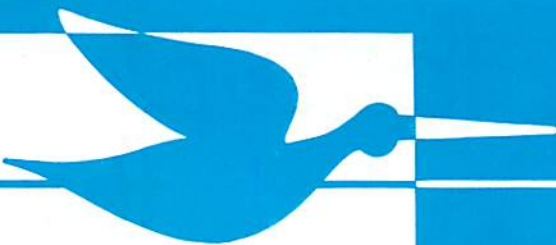


Snipe **BULLETIN**



JULY 1964

Vol. XIV No. 2



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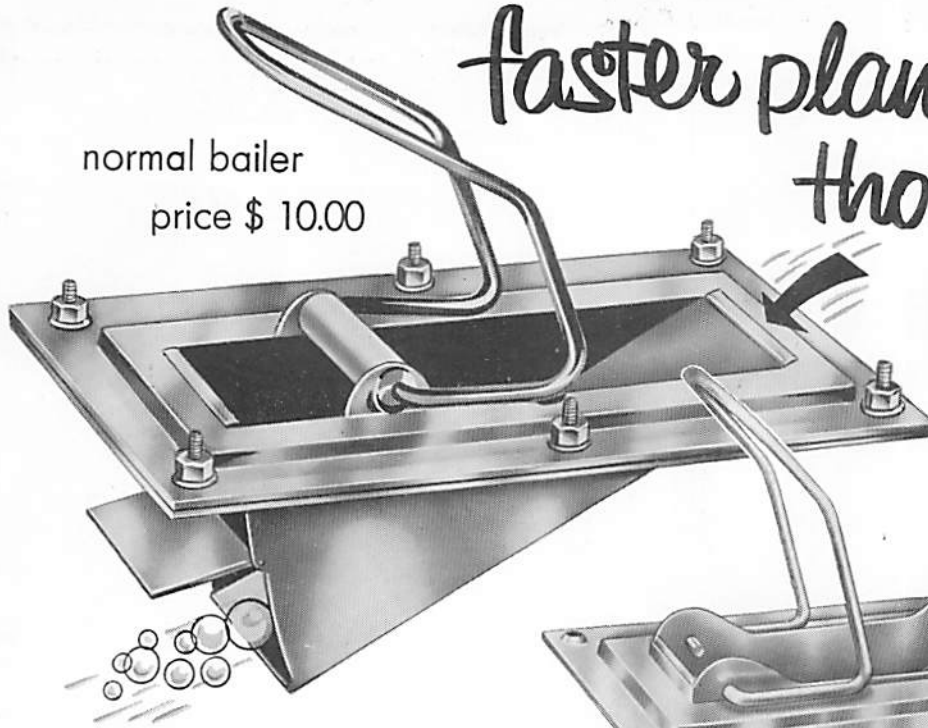
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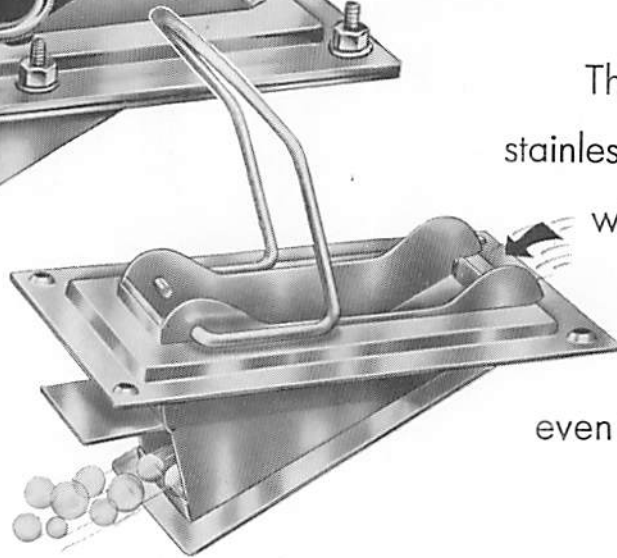
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Voice Of The People

SNIPER #15,000 IS TRULY AN INTERNATIONAL BOAT

"Over here in Sweden is a very happy Sniper with an almost broken arm — this because I almost fell out of my chair when I got your letter and saw the great honor that I have been assigned #15,000. This was the final touch to my new boat and it made me both happy and proud.

The boat is a most wonderful thing, made after my latest experience at Bendor regarding the deck (within the rules, of course, with the mast which won the latest World Championship, and with brand new North sails.

In the International Snipe Class, a Snipe can be international other than in name only. Normally, we think of the class itself as the greatest class with boats in most countries. But has anyone thought about a single boat being international? I have tried to find out how international No. 15,000 is, and here is what I found:

- ABACHI from Africa
- Plywood made in Germany of material from a French colony in Africa.
- Mahogany from Honduras
- Mast and boom from Barzil
- Bailers from Denmark
- Fittings from Canada
- Sheets from England
- Sails from the U. S. A.

Built wonderfully by Alvara Batar of Norrkoping, Sweden

If you count, you will find 15 different countries represented in one single Snipe, and that is also the last word in internationality. And add to this that it is raced by a Dane living in Sweden who is, at the present time, the SCIRA North Europe Secretary.

The only thing that worries me is that from now on there are no excuses at all for not going well in the races. Every detail is tops, and now I have only myself to blame."

— Svend Rantil.

LIKES PERFORMANCE OF SNIPER, BUT

"I thought it might interest readers of the BULLETIN to learn the results of a long distance race sailed recently on Lake Martin near Montgomery, Alabama and hosted by the Dixie Sailing Club. Two Snipes competed with several other classes in a total fleet of 18 boats. One Snipe was sailed by this writer from Columbus, Ga., and the other by Cliff Hogg of West Point, Ga., ably assisted by his lovely wife-crew Bonnie. Classes participating were Shark Catamarans, Thistles, Fireball, FD, Rainbow, Windmill, and Flying Juniors.

The course was 15 miles long and the wind was in the 12-15 knot bracket, with a dead beat for the complete course. The start was a bit confusing with yours truly not realizing the fleet had started until the last boat was about 200 yards in front of the starting line.

In my humble opinion, the interesting and amazing thing was that the 2 Snipes finished 6th and 7th in lapsed time, not too far astern of the Shark Cat, the 3 Thistles, and the Fireball in order. FD, Rainbow, Windmills, and others were a mile or so behind! Cliff finished third on corrected time while I got 6th. Leaders finished in about 3 1/2 hours.

I don't know that this proves anything or not, but it indicates that Snipe is hard to beat on the wind. I realize it was to our advantage to have a dead beat all the way, and we surely would have been soundly trounced on a reach or run where the HOT classes could have used spinnakers. Which brings up that subject again - why couldn't a proper spinnaker be designed to improve the performance of Snipe on runs and reaches? I am sure this has been argued pro and con over the years, but has it really been tested by a good sailmaker-designer-Sniper in prolonged competition with Thistles, FD, etc?

I have been sailing a Snipe two years, having been indoctrinated in the Fish Class on the Gulf Coast, and I find this boat to be more and more satisfying to sail, (having learned to respect her tenderness after several capsizings) and I intend to stay with Snipes."

— Elden L. Howell.

Nice sailing, Basil Kelly, in your Lippincott... taking third place in the Worlds

That was a superb performance you gave us in France. It took a masterful fusion of boat, sails and skipper to beat out the other greats of the Snipe class.

Your achievement is further proof that Lippincott Snipes will continue to perform outstandingly in Class boat competition. Come on, the rest of you Snipe sailors! Get in on the fun. Race a Lippincott yourself this season.

In wood or fiberglass Lippincott builds them, stronger, lighter, smoother and finer to the latest championship off-sets available. For detailed information on complete Snipes, Comets, Lightnings, Stars and Blue Jays . . . or spars, fittings, repairs etc., write or phone . . .

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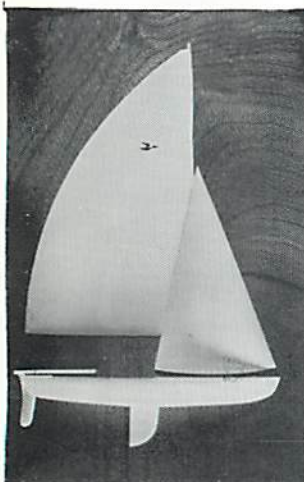
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SCIRA 655 Weber Ave. Akron, Ohio 44303

SNIPE BULLETIN

The SNIPE BULLETIN is edited and produced monthly by Birney Mills, Executive Secretary.

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The Cover

The pictures on the cover this month show the principals and the boat involved in the dramatic flight from Cuba to freedom in the United States as described in the story on the following page. It will be one of the big sailing stories of the year and the feat will be long and proudly remembered by all Snipers.

— THE SCORE —

Numbered SNIPES — 15152
Chartered Fleets — 584

Exactly 10 years ago to the month, SCIRA celebrated the fact that 10,000 Snipes had been built in 23 years by putting that number on a Snipe plaque and presenting it in commemoration to Mrs. Edna Crosby, widow of Snipe designer William Crosby. It was considered quite a milestone! Now another big milestone has been passed with the issuance of number 15,000 to Svend Rantil of Helsingborg, Sweden. It took ten years to get it out, and we'll predict right now that it won't take ten more to get around to 20,000! Is there any other One-Design Class with such prospects? The International Snipe Class gives them all something to shoot at!

SCIRA continues on its merry way, picking up new boats almost every day. In the past two months, 176 numbers have been issued for new Snipes to make a total of 482 for the first 9 months of the fiscal year. That is 23 more than our annual 32-year average of 459 boats, so, with 3 more months to go, it sure looks like this will be one of our top years.

As usual, the United States led with 71 boats, and it is of interest to note that 5 of these were for new fiberglass hulls in the Virgin Islands; France was next with 30; Canada got 25; Spain 20; and likewise, Denmark took 20 more, which makes a grand total of 60 new Snipes registered there this Spring — certainly a most encouraging record; Sweden got 9; and Yugoslavia 1. The block of numbers from 15101-15115 went to the Grampian Marine Co. of Oakville, Canada, to designate the 15 new fiberglass hulls they are building for use in the 1964 Western Hemisphere Races there in August. Thus these boats, like those used at Rye in 1961, will always be easily recognized. So, in spite of some dire predictions, Snipe is stronger and healthier every day. Nice sailing!

Two new fleets were chartered during the period.

The Snipe owners at San Diego Yacht Club in California requested, after ten years of encouragement by surrounding Snipers (especially from Mission Bay Yacht Club) that their group be officially recognized. This club was established in 1886 and has become one of the best known yacht clubs of the West Coast and North America, with members winning many national championships in other classes of wide range. It is the site of the 1964 U. S. National Championship next month. They start with 4 new fiberglass and one wooden hull and on

(Continued bottom first column next page)

2 Brave Ocean In Snipe To Escape From Castro

by Carlos Martinez of the Miami Herald

Two Cuban sailing enthusiasts practicing for a recent weekend race aboard their fragile 15-1/2 foot sailboat disappeared from Cuba's once plush Miramar Yacht Club.

One hundred miles further and one capsizing later, they arrived in the Dry Tortugas Islands in an amazing flight from Castro.

The two, Oswaldo Garcia, 26, and Fernando Hernandez, 30, said in Miami that they had been planning their escape for eight months.

On a Friday afternoon, they sailed around Havana Harbor in normal maneuvers until close to the 6 o'clock curfew time when all boats have to be in dock. Then feigning disablement by lowering the mainsail and cruising only on the jib, they started for home, but when, after some minutes, they attracted no attention, they slowly edged back out toward sea. When, after a mile or so, no patrol boats appeared, they suddenly hoisted their main and turned towards the United States. They had an old ground compass, a few crackers, a little orange juice, some water, and plenty of determination for their estimated 30-hour trip. But they actually made the crossing in only 16 hours, a feat which has amazed yachting enthusiasts in Florida who are well acquainted with the rough, turbulent waters and strong currents of the Gulf Stream. Not even the most dedicated ever claimed that a Snipe was an ocean-going yacht. Garcia and Hernandez proved otherwise, however.

Many a 30-footer has struggled to get across the same dangerous course in 30 hours. They left about 7:30 P. M. on Friday evening. "The sea was fine when we left Havana, but at night it really got bad. The winds reached 20 to 25 miles per hour," said Garcia. Key West is a little northeast of Havana about 140 miles across the Straits of Florida where the

(THE SCORE continued from Page 4)

May 19th, Charter 583 was issued to the San Diego Yacht Club Snipe Fleet. Douglas De Souza, 748 Armada Tr., San Diego, is the first Fleet Captain and Vincent O'Hara the measurer. A very nice addition to Snipe sailing on the West Coast!

On June 13th, Charter 584 was issued to the Mocidade Portuguesa Fleet in Mocambique, P. E. A. This youth group starts with 5 new boats and Eduardo Morais is the FC and Carlos Carmo the measurer. The fleet address is Caixa Postal 228, Lourenco Marques, Mozambique. This makes the second fleet chartered there, the other being Club Naval 365.



Every year the most unpleasant task is to notify erstwhile good Snipers and friends that they are delinquent in the payment of dues and are about to be dropped from the association unless —! But it must be done, or there would be no organization of any value eventually.

The cut-off date is August 1st this year, which is a liberal five months after dues are payable in SCIRA. There still seems to be a little confusion, especially in the matter of co-owners. An individual owner pays \$7.50; if two or more people own a Snipe jointly, they are each considered as equal owners and each pays \$5.00. In the case of two co-owners, the total collected is \$10.00 and not \$12.50 (\$7.50 + \$5.00) as some think. The schedule is on page 145 of the 1964 Rule Book. At the same time, we clean up the mailing list of 1963 crews. All will be dropped except where notification has been sent in that they are still active this season. If this is not done, many would continue to get the BULLETIN who are no longer interested in sailing.

Gulf of Mexico flows into the Atlantic. Gusts got up to 30 and they sailed on fairly close reaches due north until about 10 miles from shore, when they sighted a land navigation light. They tacked in the rest of the way and found themselves at Fort Johnson on the Dry Tortugas about 66 miles due west of Key West. During the trip, the two took turns as skippers. Their compass got wet and useless, so they followed the stars.

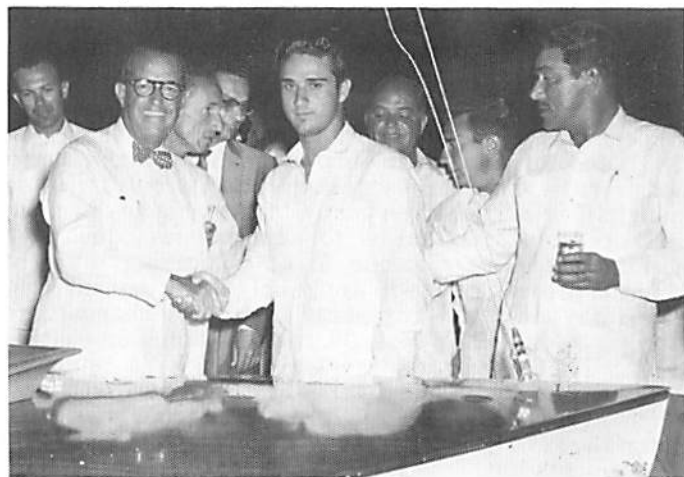
There was a moment when they thought everything was lost! "It must have been around three in the morning when a wave hit us on the side. The Snipe overturned. Osvaldo was asleep in the bottom and found himself in the water. The dacron sails, luckily, kept the boat from overturning completely. We both climbed to the side above water and after some 10 or 15 seconds of desperate pulling, got the boat back afloat again." Both said they never lost confidence in the security of their 450-lb centerboard U. S. built Snipe. "We were sure that we would arrive," said Garcia.

They estimated their average speed was 6 knots per hour or about 6.3 miles per hour.

"There were moments when I thought of jumping overboard and giving up," Garcia said. He added, however, that he would have done "anything rather than return to communism."

The refugees said their two big fears as they sailed out of the yacht club were being discovered by Castro's Soviet-built patrol boats and the ever present threat of their mast yielding to strong winds. The Castro regime, they said, has placed powerful searchlights in strategic points throughout Havana's north coast. Each reflector has a one-mile range and working together, they have frustrated many attempts to flee Cuba, they said. They sighted several ships on the way but did not signal them, fearing they might be Soviet tankers.

After landing in the Dry Tortugas, a U. S. Coast Guard cutter took them in to Key West, where they passed customs and inspection with eventual clearance by the U. S. State Department. About a week later, they and their boat were taken to Miami by the Coast Guard, where they were royally welcomed by a large contingent of Cuban friends, which contained many erstwhile active Snipe sailors from Miramar Yacht Club and Havana.



The Snipe used was 9554, a planked hull built by Gerber of City Island late in 1953 for Commodore Manuel Rasco, Jr., of the Havana Fleet 22. Sails were made by Watts. In 1957, Gonzalo Melendez, then National Secretary for Cuba, came into possession of the boat and he left it behind him when he came to Miami after Castro took over.

Commodore Rasco will be recalled as a great patron of sailing; especially did he encourage young lads and it was his pleasure to donate a completely equipped Snipe as a trophy each year to the winner of the Cat Boat Races among the club juniors. Above, he congratulates one lucky boy while Gonzalo Melendez (right) looks on. But this happy custom will be no more, for Commodore Rasco's death has recently been reported.

9554 has been bought from the two refugees by Jerry Guardiola of Miami Fleet 7, so it will be widely observed in the future.

This story was given excellent coverage by the Knight Newspapers (Akron Beacon-Journal, Chicago News, Miami Herald) with home offices in Akron. It went out on both AP and INS wires.

—The 1965 Rule Changes—

In recent weeks, various yachting writers and magazines rushed to be "first" with information on proposed rule changes. Such premature information could be more confusing than helpful, coming during the height of a racing season when concentration should be directed only on existing conditions. There will be plenty of time to consider and study these changes when the final draft is adopted at the IYRU meeting in November. In due time, Fearon D. Moore will edit the 13th edition of his *Principal Sailing Rules*, which is distributed and sold only through the International Snipe Class. In the meantime, you can't do better than to get the present edition for 50¢ (20 for \$5.00) and forget all about what may or may not be next year.

Now for the "real dope" as presented by the Chairman of the Racing Rules Committee at the 1964 annual meeting of the NAYRU. As you will see, all changes are still in a state of flux and being debated by experts. The article sums up the philosophy of rule changes and is very informative and interesting reading for all sailors.

MR. F. GREGG BEMIS: Mr. President and fellow members: As you know, the present international racing rules were adopted by the International Yacht Racing Union in November, 1960, after more than a year of preparation and became effective in 1961, with the expectation that they might well be left unchanged at least until after the 1964 Olympics. This has, in fact, occurred, although changes began to be suggested almost before our 1961 rules were printed. Changes were provisionally approved at the IYRU meetings in November, 1961, 1962 and 1963. The 1963 changes, which include all earlier changes sometimes modified and sometimes not, are being incorporated in a printed draft of 1965 rules which will be circulated to all national authorities. The idea was that this would give all countries a chance to check the proposals before their final adoption and that subject to this check we have our 1965 rules, but already there is evidence that there will be more submissions next September. However, I think the major work is behind us,

There will be a considerable number of changes in 1965. Most of them will be pretty unimportant, being made for the sake of consistency or clarity only, with no change in principle. Even many of the changes in principle or substance, that is to say changes which will permit or require someone to do something different from the present rule, will apply only in infrequent situations. Probably the two most important changes are in Rules 39 and 42. In Rule 39, the restriction on bearing away will no longer apply when beating. We return to the rule we sailed under in the '50s, which worked very satisfactorily. Rule 42, the buoy-room rule, has been materially rewritten with very little change in rights and requirements but, it is hoped, considerable improvement in clarity and workability.

You may well say: "Why bother with all the little changes which involve no change in principle? If different words or phrases meaning the same thing have been written into the rules in different places and have caused no trouble, why not leave them as they are?" There are two reasons for always expressing an idea with the same word or phrase. The rules are translated into many languages. The more consistent the official English text, the more uniform will be the translation and interpretation of the rules everywhere. Also sooner or later a situation will arise where one of the people involved will ask himself whether the different words or phrasing, apparently meaning the same thing, were made different by design, and he is then likely to read into the different phraseology a distinction which was not intended at all and support his position by the fact that the words are different.

When should a rule be changed and when should it not? The following two illustrations throw some light on the question and also perhaps may be of help in interpretation of the rules. When Rule 44 covering the rights and requirements of premature starters was written, it was necessary to establish when a premature starter regains full rights, and it was decided that this should occur as soon as the yacht has returned wholly to the right side of the line. It happened that when this rule was drafted it was so worded that it gave the premature starter back her rights as against yachts on the right side of the line at the starting signal, that is against late starters, as well as prompt starters once she had caught up with them, but as to other premature starters the rule was silent. No one noticed this, as far as I know, until a young acquaintance of mine, who is a thoughtful and alert student of the rules, drew it to our attention last summer with the result that we took care of the point with a submission and the 1965 rules will cover the situation. And to show that this was not a lot of talk about nothing, we had an appeal a couple of months ago on this very situation, the decision on which is now being printed—an appeal which presumably would not have been made if the point had been explicitly covered in the rule.

At the other end of the scale I think it can be said that any rule in the book can be misinterpreted or at least interpreted in different ways if one really puts his mind on doing so. I happen to believe that many of these misinterpretations are better resolved by an official decision than by trying to cover the point by rewriting the rule, which may only provide new words for a new misinterpretation. For example, the application to various borderline cases of the very important and fundamental port and starboard tack rule has been hammered out over a period of years until it is understood the same way by practically everyone. If, for instance, when close-hauled on the port tack you get your stern past a starboard tack yacht's bow by only a foot or two, you know that you are in the hands of the starboard tack helmsman and that the verification of your innocence depends on his good judgment of speed and distance. Now all the rule says is: "A port-tack yacht shall keep clear of a starboard-tack yacht." It would, I suppose, be possible to spell out the details of rights and requirements in special applications such as that above, but nobody wants to do so and it would be a mistake to try. We are better off with the brief, forthright rule, the intent of which is perfectly clear.

What all this means is that interpretations of the rules is often helped by asking ourselves what is the intent. The answer to this question will not solve all problems, but it will generally help.

To get back to the changes in the rules provisionally approved for 1965, we expect to distribute them in galley-proof form to each district association with the request that it be brought to the attention of the Chairman of the Association's Appeals Committee, and they will also go to half a dozen to a dozen people who we know are particularly interested in the rules. I imagine most people who will be actively racing this coming season will not be anxious to dull their reflexes by imposing two sets of rules on them at the same time, but we will have some extra copies and as long as they last we will be glad to make them available to anyone interested for 50 cents apiece. And I would very much appreciate hearing from anyone who does look over these proposed new rules. Either an entirely favorable comment or a suggestion as to how an improvement or improvements could be made would be most helpful. By getting plenty of constructive ideas, we are sure to increase the quality of our racing rules.

As a final word, I might add that once adopted, the 1965 rules will not be changed again until at least 1969.

Brasil First Winner in New Regatta

SOUTH ATLANTIC CHAMPIONSHIP SERIES BIG SUCCESS

March 20-26, the Holy Week, were the dates of the first South Atlantic Snipe Championship, an Uruguayan promotion, approved by the SCIRA Board of Governors and sponsored by the Snipe authorities of the countries involved; namely, Oscar Everett, National Secretary for Uruguay; Roberto Garcia Guevara and Fernando de Avellar, National Secretaries for Argentina and Brazil. The organization, almost perfect, was due to the efforts of the Yacht Club Uruguayo with Alberto Bowley, Frederico Latourette, and Pedro Garra acting as officials.

The meeting of delegates on the last day chose Brazil as the host country and Porto Alegre as the place for the next Campeonato Atlantico Sur in 1966, fixing for the future events every other year, with 20 entries for the promoting nation and 15 for each of the other two nations. The host yacht club can offer free invitations to some contestants, but the policy will be to arrange economical fees in hotels for rooms and meals. The dates will always be the days of the Semana Santa of the odd numbered years. The trophy will be chosen and bought by the three nations, and a replica furnished for permanent possession of the winner. Sailing rules will be those of the NAYRU and IYRU. The minutes of the meeting were signed by Roberto Guevara and Fernando de Aldecoa for Argentina, Leopoldo Geyer and Werner Otto Koch for Brazil, and Bowley, Latourette, Garra, and Everett for Uruguay.

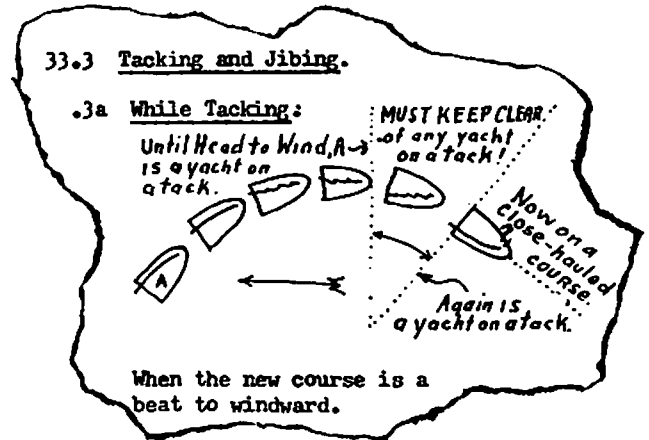
Axel Schmidt with the same Snipe, Osprey VII, of his Second World Championship, but another crew, the Carioca Roberto Pelicano, had a surprise fight for first place against Nelson Piccolo, also famous for his five Snipe Championships as crew for Gabriel Gonzalez, and the practically unknown Henrique Schmitz, also from Porto Alegre. World Vice-Champion Reinaldo Conrad had surprises, too!

FINAL RESULTS - 1st SOUTH ATLANTIC CHAMPIONSHIP

BOATS	SKIPPER - CREW (46 entries)	COUNTRY	Pts.	Fin.
12748	Axel Schmidt-Roberto Pellicano	Brazil	17409	1
12115	Nelson Piccolo-Arthur Correa	Brazil	16842	2
12111	Henrique Schmitz-Luiz C.Lund	Brazil	16479	3
11088	Reinaldo Conrad-B.Cordes	Brazil	16144	4
14945	Luiz E.Orella-Angel M.Orella	Argentina	14945	5
14347	Adrian Obarrio-Alberto Obarrio	Argentina	14367	6
10863	Nils Ostergren-Raul Hamb	Brazil	13990	7
11082	Cornelia Buckup-H.Schulepmann	Brazil	13571	8
13172	Fernando Aldecoa-A.Mieres	Argentina	12732	9
13939	Fernando Sanjurjo-E.Alurralde	Argentina	12666	10
14777	Horacio G.Pastori-V.Trinchin	Uruguay	11637	11
13171	Ernesto Caviczal-C.J.Caviczal	Argentina	11533	12
13166	Roberto Hass-Carlos Lagos	Argentina	11381	13
12742	Remy Birck-Gunther Gehrs	Brazil	11286	14
12142	John Aune-Edgard Hasselmann	Brazil	11146	15
14349	Oswaldo Bacino-Jorge Jaca	Argentina	10989	16
12103	Eurico Hechsteuher-S.Conermann	Brazil	10606	17
13165	Silvia Volker-Felix Volker	Argentina	10555	18
12825	Fernando Melchert-L.Alcantara	Brazil	10422	19
14343	Raul Turienzo Alsina-A.Mueller	Argentina	10065	20
14345	Pedro Ferrero-Enrique Caveria	Argentina	10040	21
12705	Pedro Garra-F. Latourette	Uruguay	9956	22
12780	Orosman Pingaro-F.Errico	Uruguay	8649	23
12709	Julio Demicheli-J.Mangenelli	Uruguay	8542	24
14416	C.A.Wanderley-Karke de Mattos	Brazil	8053	25
12566	Felix Leborgue	Uruguay	7326	26
11235	Edmundo Soares-Edgar Jages	Brazil	7249	27
14004	Horacio Campi-Fermin Rodriguez	Argentina	7177	28
11750	Alfredo Rossi-Jorge Varela	Uruguay	7008	29
12708	Annibal Carabelli-Carlos Saenz	Uruguay	6957	30
13514	Victor Pena Pampin-J.Dumixhdo	Uruguay	6644	31
12707	Ricardo Mignone-R.Hernandez	Uruguay	6486	32
12096	Carlos Garcia Basso-R. Ramos	Uruguay	5269	33
13167	Noracio Huergo-Martin Huergo	Argentina	5171	34
14410	Walter Fiedler-Tomas Ronek	Brazil	4443	35
14112	Mario Alvarez-Jose Rios	Uruguay	4011	36
13041	Geraldo Linck-C.H.de Lorenzi	Brazil	3896	37
13512	Heber Amsorena-Jose Llaguno	Uruguay	3701	38
12020	Luiz Matho-Fernando Matto	Uruguay	3695	39
12711	Dario Marcora-Juan Pache	Uruguay	3499	40

PRINCIPAL SAILING RULES OF NAYRU GRAPHICALLY INTERPRETED

by Fearon D. Moore



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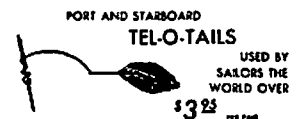
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Larson Repeats as New York State Snipe King



AN EXCLUSIVE GROUP -- THE LARSON TEAM GRIPS THE CHAMPIONSHIP TROPHY FIRMLY. Left to right: Dr. Charles Rose, District 5 Governor; Victor Larson, crew, and his son, Leslie, the winning skipper; Harold Griffith, 1949 SCIRA Commodore and Regatta Publicity Chairman.

Les Larson successfully defended his title against 33 boats, as the New York State Champion at Chautauqua Lake, June 13-14. Larson, who was National Champion in 1963, had regretfully announced his inability to race as he was due in Vancouver, B. C., to participate in the Intercollegiate Sailing Championships scheduled at 9 Monday A. M. Finding on Saturday noon that a late flight from Buffalo would get him there in time Monday A. M., he and his father crew, Vic, hopped into their boat and won in convincing fashion with three 1sts - bang! bang! bang! - just like that!!!

Thus host Chautauqua Lake Yacht Club has a member who is one of two men ever to win the State Snipe Regatta twice in succession (Charles Webster of Oak Orchard was the first) and the only one to make a clean sweep.

His winning efforts were not without serious challenge, for Howard Richards, 1963 Canadian National Champion, of Oakville and Fritz Gram of Cuba Lake stayed close enough in alternate races to make Les work every minute for his victory.

The first race Saturday was sailed under threatening clouds with unsettled weather. The course was Olympic type with 1 1/4 mile legs and wind was extremely variable ranging from 8-15 mph. Larson started at the leeward end of the line with Richards and Vreeland close behind, but Les soon took the lead and got the windward mark by 3 lengths. Richards and Larson separated from the fleet to fight it out for 1st and 2nd, while Vreeland, Garfield, and Webster challenged for 3rd position with Garfield the ultimate winner, but Jenkins, after a bad start, creditably worked his way up through the fleet to take 5th from Webster.

The second race that afternoon was sailed under a different set of conditions as a fresh westerly rolled in and built up a short choppy sea. Wind velocity was 18-22 with gusts up to 26 mph. After numerous flipovers and equipment failures, the race started with wild planing reaches approaching starting positions. Larson and Gram moved out quickly with leeward end starts. Betlem and Garfield followed in close pursuit with Garfield sailing an old Mills hull driving through the seas in excellent fashion. At the first mark, Gram led by a boat length, but Larson quickly passed Gram by sailing high and fast on the downwind leg. Betlem and Garfield kept up a relentless pursuit, but the college boys showed excellent form and soon built up a handsome lead over the rest of the fleet. Garfield overtook Betlem 100 yards from the finish to get a third place. Larson won by a good ten boat lengths over Gram.

The third race Sunday A. M. was sailed in fresh west winds of 10-16 mph with clear sky and sailors enjoying perfect conditions. Again Larson started quickly at the leeward end of the line with Webster, Vreeland, Richards, and Jenkins now following his tactics. A strategy situation developed when Herb Nelson and Beebe Russell sailed away from the fleet along the north



THE FAMED CHAUTAUQUA LAKE YACHT CLUB -- Scene of many regattas, including two U. S. Snipe National Championships. A large boat house is at left of the club. - Photos by Paul Betlem

shore challenging the fast starting starboard tackers along the south shore. It paid off, too, for after Larson led Richards around the first mark, the 3rd place man was port-tacking Nelson, with Betlem and Webster 4th and 5th. And that was the way they finished the race.

So that is the way Les practiced for the Intercollegiates! He left immediately after the race to fly across the continent. Sometimes things get hectic in the life of a sailor boy, and that especially applies when he happens to be one of the best in his class.

Trophies went to the first 6 places overall and to the first 3 in each race. Ted Gibson of CLYC got the last place award while the attendance award went to Al Blodgett of Onondaga YC.

-- With acknowledgments to Frank Hyde of the Post-Journal.

FINAL RESULTS - 1964 NEW YORK STATE CHAMPIONSHIPS

SKIPPER	CLUB	RACES	1	2	3	PTS.	Fin.
Les Larson	Chautauqua	1	1	1	1	4800	1
Howie Richards	Oakville, Can.	2	8	2	4	4131	2
Whitey Johnson	Chautauqua	7	5	8	3	3541	3
Fritz Gram	Cuba Lake	12	2	9	3	3386	4
Paul Betlem	Newport	15	4	5	3	3341	5
Beebe Russell	Chautauqua	10	7	7	3	3273	6
Herb Nelson	Chautauqua	14	11	3	3	3073	7
Dick Edwards	Cuba Lake	8	6	16	2	2939	8
Red Garfield	Chautauqua	3	3	dns	2	2888	9
Charles Webster	Newport	4	dnf	4	2	2838	10
Bob Vreeland	Newport	6	16	11	2	2750	11
Jerry Jenkins	Detroit, Mich.	5	dnf	6	2	2621	12
Kurt Born	Cakville, Can.	11	24	10	2	2150	13
Dr. Chas. Rose	Loon Lake	9	13	24	2	2097	14
Alvin Bugbee	Chautauqua	25	9	12	2	2064	15
Jim MacKenzie	Keuka	16	19	15	2	1785	16
Doug Madge	Newport	20	21	12	2	1682	17
Tom Rose	Loon Lake	22	12	20	2	1643	18
Ted Hains	Oakville, Can.	dnf	14	14	2	1507	19
Doug Keary	Cakville, Can.	17	20	19	2	1501	20
Wally Schroth	Chautauqua	23	18	18	2	1382	21
Al Blodgett	Onondaga	21	10	dns	2	1261	22
Howard Fletcher	Olcott	13	dns	23	2	1108	23
Larry Dietter, Jr.	Cuba	18	17	dns	2	1105	24
Bud Booth	Onondaga	26	15	27	2	1097	25
Sid Curran	Chautauqua	27	23	22	2	881	26
Leslie Powers	Chautauqua	24	26	25	2	770	27
Phil Knauf	Newport	28	22	26	2	755	28
Jim Woodbridge	Chautauqua	19	dnf	28	2	753	29
Roger Flawn	Oakville, Can.	dnf	dnf	17	2	725	30
Charles Fox	Newport	30	dns	21	2	521	31
Charles A. Rose	Loon Lake	32	25	29	2	481	32
Ted Gibson	Chautauqua	29	dnf	dnf	2	365	33
John F. Steve	Olcott	31	dns	dns	2	100	34

9448	Luke Czarny, Quassapaug, Conn.	15	1615.11	11468	S. Roberts-J. Wesley, Privateer, Tenn.	22	1568
11670	H.E. Henderson, Royal Cape Breton, Canada	33	1614.6	5107	Dan Withrow,ristakee, Ill.	12	1567.67
10182	T. Leger, Jr., Winchester, Mass.	20	1614.30	8598	Richard Fletcher, Clearwater, Fla.	16	1567
13307	William Frior, Barrie Y.C., Canada	10	1614	13106	Ernest Frisch, Jr., Queen City, Mo.	10	1567
11313	Guy & Burt Ferry, Diamond Lake, Mich.	16	1613.4	13524	J. Pat Doyle, Island Bay, Ill.	21	1566.7
10870	John Glenn, Newport Y.C. N.Y.	24	1612.4	10602	Taylor Brown, Annapolis, Md.	23	1565.9
10101	Beabe & Bel Russell, Chautauqua, N.Y.	18	1612.2	13087	Fritz Gram, Cuba Lake, N.Y.	10	1565.6
12883	Hubert Horan, Overboard S.F., N.Y.	15	1611	9448	Luke Czarny, Quassapaug, Conn.	23	1564.10
11554	Dick Winkler, Annapolis, Md.	11	1610.9	12900	Larry Wheeler, Akron, Ohio	27	1561
13605	A.R. & C.N. Turrall, Royal Hamilton, Can.	11	1610.5	7876	John D. Rose, Seattle, Wash.	10	1560.40
8000	Ricky Zimmerman, Overboard S.N.Y.	17	1609.47	12453	Dr. Don Cochran, Jr., Clearwater, Fla.	15	1558.66
13523	Larry Evans, Island Bay Y.C., Ill.	15	1605.4	12115	Nelson Piccolo, Rio Grande do Sul, Brazil	5	1558
7666	K. Berner, Pori, Finland	12	1605.17	6464	Paul Holbrook, Pine Beach, N.J.	15	1556.1
13901	Dick & Dave Lamb, Annapolis, Md.	15	1604.7	12384	M. Kittner, Pori, Finland	12	1555.75
13386	R.L. Brown, Buchans B.C., Canada	17	1604.1	8509	K. Matto, Kotka, Finland	16	1554.9
13209	Bubba Horner, Woodlawn S.C. Texas	9	1604	13640	Dr. Brian McCabe, Barton B.C., Mich.	11	1555.82
1	Dick Sorensen, Shreveport, La.	11	1603.9	11910	Carmen Pastore, Massachusetts Bay	18	1554.8
10141	Ismail Ipekten, Hereke, Turkey	5	1603	5921	Ben Schneider, North Cove Y.C., N.H.	14	1553.8
13152	Howard Linder, Portage Lake, Mich.	20	1603	8496	M. Rajala, Kotka, Finland	15	1553.6
11600	Ron Grossmann, Lake Lotawana, Mo.	15	1603	14404	Gilberto Carvalho, Pernambuco, Brazil	8	1553.1
14497	Dr. P.C. Kemmerly, Sequoyah Y.C. Okla.	5	1602.7	12065	G. Palmgren, Helsinki, Finland	12	1550.75
9024	Don Hughes, Rocky Mtn. S.A. Colo.	26	1601	11295	Dr. E.F. Booth, Jr., Onondaga, N.Y.	9	1550.7
12217	Gary T. Boswell, Fort Worth, Texas	4	1600.5	6258	F.W. Johnson, Atlanta, Ga.	17	1550.2
12203	Glenn Pries, Watkins Lake, Mich.	17	1600	11897	George Nash, Lake Merced, Calif.	15	1550.1
9601	Robert Voss, Portage Lake, Mich.	20	1599	10900	Alvin Bugbee, Chautauqua, N.Y.	16	1549.4
12636	Chris Stump, Queen City S.C., Mo.	10	1598.7	12383	T.O. Dahl, Pori, Finland	15	1547.73
13857	Frank Hopkins, Tyler Y.C., Texas	11	1597.8	12144	A. Christensen, Torch Lake, Mich.	7	1547.3
9917	Emilio Salvi, Pernambuco, Brazil	6	1597.5	14597	Ahmet Baydar, Istanbul, Turkey	5	1547
10664	Jim & Bill Coberly, Decatur, Ill.	20	1596.40	11948	A. Anderson, Torch Lake, Mich.	10	1546.4
10364	J. Aronstein, Galway, N.Y.	15	1596	9602	Mike Machalleck, Birch Lake, Mich.	12	1546.3
12528	Jose Carlos Caldeira, Sao Paulo, Brazil	9	1595.8	10800	Roger Turner, Gull Lake, Mich.	19	1546.2
12446	Fred K. Smith, Lake Worth, Texas	6	1594.83	11397	Hugh Snook, Lake Merced, Calif.	8	1546
9561	Jack Rouse, Police B.C., Bermuda	7	1594.1	7908	James Trickett, Quivira, Kansas	6	1545.1
13883	Selcuk Uzay, Marmara, Turkey	6	1594	12021	Frederic Pember, Atlanta, Ga.	17	1544.8
13331	G. Kelly, Nassau, Bahamas	27	1593.9	7790	D. Montominy, Winchester, Mass.	18	1544
9031	Wm. Kuehling, Akron, Ohio	17	1593	11319	V. & H. Beakey, Lakeworth, Texas	6	1543.83
11100	J.A. Pierce, Wichita S.C., Kansas	7	1592.43	10225	Chas. R. Cash, Jr., Delta S.C., Tenn.	10	1543.8
14204	H. Walliser, Crystal Lake, Ill.	19	1592	13883	Tugrul Etik, Marmara, Turkey	6	1543.5
13450	A.P. Jeffery, Galway, N.Y.	27	1591	12027	Donald Arthur, Privateer, Tenn.	17	1542.9
13641	R.D.O. Neal, Barton B.C., Mich.	11	1590.82	14569	Muhittin Gozdemir, Hereke, Turkey	5	1542
11599	Whitey Johnson, Chautauqua, N.Y.	18	1590.5	7856	Ned Daly, Quassapaug, Conn.	14	1542
13933	Louis Nelms, Fort Worth, Texas	5	1588	12382	Nysten & V. Schoultz, Pori, Finland	17	1541.14
13429	J.C.-L.S. Draper, Royal Hamilton, Canada	11	1587.3	13631	Billy Wheeler, Dallas S.F., Texas	12	1541.16
11797	George Wren, Lake Lotawana, Mo.	9	1587	12528	Jose Carlos Caldeira, Sao Paulo, Brazil	5	1541
13453	John F. Hook, Willamette, Oregon	5	1587	12224	Bill Siefert, Rocky Mtn. Colo.	14	1539.4
14206	James N. Clay, Ill, Delta S.C. Tenn.	10	1585.7	13455	Tom Mooney, Cowan Lake, Ohio	19	1538.6
9100	N. Towle, Winchester B.C., Mass.	15	1585.70	13677	Bob Hayes, Tyler, Texas	14	1537.9
12548	Robert W. Wylie, Dallas, Texas	11	1584.81	7999	John Fahsenfeld, Grand Rapids, Mich.	18	1537.8
11816	Dr. Louis Xivi, Huron Portage, Mich.	12	1584.4	13676	Dr. W.M. Ott, Tyler Y.C., Texas	15	1537.7
12296	Edgard Hasselmann, Rio Grande do Sul, Brazil	7	1584.1	7120	John Nicholson, Overboard, N.Y.	10	1537.1
8425	Hal Price, Rocky Mtn. S.A. Colo.	19	1583.3	7435	Derek C.C. Peters, Jr., Atlanta, Ga.	11	1537
10140	K.Y.K.-Metin Balkir, Kalamis, Turkey	6	1583	8661	D. Larsen, Crystal Lake, Ill.	19	1536.9
12608	Joe Rilling, Iowa-Nebr. Sailing Ass'n.	21	1582.47	10567	John H. Jenks, San Francisco Bay	22	1535.7
12591	Tom Pfeiffer, Decatur, Ill.	19	1582.40	9058	George Hammond, Police Club, Bermuda	7	1533.7
3518	Robert Huggins, San Francisco Bay, Cal.	6	1582	14568	Kjanner Altinbilek, Izmir, Turkey	6	1533.3
11921	Carlos Russell, Pernambuco, Brazil	7	1581.7	13931	Dan Pender, Gull Lake, Mich.	23	1531.3
10512	D. Shoemaker, Keuka, N.Y.	7	1581.7	10140	Yener Uckaya, Kalamis, Turkey	7	1531.1
10010	Karilyn Doyle, Lakeworth, Texas	6	1581.67	12640	Steve Pikuet, Newport, N.Y.	20	1531.1
11863	T. Cronburg, Winchester, Mass.	21	1581.60	14595	Ergan Arsal, Istanbul, Turkey	5	1531
11527	Robert Elwell, Quivira S.C. Kansas	6	1581.3	12233	Mervil Smith, Quivira, Kansas	6	1531
12334	Leif Zars, Woodlawn S.C., Texas	6	1581	9590	Sheldon Covert, Watkins Lake, N.Y.	5	1531
9747	Dan H. Williams, Privateer Y.C., Tenn.	18	1580.9	12457	John E. Swisher, Jr., Huron Portage, Mich.	11	1531
13003	Wm. Mc. Christie, Nassau, Bahamas	26	1579.5	8561	C.J. Lindeberg, Mantta, Finland	6	1530.3
13103	Willard Wright, Seattle, Wash.	29	1577.29	11627	A. Elliot, Georgetown, B.G.	15	1530.2
11111	H.J. Brumbaugh, Chattanooga, Tenn.	66	1576.7	10243	Nur Okten, Kalamis, Turkey	7	1529.6
12001	Tom Steward, Dallas, Texas	19	1576.68	13888	A. & R. Payne, Indianapolis, Ind.	15	1528.2
12208	Thomas Rose, Loon Lake, N.Y.	10	1576.6	6776	Bob Schwindler, Lotawana, Mo.	7	1528
11711	Hanny Trudy Juetz, Sao Paulo, Brazil	6	1576	11949	W.G. Richard, Huron Portage, Mich.	12	1527.9
11623	Dick Schusler, Seattle, Wash.	18	1575.61	11402	Hugh Donald, Annapolis, Md.	26	1527.5
13993	Jeff Johnson, Shreveport, La.	13	1575.2	13262	Bill Farfet, Gull Lake, Mich.	20	1527.4
9882	R. Oatley-G. Brown, Spanish Point, Bermuda	13	1574.1	12440	Skip Baxter, Grand Rapids, Mich.	22	1527
10953	Tom Palmer, Decatur, Ill.	17	1573.94	13332	Carl Eichenlaub, Mission Bay, Calif.	5	1527
14330	Richard Ver Haven, Chicago, Ill.	12	1573.2	9871	Ed Grier, Peoria, Ill.	14	1526.86
13652	Rasit Yilmaz, Izmir, Turkey	6	1572.5	9891	Walter Fischer, Sao Paulo, Brazil	5	1526.4
12978	Bob Williams, Wichita S.C., Kansas	14	1572.35	13222	John F. Muller, Ill, Fort Worth, Texas	7	1526.4
10158	Memet Ozen, Hereke, Turkey	5	1572	12745	Waldemar Bier, Rio Grande Do Sul, Brazil	5	1526
10178	Terry Rice, Pine Beach, N.J.	16	1570.3	11694	Bertholind Loewen, Brasilia, Brasil	5	1526
11800	Hamilton Johnson, Akron, Ohio	31	1570	9879	Bernard Hayward, Spanish Point, Bermuda	14	1525.8
13012	H. Williams, Torch Lake, Mich.	10	1569.7	13007	Carl Zimmerman, Akron, Ohio	30	1520
8656	Dudley Bailey, Wichita S.C., Kansas	7	1569.57	13017	Kennith Simmons, Spanish Point, Bermuda	10	1505.1
12339	Anton Kittler, Sao Paulo, Brazil	9	1569.5	11626	A. Kemp, Georgetown, British Guiana	15	1524.9
11910	Carmen Pastore, Massachusetts Bay	12	1569	11600	Faul Betlem, Newport, N.Y.	15	1521.9
14009	Jim Howard, Birch Lake, Mich.	19	1568.9	13035	Floyd Hughes, Jr., Iowa-Nebraska	16	1521.50
13039	Dr. Joseph Pearson, Barton B.C., Mich.	11	1568.82	13302	Ian Smith, Annapolis, Md.	21	1521.4
13305	Ivan Sarossy, Barrie Y.C., Canada	10	1568.5	13187	Chuck Morris, Watkins Lake, N.Y.	13	1521
13518	Walt Rice, Pine Beach, N.J.	17	1568.3	14309	Willie Rotzler, Woodlawn, Texas	7	1520

11997	J.W.C. Billyeald, Georgetown, B.G.	15	1519.9	12140	David Shane, Gull Lake, Mich.	21	1471.5
12105	Boris Ostergren, Alegria, Brazil	6	1518.5	10819	D. Keary, Oakville, Canada	16	1471.2
13036	Phil Ordway, Gull Lake, Mich.	22	1518	779	Wm. G. Jennings, Huron Portage, Mich.	12	1471.1
11317	R.B. Dodds, Cuba Lake, N.Y.	15	1517.1	13208	L. & D. Callahan, Queen City, Mo.	10	1470.4
8129	A. Jarrett, Oakville Y.C., Canada	12	1516.6	10147	A. Sulbulkaya-A. Koral, Kalamis, Turkey	6	1469.9
13522	W.A. Kebea, Pine Beach, N.J.	18	1516.6	14325	Mike Negley, Peoria, Ill.	19	1469.36
12948	Frank Suesz, Cowan Lake, Ohio	14	1516	12055	Lumikari & Koekinen, Fori, Finland	9	1469.1
11611	Jim Bookhout, Dallas, Texas	8	1515.37	14115	Dr. Ohas. A. Rose, Loon Lake, N.Y.	13	1468.4
12209	R. McHenry, Keuka, N.Y.	7	1515.1	3438	Ned Cunningham, North Cove, N.H.	13	1467
13675	Sam Gibbons, Tyler, Texas	7	1514.4	10023	K. Fredriksson, Mantta, Finland	6	1466.8
13378	Perry Felley, Wichita, Kansas	11	1514.36	10147	Aydin Bulbulkaya, Kalamis, Turkey	6	1466.8
12513	Jack Fair, Barrie, Y.O., Canada	10	1514	14593	Lou Bedford, Mission Bay, Calif.	13	1466
13107	Ben Johnson, Tyler, Texas	13	1513.5	10851	W.A. Bittick, Shreveport, La.	16	1465.8
11926	E.F. Shelley, Seattle, Wash.	17	1512.06	12100	Ed. Probeck, Portage Lake, Mich.	8	1465
7333	Larry Power, Lake Merced, Calif.	15	1511.2	10548	Herman Crumpler, Delta, Tenn.	5	1464.8
12099	Bob Vreeland, Newport, N.Y.	11	1510.6	5245	J. Davis, Keuka, N.Y.	5	1464.8
11386	Art Lippitt, Wichita, Kansas	12	1510.58	13452	James Douglas, Willamette, Oregon	5	1464
12609	Randall Wilkin, Pistakee	10	1508.7	13223	Jane Siekman, Diamond Lake	18	1463.3
12399	Robert Hague, Birch Lake, Mich.	19	1508.6	12121	R. Ellert, Crystal Lake, Ill.	7	1463
12015	Bryan Simmons, Shreveport, La.	14	1508.5	14236	John Gross, Pistakee Bay, Ill.	7	1462.86
10832	Gene Grossmann, Lotawana, Mo.	17	1508	9318	S. & H. Hansen, Green Lake, Wisc.	15	1462.8
9320	Hiram Upson, Quassapaug, Conn.	7	1507	11220	Tom Head, Peoria, Ill.	12	1462.66
13529	Robert Hayner, Dr., Island Bay, Ill.	19	1506.8	14305	Bob Wesselhoft, Peoria, Ill.	18	1462.61
12512	D.H. Thomson, Royal Hamilton, Canada	10	1506.7	11798	Joe Ford, Massachusetts Bay	15	1460.7
5705	Douglas Wixon, Sequoyah Y.O., Okla.	6	1506.1	10650	Mary Jane Bumby, Green Lake, Wisc.	12	1460.5
10880	Dease Ryan, Delta S.O., Tenn.	15	1505.5	7667	K. Nyman, Helsinki, Finland	17	1460.35
14003	Hans Kitler, Sao Paulo, Brazil	6	1505.3	8423	Wm. Oummings, Onondaga, N.Y.	10	1459.9
7380	W. Ernst, Keuka, N.Y.	7	1504.3	12717	Dave Schwindler, Lotawana, Mo.	28	1458
11406	Yalcin Berkcam, Marmara, Turkey	6	1504	12377	Greg Harris, Mission Bay, Calif.	10	1458
13646	Donald O. Johnson, Chicago, Ill.	13	1503.9	14442	Andy Steffen, Indianapolis, Ind.	12	1457.9
13437	A.R. Blodgett, Onondaga, N.Y.	9	1503.6	13033	G. Johnstone, Nassau, Bahamas	19	1457.2
14506	William Kreig, Indianapolis, Ind.	19	1503.3	10230	Russ Allen, Quassapaug, Conn.	10	1456
13204	Jackson Cummings, Onondaga, N.Y.	9	1502.4	14603	Jack Forristall, Massachusetts Bay	5	1455.8
14142	Pete Foe, Indianapolis, Ind.	21	1502.1	4502	Bill Minzner, North Cove, N.H.	17	1455.7
10062	Tom Wurster, Diamond Lake, Mich.	17	1501.6	13234	Wm. Collins, Indianapolis, Ind.	19	1455
10520	Wayne Soares, Spanish Point, Bermuda	15	1499.3	13050	Ray, R. Flowers, Shreveport, La.	12	1454.8
10549	Bill Dwyer, Lotawana, Mo.	15	1499	11202	H. Toivanen, Fori, Finland	6	1454
9872	Ralph Swanson, Winchester, Mass.	23	1498.43	3488	Kenneth Gowans, Lake Wash, Calif.	8	1453.75
8076	Bob Bigham, Cowan Lake, Ohio	13	1497.4	13381	Jack Willy, Bay State, Mass.	11	1453.1
7333	Larry Power, Lake Merced, Calif.	19	1497.5	12766	Jane Deloach, Privateer, Tenn.	13	1452.2
11162	Dean Jeynes, Cowan Lake, Ohio	21	1497	10830	R.C. Wells, Galway, N.Y.	25	1452
14065	Richard Edwards, Cuba Lake, N.Y.	15	1496.9	11209	Lee Woodbury, Woodlawn, Texas	9	1451
8151	James Lawler, Quassapaug, Conn.	20	1496.05	12641	Geo. McFarland, Cowan Lake, Ohio	13	1450.6
13669	Richard Fleck, Chicago, Ill.	10	1494.9	10303	John Barnett, Police Club, Bermuda	7	1450
13440	Stuart Griffing, Cowan Lake, Ohio	7	1494	13038	Clint Rosene, Pistakee Bay, Ill.	8	1449.7
10639	Norm Tanner, Rocky Mtn. Colo.	9	1494	13001	Glenn Lattimore, Fort Worth, Texas	3	1449.7
10548	John W. Fowler, Delta, Tenn.	9	1493	12899	L.S. Moorhead, Quivira, Kansas	4	1449
7686	C-J. Sundstrom, Mantta, Finland	6	1492.2	11160	James Porter, Grand Rapids, Mich.	19	1448.3
14048	Gordon Freyder, Iowa-Nebr.	18	1492	12398	Bill Brummond, San Francisco Bay	25	1448.2
12064	Wm. F. Bishop, Shreveport, La.	12	1491.6	10945	Dr. Gordon Stenhouse, Loon Lake, N.Y.	16	1448.18
12715	Rusard Vanderploeg, Gull Lake, Mich.	17	1491.3	14285	A. Shirtz, Gull Lake, Mich.	19	1447.2
13020	Alan Levinson, Indianapolis, Ind.	10	1490.7	14288	Joe Starr, Dallas, Texas	12	1444.5
12686	L.G. Buisch, Jr., Loon Lake, N.Y.	17	1490.52	12164	Dave Green, Watkins Lake, N.Y.	18	1470
12186	Lee Gill, Buchans Boat Club, Canada	15	1490.3	10153	Russell Hayes, Indianapolis, Ind.	11	1443
12778	Carl Carter, Jr., Island Bay, Ill.	17	1488.9	13480	Paul E. Potter, San Francisco Bay	25	1442.4
12381	K. Gronwall, Fori, Finland	19	1488.42	8645	Paul McBride, Sequoyah, Okla.	6	1442.1
11601	Austin Young, Dallas, Texas	10	1488.30	13180	Jim Gootz, Lotawana, Mo.	28	1442
9920	Carlos Bosch, Nassau, Bahamas	25	1487.7	13010	Joe Zambella, Jr. Mass. Bay, Mass.	18	1441.9
12878	Jack Busch, Glen Lake, Mich.	9	1487.33	10200	O. Beber, Crystal Lake, Ill.	18	1439.4
13456	Leonard Lewis, Akron, Ohio	20	1487	13360	Harry Hobblowhite, Atlanta, Ga.	22	1437.6
11888	Dick Williamson, Fort Worth, Texas	4	1486	13500	Bob Lascala, Lotawana, Mo.	16	1437
12558	J. Headlund-D. Kaus, Seattle, Wash.	16	1485.38	12111	Henrique Schmitz, Rio Grande do Sul, Brazil	5	1435.2
14596	Ergin Bydar, Istanbul, Turkey	5	1485	11193	L.J. Fellman, Helsinki, Finland	12	1434.59
9557	Jeff Payne, Police Club, Bermuda	7	1484.7	13296	Tom Sly, Decatur, Ill.	12	1434.58
12331	Chuck Fox, Newport, N.Y.	18	1484.7	10136	Sefik Sabunouglu, Marmara, Turkey	5	1434.4
14177	John Murdock, Bay State, Mass.	6	1484.3	11175	R. Takolander, Helsinki, Finland	10	1433.6
9291	Phil Shea, Akron, Ohio	15	1480	8657	Edwin Celette, Loon Lake, N.Y.	17	1433.05
14445	George Clayberg, Sequoyah, Okla.	6	1479.66	10601	W.C. Simmons, Shreveport, La.	8	1432.7
13189	Robert Frahm, Glen Lake, Mich.	5	1479.4	13667	Dr. J.P. Lawler, Quassapaug, Conn.	23	1431.52
7005	Don Waggoner, Willamette, Oregon	5	1479	13434	Lawrance Dieter, Cuba Lake, N.Y.	9	1431
8098	Pete Stamp, Diamond Lake, Mich.	11	1478.6	10201	Gibby Zeratsky, Green Lake, Wisc.	7	1430.8
7192	Dick Bartlett, Newport Y.O., N.Y.	32	1477.8	6978	Dr. John Fulton, Wichita, Kansas	11	1427.27
12886	Jack Mace, Pine Beach, N.J.	16	1477.8	14092	Gross & Moway, Bay State, Mass.	5	1425.4
13275	Francis Edwards, Cuba Lake, N.Y.	15	1477.6	13516	John Y. Nace, Pine Beach, N.J.	19	1425.2
13186	Bob & Jack O'Brien, Iowa-Nebr.	13	1476.23	11556	Farrell & Richard Keers, Queen City, Mo.	8	1424.8
12139	T. Alex Eastus, Fort Worth, Texas	3	1474.7	9880	David Garland, Police Club, Bermuda	6	1424.7
13083	Henry Towles, Dallas, Texas	11	1474.18	13999	R. Cook, Winchester, Mass.	15	1423.08
12885	R. Patrick, Winchester, Mass.	23	1473.4	14093	Larry Callahan, Bay State, Mass.	9	1421.3
10140	Yener Uckaya, Kalamis, Turkey	7	1472.8	9592	R. Herter-M. Goddard, Keuka, N.Y.	7	1421.1
14059	Duanes Hines, San Francisco Bay	14	1472.7	13349	Don Heselgeschwert, Glen Lake, Mich.	6	1421
11604	Pat J. Crowe, Jr., Privateer, Tenn.	13	1472.6	13700	C. Greaves-V. Fleming, Chicago, Ill.	9	1420.7
7553	Alan Morris, Seattle, Wash.	12	1472.50	9026	Courtney Ross, Clearwater, Fla.	5	1420.20
11951	Jim Buhlert, Lake Washington, Calif.	9	1472.44	10271	Kurt Kornbrink, Sao Paulo, Brazil	9	1420
13918	Ben Lizza, Overboard, N.Y.	13	1472	11213	Frank Farleigh, Pistakee, Ill.	9	1420
11566	Demetre Calimeres, Brasilia, Brasil	8	1471.5	11423	Fabio M. de Barron, Sao Paulo, Brazil	6	1419.8
12654	Richard Laub, Jr., Delta, Tenn.	13	1471.5	13503	George Barrett, Lake Merced, Calif.	6	1419.1

12604	Dean Love, Wichita, Kansas	9	1418.11	13189	Robert Frahm, Grand Rapids, Mich.	13	1369
11298	B. D. Bedford, Galway, N.Y.	28	1418	14353	Dr. Payson Adams, Iowa-Nebr.	25	1369.40
11371	Tim Seanlon, Indianapolis, Ind.	10	1416.8	12232	Fred Brede, Watkins Lake, N.Y.	17	1369
11234	Harry F. Hawkins, Barton B.C., Mich.	11	1416.64	12006	Jim Russell, Woodlawn, Texas	6	1369
12388	J. & P. Winqvist, Helsinki, Finland	12	1416.50	11450	Jill Ramel, Lotawana, Mo.	28	1368
10051	John Morley, Nassau, Bahamas	17	1416.5	7381	Bob Harris, Annapolis, Md.	21	1367.5
12547	K. Born, Oakville, Canada	16	1416.1	12062	Ray Wittkopp, San Francisco Bay	25	1367.4
5741	Edward Haynes, Dallas, Texas	9	1414.33	12374	Buck Faure, Mission Bay, Calif.	12	1367
13383	Russ Chase, Bay State, Mass.	11	1414.9	10587	Charles Rose, Jr., Loon Lake, N.Y.	12	1366.66
13859	H. Wilkenson, Crystal Lake, Ill.	17	1414.9	11534	D. Murphy-A. Weickert, Overboard, N.Y.	16	1366
10009	Frank Reinsnecker, Woodlawn, Texas	9	1413	11133	Kurt Keller, Rio Grande Do Sul, Brazil	5	1364.8
13871	A. Mott, Torch Lake, Mich.	8	1412.6	13666	Jane & Caroline Ake, Glen Lake, Mich.	11	1364.45
11466	A. Pryst, Crystal Lake, Ill.	12	1412.4	8506	P. Pulli, Kotka Finland	14	1363.2
13511	C. & P. Lauterbach, Newport, N.Y.	31	1411.9	14606	Marty Gleich, Mission Bay, Calif.	5	1363
12819	Hap & Tom Fox, Grand Rapids, Mich.	21	1411.8	9321	Tom Little, Quassapaug, Conn.	6	1363
9739	Don Newcomb, Lotawana, Mo.	21	1411	14383	Bill Burris, Rocky Mtn. Colo.	20	1362.8
8046	Frank Whitman, Pine Beach, N.J.	17	1410.7	14001	Aldisio C. Silva, Brasilia, Brazil	5	1362.2
10399	Bill Ames, Rocky Mtn., Colo.	11	1408.4	11891	Richard Heaton, Grand Rapids, Mich.	21	1362
14208	J. Parks, Crystal Lake, Ill.	15	1407.1	11403	Aydn Koral, Kalamis, Turkey	5	1361.5
13651	Ener Tabak, Izmir, Turkey	6	1406.33	14199	K. Buchanan, Oakville, Canada	14	1361.4
11563	Emanuel Lins, Pernambuco, Brazil	5	1405.6	9600	Jack Wilson, Glen Lake, Mich.	9	1360.77
14710	Jorge Da Silva, Brasilia, Brazil	5	1405.2	12344	Dick Skulaki, Rocky Mtn. Colo.	10	1360.5
13287	Richard Ludwig, Fort Worth, Texas	5	1405.2	13299	Bill Koons, Dallas, Texas	6	1360
12395	E. A. Wright, Galway, N.Y.	22	1404	6786	Bill Hannay, Lotawana, Mo.	7	1360
13082	Dick Dimes, Massachusetts Bay	15	1402.7	14000	Roy Quick, Atlanta, Ga.	18	1358.1
13525	John Hayes, Island Bay, Ill.	11	1401.9	12455	J. & B. Borden, Gull Lake, Mich.	13	1357.2
7648	Rosenlew & Wolff, Porri, Finland	15	1401.07	13501	R. Reifler & D. Bilton, Chicago, Ill.	14	1357.1
13900	Sherman Dalbey, Akron, Ohio	20	1401	14152	Jim Ward, Crystal Lake, Ill.	16	1356.2
12561	Jack Coffelt, Lake Washington, Calif.	6	1400.67	8111	S-E Stenback, Helsinki, Finland	13	1356.15
14400	Dr. Harold Horn, Iowa-Nebr.	24	1400.37	12574	Russ Gladwin, North Cove, N.H.	9	1355.7
12500	George Baker, Jr. Overboard, N.Y.	14	1399.93	4002	Susan Walker, Annapolis, Md.	20	1355.4
11399	Dan Mullane, Massachusetts Bay	18	1399.5	14207	J. & W. Ertl, Chicago, Ill.	11	1355
8500	C-J. Krogus, Helsinki, Finland	8	1398.13	7484	M. Uunila, Helsinki, Finland	12	1354.84
10155	Ray Chance, Lotawana, Mo.	5	1399	14713	Alberto Sampalo, Brasilia, Brazil	6	1353.8
13902	Bill Gibson, Annapolis, Md.	11	1397.6	8670	J. Bowllan-T. Hanna, Newport, N.Y.	22	1353.4
12611	Dr. John Filkins, Iowa-Nebr.	20	1397.35	14306	Dr. John Brush, Iowa-Nebr.	18	1352
13333	Gary Lofland, Wichita, Kansas	9	1396.78	13024	Larry Mosier, Fort Worth, Texas	2	1352.5
12713	Robt. Kellogg, Wichita, Kansas	13	1396.26	6229	Ted Daniels, Akron, Ohio	10	1351
13261	Deac & Lyn Esterly, Queen City, Mo.	9	1396.1	13433	Jay Swan, Clearwater, Fla.	14	1349.21
3596	A. Ooutant, Galway, N.Y.	20	1396	11940	Chuck Koffet, Lotawana, Mo.	18	1349
6106	Ted Hains, Oakville, Canada	10	1395.8	12535	John Canterbury, Peoria, Ill.	8	1348.87
9243	H. P. Smith, Lake Washington, Calif.	9	1395.78	6924	Jay Irish, Lake Merced, Calif.	10	1347.7
11530	Ed Kaiser, Rocky Mtn. Colo.	19	1395.1	7381	Robert Harris, Glen Lake, Mich.	7	1347.6
14566	Bilhan Merzeci, Izmir, Turkey	6	1394.5	7371	Dirk Vandervelde, Green Lake, Wisc.	12	1347.3
10954	G. Richards & G. Friend, Diamond Lake, Mich.	8	1393.1	9900	Vic Andersen, Akron, Ohio	28	1347
13303	Wilbur Bright, Akron, Ohio	25	1393	13932	Dr. Hal Gifford, Iowa-Nebr.	28	1346.78
10516	Frank Konwinski, Spanish Point, Bermuda	15	1393	8545	J. Williams-Dan Muir, Willamette, Ore.	5	1346
7681	M. Toivola, Mantta, Finland	6	1392.8	5677	Ed Carser, Quassapaug, Conn.	13	1345
10360	Gail Getzinger, Birch Lake, Mich.	17	1392.5	14402	Paulo Araujo, Pernambuco, Brazil	8	1344.7
13830	Peter Kinkwitz, Lake Merced, Calif.	10	1391.7	14317	Karl E. Papenfus, Huron-Portage, Mich.	8	1340.8
10221	Bob McOune, Iowa-Nebr.	22	1391.36	5854	R. Dannenburg, Winchester, Mass.	13	1340.29
11422	R. Buckingham, Portage Lake, Mich.	6	1391	11315	Robert Ferrigo, Cuba Lake, N.Y.	15	1340.1
10271	Kurt Kombrink, Sao Paulo, Brazil	5	1390.6	13486	Jim Johnston, Rocky Mtn. Colo.	13	1339.3
13192	Steve Sheehy, Bay State, Mass.	11	1389.7	13019	Richard Chastain, Indianapolis, Ind.	25	1339
14610	Charles Hatter, Wichita, Kansas	19	1389.56	9995	Glenn E. Young, Privateer, Tenn.	11	1336.1
13183	Bob Gillespie, Dallas, Texas	17	1389.05	13838	Tom Randall, Dallas, Texas	14	1337.71
8128	Doug Armour, Oakville, Canada	10	1388	12212	Dr. David Bryant, Fort Worth, Texas	4	1336
12225	K. P. Ohase, Winchester, Mass.	22	1387.6	10958	Dick Sidell, Grand Rapids, Mich.	17	1335
10571	Jose Alberto Motta, Brasilia, Brasil	9	1387.1	13654	Serdar Zenger, Izmir, Turkey	6	1334.33
13494	Tom Curran, Bay State, Mass.	10	1386.6	10159	Halil Yuce, Kalamis, Turkey	6	1333.4
12028	Jim Woodbridge, Chautauqua, N.Y.	16	1386.1	12120	Marco Paradedo, Rio Grande D.S.	5	1333
12339	Anton Kitler, Sao Paulo, Brazil	6	1385.5	11728	E. Saegs, Oakville, Canada	13	1332.4
13656	W. Braddock, Crystal Lake, Ill.	14	1385.5	12875	E. Bradley-J. Thomas, Iowa-Nebr.	30	1327.83
6957	Vincent Stanton, Quassapaug, Conn.	4	1385	10377	A. Posson, Galway, N.Y.	15	1327
9123	Nolan B. Harmon, Atlanta, Ga.	9	1384.3	10007	D. Magde-M. Hanna, Newport, N.Y.	12	1326.7
14709	Luiiz B. Carvalho, Brasilia, Brazil	15	1384.2	11796	James Schmulen, Woodlawn, Texas	7	1326
10441	Fernando N. Araujo, Brasilia, Brazil	5	1384.2	12575	Jane Ake, Glen Lake,	11	1324.53
8037	Loab-Job, Bay State, Mass.	9	1384.1	10593	Jim Baker, Island Bay, Ill.	9	1324.1
10987	George Schwenk, Quassapaug, Conn.	19	1383.7	8511	C. Carpelan, Kotka, Finland	15	1324
14270	Mark Sullivan, Bay State, Mass.	6	1383.3	9324	Kevin Curran, Lotawana, Mo.	14	1324
12612	John Nugent, Loon Lake, N.Y.	13	1382.76	10025	John Mulligan, Pistakee Bay, Ill.	5	1322.4
14061	Robt. Eflin, Wichita, Kansas	11	1381.45	7433	Charles Robertson, Cowan Lake, Ohio	11	1321.8
5195	Curzon Kay, Lake Wash., Calif.	9	1379.99	13887	Lou Leber, Peoria, Ill.	13	1321.13
13527	John Midgley, Wichita, Kansas	5	1379	6288	Gordon Towell; San Francisco Bay	18	1321
13843	Dr. Robt. C. Mitchell, Queen City, Mo.	10	1378.9	13469	Marsh Long, Lotawana, Mo.	8	1319
13203	Dick Lotspelch, Cowan Lake, Ohio	5	1378.4	11922	Roberto Salazar, Pernambuco, Brazil	8	1318.3
10219	Jon Arps, Dallas, Texas	5	1377.60	13013	Dr. Sam Norwood, Atlanta, Ga.	5	1316.4
11463	Walt & Pete Schroth, Chautauqua, N.Y.	14	1376	12582	Duane Passalacqua, Lake Merced, Calif.	11	1316.1
13990	Fennie Davis, Iowa-Nebr.	32	1375.03	7627	S. Sulamaki, Porri, Finland	5	1316
14111	Robin Williams, Wichita, Kansas	9	1373.78	13443	Dr. G. C. Kreuter, Green Lake, Wisc.	12	1313.6
11832	Tom Morse, Newport, N.Y.	21	1373.6	859	Bob Kellam, Decatur, Ill.	7	1315.86
14322	Pete Bartoe, Rocky Mtn. Colo.	8	1373.3	9560	Tom Hill, Police Club, Bermuda	7	1315.5
10515	J. W. Vineyard, Tyler, Texas	9	1370.9	10067	Eugene Jeter, Lotawana, Mo.	6	1315
12000	Glovias Tuperi, Rio Grande, Brazil	5	1370.6	7439	Leo Rynkowski, Overboard, N.Y.	15	1313.67
10175	John Eilers, Cowan Lake, Ohio	20	1370.5	8662	Debbie Bratcher, Birch Lake, Mich.	17	1312.5
12221	Conrad Soares, Spanish Point, Bermuda	8	1370	11908	Bob Blomquist, Massachusetts Bay	10	1312.1

6760	Dyer Harris, Privateer, Tenn.	6 1311.7	12117	Luis Luce, Rio Grande D.S., Brazil	5 1247
10050	Nancy Shopis, Quassapaug, Conn.	8 1311	13227	S. Uunila, Helsinki, Finland	9 1242.7
12876	George Schilling, Glen Lake, Mich.	10 1310.9	13285	Fran Gilfoyle, Massachusetts Bay	10 1242.3
14546	Ed Yantes, Cowan Lake, Ohio	19 1310.4	12712	David Ryan, Indianapolis, Ind.	16 1241
13224	Jack Masteller, Gull Lake, Mich.	18 1310.3	9093	Keith Zars, Woodlawn, Texas	4 1240
9925	Les Powers, Chautauqua, N.Y.	18 1308.3	8571	Chas Ulrich, Chautauqua, N.Y.	1239.6
14301	Richard Clark, Indianapolis, Ind.	16 1306.6	11198	T. Alfthan, Helsinki, Finland	14 1238
10507	Richard Todd, Spanish Point, Bermuda	12 1306	13380	Paul Parker, Bay State, Mass.	9 1237.8
14409	Helio Franzen, Rio Grande D.S.	5 1305.8	5626	Chas. Eshleman, Pine Beach, N.J.	14 1237.4
11103	Jack Longley, Portage Lake, Mich.	7 1305	14375	Sue Hansen, Diamond Lake, Mich.	19 1236
11941	Carol Olson, Diamond Lake, Mich.	18 1304.4	12165	Ray Frenkel, Watkins Lake, Mich.	8 1235
10159	Ha 111 Yuca, Kalamis, Turkey	6 1304	12004	Chuck Peters, Peoria, Ill.	5 1234.4
11866	Cap Rhonemus, Akron, Ohio	16 1303	12008	Rufus McOluer, Jr., Queen City, Mo.	5 1234
13288	Tom Bowers, Atlanta, Ga.	19 1302	13021	Bruce Lockwood, San Francisco Bay	6 1232.8
8436	John Cameron, Wichita, Kansas	10 1301	8644	Ben Anley, Akron, Ohio	16 1231
6926	Susie Gershbacher, Green Lake, Wisc.	9 1301.4	7885	Phillip Paul, Quassapaug, Conn.	15 1229
13629	J. Menzies-F. Daisher, Cowan Lake, Ohio	21 1300.5	12775	Steve & Ford Fisher, Newport, N.Y.	15 1228.6
11188	H. Holm, Kotka, Finland	13 1300.2	13644	Harley Hopkins, Privateer, Tenn.	6 1228.2
13289	Robert Green, Privateer, Tenn.	8 1299	14003	K. Vanderhorst, Cuba Lake, N.Y.	14 1223
3908	Talbot McGar, Seattle, Wash.	11 1298.4	8498	V. Pienscho, Kotka, Finland	14 1227
11196	M. Hedstrom, Helsinki, Finland	10 1298.1	9037	Emile Werk, Jr., Cowan Lake, Ohio	10 1222
11754	Ken Daniels, Cowan Lake, Ohio	11 1298	12230	O. Borggaard, Winchester, Mass.	27 1220.7
10239	Adrian Buisch, Loon Lake, N.Y.	15 1297	12222	Ray Miller, Akron, Ohio	4 1220
13653	Recep Yelkenbiger, Izmir, Turkey	6 1297	12757	Bud Williams, Cuba Lake, N.Y.	13 1219.6
8505	M. Niemela, Kotka, Finland	13 1296.6	12704	J. L. Buceak, Indianapolis, Ind.	17 1219
14171	John Nilsen, Lake Merced, Calif.	7 1296	6946	Joe Redd, Wichita, Kansas	12 1218
12204	Fred Poole, Watkins Lake, N.Y.	18 1296	12016	Mac Hall, Dallas, Texas	12 1216
12713	Phil Knauf, Newport, N.Y.	21 1294	13361	Chris Jones, Atlanta, Ga.	7 1215
11777	Ian Stewart, Spanish Point, Bermuda	13 1293	11532	Ron Stockett, Mission Bay, Calif.	10 1214
5485	David Murray, Pine Beach, N.J.	18 1291	12574	John Meaden, Glen Lake, Mich.	10 1213
13519	Ray Steelman, Pine Beach, N.J.	16 1290.6	4140	R. Howell, Winchester, Mass.	13 1212
13212	Jerry White, Clearwater, Fla.	11 1289.7	13666	Jane Ake, Akron, Ohio	28 1210
10208	John Uhl, Grand Rapids, Mich.	19 1289.4	11553	Robert Worden, Cuba Lake, N.Y.	12 1207
13668	Charles Lamar, Diamond Lake, Mich.	19 1287.4	6948	W. Carl Dyer, Jr., Privateer, Tenn.	5 1206
10149	Sedat Aksofu, Kalamis, Turkey	6 1287	13868	Shankey-Raphael, Winchester, Mass.	29 1204
7198	Paul Whittier, Atlanta, Ga.	17 1285.4	12380	Ericsson & Vatanen, Helsinki, Finland	14 1202.2
10355	William Frey, Indianapolis, Ind.	17 1285	4220	Phyllis King, Pine Beach, N.J.	16 1202
13514	Harry Goldstein, Peoria, Ill.	18 1284.6	11621	A. Lahti, Torch Lake, Mich.	8 1206.5
13190	Jim Baillie, Oakville, Canada	9 1284.4	13648	I. Brown-A. Wong, Chicago, Ill.	9 1201.2
12051	Martin Perry, Wichita, Kansas	11 1283.3	10951	Chuck Loomis, Massachusetts Bay	10 1200.4
14236	Jack Gross, Glen Lake, Mich.	6 1283.16	3554	C. Winkelhake, Crystal Lake, Ill.	15 1200.4
10533	S. A. Cochran, Jr., Tyler, Texas	8 1282.1	13914	Duane Post, Iowa-Nebr.	19 1200.05
11700	Stuart Nash, Green Lake, Wisc.	12 1282	11191	M. Enegren, Kotka, Finland	7 1200
11862	K. Dietz-Sue Rex, Massachusetts Bay	17 1280.8	13041	Geraldo Linck, Rio Grande D.S. Brazil	5 1198
13005	R. R. Thuma, Winchester, Mass.	33 1280.5	14567	Ahmet Eblirik, Izmir, Turkey	4 1196
9103	J. W. Fimmon, Winchester, Mass.	9 1279.1	10378	Russell Rose, Galway, N.Y.	12 1194
11169	Ford-Malone, Torch Lake, Mich.	5 1279	12375	Herb Shear, Mission Bay, Calif.	14 1192
12660	August Hook, Indianapolis, Ind.	12 1279	5837	Robert Miles, Loon Lake, N.Y.	8 1191.2
12569	R. Flawn, Oakville, Canada	14 1278	13448	Myron Michael, Lotawana, Mo.	8 1191
13108	John Regan, Tyler, Texas	9 1277.7	10353	Nat Swan, Clearwater, Fla.	11 1189.5
10604	Bob Clune, Clearwater, Fla.	14 1277.6	11774	A. Baumgartner, Torch Lake, Mich.	8 1189.3
8794	Frank Fehsenfeld, Grand Rapids, Mich.	18 1276.5	13870	Corkie Kenzie, Gull Lake, Mich.	18 1188.8
14119	Mike Isaac, Chicago, Ill.	9 1276.3	7021	C. Brown, Winchester, Mass.	27 1188.3
7613	Walt Kornrich, Newport, N.Y.	25 1273.9	12647	J. Stevenson, Mission Bay, Calif.	14 1184
12121	T. Galkison, Crystal Lake, Ill.	6 1273	6692	K. Nielson, Overboard, N.Y.	9 1183
14287	Pete Hawk, Gull Lake, Mich.	11 1271	12642	Bill Beck, Wichita, Kansas	5 1182
5935	Bob Johnson, Island Bay, Ill.	10 1270	12769	Stan & Todd Brady, Newport, N.Y.	18 1177
11111	Don Reeder, Clearwater, Fla.	10 1269.9	13000	H. Look & A. Bentley, Chautauqua, N.Y.	11 1174
10879	D. Blamire, Winchester, Mass.	18 1269.8	7131	Herb Wurster, Diamond Lake, N.Y.	9 1173.7
9933	John Farquah, Nassau, Bahamas	14 1268.9	7383	Dick Edmonds, Cowan Lake, Ohio	8 1173
11769	Bob Miller, San Francisco Bay	24 1268.5	14014	Wm. French, Atlanta, Ga.	15 1271.4
12976	Mike Humnick, San Francisco Bay	5 1267.2	10376	John Senn, Galway, N.Y.	8 1172
12970	Dave Andre, Mission Bay, Calif.	14 1267	14675	Stan Swartz, Mission Bay, Calif.	5 1171
14108	J. Herbert West, Atlanta, Ga.	16 1266.1	13685	J. B. Parks, Indianapolis, Ind.	11 1165
9740	Eddie Williams, Lotawana, Mo.	6 1266	11102	Robt. Rasmussen, Torch Lake, Mich.	10 1164.7
13874	E. Van Dusen, Winchester, Mass.	18 1265	9314	Park Johnston, Grand Rapids, Mich.	15 1164.5
13349	Don Hessel schwerdt, Grand Rapids, Mich.	18 1264	14143	Carl Faust, Indianapolis, Ind.	21 1163
11122	Peter A. Rose, Atlanta, Ga.	8 1262	13837	Fat Ratkay, Diamond Lake, Mich.	17 1162
12557	Erich Treidel, Rocky Mtn. Colo.	13 1259	8481	T. Weber, Helsinki, Finland	8 1157
10833	Delkin Jones, Atlanta, Ga.	10 1258	11911	Jack Luyster, Overboard, N.Y.	14 1156.7
10368	D. Campion-R. Wegforth, Chicago, Ill.	6 1256.5	13188	Robbie Frahm, Grand Rapids, Mich.	6 1156.3
13365	Norman Regitz, Chicago, Ill.	6 1255.8	13484	Jack Longway, Rocky Mtn. Colo.	10 1152.8
8549	R. Stirkkinen, Kotka, Finland	17 1255.7	7873	Chas. Henderson, Chautauqua, N.Y.	10 1152.4
10558	Jack Pryor, Loon Lake, N.Y.	12 1255.08	14286	Linda Pemberton, Gull Lake, Mich.	5 1151
10214	D. Anderson, Winchester, Mass.	5 1255	11204	K. Hanninen, Kotka, Finland	5 1151.4
11516	J. T. Forrestel, Cuba Lake, N.Y.	11 1254.6	10778	Ed Gumplo, Peoria, Ill.	18 1151.2
12439	Ed Kneek, Rocky Mtn., Colo.	25 1254.1	8600	John Ransel, Indianapolis, Ind.	10 1149.8
10037	J. R. Herzog, Cuba Lake, N.Y.	8 1253.4	11271	Paulo Paradedo, Rio Grande D.S.	5 1148.2
11920	F. Carvalho, Pernambuco, Brazil	6 1253.1	8512	K. Rautanen, Kotka, Finland	11 1147
14026	Larry Stockett, Mission Bay, Calif.	15 1252	11373	John McLain, Peoria, Ill.	13 1144.9
9921	J. Kelly-K. Murdock, Nassau, Bahamas	25 1251.9	12400	Phyllis Heggen, Diamond Lake, Mich.	11 1144.1
12605	Bob Lehti, Rocky Mtn., Colo.	5 1251.4	10799	Fred Pfeiffer, Peoria, Ill.	6 1141.3
12542	Bernie Landress, Dallas, Texas	5 1250.6	12771	Mike Grapensteter, Newport, N.Y.	22 1137.8
6998	Fred Ramms, Peoria, Ill.	18 1250.05	13641	Warren Pilling, Grand Rapids, Mich.	14 1137.1
12559	Jack Peters, Massachusetts Bay	14 1249.5	13260	Max Freeman, Iowa-Nebr.	18 1135
12515	R. Aitken, Oakville, Canada	10 1249	14410	Thomas Ronek, Rio Grande D.S., Brazil	5 1134.8
13836	Reed Lott, Diamond Lake, Mich.	18 1248	14013	Ross Glynn, Bay State, Mass.	6 1134.7

13037 Dr. Kenneth Parke, Akron, Ohio
 11930 L. Lencioni, Crystal Lake, Ill.
 12057 H. & M. Riska, Helsinki, Finland
 10305 H. F. Brunner, Galway, N.Y.
 8525 P. Stackelberg, Helsinki, Finland
 6745 Don St Lawrence, Island Bay, Ill.
 13356 Ted Shidler, Wichita, Kansas
 12534 Bruce Canterbury, Peoria, Ill.
 12761 Dick Maul, Mission Bay, Calif.
 13866 J. Berger, Winchester, Mass.
 12525 James Jordan, Indianapolis, Ind.
 11101 David Hickman, Torch Lake, Mich.
 10053 Godfrey Kelly, Nassau, Bahamas
 11559 Phil Blair, Clearwater, Fla.
 12214 Judy Gregorie, Massachusetts Bay
 12774 Jim O'Hara, Newport, N.Y.
 9369 Bill Ormond, San Francisco Bay
 14323 Kit Sommer, Peoria, Ill.
 14172 Sam Gard, Massachusetts Bay
 10984 David Schmidt, Indianapolis, Ind.
 11817 Larry Muntz, Gull Lake, Mich.
 12061 L. & K. Granberg, Helsinki, Finland
 14283 Ken Kearns, Mission Bay, Calif.
 12551 H. Kuehnbaum, Oakville, Canada
 9425 Harry Booth, Grand Rapids, Mich.
 8126 J. Fitzpatrick, Oakville, Canada
 10173 Zeke Chase, San Francisco Bay
 12049 G. Gripenberg, Helsinki, Finland
 10947 Len Grover, San Francisco Bay
 9909 Leroy Hoffman, Akron, Ohio
 12499 George Doyle, Massachusetts Bay
 9736 C.K. Freyer, Winchester, Mass.
 11815 Dr. Byron Oberst, Iowa-Nebr.
 14308 Bill Latta, Iowa-Nebr.
 11867 Dale Bender, San Francisco Bay
 8495 M. Kunnari, Kotka, Finland
 13427 J. Veneklasen, Grand Rapids, Mich.
 8522 E. Orava, Kotka, Finland
 11518 N. Longworth, Indianapolis, Ind.
 8519 T. & K. Henriksen, Helsinki, Finland
 8652 Dr. John R. Scott, Indianapolis, Ind.
 12645 R & R Lindwall, Iowa-Nebr.
 11242 Peter Harasim, Porto Alegre, Brazil
 12972 Bob Lindstrom, Mission Bay, Calif.
 11388 Keith Weller, Grand Rapids, Mich.
 12971 John Forrest, Mission Bay, Calif.
 9441 Barbara Albers, Grand Rapids, Mich.
 10020 P. Relander, Helsinki, Finland
 10398 R. Vanderveen, Grand Rapids, Mich.
 6774 A. McAfee, Grand Rapids, Mich.
 12646 Mary J. Brooks, Grand Rapids, Mich.
 11179 S. Hakkinen, Kotka, Finland
 14117 Dr. Dan Miller, Iowa-Nebr.
 8043 William Heidman, Grand Rapids, Mich.
 11211 Charles Parke, Akron, Ohio
 12765 Dee Cary, Mission Bay, Calif.
 9726 J. Montgomery, Grand Rapids, Mich.
 10660 D. Caperton, Indianapolis, Ind.
 10028 JE & J Godenhjelm, Helsinki, Finland
 7902 Darcy Harwood, Grand Rapids, Mich.
 14609 Ed Custer, Iowa-Nebr.
 13864 Bob Needham, Grand Rapids, Mich.
 13211 Al Cline, Mission Bay, Calif.
 10172 John Horton, Indianapolis, Ind.
 9183 Todd Collins, Torch Lake, Mich.
 3940 Clifford Boyce, Grand Rapids, Mich.
 3994 M. Charnley, Grand Rapids, Mich.
 4598 Carl Wagner, Peoria, Ill.
 9250 Lloyd Beal, Iowa-Nebr.
 12376 Wendell Lisle, Mission Bay, Calif.
 10534 M. & A. Lemstrom, Helsinki, Finland
 11610 Bob Scherer, Iowa-Nebr.
 5550 Wayne Smith, San Francisco Bay
 14354 Charles McKusick, Iowa-Nebr.
 8067 H. Johnson-J. Burdick, Cowan Lake, Ohio
 11864 G. Kerrigan, Winchester, Mass.
 13197 Mike Golden, Mission Bay, Calif.
 11186 K. Fagerstrom, Kotka, Finland
 11178 E. Netso, Kotka, Finland
 10086 John L. Mitchell, Frivater, Tenn.
 13873 John Post, Quassapaug, Conn.
 12401 V. Wittert-D. Wittert, Chicago, Ill.
 13546 W.H. Forgraves, Torch Lake, Mich.
 14324 Mark Ziegele, Peoria, Ill.
 11376 J.W. Blanton, Atlanta, Ga.
 12764 R. Hendershot, Oakville, Canada
 12558 Leo DeVigil, Rocky Mtn. Colo.

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8507 M. Rajala, Kotka, Finland
 12577 Ross Harris, Mission Bay, Calif.
 10400 George Logan, Akron, Ohio
 13517 Robert Rice, Pine Beach, N.J.
 7083 Dick Grant, Grand Rapids, Mich.
 11318 Karl Edstrom, Cuba Lake, N.Y.
 13869 W. Eddy, Winchester, Mass.
 10021 R. Hernberg, Helsinki, Finland
 11749 Martha Kupfer, Newport, N.Y.
 10652 Nelson Pena, Rio Grande do Sul, Brazil
 7878 Wayne Luff, Akron, Ohio
 11818 Roy Handwerk, Akron, Ohio
 13477 W.G. Chase, Cuba Lake, N.Y.
 11058 Dick & Sue Ford, Diamond Lake, Mich.
 8039 Pete Allison, Akron, Ohio
 3865 Dr. Joe Spearing, Iowa-Nebr.
 6782 Gilbert A. Haines, Atlanta, Ga.
 11268 S. Gerbrandy, Oakville, Canada
 10700 Henry Young, Akron, Ohio
 8573 Ed Gibson, Chautauqua, N.Y.
 9728 John Baxter, Grand Rapids, Mich.
 7649 A. Sipsanen, Pori, Finland
 10569 Stan Kintz, San Francisco Bay
 12644 Bob Schenck, Mission Bay, Calif.
 13362 John M. Salvin, San Francisco Bay
 12188 David Allen, Indianapolis, Ind.
 12519 Bartell-Jones, Winchester, Mass.
 13492 J. Elliott, Winchester, Mass.
 14145 Waring-Bolich, Grand Rapids, Mich.
 5627 Frank Allen, Newport, N.Y.
 9102 M. Hesselshwerdt, Grand Rapids, Mich.
 10963 Keats Vining, Grand Rapids, Mich.
 14146 Larry Davis, Akron, Ohio
 14357 Ted McClure, Ouba Lake, N.Y.
 13992 Phil Sheridan, Iowa-Nebr.
 12068 R. Madden, Indianapolis, Ind.
 12655 Sharon Tate, Iowa-Nebr.
 8383 Richard Dawson, Akron, Ohio
 11909 Pauline Daigle, Massachusetts Bay
 9297 Booher-Smith, Grand Rapids, Mich.
 13454 Harry Witherell, Peoria, Ill.
 12050 T. Krogius, Helsinki, Finland
 12067 B.J. Ottelin, Helsinki, Finland
 12680 Dr. Basil Dulin, Indianapolis, Ind.
 9913 Jim Henderson, Iowa-Nebr.
 10024 S. Markkanen, Kotka, Finland
 14545 Chuck Leighton, Mission Bay, Calif.
 8510 J. Seitola, Kotka, Finland
 11181 V. Lehtinen, Kotka, Finland
 8508 E. Piirainen, Kotka, Finland
 14501 Bob Davis, Mission Bay, Calif.
 14063 Dick Doherty, Mission Bay, Calif.

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THE FINISH LINE

The 1964 Rule Book

Following adoption by the Board of a detailed form of recommendations made by the National Secretaries and presented by Dr. Angel Riveras, a drastic change in both text and format has been made in the SCIRA Rule Book this year.

There are now two editions. One consisting of 144 pages which contains all organization rules and class events of international import only. All local references to the United States have been eliminated so that this is truly an International Rule Book. This copy goes all over the world.

Then a supplementary addition was printed containing all information and rules affecting the U. S. and Canada, and this was attached to the back of the first edition, thus enlarging it to 194 pages, and this copy will go only to these two countries. Thus the International Snipe Class takes another important step forward in the gradual change-over from the U. S. to a truly international set-up.

There are still a few evident changes (in fleet listings, index, etc) to be made which will be perfected next year, so that the larger book will be more logical in format. Suggestions and criticisms to make a better book will be gladly received. Any errors discovered should be reported at once. Fortunately, a couple evident ones (in measurements) were discovered and copies corrected before being sent out. Copies have been mailed for all who have paid current dues. If you didn't get one yet, check with your fleet captain — he should have it!

Incidentally, the cover design showing the World Champion Schmidt twins sailing away from the rest of the fleet again came from Dave Grant of the Piskatee Bay Fleet 511 in Illinois. 15

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Dubberly Won at Memphis

The 1964 Cotton Carnival Regatta was held by the Delta Sailing Club on Lake McKellar May 9-10. 23 entries from 8 different states provided a lot of competition and made it a most successful affair.

Brad McFadden from Atlanta upheld the honor of District 4 by placing 2nd. First place went to Charlie Dubberly of Tyler, Texas, in District 2, who garnered 1-1-4. Dick Sorensen of Shreveport, sailing famous Snipe #1, came in 3rd. And an interesting contrast was Dick Ver Halen sailing in his new fiberglass Snipe bearing #15,001. Although he came in right behind Sorensen in #1, there were 14,999 boats between them. This provided a fine example of the value of a strict management of a successful one-design class and gives proof that the objective of never making an old boat obsolete so that basically all Snipes are always competitive has been faithfully followed in the International Snipe Class. Dick is the Sniper who was featured in One-Design Magazine a few years ago for spearheading the rebuilding of the Chicago Fleet 86 back up to 35 boats in one year. He was true to form and brought a contingent of 7 Snipes down from the Windy City. One of them, Lee Kellerhouse, came in 4th. They added a lot to the regatta and party!

Unfortunately, the winds were light and variable for all three races. Positions changed among some boats 8 or 9 times during a race, and often it seemed to be pure luck how you finished. For those who hide behind this excuse, please note the consistent scores of the first 3 boats. Can they be that lucky in three races — or were they really just better than the rest of us?

FINAL RESULTS — 1964 COTTON CARNIVAL REGATTA

BOAT	SKIPPER	CLUB	Races	1	2	3	Pts.	Fin.
13915	Charles Dubberly	Tyler, Texas	1	1	4	4569	1	
10901	Bradford McFadden	Atlanta, Ga.	2	3	2	4486	2	
1	Richard Sorensen	Shreveport, La.	3	7	1	4200	3	
15001	R.T. VerHalen	River Forest, Ill.	10	5	3	3421	4	
14330	Lee Kellerhouse	Oak Park, Ill.	4	2	dnf	3515	5	
14504	Frank Jones, Jr.	Memphis, Tenn.	12	6	8	3155	6	
13007	Carl Zimmerman	Akron, Ohio	6	9	11	3153	7	
10548	John Fowler	Memphis, Tenn.	13	10	7	2901	8	
14281	Bryson Lesley	Jackson, Miss.	14	15	6	2619	10	
13669	Richard Fleck	Berwyn, Ill.	17	18	5	2401	11	
14236	Frank Abbot	Memphis, Tenn.	23	11	9	2248	12	
9740	Eddie Williams	Kansas City, Mo.	8	8	dns	2178	13	
9330	Wallace Bromberg	Birmingham, Ala.	15	12	dns	2137	14	
12100	Ed Probeck	Western Springs, Ill.	7	14	dns	1885	15	
14205	John Doggett	Memphis, Tenn.	16	23	12	1790	16	
13501	Dean Bilton	Chicago, Ill.	11	13	dns	1684	17	
9739	Don Newcomb	Lee's Summit, Mo.	9	17	dns	1600	18	
14399	Mariner Girl Sc.	Memphis, Tenn.	23	16	daq	1525	19	
10880	Dease Ryan	Memphis, Tenn.	23	22	13	1469	20	
10818	Philip Nieman	Wheaton, Ill.	15	19	dns	1160	21	
14207	Dr. William Ertl	Hinsdale, Ill.	18	20	dns	970	22	
12654	Richard Laub	Memphis, Tenn.	23	21	dns	724	23	

7,200 Volts Hit Mast, Kill Doctor

A young Rocky River, Ohio, doctor, who received his medical degree just three weeks ago, was accidentally electrocuted Saturday June 27th in a sailing mishap at Alden, Michigan, on Torch Lake.

Dr. Bryce A. Collier, 26, was helping his wife and two friends launch a sailboat. Its aluminum mast struck a high-tension wire carrying 7,200 volts, according to Torch Lake police.

They said Dr. Collier was guiding the trailer which held the boat when the mast struck the wire. The shock knocked him across the tongue of the trailer. His wife and friends were thrown clear, suffering slight burns.

Dr. Collier's wife pulled him from the trailer tongue, protecting herself with a plastic raincoat. An M. D. herself, she immediately began heart massage and mouth-to-mouth artificial respiration, but to no avail.

— Cleveland Plain Dealer

Sailors have always worried about the danger of electrical charges received through the mast, especially from lightning. The widespread use of metal masts now increases such danger. Be sure and look up carefully BEFORE moving a boat.

SNIFE NEWS IN BRIEF

The Puerto Rico Council of the U. S. Navy League intends to build a few Snipes as a project for the Caribbean Division of the U. S. Naval Sea Cadets. That will tie right in with efforts of Miguel A. Casellas, Jr. to get an official fleet started at Santurce. His group has ordered 6 new fiberglass boats; they are holding sailing classes once a week; and expect to ask for a charter as soon as the hulls are measured. Also, enquiries have come in from San Juan, so it looks like Puerto Rico will soon be on the active list and perchance an entry or two in a future U. S. National Championship. . . . The new St. Simons Fleet in Georgia is going great guns and they expect to have 15 boats in their first 4th of July regatta in conjunction with the JAYCEE Festival. . . . Memphis sailors are finally going to have a home after ten years. They have a lease on 5 acres of government land at Arkabutla Reservoir about 30 miles south of Memphis and have started construction. The lease is in the name of the Arkabutla Sailing Association and membership will be open to anyone with a sailboat. . . . Dr. M. J. Henry, 810 West 2nd St., Little Rock, Arkansas says they have 3 boats and several other people interested in starting a Snipe Fleet. You can help this group get organized — perhaps you can join them if you live close by. . . . When 1945 SCIRA Commodore George W. Becker sent in dues for his granddaughter Miss Linda Becker of Glenwood Landing, Long Island, N. Y., he informed us that this was the third generation of Snipers in his family. Commodore Becker was one of the pioneer Snipers and, as a friend and neighbor of Bill Crosby, always took an active interest in the organization as well. His son, George W., Jr., followed in his footsteps and now both men watch with pride as Linda starts her career. Not many sailing classes have families with such a lasting record. . . . Glen Lake Fleet 300 is a good example of the situation faced by most groups in that summer resort state of Michigan. They report they are looking forward to one good month in August when, at the height of the season, they will have 15 boats racing. Usually, that is the only time they can get 5 boats for official races. In California, they sail, and sail, and sail, When the Taft Marine Co. added Snipe kits to their large line of boats and equipment, they gave a great boost to Snipe in the Minneapolis area. There are quite a few Snipe owners in Minnesota now and, while mostly unattached, there should be some active fleets before long. Typical is William Brandt of Long Prairie, Minn., who says he is not only constructing a Snipe now but is also interested in buying a used one. Quite a few doctors at the Mayo Clinic are also enquiring about Snipe sailing, remarking on the increasing popularity of the boat there. . . . Here's some more good news for the prairie sailors. Seems activity there rolls right along. First, it was at Lincoln, Nebraska; then Yankton, South Dakota; and now C. L. Loudon, 504 N. Washington, at Lexington, Nebraska, wants all information on forming a fleet. Likewise, William Gist III, 318-6 Doniphan, Ft. Leavenworth, Kansas, is also trying to entice someone to come and talk to people he is trying to interest in a Snipe fleet there. Any volunteers? Could be the making of another district. . . . General Secretary for Europe Angel Riveras reports. "I was racing at Valencia on May 1st where a wonderful Snipe regatta took place with 67 contestants. Although I was appointed President of the Committee, I preferred to act as a skipper in two races and as crew in two others. Lot's of fun!" It's hard to give up active Snipe racing for any reason, but unfortunately, some oldsters are forced to become members of the Sittin', Starin', and Rockin' Club. . . . The Washington Naval Sailing Association has just recently been formed in the nation's capital with the purpose of encouraging racing among all U. S. Navy officers serving in that area. They have written us for information plus a liberal supply of our Principal Sailing Rules, as one of the officers remembered having the 10th Revised Edition while serving in Hamilton, Ontario, Canada, a few years ago. They consider it a most informative book, as it is! Wallace Bromberg, presently a member of Atlanta 330, has things ready to apply for a provisional fleet at his new home in Birmingham, Alabama. His address there is 2301 Country Club Place and he will welcome all comers in his project. The only other fleet in Alabama is at Montgomery.

Marc Teurlay

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- Snaps under rub-rail.
- Snap closed front and shroud openings.
- Mast collar.
- Closed at end of boom to keep rain out.

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- Use with mast up or down.
- Full draw strings under rub-rail — No snaps or hooks to mar finish.
- Envelope for Daggerboard when up while moored.
- Snap and zipper closed front, shroud openings and mast collar.

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THE LAST WORD ON MASTS



by Ted Wells

This heading should probably be qualified with an "I hope" or "as of this hour, minute, and second"; but, anyway, I've finally found some wind to sail in and I can now answer some of the questions that have been asked about the latest theories on masts, as checked with actual experience.

To begin, wood is a lousy material with which to make a mast. Its characteristics are extremely variable -- strength, stiffness, and weight vary all over the map, even when the finest quality of wood is used. The only thing good about it is, it is easy to work on, especially on an experimental basis. And actually, every wood mast is an experiment. If two identical wood masts actually have identical strength and deflection characteristics, it's just luck.

I have used the small Proctor aluminum mast with swinging spreaders without difficulty except for a temporary permanent set induced by a 55 mph gust in a thunderstorm. This mast was straightened by wedging it under one bench of a picnic park table and over the other one. I have also used the newest Proctor without difficulty. Others have had trouble with both. Perhaps, my successful experience has been due to stepping on deck. Francis Seavy, Charlie Morgan, and Buzz Levinson have also done alright with these masts.

The only reason for trying the wood masts again is that some sailmakers are cutting their sails in such a way that the draft can be easily and efficiently reduced with a flexible mast. Reducing draft by letting the mast bend isn't a new idea -- it happens automatically whether you want it or not. In fact, with the first dacron sails, which were cut for non-bending masts, the sails looked awful when the wind picked up, so everyone started using stiffer masts.

The aluminum masts mentioned above bend some, but are not as effective as they might be. In wood, some of the recent wet

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Prompt Personal Attention

V. L. BEAKEY

AIRCRAFT SUPPLIERS COMPANY

MEACHAM FIELD

FORT WORTH 6, TEXAS

noodle designs have gone much too far. As I mentioned some months ago, I had an old wood mast which I had stepped on deck and covered with unidirectional fiberglass cloth to stiffen it. Last fall, after seeing the Schmidts and Conrads perform at Bendor, I started de-stiffening it. I think I finally have it made.

The requirements (as far as I am concerned) are for a mast that will stay with me at least in the light and variable type of thunderstorms they have in Texas and Florida, yet will flex enough to allow me to use efficiently a single mainsail regardless of wind velocity up to the sanctioned regatta limits (now 25 knots nominal) with a light crew. (If you can come by a 6'6" crew weighing 200 lbs. who can hike out like the Conrads, you can forget about the flexible mast. In any case, forget about sailing Kansas thunderstorms.)

The mast I started out with was many years old (the fore runner of the mast for which drawings are now available) which measured 2-13/16" fore and aft, and 2-5/8" athwartship, including fiberglass. When I finished, it tapered from these dimensions starting 45" above the upper of the three lower stripes, to 2-3/8" fore and aft at a point 72" above the stripe. This section is held to the stay intersection. At the top it is still 1-5/8" fore and aft. Less might be desirable but I couldn't get there and retain the specified 3/8" wall thickness. Note: the mast is wider than it is deep fore and aft.

Last weekend at Fort Worth's Eagle Mountain Lake, I finally got a chance to try the mast in some wind. Of the 210 boats in some 15 or 20 classes that raced there on four separate courses, 51 were Snipes, so we used the 60-squared scoring system. We had our own private course, and the committee was on the ball. Instead of starting us out in a wind of zero with light puffs and 180 degree shifts, they sent us back to the Yacht Club to await the breeze. About five o'clock we started out with a nice light breeze on about a 7 mile course with only the normal 15 degree lake-type windshifts. The wind was generally about 5 to 7 mph and only on rare occasions did it drop. Of course, I'm prejudiced since I won the race, but I thought it was very nice.

The second race for Snipes started at 9:30 A. M. Sunday (third race for other classes who had paraded around a series of marks in what purported to be races but didn't bear much resemblance to same the day before). The wind at the start was about 15 knots, picking up to about 20 to 22 knots at the finish. After the committee had had time to move and set up a new starting line, we went off again, with about 22 to 24 knots nominal wind. One auxiliary reported a 40 knot gust on its masthead indicator when on a beam reach. Not particularly severe conditions, but a good chance to try out the mast and also the same sails as I had used in winning the light wind race the previous day (I'll bet the next day was a dandy. At 6:30 A. M. as we were leaving, the wind was 15 with gusts to 35).

The only concession I made to the wind was to tighten the side stays to eliminate the Star type forward rake of the mast when running before the wind. This may be fine in a light wind, but it sure is scary. Everything worked fine. The main flattened out beautifully, and as long as Ronnie Castle and I hiked out, we could hold the boat down and it went very well. The only trouble was that Louis Nelms, who is bigger than I am, and Ronnie's mother, Irene, who was crewing for Louis and is one of the best crews I've seen, did a better job. A few breakdowns on old 6025 (which I'm currently sailing in regattas) didn't help. Louis won the regatta. We got second. Bill Kilpatrick helped by being over the line early in the second race.

SO -- you can get a mast which will stand severe conditions, and still flatten out a fairly full sail. It isn't easy in wood as it is so variable, but I'm hoping someone will violate tradition and make an aluminum mast with athwartship dimension greater than the fore and aft dimension -- get just the right combination on stiffness -- and then we will have something. One suit of sails for everything in which any intelligent person would race.

SANCTIONED SNIPE REGATTAS—

- JULY 31- AUGUST 8 U. S. NATIONAL Championship Regattas, Mission Bay YC, Pacific Ocean, San Diego, Calif.
July 31-Aug. 1 U. S. JUNIOR Championship Series of 5 races. 5 race Crosby Series starts Sunday Aug. 2. Wells and Heinzerling Series Wednesday through Saturday Aug. 8th. Ross Harris, 1102 Fleetridge Rd., San Diego, Calif.
- Aug. 15-16 BOARD OF GOVERNORS CUP Regatta, Quassapaug YC, Middlebury, Conn. Dr. James Lawlor, 31 Farnham Ave., Waterbury, Connecticut.
- AUG. 21-28 WESTERN HEMISPHERE Championship Regatta Oakville YS, Oakville, Ontario, Canada. Doug Keary, 238 Albion Ave., Oakville, Ont., Canada.
- AUG. 23-30 EUROPEAN CHAMPIONSHIP Regatta, Yacht Club S. Remo, Italy. Write of the Italian National Secretary for complete details.
- Aug. 22-23 CONNECTICUT STATE Championship, Quassapaug YC, Lake Quassapaug, Middlebury, Conn. Tommy St. John, 50 Joycroft Rd., Waterbury, Conn.
- AUG. 29-30 PROVINCE OF ONTARIO Open Championship Regatta, Oakville IS. Lake Ontario, Oakville, Canada. Attend the WH Regatta and then race against the champions, Doug Keary, 238 Albion Ave., Oakville, Ont., Canada
- SEPT. 5-6 LAKE WORTH SC Regatta, Lake Worth SC, Lake Worth, Fort Worth, Texas. Vinnie L. Beakey, 3417 Bristol Road, Fort Worth 7, Texas.
- SEPT. 6-7 DECATUR SNIPE Regatta, Commodore Decatur YC, Lake Decatur, Decatur, Ill. Frank Castelli, 1504 W. Garfield, Decatur, Illinois.
- SEPT. 12-13 INDIANA OPEN STATE Championship, Geist Reservoir, Indianapolis, Ind. Paul Zent, 3605 Balsam Apt. 22, Indianapolis.
- SEPT. 12-13 First Annual CHIPPEWA SNIPE REGATTA, Chippewa Lake YC, Medina, Ohio. Chuck Bartsche, 14719 Clifton Blvd., Lakewood, Ohio.
- SEPT. 26-27 CRACKER BARREL Regatta, Chattahoochee Snipe Fleet, Lake Harding, Ga. J. C. Hogg, 1800 Malco Drive, West Point, Ga.
- OCT. 31-NOV. 1 HALLOWEEN REGATTA, Atlanta YC, Lake Allatoona, Marietta, Georgia. Derek Peters, Jr., 3045 Maybry Rd., Atlanta, Georgia 30319.

DECATUR SNIPE REGATTA

Labor Day Weekend

Races on Sunday
and Monday

Sept. 6 - 7, 1964.



Write: Francis J. Castelli, 1504 West Garfield,
Decatur, Illinois

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AUG. 22-23 DISTRICT 3 JUNIOR CHAMPIONSHIP, Gull Lake Yacht Club, Gull Lake, Michigan. Bill Parfet, Rt. #1, Hickory Corners, Michigan

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NEED A GOOD WHISKER POLE? We have developed a REAL pole with unique features; non-breakable aluminum shaft will not sink; rubber pads fit any mast will not slip or scratch; easily adjustable in length; large jaws to grab jib sheet at any point which instantly releases; light but will not break. A fool-proof pole for only \$20.00 postpaid. Clarence Borggaard, 391 Riverside Ave., Medford, Mass. Tel: EX 6-4416.

FOR SALE: LATEST LOFLAND RACING RIGGED SNIPE and trailers at a bargain. Immediate delivery from our stock in Cuba, New York State. Chase Marine Sales, Cuba, N. Y. Phone 136J Cuba or Olean, N. Y., FR 2-0328.

FOR SALE: MILLS SNIPE 12757. Mahogany; one suit of excellent Watts sails; cover; complete racing equipment; like new \$970.00. Fleet champion 1962-1963. Write David Baker, 2825 Judson Rd., Spring Lake, Michigan. Phone 842-4591.

FOR SALE: SNIPE 12959 - GRAMPIAN fiberglass hull; plywood deck; aluminum mast; minimum weight. Watts sails. Fleet champion 1963 - \$900.00. Dick Mechem, Annisquam, Mass.

FOR SALE: NEW SNIPE HULL, sheered ready for deck; framed; white cedar throughout; skin western red cedar; daggerboard installed; rough; glued throughout with waterproof glue. \$350.00 at Chattanooga. Will finish if desired. O. K. Woodworking Shop; George Spivey, 1810 S. Orchard Knob, Chattanooga, Tenn. 37404.

FOR SALE: LOFLAND SNIPE 13676 - all fiberglass; mint condition. POST mast; new boom; Jiffy-Jam and head knocker. Almost new Morgan ghosters and set of medium Ulmer sails. Lofland trailer. The boat dry sailed and has good racing record. Write: Dr. Wm. M. Ott, 401 E. Main St., Kilgore, Texas.

FOR SALE: SNIPE 13031 - built by Lippincott in 1961, this boat is a prototype of the successful Lippincott Snipe fleet. Raced successfully until July 1962. Only sailed occasionally since. Excellent condition; two Al-Spar aluminum masts (one brand new spare); Dacron sails; fully equipped for racing. Also Hull-Gard Snipe trailer. \$1100.00. Contact Ernest H. Below, 22 Pheasant Lane, Willingboro, New Jersey. AC-609-871-0098.

DO YOU NEED A NEW MAST? Get a complete set of plans for the CHAMPION round mast for Snipes designed by Ted Wells and build your own. 4 sheets of blueprints with all details for hardware and rigging for only \$1.00 per set. SCIRA, 655 Weber Ave., Akron, Ohio 44303.

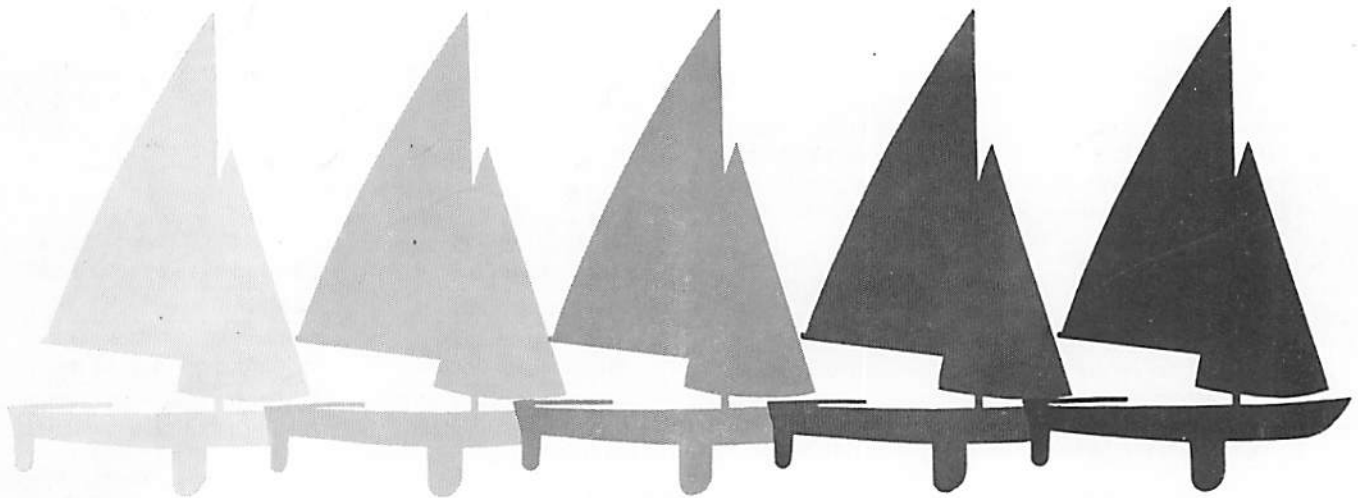
BUILD YOUR OWN TRAILER. You can get blue-prints and a detailed instruction sheet for two different types of trailers which were especially designed by snipers to fit a SNIPE. Why spend a lot of money? Only \$1.25 postpaid complete.

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WEAR SNIPE INSIGNIA. A good quality emblem 2 1/2" x 1 1/2" suitable for wear on caps, pockets of blazers, jackets, sweaters, shirts, etc. A bright red Snipe embroidered on dark blue felt surrounded by yellow braid. Very attractive - shows up good! Advertise the fact that you own the best little boat in the world and belong to a grand organization. Get them for \$1.00 each from SCIRA, 655 Weber Ave., Akron 3, Ohio.

SOMETHING TO BUY OR SELL? Results prove that the best way to make a deal is to make your wants known through a small ad in this column. Figure the cost of your ad and enclose a check when sending in the copy. TRY IT - and you'll be satisfied as hundreds of others have over the last 14 years. Someone always has what you want - and wants what you have!

CLEAN SWEEP!



FIRST FIVE FINISHERS IN SNIPE SOUTHERN CALIFORNIA DISTRICT CHAMPIONSHIP CARRY NORTH SAILS

On the weekend of May 23-24th, 43 Snipe skippers representing seven different Southern California Yacht Clubs met at Cabrillo Beach Yacht Club to do battle for the District VI Championship. It was no mere coincidence that the top 5 finishers (1. Lew Bedford, 2. Carl Eichenlaub, 3. Earl Elms, 4. Jack Steele, 5. Jerry Thompson.) were all seasoned skippers whose boats were in first class condition. Nor was it mere coincidence that the top 5 finishers all used North Sails.

Last year skippers using North Sails won 34 World or National Championships in various classes from 8-foot Sabots to 48-foot PCC's. During this past winter we have developed improvements in our sails in practically all classes. We have taken the time to **test** and **prove** these refinements under actual sailing conditions. We know that this year our sails are even faster than before. So do the five skippers mentioned above.

NORTH SAILS

1111 Anchorage Lane, San Diego 6, Calif.





Continuing our discussions on optimum sail shape for a given set of conditions and how to achieve same, it should probably again be emphasized that there are some sails which, no matter what you do with them, can't be helped. On the other hand, it doesn't have to follow that a "light weather" main which does very well in winds of up to 10 mph needs to be put away in winds of 15 mph.

Assuming that somewhere along the line, using a particular main, for instance, the boat just seemed to "fly", it might be very worthwhile to see if something couldn't be done to maintain the same shape in the sail under different conditions of wind and sea.

Now, the most important tool in shaping a sail and possibly the most neglected by other than top performers (such as the Conrads, Schmidts, Huggins, etc) is adjustment along the luff. A careful look at the change in sail shape with change in luff tension will reveal the following:



Fig. 1



Fig. 2

Figure 1 illustrates a typical shape of a mainsail with no luff tension. Figure 2 illustrates how the shape of the same sail could look with significant tension on the luff. Having demonstrated the foregoing, several practical possibilities suggests themselves as to putting this knowledge to use meeting varying wind conditions.

Supposing that you start out to the race course assuming light winds and previous experience has shown that your "Ipswitch" main is just the thing in light wind. It may be that in light wind the "Ipswitch" main shape is something like that shown in Fig. 1. By the time the starting line is reached, however, the wind has picked up and you are now cursing the "wrong decision" as the "Ipswitch" is a "dog" in the heavy stuff. You may be right about this, too, but not for the right reason. What may be happening to the "Ipswitch" when subjected to a blow is that it changes shape from that shown in Fig. 1 to the following:



Fig. 3

What happens, of course, is that the wind comes along and moves the pocket aft, destroying the desired shape of Fig. 1.

The sail looks and acts more like the flaps on an airplane, which isn't good if you're interested in getting to the windward mark in first place.

The point of this discussion is that there is no need for the "Ipswitch" light weather main to ever look like Fig. 3 because, as the wind picks up, more tension on the luff will move the pocket forward again, thereby maintaining the optimum shape of Fig. 1.

From this it follows that to stay within the limits prescribed between the sail bands (a good thing to do!) and still have flexibility to vary sail shape through luff adjustment, it will be necessary to have the main hang on the mast somewhat short of maximum dimensions.


Sail shape is also influenced by bending of the mast and tension along the foot, both of which subjects will be discussed later, but the most significant and important tool to use in maintaining optimum sail shape is luff tension (incidentally, this applies to the jib, too!) - try it some time and see! And it might be well to practice some before coming to the Nationals.



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- * Fiberglass floor board structure
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- * Slotted mast and boom of laminated wood or aluminum

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V A R B O

1868 W. 166 ST. — GARDENA, CALIF.

Finnish Sailor International Hi-Point Score Champion

Rolf Carlsen Tops in United States

A couple of years ago, Seppo Raatikainen of the Kotka Fleet 494 in Finland, sailed 15 races for 1739.6 points — and missed getting the Reichner Trophy, donated in 1935 for the International High Point Score, by 4/10ths of a point when Warren Castle of Texas, U. S., sailed 25 races for an even 1740 points.

In 1963, Seppo sailed two more races for a lower total of 1736.06, but found, to his great surprise, that it was enough to get the top honor with a margin of 4.64 points over Rolf Carlsen of the Overboard Fleet 462 of Long Island, New York, who scored 1731.52 in the same number of races. So, once again, the trophy leaves the United States.

Carlsen, a relative newcomer to the top list of point scorers, beat out some good old standbys (as close inspection of the next ten scores will reveal), to win title to the Minneford Trophy, the oldest trophy in SCIRA established in 1932 for the high point championship of the United States. Francis Seavy of Clearwater, Florida, was only 1.27 points behind him with 1730.25 for third place overall.

More scores were turned in this year than ever before. No definite action was taken on suggestions made in the past to revise the international competition for the Reichner Trophy by listing only a few of the top boats from each member nation and then compile a winning list from that information as supplied by the National Secretaries (see June 1963 BULLETIN Vol. XIII No. 1 Page 6 for a complete discussion). Such a solution would revive the fundamental purpose as conceived when originally presented; give more meaning to the winning of the honor; and create more fellowship among Snipers all over the world through a feeling of continuous international competition.

We have so many active competing nations in our organization that we are able to have and develop such a competition. With a start of long standing, and with a limit of say 25 top scores for each nation, the work would be easy to handle and the results would be most interesting. Few other classes have such an opportunity for such unique competition and we should take advantage of it. Perhaps a little support will make it a reality.

NOW START TO LOOK - let's hope you'll not feel like the chap pictured below!



LONELY?

IS YOUR NAME MISSING FROM THIS LIST?

IT SHOULDN'T BE —
and you will find it here
IF

- (1) you paid your dues last year as a member of SCIRA.
- (2) you had a measured boat and were eligible to race.
- (3) you sailed in at least 5 official point score races.
- (4) your Fleet Captain sent in the point scores as required under class rules and the Fleet Charter.

and if you don't find it... ask him, "WHY NOT?"

1963 HIGH POINT SCORES

BOAT SKIPPER	CLUB	RACES	PTS.
11189 S. Raatikainen, Kotka, Finland		17	1736.06
7617 Rolf Carlsen, Overboard Y.C. N.Y.		17	1731.52
6995 Francis Seavy, Clearwater, Fla.		16	1730.25
9299 Bud Leonard, Diamond Lake, Mich.		15	1723.8
8677 Robert Longnecker, Lake Mohawk, N.J.		18	1723.6
10600 Dave North, Seattle, Wash.		18	1719.50

13858 Mark Schoenberger, Cowan Lake, Ohio	22	1718.32
6908 Jim Cunningham, North Cove, Y.C. N.H.	17	1717.14
11858 L.R. Stuve, Galway, New York	26	1704.81
9884 Eugene Simmons, Spanish Point, Bermuda	15	1692.86
14141 Charles O. Hardey, Shreveport, La.	14	1691.5
7183 Robert Schaefer, Lake Mohawk, N.J.	20	1691.1
12454 V. & E. Hansen, Portage Lake, Mich.	20	1683
11628 Ian Page, Georgetown, British Guiana	15	1682.7
14114 Tom St. John, Quassapaug, Conn.	20	1680.6
3929 Charles Webster, Newport Y.C.	14	1679.4
11996 C.J. Laan, British Guiana	15	1678.1
8523 J. Gullichsen, Fort, Finland	17	1677.06
4552 Colby Kelly, North Cove, N.H.	17	1676.6
10390 Les & Vic Larson, Chautauqua Lake, N.Y.	14	1676.4
10792 Jim R. Warfield, San Francisco Bay	25	1676.5
11438 Carlos Mattson, Lake Merced, Calif.	21	1675.7
10375 H.W. Hellar, Galway, N.Y.	25	1675.4
13998 G.R. Brockie, Buchans Boat Club, Canada	18	1673.1
10281 Marsh Jenkins, Lake Merced, Calif.	21	1672
11600 Paul Betlem, Newport Y.C. N.Y.	17	1671.9
14290 Bob Cummings, Dallas, Texas	18	1671.77
11748 A.E. Grossman, Lake Lotawana, Mo.	30	1670
14236 Frank Abbott, Delta S.C., Tenn.	35	1668.6
13008 Lee Thompson, Akron, Ohio	18	1666.22
12888 Joe Ramel, Lake Lotawana, Mo.	24	1666
9432 Earl Troeger, Birch Lake Y.C., Mich.	19	1665.1
10901 Bradford McFadden, Jr. Atlanta, Ga.	26	1664.2
9361 William Patton, Island Bay Y.C., Ill.	12	1661.6
11160 James A. Porter, Glen Lake, Mich.	8	1660.25
8551 P. Grastrin, Mantta, Finland	6	1660
6627 Rodney Long, Winchester, Mass.	7	1658.71
14386 Bob Foster, Gull Lake, Mich.	12	1655.8
13835 Wayne Milne, Birch Lake Y.C., Mich.	19	1652
10547 Howard Richards, Oakville, Canada	12	1651.1
11370 Joe A. Becker, Sequoyah Y.C., Okla.	5	1650
9870 Pete Leach, Green Lake, Wisc.	12	1649.4
12441 Lowry Lamb, Chattanooga, Tenn.	19	1649.4
11405 Mustafa Guldu, Marmara, Turkey	6	1646.5
14002 Stovy Brown, Annapolis, Md.	19	1645.7
13200 Dexter Thede, Grand Rapids, Mich.	12	1643.5
11898 G.N. Neary, Buchans B.C., Canada	18	1643.3
12510 Frank Castelli, Decatur, Ill.	21	1642.8
13915 Charles Deberly, Tyler Y.C., Texas	14	1641.1
12613 Bob Harding, Iowa-Nebr. S.A.	14	1638.71
8459 Harold J. Lyness, Onondaga, N.Y.	9	1637.6
13387 William E. Porter, Barrie Y.C., Canada	10	1637
13673 R. Gassler, Crystal Lake, Ill.	22	1637
14205 Frank A. Jones, Jr., Delta S.C., Tenn.	12	1636.3
11077 Arthur B. Kenat, Chippewa, Ohio	11	1636.27
11677 Jill Carver, Green Lake, Wisc.	17	1636.2
11897 George Nash, Lake Merced, Calif.	17	1635.9
8437 Edw. A. McHenry, Loon Lake S.C. N.Y.	14	1635.2
14153 Bert Thompson, Dallas, Texas	5	1634.20
1200 Edwin J. Frobeck, Chicago, Ill.	6	1634
13034 Basil Kelly, Nassau, Bahamas	11	1632.8
8570 Griffith & Garfield, Chautauqua, N.Y.	16	1631.4
12348 Bill Scofield, Rocky Mountain, Colo.	23	1631.3
14147 Paul Zent, Indianapolis, Ind.	18	1631.15
14233 Lloyd Cox, Chattanooga, Tenn.	17	1630.9
8300 Hardy Brothers, Massachusetts Bay	16	1629.7
10136 Taylan Sabuncuoglu, Marmara, Turkey	6	1629
13550 W. Broadhead, Crystal Lake, Ill.	24	1628
12921 Andy Zeratsky, Green Lake, Wisc.	17	1627.7
14100 Dick Caspari, Wichita, Kansas	11	1625.81
14242 G. Lightbourne, Nassau, Bahamas	27	1625.3
12881 Dr. William Grabb, Barton B.C., Mich.	11	1624.73
12404 Charles Bartsche, Chippewa, Ohio	11	1624.18
13026 Phil Peterson, Island Bay, Ill.	18	1624.4
13105 Dan Wesselhoft, Peoria, Ill.	17	1623.65
12390 Wm. A. & A. Howie, Royal Hamilton, Canada	11	1622.8
6025 T.A. Wells, Wichita S.C., Kansas	9	1622.22
12610 David J. Grant, Pistakee Bay, Ill.	10	1622
7432 Terry Whittemore, Quassapaug, Conn.	9	1621.6
12322 Stan Salzenstein, Peoria, Ill.	16	1619.31
12721 Jack Schwindler, Queen City S.C. No.	5	1618.8
12192 Harry Levinson, Indianapolis, Ind.	5	1618.4
13451 Gene Patrick, Willamette, Oregon	5	1618
3083 Dr. John Brinkerhoff, Chippewa, Ohio	11	1617.73
12022 Bill Buckles-Bob Grohne, Decatur, Ill.	16	1617.57
11947 Lewis Earstow, Huron Portage, Mich.	12	1617.5