual difficulties — poor weather and flat tires.

Most encouraging, however, is the recent growth of the Snipe fleet at Chautauqua Lake. From near dissolution, Fleet 124 has grown to nine active boats, and may soon be up to twelve."

In second place is Russ Cook, Keuka



*Victor Larson, left, and Les Larson, right, in 1977.*

Lake Fleet, another New York State sailor with 1745.1 points in 16 races. He is trailed by Henry Davis who had 1737.8 points for 19 races, and his first less than perfect score in the last 3 years. Dick Buckingham, Fleet Captain for the Seattle Snipe Sailors, was 4th with 1729.1 points and 15 races. Jack Wagener, Lincoln Fleet 567, was 5th this year after carding an 18th last season.

Jesse Aronstein, Galway Lake, is in 6th place. When he wrote our Lighter Side story for the March issue (Close Encounters) he complained that comedy has been his specialty when writing for the BULLETIN. In the future he will be taken more seriously. Larry Smith, Corey Lake; Dale Swann, Galway Lake; Jeff Troeger, Diamond Lake; and Bob Rowland, Cowan Lake; complete the top ten in that order.

Robert Dale Jones, Fleet Captain of the Omaha Fleet, sailed 46 races and finished with a score of 1574.6. This large, tough fleet had at least 15 members who sailed 30 or more races. The level of interest and the continuity of the class is reflected in the scores which follow.

19721 Les Larson	Lakewood NY	16 1750
19491 Russ Cook	Keuka NY	16 1745.1
21700 Henry Davis	Omaha NE	19 1737.8
18915 Dick Buckingham	Seattle WA	15 1729.1
20630 Jack Wagener	Lincoln NE	22 1710.8
17162 Jesse Aronstein	Galway Lk NY	17 1708.3
19831 Larry Smith	Corey Lk MI	16 1706.1
19704 Dale Swann	Galway Lk NY	20 1703
21710 Jeff Troeger	Diamond Lk MI	18 1702.5
22355 Bob Rowland	Cowan Lk OH	14 1701.4
20685 Fred Ables	Sea Cliff NY	18 1698.1
20687 John Townsend	Charleston SC	17 1694.7
19719 Phil Tanski	Chippewa OH	14 1690.6
20587 Andy Zeratsky	Green Lake MI	14 1689.2
11810 Rob Gorman	Lake Mohawk NJ	11 1681.5
18502 Steve Sherman	Muncie IN	11 1681.5
15003 Norman Tanner	Bow Mar CO	11 1681.5
22394 Bill Houghton	Lake Mohawk NJ	20 1679.7
22418 John Akins	Valdosta GA	28 1675.5
3518 Charles Webster	Fairport NY	14 1674.1
20818 Pete Fenner	Dallas TX	14 1669.4
20665 Don Casey	Green Lake MI	14 1668.5
19799 Gary Boswell	Dallas TX	17 1668.4
22814 Wilby Coleman	Valdosta GA	27 1667.4
18010 Roger Turner	Gull Lake MI	22 1666.7
17151 Bruce Hurst	Tulsa OK	13 1663.9
20845 Dick Anderson	Lashaway MA	25 1663.6
20817 Gene Soltero	Dallas TX	14 1662.4
19091 Pete Duvoisin	Privateer TN	15 1657.7
11800 Ham Johnson	Grand Rapids MI	17 1654.9
20547 Rob James	Topeka KS	13 1652.1
21110 Bob Williams	Wichita KS	14 1652
22511 Means Davis	Atlanta GA	23 1651.3
17560 Jerry Makela	Whitewater IN	5 1650
21008 Jim Richter	Indianapolis IN	21 1647.6
16851 Larry Colter	Evergreen LK IN	7 1647.4
19119 Sam Ulbing	Rochester NY	14 1647.2
21828 J.R. Hoyt	Lake Quivira KS	6 1646.8
18663 Jack Fyffe	Chippewa OH	13 1646
21120 James Hill	Acton Lk OH	10 1644.9
21762 Bob Fugit	Wichita KS	34 1644
19969 Dick Towle	Winchester MA	15 1641.8
17238 Jim Alexander	Carlyle Lk IL	8 1640.7
21777 Jim Menzies	Cowan Lk OH	22 1639.9
20586 Peter Ferguson	Kalamazoo MI	34 1639.7
17571 George Reiner	Lk Washington CA	9 1638
20884 Carl Lieberman	BFSC Atlanta GA	9 1637.6
19450 Graham Hoffman	Keuka Lk NY	18 1637.4
19060 Bill Carroll	Quassapaug CT	29 1636
21722 A.C.V. Elston	La Crosse WI	16 1634.1
21643 Carl Hultgren	Mission Bay CA	5 1634
20812 Steve Tautz	Bow Mar CO	6 1633.7
16329 Ralph Rabkin	Delta SC TN	6 1632.9
19253 Mike Elser	Quassapaug	30 1629
7428 Buzz Lamb	Privateer TN	13 1628.6
20610 Robert Ewoldt	Lincoln NE	15 1628.5
22468 Erle Bennett	Delta SC TN	19 1628.3
21600 Brad McFadden	Atlanta GA	15 1627.8
20875 Paul Festersen	Omaha NE	21 1626.7
9291 Bill Bees	Chippewa OH	17 1626
14374 Wayne Woodworth	Corey Lk MI	16 1625.3
16948 Harold Horn	Lincoln NE	14 1624.7
21109 Larry Best	Wall Lk MI	8 1624
19991 George Lee	Delta SC TN	15 1622.9
18034 Dick McChesney	Lashaway MA	23 1622.7
14241 Tom Ryan	Kalamazoo MI	10 1622
20898 Chris Krimendahl	Indianapolis IN	6 1620.5
18920 Tom Hudson	Redwood CA	9 1620.4
8570 Harold Griffith	Lakewood NY	15 1619.1
21144 John Kelley	Winthrop MA	22 1618.5
19585 Ken Rix	Wichita KS	15 1616.3
20562 James R Hand	Portage Lk OH	32 1612



19061 Steve Wainwright	Merced CA	8 1612	20931 Herbert Zent	Elkhart IN	6 1530.3	21632 Steve Mangine	Quassapaug CT	21 1449
21506 Chuck Loomis	Winthrop MA	11 1611.5	22214 T.R. Clevinger	Lk Quivira KS	6 1530	19922 R.C. Bartlett	Annapolis MD	13 1449
21888 Bill Hamilton	Keuka Lk NY	21 1609.9	21612 Don Pettigrew	Valdosta GA	28 1529	21114 Bill Sherman	Muncie IN	5 1449
18921 Mark Schoenberger	Cowan Lk OH	19 1609.1	16288 Richard Grant	Grand Rapids MI	21 1529	21555 Jay Hays	Cea Cliff NY	15 1448.8
20990 Gunnar Stickler	Rochester MN	17 1609.1	11769 Al Nicoliasen	Redwood CA	9 1527.2	12021 Herb West	Atlanta GA	21 1448
22699 Bob Blomquist	Annapolis MD	20 1609	19278 Roger Schnaitter	Evergreen IL	7 1526.4	14885 Dick Patrick	Winchester MA	13 1447.9
20661 Ned Daly	Quassapaug CT	14 1608	10351 John Fris	Valdosta GA	8 1526	19380 George Stickler	La Crosse WI	14 1447.8
21021 Van Wesley	Privateer TN	6 1607.7	22418 Dean Palmer	Mission Bay CA	5 1525	21793 Jim Nordin	Keuka Lk NY	19 1447.2
19392 Ted Corlette	Saugatuck MI	6 1607.6	19904 Bill Culp	Tulsa OK	5 1524.8	17151 Mike Axton	Tulsa OK	6 1444.2
20013 Martin Bebb	Tulsa OK	13 1606	20403 Don Ploetner	Lk Mohawk NJ	12 1522.1	19699 Tom Carroll	Quassapaug CT	13 1444
18035 Tommy Binton	Dallas TX	16 1605.8	18301 Craig Anderson	Saugatuck MI	24 1522	21634 Bernie Bedford	Galway Lk NY	17 1443.8
21047 Geoff Chatterton	La Crosse WI	16 1605.6	21549 Lirinda Saint	Evergreen Lk IL	9 1521.1	19262 Bob Zinke	Bow Mar CO	8 1443.1
20662 Thomas L Read	Charleston SC	14 1604.8	20908 Berk Duck	Indianapolis IN	12 1520.8	20307 Tom Hall	Tulsa OK	10 1443
19891 Clyde Castle	Bow Mar CO	13 1604.4	17716 Jerry Wiseman	Corey Lk MI	14 1520.4	18104 Ray Dustrude	Acton Lk OH	7 1440.4
20569 David Rogers Jr	Quassapaug CT	18 1604	19747 Dan Williams	Privateer TN	17 1519.2	19912 David Bickmore	Newport NY	5 1436.8
21884 Jeff McCowan	BFSC Atlanta GA	9 1604	19712 Steve Callison	Annapolis MD	14 1519	11943 Bob Kolb	Columbus GA	5 1436.8
17780 William MacCreery	Lall Lk MI	9 1603	20262 Albert Lamar	Jackson MS	8 1518.6	18021 John Rose	Seattle WA	9 1436
9448 Luke Czarny	Quassapaug CT	26 1602	21635 Bill Bedford	Galway Lk NY	6 1517.2	10305 Robert Aronstein	Galway Lk NY	18 1435
22725 Bob Foster	Diamond Lk MI	16 1600.3	22584 Bruce Wiland	Whitewater IN	6 1517.2	16949 W. James	Evergreen Lk IL	6 1435
18643 David Lawson	Sea Cliff NY	17 1600	8571 Charlie Ulrich	Lakewood NY	12 1516.5	18887 R. Wakefield	Evergreen Lk IL	10 1433.7
22515 Marvin Lee	Muncie IN	10 1599.5	18942 Bob Munyon	Lashaway MA	25 1515.7	20548 Ted Horvath	Newport NY	20 1433.1
21918 Bill Leffler	Lincoln NE	23 1599.2	18245 Ken Woodworth	Corey Lk MI	15 1515.3	14002 Keith Donald	Annapolis MD	11 1432
22440 Skip Baxter	Grand Rapids MI	17 1598.5	9985 Mary Ann Rix	Wichita KS	16 1513.4	20309 Bruce Hudson	BFSC Atlanta GA	8 1432
17758 Dave Lence	Winchester MA	35 1598	20568 Emmie Kohler	Atlanta GA	26 1513.1	19058 Robert Cummings	Dallas TX	6 1431.7
17096 Paul Elsbree	Chippewa OH	18 1596.4	19330 Bob Peugh	Wichita KS	29 1512.4	21511 J.W. Smither	Atlanta GA	36 1430
20314 Harold Schmid	La Crosse WI	17 1595.7	20702 Dick Palmer	Grand Rapids MI	21 1511.5	20633 Ted Kersker	Portage Lk OH	18 1430
20311 Charles Fox	Rochester NY	22 1594.9	22812 Scott Overton	Lake Mohawk NJ	13 1511.4	19899 Ralph Conti	Valdosta GA	7 1429
21238 Robert A Hunt	Redwood CA	9 1594.6	17591 Ivor Thomas	Seattle WA	11 1509.9	17559 Chuck Bartsche	Chippewa OH	6 1429
22350 Buzz Levinson	Indianapolis IN	20 1594.3	14307 George Rood	Omaha NE	32 1509.3	19028 Bob Pole	Corey Lk MI	12 1428.6
22289 Stewart Waugh	Delta SC TN	21 1594.1	21721 Richard Fink	LaCrosse WI	10 1509.1	16400 John Eilers	Cowan Lk OH	20 1427.3
21723 Ken Rockholt	Merced CA	13 1593	21388 Ed Hiatt	Valdosta GA	29 1508	13034 Ed Moore	Lk Mohawk NJ	14 1426.7
18650 Wolf Goethert	Omaha NE	25 1592	21643 Earl Elms	Mission Bay CA	6 1507	19832 H. Livingston	Wichita KS	10 1425.7
19176 Scott DeArman	Tulsa OK	14 1591.5	22776 Ed Nelson	Dallas TX	17 1506.9	21411 Melvin Young	Newport NY	15 1525.2
16104 John Muhlhausen	Atlanta GA	27 1590.7	19705 Chip Canty	Winthrop MA	19 1506.8	17461 Dick Dimes	Winthrop MA	10 1420.5
16856 Tom Townsend	Indianapolis IN	23 1587	18549 Bob Posson	Galway Lk NY	18 1506.7	17046 Frank Limbocker	Waloon Lk MI	5 1419.4
16216 Larry Briggs	Lincoln NE	17 1586.3	16085 Zimri Enos	Merced CA	8 1506	21095 Jack Vermillion	Topeka KS	17 1418.4
22393 John Marx	Lk Mohawk NJ	24 1585.8	20400 Jim Hayden	Diamond Lk MI	16 1505.5	21798 John Chipman	Gull Lake MI	11 1418
21827 Larry Christy	Carlyle Lk IL	10 1585.3	17511 Ray Crossdale	Gull Lake MI	15 1505	21508 Fred Bradshaw	Atlanta GA	33 1417.9
20999 Ralph Swanson	Winchester MA	11 1585	21913 John Layman	Lincoln NE	15 1503.9	18504 Fred Seedhouse	Newport NY	22 1417.9
22586 Gale Saint	Evergreen Lk IN	11 1583.3	21638 Bob Wells	Galway Lk NY	14 1501.4	(Continued on page 8)		
19915 Eric Purdon	Annapolis MD	28 1583	17510 Paul Scalesi	Winchester MA	13 1500.9			
19942 J.G. Botterson	Lk Quivira KS	6 1583	10390 Royce Mallory	Lakewood NY	13 1500.1			
16600 Tom Spahn	Grand Rapids MI	13 1581.7	17687 Dick McLaughlin	Portage Lk OH	32 1499.4			
20325 Stan Hess	Eagle Lk MI	11 1580.7	22422 Bob Twynham	Eagle Lk MI	11 1498.6			
18011 Robert Loomis	Lk Washington CA	7 1580.6	19332 Bob Stuart	Merced CA	6 1498			
17105 Kirke White	Saugatuck MI	17 1580	18662 Dick Schweichler	Chippewa OH	18 1497			
19277 Sue Tabor	Winthrop MA	17 1578.4	13276 Dick McMichael	Columbus GA	5 1496.8			
19832 Dick Kersey	Wichita KS	15 1577.3	13381 Jack Willy	Lake Mohawk NJ	17 1496.4			
19713 John R Long	Eagle Lk MI	15 1577.2	20878 John Brannan	Indianapolis IN	36 1494.6			
19724 Scott Cline	Privateer TN	17 1577	21728 Charley Ash	Lake Mohawk NJ	23 1494.3			
17737 Dave North	Seattle WA	16 1575.8	18628 Donald Nelson	Waloon Lk MI	6 1494.1			
21292 Harry Levinson	Indianapolis IN	8 1575.8	20841 Ed Weitz	Omaha NE	26 1493.7			
22267 Sam Mollett	Portage Lk OH	35 1575.5	21758 Norm Towle	Winchester MA	20 1493			
21174 Joe Sepkoski	Lk Mohawk NJ	28 1575.4	19177 Fred Thurston	Annapolis MD	21 1493			
20404 Robert Dale Jones	Omaha NE	46 1574.6	22562 Jim Hater	Acton Lk OH	10 1492.9			
18020 Ben Watts	Saugatuck MI	28 1574.4	16800 Ray Stover	Newport NY	22 1492.1			
10176 Sonny Boone	Lashaway MA	21 1573.9	20001 Stu Griffing	Cowan Lk OH	22 1491.7			
16798 Bill Gillette	Saugatuck MI	32 1573.3	7377 Bill Wiersma	Wall Lake MI	12 1491			
19940 Steve McNamara	Merced CA	5 1573	21604 John Skoog	Omaha NE	37 1490.4			
20897 Joe Buzhardt	Magnolia MS	8 1572.6	17465 Jill Gore	Diamond Lk MI	12 1489.1			
19715 John Stanley	Crystal Lk IL	5 1572.2	19283 Steve Snider	Tulsa OK	13 1488.8			
19711 Tom Athanas	Diamond Lk MI	20 1566.7	18339 Herb Gilman	Redwood CA	9 1486.7			
21097 Phil Morse	Toneka KS	13 1566.3	18329 Bill Woodworth	Gull Lake MI	13 1483			
14014 Orle Wade	Valdosta GA	15 1566	18038 Burt Ray	Lk Washington CA	7 1482.7			
22317 Bob Henry	Dallas TX	17 1565.7	21099 Allen Quirk	Crystal Lk IL	7 1482.4			
19037 Ron Jones	Merced CA	13 1564	18945 David Leffley	Saugatuck MI	28 1482.3			
21548 Steve Guebert	Atlanta GA	29 1562.6	16807 Carl Mattson	Bow Mar CA	11 1481.2			
15779 Dave Williams	Crystal Lk IL	6 1561.6	18629 Tom Dillingham	Portage Lk OH	18 1479.5			
21792 Richard Cordell	Portage Lk OH	30 1561.3	19585 James Rix	Wichita KS	13 1479.5			
22288 Jere Reid	Delta SC TN	23 1560.7	16112 Mike Svinth	Merced CA	9 1479			
21915 John McGowan	Magnolia MS	7 1558.8	10201 Dave Kinas	Green Lk WI	10 1478.7			
21803 J.D. Maulsby	Lk Quivira KS	7 1558.6	17509 Teeper Emerson	Gull Lake MI	17 1474			
18326 Lou Law	Winchester MA	17 1557.5	20953 Marc Duvoisin	Privateer TN	16 1473.1			
22730 Kurt Comer	Eagle Lk MI	12 1556.5	17765 Barry Kilgore	Gull Lake MI	15 1472			
18555 Ed Schneider	Delta SC TN	17 1556.2	19266 Ray Szczepanski	Carlyle Lk IL	9 1471.1			
19916 Mike Seabrook	Charleston SC	11 1556.2	11891 Everet Kuizena	Grand Rapids MI	12 1471			
17467 Cheryl Purtee	Richmond IN	6 1556.2	19697 Marsha Fox	Newport NY	16 1470.5			
20560 Jeff Lenhart	Mission Bay CA	6 1556	19020 Bill Simons	Privateer TN	10 1469.7			
19414 Dave Rhodes	Crystal Lk IL	6 1556	12900 Wayne B Luff	Portage Lk OH	26 1469			
20561 Don Bedford	Mission Bay CA	5 1556	21119 Frank Hiatt	Indianapolis IN	35 1467.6			
20830 Jack Nash	Lashaway MA	25 1555.8	17762 Dan Biebel	Green Lake WI	15 1466.2			
21917 John Lally	Winthrop MA	20 1554.6	22551 Tom Whittemeyer	Lakewood NY	13 1466.1			
13020 Paul Dovey	Indianapolis IN	26 1554.3	22218 John Gore	Diamond Lk MI	18 1465.1			
22392 Dana Schnipper	Sea Cliff NY	16 1554.1	19056 Henry Wade	Atlanta GA	29 1461.4			
15467 Bill Butler	Lk Washington CA	8 1553.9	17017 Delayne Peck	Lincoln NE	17 1461.3			
22472 Norm Dahl	Newport NY	21 1553.2	12416 Homer Banks	Lk Washington CA	9 1460.5			
17728 Jack Williams	Sea Cliff NY	17 1553.1	17767 Ken Remine	Seattle WA	15 1460.4			
22522 Tick Ticknor	Gull Lake MI	17 1553	16700 Dease Ryan	Delta SC TN	21 1458.3			
16294 Dick Frost	Bow Mar CO	15 1551	22543 Gene Tragus	Dallas TX	15 1458.3			
19844 Russ Prewitt	Delta SC TN	15 1550.1	22205 Harry A Levinson	Indianapolis IN	7 1458			
13200 Pete Charnley	Grand Rapids MI	16 1549.8	22877 Fred Beyer	Lake Mohawk NJ	14 1456			
21096 Herschel Stroud	Topeka KS	10 1546.6	22357 Buel Grow	Lake Mohawk NJ	19 1455.3			
19062 Mike Zalzal	Acton Lake OH	8 1546.1	21461 Don Irvine	Cowan Lk OH	25 1454.5			
21357 John D. McGowan	Magnolia MS	8 1545	20444 Bob Wightman	Keuka Lk NY	12 1454			
21554 Bill Jackson	Dallas TX	14 1544	21641 Greg Roche	Winchester MA	13 1453			
20919 Mark Upham	BFSC Atlanta GA	6 1543.2	12963 R. Marsh	Wichita KS	23 1452.9			
20442 Al Parsons	Keuka Lk NY	20 1542.5	20624 Jim Chandler	Topeka KS	12 1452.3			
18913 Anne Meredith	Richmond IN	6 1542.5	20888 Robert Williams	Waloon Lk MI	5 1451.4			
19833 T.P. Trickett	Lk Quivira KS	5 1540	19794 Bob Schwindt	Muncie IN	7 1451.1			
13260 Robert Procter	Topeka KS	15 1539.9	13868 Tom Raphael	Winchester MA	21 1451			
15155 Pete Sylvester	Valdosta GA	7 1539	21312 Peter Rodgers	Green Lake WI	14 1450			
18045 Al Dunning	Grand Rapids MI	22 1536.1	11391 John Anderson	Columbus GA	5 1449.8			
19897 Felicia Bamer	Carlyle Lk IL	8 1534.9	22213 R.E. Bidwell	Lk Quivira KS	5 1449.8			
19485 Chuck Laird	Dallas TX	22 1534.7	15485 Clay McCowan	BFSC Atlanta GA	8 1449.5			
16697 Irl Hicks	Chippewa OH	16 1534	12959 Bob Hallisey	Lashaway MA	11 1449.4			

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## 1977 High Point Championship

(Continued from page 7)

21118 Carlton Wilson	Whitewater IN	6 1417.2	18025 Ted Wells	Wichita KS	7 1318
22391 F.C. Hagedorn	Winchester MA	21 1416.8	15083 Tom Jetton	Omaha NE	16 1317
16340 J. Grabendike	Wichita KS	20 1416.6	19433 Robert Allen	Indianapolis IN	28 1316.6
10801 Joseph Muenzer	Portage Lk OH	25 1415.8	16767 Wolf Glende	Seattle WA	11 1316.6
20536 Peter Keen	Colan Lk OH	23 1415	21212 Tommy Craig	Privateer TN	9 1316.6
18501 Don Hitchcock	Carlyle Lk IL	8 1413.5	21104 Wm F. Durbin	Portage Lk OH	36 1316.2
17756 Mart Lamar	Magnolia MS	8 1413.2	19924 Ken Simons	Privateer TN	10 1314.6
18327 Tom Nute	Mission Bay	6 1413	16766 Bill French	Atlanta GA	18 1314.5
19912 John Bickmore	Newport NY	11 1412.3	7192 Hi Finegold	Cowan Lk OH	11 1314.3
19448 Rod Goldstein	Annapolis MD	16 1412	20932 Paul Zent	Indianapolis IN	11 1313.6
21504 Ginny Turner	Winthrop MA	19 1411.9	21632 Ernie Hardy	Winthrop MA	6 1313.3
19259 John McCarthy	Dallas TX	8 1411.4	17683 Jean Gosse	Wichita KS	26 1310.9
20561 Lew Bedford	Mission Bay	6 1409	21601 Perry Isom	Tulsa OK	6 1310.3
18320 Henry C. Young	Portage Lk OH	28 1406.8	17599 James Thrash	Delta SC TN	15 1309.3
20626 Dick Maupin	Acton Lk OH	5 1405.6	20930 Richard Madden	Indianapolis IN	24 1308.4
19299 Buddy Leonard	Diamond Lake	17 1405.1	8194 Jim Slomski	Dallas TX	5 1307.8
16657 Paul Bregitzer	Carlyle Lk IL	9 1403.3	13361 Delkin Jones	Atlanta GA	16 1306.5
18917 Hugh Donald	Annapolis MD	13 1399	21636 Tom Lanka	Galway Lk NY	18 1306.1
10163 Jerry Best	Wall Lake MI	8 1399	21914 Stan Traub	Omaha NE	19 1305
12399 C.W. Preston	Lk Quivira KS	7 1397.8	20985 Dick Eagle	Seattle WA	6 1303.5
21459 Phil Goldberg	Newport NY	24 1395.7	17141 Paul Adams	Delta SC TN	9 1301.6
22467 Bob Moore	Delta SC TN	6 1395.5	18627 V.H. Johnson	Portage Lk OH	19 1300.9
20994 Jeff Bumby	Green Lake WI	15 1394.8	21789 Philip Morse	Newport NY	7 1300.4
19716 Harry Huff	Indianapolis IN	24 1392.9	17214 Lew Lappas	Indianapolis IN	19 1299.6
22821 Will Shaw	Lakewood NY	10 1392.7	17126 Jim Pate	Delta SC TN	17 1299.2
13358 Ham Clark	Columbus GA	5 1392.2	19826 Joseph Augustine	Lincoln NE	8 1296.8
10639 Robert C. Larson	Lincoln NE	12 1391.7	19834 Dan Webster	Dallas TX	7 1296.4
13427 D.S. Dunakin	Grand Rapids MI	11 1390.8	18036 George Dillon	Winchester MA	23 1296.3
20890 Ted Phillips	Valdosta GA	11 1389	21639 James Ransom	Tonoka KS	7 1296.3
18321 Doug DeSouza	Mission Bay CA	6 1388	20627 Dick Alberti	Winchester MA	13 1295.5
20028 Jack McGrael	Dallas TX	8 1387.9	16494 Al Braddzlonis	Quassapaug CT	33 1291
11101 Jim Coffin	Eagle Lk MI	10 1387	15673 Jim Bookhout	Dallas TX	5 1290.4
21547 Eddie Craig	Privateer TN	5 1386.4	17147 Don Showers	Green Lk WI	5 1288.2
18924 Charles Hudson	Redwood CA	9 1386.2	22329 John VanDerMolen	Gull Lake MI	6 1286
20554 Ben Howe	Sea Cliff NY	18 1384.3	21627 Harvey Griffith	Atlanta GA	16 1284.3
22420 J. Jackson	Evergreen Lk IL	6 1381.7	21602 John Brush	Omaha NE	27 1283.9
10376 Bob Buhrmaster	Keuka Lk NY	11 1380.9	21500 I.N. Yoon	Wichita KS	15 1282.1
18315 Bob Forsman	Portage Lk OH	17 1379.8	18345 John Headlund	Bellevue WA	5 1278.2
20623 Harold Brammer	Wichita KS	10 1379.2	20196 John O'Donnell	Atlanta GA	7 1273
20356 Hoyt Hurt	Valdosta GA	10 1379	21637 John Senn	Galway Lk NY	12 1275.9
21094 Rex Tucker	Topeka KS	9 1378.2	6258 Jim Brnough	Privateer TN	10 1275.8
19256 Ray Tallau	Lake Mohawk NJ	23 1378	22593 Don Pardee	Redwood CA	5 1275
20205 Greg Sloat	Dallas TX	14 1377.7	15671 Bob Conroy	Dallas TX	8 1274.8
11291 Bryan Dougherty	Sea Cliff NY	13 1377.2	19254 J. Moran	Winthrop MA	8 1274
22539 G. Pierce	Wichita KS	21 1376	21633 Jim Fraser	Winchester MA	25 1270.6
9106 Irv Margulies	Quassapaug CT	14 1375	20259 Robin Gales	Mission Bay CA	6 1267
19448 Jim Muri	Seattle WA	5 1375	19343 Joe Spearling	Omaha NE	33 1264.8
22395 Irv Rading	Winchester MA	24 1373	13445 Jim Moroney	Galway Lk NY	19 1263.2
20995 Don Schaefer	Green Lake WI	14 1372.1	20305 Fritz Goulding	Charleston SC	5 1262
16412 Bob Smith	Bow Mar CO	9 1371.1	20906 William Carr	Indianapolis IN	10 1260.7
22326 Craig Martin	Mission Bay CA	6 1370	16960 Joel Zackin	Quassapaug CT	14 1260
18916 Bill Winter	Saugatuck MI	33 1369.8	11900 Larry White	Annapolis MD	21 1258
19725 Norm Girard	Winchester MA	13 1369.8	19357 Glen Ruff	Omaha NE	40 1255.9
15393 David Makepeace	Lincoln NE	10 1368.6	20550 H. Williamson	Wichita KS	6 1255.8
22324 Davis Simon	Omaha NE	30 1368.5	16953 Bob Leonard	Diamond Lk MI	9 1255.1
12605 Tran Alfrey	Acton Lk OH	6 1368.5	21107 Matt Jones	Omaha NE	20 1253.9
19431 Noel Reed	Dallas TX	5 1367.8	17677 Dick Schult	Galway Lk NY	12 1252.9
11774 Bud Lorch	Grand Rapids MI	7 1367.6	21807 S. P. Williams	Omaha NE	9 1252.8
21505 Robert Congrove	Topeka KS	14 1364.6	18047 Bruce Rodgers	Green Lk WI	12 1252.6
18638 Hiner Haggart	Omaha NE	20 1363.5	17215 John Shaw	Gull Lake MI	11 1252
16181 Stan Watkins	Annapolis MD	28 1363	22770 Gunnar Pilens	Wichita KS	12 1251.5
22472 Philip Dahl	Newport NY	5 1363	22590 Larry Carroll	Annapolis MD	23 1247
16154 Ed Butler	Tulsa OK	11 1361.7	15118 Richard Mouton	Lincoln NE	11 1244.1
22389 Alan Clark	Winchester MA	7 1361.5	13873 John Post	Quassapaug CT	22 1244
17224 Marjorie Smith	Whitewater IN	5 1360.6	16070 Bill Wright	Galway Lk NY	16 1242.4
15579 Shelley Hartney	Grand Rapids MI	20 1358.1	18078 Mike Stearns	Tulsa OK	9 1240.7
21799 Jill Carver	Green Lake WI	11 1357.8	18422 Kean Tilford	Wichita KS	5 1240
20308 Bucky Barrett	Valdosta, GA	12 1353	19381 Ed Kane	Seattle WA	6 1238.2
19385 Frank Astephene	Ninchester B.C.	25 1352.1	20201 Alvin Salle	Wichita KS	22 1236.1
19399 Bernie Rowe	Diamond Lake MI	8 1352	19339 Kathy Menzies	Cowan Lake OH	20 1235.5
16607 Nick Longworth	Delta SC TN	7 1350.3	20933 Bob Wardwell	Privateer TN	13 1234.1
13011 Tony Kuolt	Lake Mohawk NJ	17 1347.7	21795 Tom Whitsitt	Indianapolis IN	20 1234
19366 Jim McDonald	Indianapolis IN	23 1347.3	21997 Jerry Humphreys	Privateer TN	6 1229.7
22366 Ted Stixrud	Carlyle Lk IL	5 1347.2	21709 Jon Poort	Atlanta GA	17 1228.1
7696 Ray Tyler	Lake Quassapaug	13 1346	22352 Jud Hipps	Wichita KS	16 1226.4
18550 Crawford Brown	Lk Washington CA	5 1346	13456 Ben Ansley	Portage Lk OH	14 1224.8
19386 Marshall McCuen	Indianapolis IN	16 1345.6	19698 Bill Byerts	Newport NY	14 1224.2
13028 Jim Tomassetti	Lk Mohawk NJ	18 1345.2	18044 Gina Blomquist	Annapolis MD	9 1224
21553 David Ryan	Chippewa OH	6 1344.5	14280 Pamela Hall	Portage Lk OH	33 1223.8
17169 Dick Lynham	Crystal Lake IL	6 1344.5	20197 Lane Griffing	Cowan Lake OH	21 1222
16326 Hugo Veelander	Topeka KS	10 1338.2	22800 Mike Julian	Quassapaug CT	30 1221
13672 Lester Mood	Quassapaug CT	10 1338	7021 Ralph Eldridge	Winchester MA	15 1217
19710 Nelson Zackin	Winchester MA	8 1336.2	13289 Spike Carscaddon	Privateer TN	13 1216.2
19909 Jack McInnis	Seattle WA	5 1335.8	9100 John Elliot	Winchester MA	18 1214.3
16665 Sally Vynne	Bow Mar CO	12 1334.8	7885 Phil Paul	Quassapaug	17 1213
18318 Bob Hartley	Lincoln NE	16 1334.5	21625 Landi Branham	Atlanta GA	21 1207.7
14609 Gordon Peterson	Quassapaug CT	5 1334	22287 G.Kenneth Parke	Portage Lk OH	30 1207.6
20185 Lana Rittman	Crystal Lk IL	5 1332.6	16239 Larry Danahey	Tulsa OK	6 1207
19544 Brian Hobbie	Magnolia MS	8 1331.8	20443 Henry Garbleman	Keuka Lake NY	6 1205.1
22412 Zeke Downey	Privateer TN	13 1331	20251 Pat Harris	Privateer TN	10 1205
18022 Jody Hearn	Lakewood NY	12 1329.3	19390 Randy Smith	Mission Bay CA	6 1205
17713 Hugh Stewart	Omaha NE	36 1327.7	21410 George Largay	Quassapaug	7 1203
20905 Jerry Toohy	Evergreen IL	7 1327.7	19489 Kitza Muhlhause	Atlanta GA	6 1201.5
17331 M. Streeter	Diamond Lk MI	14 1327.4	18397 Dick Nerad	Diamond Lk MI	7 1200.7
21364 Dave Pontious	Winchester MA	30 1327	18852 Mike Fruhwald	Indianapolis IN	10 1198.6
20573 Martin Fraser	Seattle WA	10 1326.5	19913 Jon Kwartler	Dallas TX	5 1192.6
17500 Terry Fowler	Wichita KS	30 1326.3	7927 Tom Roberson	Grand Rapids MI	10 1191.2
19440 R. Saunders	Green Lk WS	5 1323.6	11662 Bruce McCord	Privateer TN	6 1189
10201 Ken Kinas	Green Lk WS	15 1318.9	11660 Bruce MacPhee	Privateer TN	8 1188
21720 Mary Jane Bumby	Green Lk WS	15 1318.9	10844 Dennis Craig	Lincoln NE	5 1184.8
			19191 Tom Legere	Winchester MA	6 1181.3
			22587 Billy Ragab	Atlanta GA	10 1181.2



20253 Warren Trenary	Cowan Lake OH	18	1180.7	20555 Mike Jonsberg	Annapolis MD	8	1057
16307 Ray Larsen	Seattle WA	7	1174	21791 Ed Yantes	Cowan Lake OH	5	1034
22000 Bill Barkell	Atlanta GA	9	1172.8	11292 M. Pelletier	Quassapaug CT	22	1030
20930 Joe Lassaux	Indianapolis IN	29	1172	21920 Jon Skoog	Omaha NE	29	1028.1
18947 Harold Gifford	Omaha NE	26	1166.6	22194 Art Johnston	Cowan Lake OH	14	1028.1
22363 Darwin Steele	Portage Lk OH	29	1165	20014 Bill Irwin	Privateer TN	11	1028.1
12441 Robert Reece	Privateer TN	10	1160.9	17514 Dave Anderson	Annapolis MD	9	1028
13356 Jack Adkins	Tulsa OK	6	1160.8	11700 Dave Hagstrom	Green Lk WI	6	1022
16495 Neil Johnson	Topeka KS	8	1160.3	22555 Ron Putman	Privateer TN	6	1014.5
12125 W. Hemmen	Wichita KS	11	1158.8	17463 Bob Leahy	Winchester MA	14	1011.8
18444 Phil Eberhart	Omaha NE	40	1154.2	22469 Frank Briggs	Atlanta GA	10	1010.4
17892 Bill Schwartz	Annapolis MD	5	1153	20936 Mitch Cegielski	Omaha NE	27	1009.5
12400 Sue Wurster	Diamond Lk MI	9	1151.2	18637 Byron Oberst	Omaha NE	17	996.9
14485 Chuck Crowe	Seattle WA	11	1151	20552 Dean Jaynes	Cowan Lake OH	10	985.3
10224 Chris French	Quassapaug CT	28	1148	17225 John Gondring	Omaha NE	23	985.2
20302 Tom Gougeon	Cowan Lake OH	21	1147.1	21919 Dean Pratt	Mission Bay CA	6	974
18636 Ed Connors	Omaha NE	7	1143.1	19400 George Crampton	Cowan Lake OH	9	972.7
20555 Floyd Hughes	Omaha NE	7	1142.4	12875 Tom Hood	Omaha NE	17	966.3
13311 Eric Skow	Newport NY	11	1140.1	20007 John Braun	Cowan Lake OH	8	958.1
20391 John Gudas	Annapolis MD	17	1140	19544 Steve Schwid	Omaha NE	35	953.9
13378 Tom Cheek	Dallas TX	5	1139.4	22388 Frank Borriello	Winchester MA	14	950.8
18934 Bill Buscher	Topeka KS	8	1131.3	22418 Mike McLaughlin	Mission Bay CA	6	943
18041 Bob Dobson	Cowan Lake OH	21	1131.2	22809 Frank Munao Jr	Green Lake WI	5	939
12224 Dennis Mizerak	Chippewa OH	7	1131	17339 Fred Ybarra	Omaha NE	5	937.6
20313 Jay Butler	Mission Bay CA	6	1130	14016 Fred Braht	Wichita KS	5	935.2
14690 Skip Armstrong	Diamond Lk MI	6	1130	21717 Don Dolan	Privateer TN	7	928.6
19055 Parker Smith	Annapolis MD	13	1128	13504 Bruce Konte	Newport NY	5	927.2
20252 Bob Jackman	Mission Bay CA	6	1123	22731 John Bateman	Mission Bay CA	6	924
20828 Bill Brady	Winchester MA	16	1119.4	7381 Bob Harris	Annapolis MD	9	922
19922 Bob Idelson	Annapolis MD	5	1117	15777 Zen Seliokas	Quassapaug CT	5	919
17712 Martin Nabut	Newport NY	7	1111.5	18107 Dave Allen	Indianapolis IN	6	918
16696 Darrell Daniels	Quassapaug CT	13	1109	19012 Richard Chastain	Indianapolis	5	916.2
15085 Lew Denton	Galway Lk NY	8	1107	22821 Rod Lorimer	Cowan Lake OH	14	913.4
11007 Bill Hamm	Topeka KS	6	1106.7	19395 Ev Kitchen	Cowan Lake OH	16	907
18100 Linda Stearns	Annapolis MD	6	1103	22721 Dave Manzler	Cowan Lake OH	14	905.6
18116 Jack Samuelson	Indianapolis IN	8	1102.6	19710 Linda Zakin	Quassapaug CT	8	891
16752 John Bush	Seattle WA	11	1102.2	17555 Jim Conroy	Omaha NE	7	888.1
11077 Ron Hontert	Portage Lk OH	27	1100.5	20967 Robert Webb	Winchester MA	11	881.3
21455 Jack Evans	Portage Lk OH	37	1100.1	21626 Curt Koch	Cowan Lake OH	8	880.4
22808 Joe Draughn	Indianapolis IN	18	1099.5	15946 Jeff Porter	Omaha NE	6	867.5
20645 David Belote	Atlanta GA	6	1090.6	20965 Carl Zimmerman	Portage Lk OH	6	855.8
11109 Bob Rogers	Indianapolis IN	8	1078.1	18648 John Pearson	Mission Bay CA	6	830
22345 Neil Barnett	Cowan Lake OH	15	1077.6	21923 Julian Greengold	Quassapaug CT	8	827
11798 Bob Smith	Annapolis MD	29	1076	21465 Dick Schoenberger	Cowan Lake OH	8	826
21601 Dennis Allison	Mission Bay CA	6	1075	17763 Phil Richmond	Annapolis MD	6	815
18940 Phil Sensnig	Atlanta GA	14	1074.5	22696 Wally Jewell	Mission Bay CA	6	808
14982 Stan Kowalski	Indianapolis	22	1070.3	18118 Bill Bertram	Cowan Lake OH	5	748.8
22775 John Hartney	Cowan Lake OH	20	1066.6	14689 Lou Rich	Omaha NE	7	726.4
19850 Jerry Palmer	Topeka KS	5	1065.8	18391 Dick Richter	Cowan Lake OH	6	631.8
16660 Dave Brazeau	Seattle WA	7	1061.1	18250 Bill Reynolds	Cowan Lake OH	5	564.6
17236 Bryson Lesley	Privateer	5	1059.4				



Les and Vic Larson with their U.S. Championship trophies from the 1962 Championship.



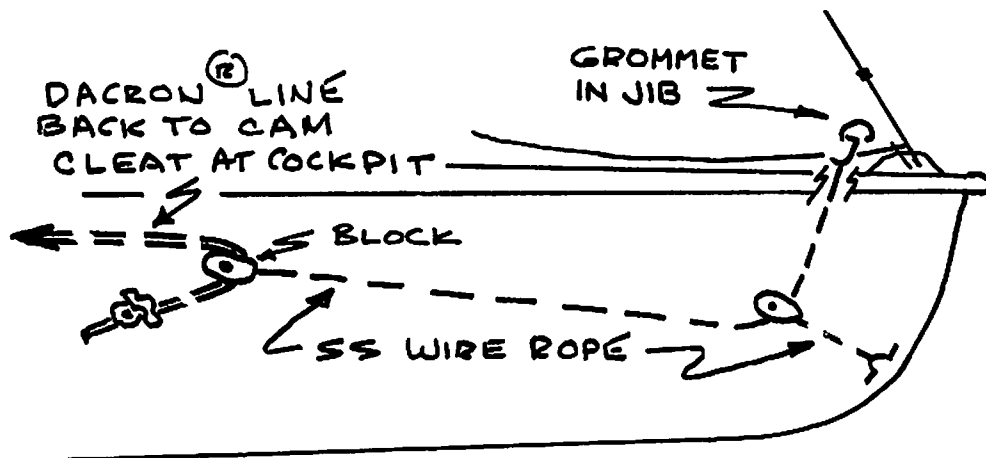
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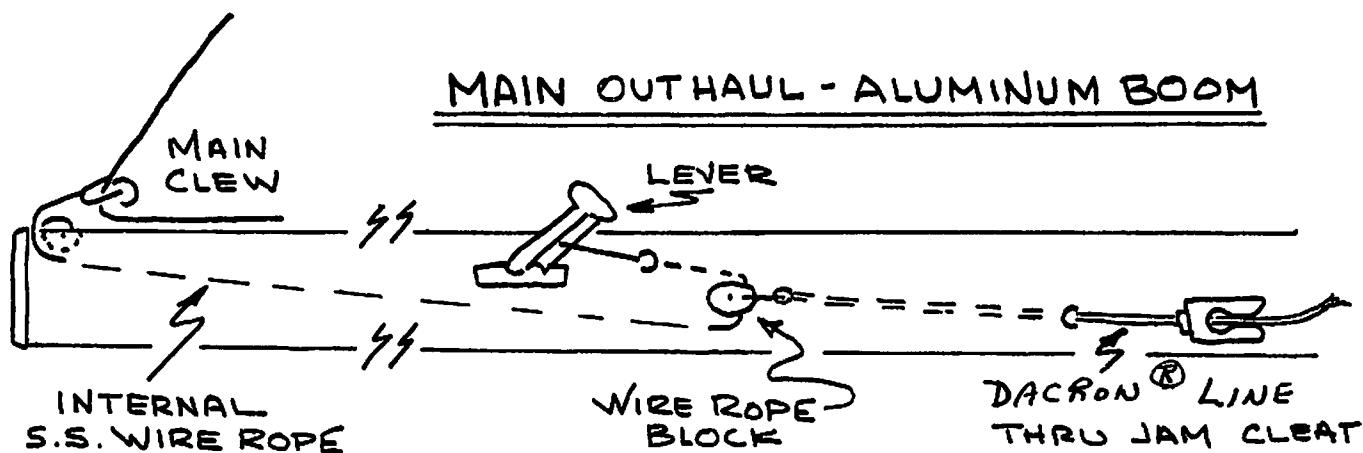


**Murphy & Nye Sailmakers, Inc.**



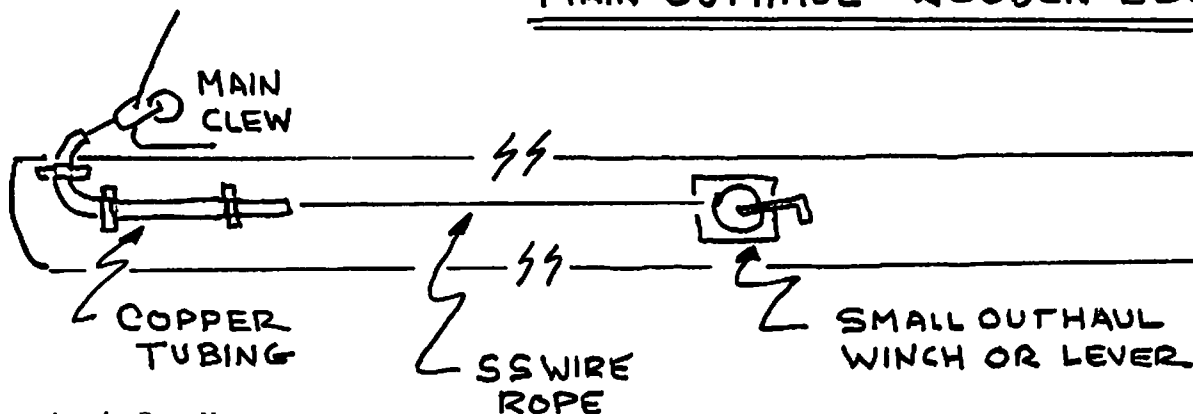
### A TYPE OF JIB LUFF ADJUSTMENT

[TIGHTEN LUFF AS WIND INCREASES]  
[EASE OFF ON REACHES & DOWN WIND!]



BLOCK AND LINES RUN INTERNALLY &  
OUT THRU SLOTS TO EXTERNAL  
LEVER AND JAM CLEAT.

### MAIN OUTHAUL - WOODEN BOOM



# PRIMER ON RIGGING THE SNIPE

*Here is a selection of time-proven ideas for controls and rigging to help you get more performance and enjoyment from your Snipe.*

These are some ideas for controls and rigging for the Snipe. They were used in a program for novice Snipers at Privateer Yacht Club and are not intended to be the standard for all Snipe Rigging. Styles in rigging change, but they seldom get simpler. We hope you can use some of the ideas presented. If you have good ideas, pass them on. If a novice asks you for help, please give it to him to the best of your ability — he might do the same for you someday.

**MAST RAKE:** These measurements are all based on mast position 60 inches aft of the stem. With jib hoisted and with at least as much load on the luff wire of the jib as on the fore stay, a metal measuring tape is attached to the main halyard and hoisted to the top of the mast. With the mast in the aft position and the tape snug, the measurement to the center of the top of the transom should be between 21 feet 3 inches and 21 feet 6 inches for boats with the 11 inch cut board. Round board boats should be about 21 feet 7 inches to 21 feet 10 inches. The small cut board is closer to the 11 inch board than the round board. Conditions and sailors are all different — measurements range from 21' 3" to 21' 8".

**HOW MUCH "SLOP":** Take the same measurement as above except the mast should be in the forward most position. Approximately 5 to 6 inches difference in the fore and the aft positions of the mast, is the current style. In past years, much more "slop" in the rig was considered desirable. With a tighter rig it is possible to point higher, but the boat is more difficult to hold flat in higher winds.

**HOW TO ADJUST THE RAKE:** This is done by shortening or lengthening the fore stay. Relatively little shortening — say one notch — will bring about a relatively large change in the mast rake. Changing the length of the shrouds changes the amount of the slop. Remember to measure both positions when only one is changed, as they interact. Also, it is

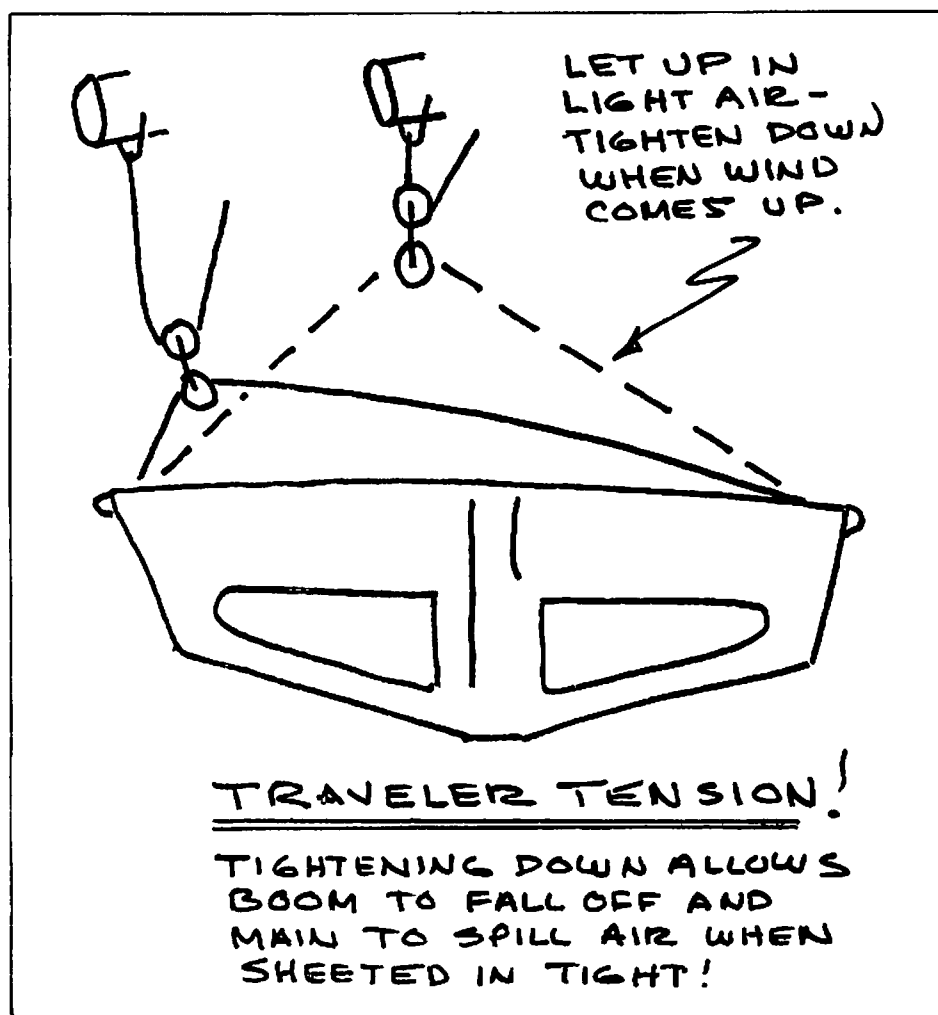
a good idea to see that the mast is straight in the boat. This can be done by measuring the top of mast to a point on the sheer (or chine) on both sides of the boat — they should be equal.

**BOOM VANG:** (Runs from the base of the mast to a block on the boom). The purpose is to keep the boom from riding up on reaches and runs. This serves both as a speed and a safety factor, as a twisting main in high winds could cause a capsize to windward. The vang should be pulled on before rounding the windward mark as it is both easier to do then, and


won't interfere with other adjustments made during and immediately after the rounding. In very heavy wind, the vang can be loosened to spill air rather than using the main sheet for this purpose.

**OUTHAUL:** The purpose is to loosen and tighten the foot of the mainsail. This permits one to adjust the fullness (draft) of the sail. Generally, a wire rope runs from a shackle at the aft end of the boom to a lever at the forward end. Tightening the foot reduces the draft and conversely, loosening will increase the draft. Gener-

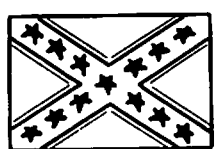
*(Continued on page 12)*







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## PRIMER ON RIGGING

(Continued from page 11)

ally, you want less draft on a windward leg as this permits you to point higher. And a sail with more draft is a better shape for off the wind. Also, the more wind you have, the less draft you desire. For this reason, the outhaul has an adjustment to enable you to control draft for different ranges of wind. For example, you will want more draft going to windward in a drifter than when the wind is blowing 15 knots.

**CUNNINGHAM:** The primary purpose is to control the location of the draft. As the wind increases, the cloth stretches and draft moves aft. Putting tension on the luff brings the draft forward. In addition, it reduces the amount of draft.

There is a grommet in the mainsail at a maximum of 6 inches above the foot bolt rope and a maximum of 2 inches aft of the luff bolt rope. A line is passed through this grommet and thence to a cleat. Pulling the line puts tension on the luff. As a guideline, sufficient tension must be put on the Cunningham to remove the wrinkles which appear aft of the mast as the mast bends.

**FORE AND AFT PULLERS:** These two adjustments are attached to the mast by levers, drum or "magic boxes" and enable you to position the mast forward or aft. They are sometimes both applied at once to stabilize the mast in sloppy or confused water. This keeps the mast from flopping and spilling air from the sail. The mast is usually raked aft on reaches. There is disagreement among experts as to whether the mast should be forward or aft on runs. **ALWAYS REMEMBER TO TAKE THE FORE PULLER OFF BEFORE TRYING TO GO TO WINDWARD.**

When the wind is in the upper ranges, the mast will tend to bend too much and when it does, the mainsail turns inside out. Pulling the control line on the aft puller will correct this.

**TRAVELER:** The traveler is used at the back of the boom to control its position relative to the centerline of the boat. The traveler is usually a rope, although it may be wire or a metal rod. Adjustments are used to center the traveler without pulling it down. The general practice is to

(Continued on page 14)

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### CUNNINGHAM GROMMET

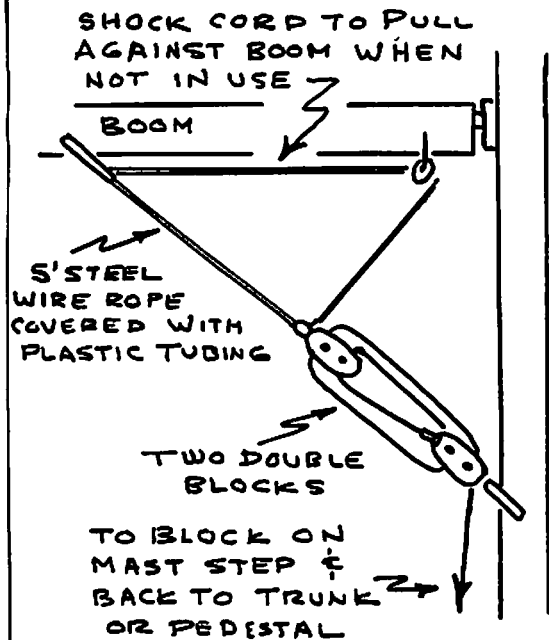
TIGHTEN ON BEAT  
IN HEAVY AIR -  
RELEASE ON REACH  
& DOWN WIND!

MAINSAIL

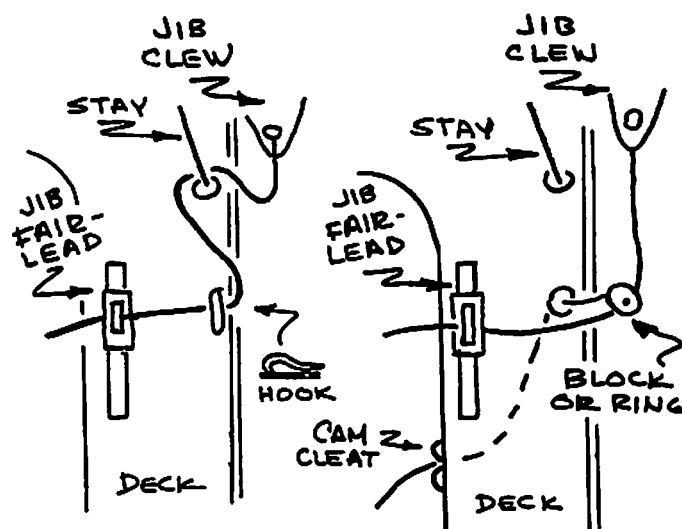
BOOM

TIE TO EYE ON OTHER  
SIDE OF MAST

TO BLOCK ON MAST  
STEP & BACK TO  
TRUNK OR PEDESTAL,  
OR TO JAM CLEAT  
ON SIDE OF MAST



**DANG THAT VANG!**  
(IF CREW DOESN'T DUCK)



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[HARD TO USE  
IN HIGH WIND!]

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[BUT MORE  
EXPENSIVE]

**BARBER HAUL - TWO METHODS**



## Sanctioned Snipe Regattas

**APRIL 15-16, REDNECK REGATTA**, Magnolia Fleet 604, Albert Lamar, 2672 Lake Circle, Jackson, MS 39211.

**MAY 6-7, MIDDLEFORK OPENER**, White-water Valley Fleet 653, Earl Purtee, 517 So. 21st St., Richmond, IN 47374.

**MAY 13-15, SOUTHEUROPEAN CHAMPIONSHIPS and XXII COUPE INTERNATIONALE** Guyenna, Bordeaux, France.

**MAY 20-21, NORTHEASTERN INTERNATIONAL SNIPE CHAMPIONSHIP**, Cuba Lake Fleet 442, Leo Murphy, Jr., 112 N. Clinton St., Olean, NY 14760.

**MAY 20-21, TULSA INVITATIONAL REGATTA - 38th ANNUAL**, Sequoyah Fleet 68, Bruce Hurst, 2309 S. 106 East Ave., Tulsa, OK 74127.

**MAY 27, 28, 29, FIREWATER REGATTA**, Lincoln Fleet 567, Bill Leffler, 4890 Starling Dr., Lincoln, NE 68516.

**JUNE 3-4, RIFF-RAFF REGATTA**, Cowan Lake Fleet 433, Arthur E. Johnston, 1707 Flora Ave., Cincinnati, OH 45231.

**JUNE 3-4, NEW YORK STATE OPEN**, Chautauqua Fleet 124, Les Larson, 10 Winding Way, Lakewood, NY 14750.

**JUNE 10-11, KOKKOLA RACE**, Kokkola, Finland.

**JUNE 17-18, STONE INTERNATIONAL OPEN MEETING**, Stone S. C. Fleet 372, Den-

nis Cranston, Keswick Lodge, Littlebury, Saffron Walden, Essex, England.

**JUNE 17-18, STONE INTERNATIONAL REGATTA**, Stone, England.

**JUNE 17-18, CHAMPAGNE REGATTA**, Keuka Lake Fleet 382, Robert Buhrmaster, 217 E. Steuben St., Bath, NY 14810.

**JUNE 17-18, SLAUSON MEMORIAL REGATTA**, Peoria Fleet 131, David Bettinghaus, 2019 W. Arrowhead Ln., Peoria, IL 61604.

**JUNE 17-18, HEART OF AMERICA**, Lake Quivira Fleet 121, John Maultsby, 1 Winding Ridge, Lake Quivira, KS 66106.

**JUNE 24-25, CARLYLE OPEN**, Carlyle Lake Fleet 705, Larry Christy, 17 Morwood Ln., St. Louis, MO 63141.

**JUNE 24-25, DISTRICT II CHAMPIONSHIP/SUNFLOWER REGATTA**, Shawnee Fleet 597, Bob Congrove, 742 Prairie, Topeka, KS 66606.

**JUNE 29-30, JULY 1-3, CRITERIUM NATIONAL CHAMPIONSHIP**, Le Havre, France.

**JULY 1-2, MISSOURI VALLEY CHAMPIONSHIP**, Iowa-Nebraska Fleet 309, Henry Davis, 5100 So. 26 St., Omaha, NE 68107.

**JULY 7, 8, 9, DISTRICT V CHAMPIONSHIP**, Newport Fleet 103, Ray Stover, 566 Bending Bough Dr., Webster, NY 14580.

**JULY 8-9, WINCHESTER INVITATIONAL REGATTA**, Winchester Fleet 77, Norman Towle, 50 Hutchinson Rd., Arlington, MA 02174.

**JULY 14, 15, 16, DISTRICT III CHAMPIONSHIP**, Island Bay Fleet 91, Tom Lewis, 7 Columbine, Springfield, IL 62703.

**JULY 22-23, ONTARIO SNIPE CHAMPIONSHIP**, Oakville Fleet 321, C. Hains, 231 Westdale, Oakville, Ontario, Canada.

**JULY 22-23, SILVERSNIPES TAVSNAS**, Stockholm, Sweden.

**JULY 29-30, MIDWESTERN CHAMPIONSHIPS**, Wichita Fleet 93, Ted Wells, 5 Huntington Ave., Wichita, KS 67206.

**AUGUST 2-6, OAKVILLE-BERMUDA TEAM RACES**, Oakville Fleet 321, C. Hains, 231 Westdale Rd., Oakville, Ontario, Canada.

**AUGUST 5-6, U.S. JUNIOR NATIONAL CHAMPIONSHIP**, Alamitos Bay Fleet 218, Eric Conn, 291 Glendora, Long Beach, CA 90803.

**AUGUST 7-11, U.S. NATIONAL CHAMPIONSHIP**, Alamitos Bay Fleet 218, Eric Conn, 291 Glendora, Long Beach, CA 90803.

**AUGUST 7-11, CANADIAN NATIONAL CHAMPIONSHIP and PAN-AM GAMES TRIALS**, Oakville Fleet 321, C. Hains, 231 Westdale Rd., Oakville, Ontario, Canada.

**AUGUST 19-20, BRIODY MEMORIAL CHAMPIONSHIP**, Onondaga Fleet 18, Bud Booth, P. O. Box 42, Solvay, NY 13209.

**AUGUST 21-27, EUROPEAN CHAMPIONSHIPS**, Real Club Nautico De Valencia, Valencia, Spain.

**AUGUST 26-27, EVERGREEN REVITALIZER**, Evergreen Fleet 740, Larry Colter, 1203 Fell, Bloomington, IL 61701.

**SEPTEMBER 9-10, INDIANA OPEN**, Indianapolis Fleet 409, Harry Huff, 21 Sleepy Hollow, Carmel, IN 46032.

**OCTOBER 7-8, OXFORD INCIDENT/ACCIDENT**, Acton Lake Fleet 515, Jim Hater, 4591 Patron Ct., Cincinnati, OH 45238.

**SEPTEMBER 22-24, NORTH AMERICAN CHAMPIONSHIP**, Annapolis Fleet 532, Eric Purdon, 3 Perry Avenue, Annapolis, MD 21403.

**OCTOBER 19-27, WESTERN HEMISPHERE CHAMPIONSHIP**, Clube de Campo de Sao Paulo, Sao Paulo, Brazil, Flavio Caiuby, Rua Libero Badaro 501 - 16º andar, Sao Paulo, 01009 Brazil.

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EICHENLAUB 20821, Red, cream deck, all go fasts, minimum wt., excellent trailer, two sets sails, top & bottom cover - \$1750. Lee Shames (312) 432-3852, 920 Ridgewood Pl., Highland Park, IL (Chicago) 60035.

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MUELLER/EICHENLAUB 22794, White hull, orange deck, race equipped, new sails, new spare tire trailer, anchor \$1750. Rick Lueck, 10641 N.W. 22nd St., Pembroke Pines, FL 33026. Evenings (305) 431-8436.

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## PRIMER ON RIGGING THE SNIPE

(Continued from page 12)

position the boom halfway between the centerline and the corner of the transom while going to windward.

In light winds, the traveler is allowed to go up, sometimes to the point of having the blocks touch. Tightening the traveler allows the boom to swing out. This helps to spill air without having to let out the mainsheet, helping to hold the boat flat in heavier winds.

**BARBER HAULERS:** The purpose is to get the jib further out and to open up the slot on a reach. Reaching hooks do the same thing but are not as handy. The jib sheet is let through the barber hauler ring just in front of the fairlead. In the case of hooks, the sheet can be led outside the shroud. In lighter winds, the crew can sit on the low side and hand hold the sheet effectively. In any case, remember that holding the boat flat is important, and sometimes it is difficult to retrieve a sheet that has been led outside the shrouds.

**JIB LUFF:** This is actually a Cunningham, and as in the mainsail, its purpose is to control draft location, as well as amount of draft. A shackle is attached to a wire run through a grommet in the foot of the sail. It can be pulled tight and cleated. The control is slacked on the runs and reaches and pulled tight on the beats. The degree of tightness depends on

the wind - the heavier the wind, the tighter the jib luff should be.

**SPREADERS:** The length and angle of the spreaders determines how much the mast will bend. Most spreaders are within a proper length for the mast but changing the angle will give you more or less bend. If you have a heavy crew, block the spreaders out by attaching shims to the mast where the spreader touches. Taping pennies to the mast where the spreader touches will reduce the bend.

**BOOM TRACK FOR MAIN SHEET BLOCK:** Some boats use this method to determine the amount of mast bend. The mainsheet block is mounted on a track and when the block is moved aft, it forces the boom into the mast and induces more bend. Less bend is achieved by moving the block forward.

Many of the adjustments were developed as methods of allowing smaller crews to handle the boat better in heavier winds. The heavier crews use the same adjustments, but at different times. The most important thing is to keep the boat flat but it is better to hike harder than to spill air through adjustments.

Keep as many controls as possible near the center of the cockpit where you sit. You won't gain many first places by capsizing while hunting for the string that works the go-fast.

### DISTRICT V REGATTAS

May 20-21	Northeasterns, Cuba Lake
June 3-4	New York State Open Chautauqua Lake
June 17-18	Champagne - Keuka Lake
July 7-8-9	Dist. V Championships Newport
July 22-23	Ontario Open, Oakville Canada
Aug 19-20	Briody, Onondaga
Sept 9-10	Onondaga Open, Onondaga



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Guaranteed go-fast. Although boat on left appears to have a slight lead, Kathy Hite in leeward boat has luffing rights. Photo by David Cox.

## APRIL FOOL!

(Continued from page 4)



To prevent capsize mast must be kept perpendicular to deck ABOVE the water. Center boat UNDER mast if at all possible. Photo by Per & Mats Gothlin.



For nature lovers everywhere Heavenly Blue morning glories are a favorite choice. Photo by Buzz Lamb.

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SWEDISH CHAMPIONSHIP – 1, 3  
SPANISH CHAMPIONSHIPS – 1, 3, 4, 5  
ENGLISH CHAMPIONSHIPS – 1, 2, 3

CHILEAN CHAMPIONSHIPS – 1st  
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