

***SNIPE***  
.....  
***BULLETIN***



JULY 1972

# Cobra Masts

4035-R PACIFIC HIGHWAY SAN DIEGO, CALIFORNIA 92110  
PHONE (714) 295-8887



Cobra Masts have been out since 1969, since then they have been used on Snipes that have captured almost every major Snipe regatta in North America. They were used by the 1969 and 1971 world champion. In 1971 they dominated with 1st, 2nd, 3rd and 4th places.

They were used in winning the 1969, '70 and '71 U.S. Nationals. In '71 they were 1st, 2nd, 3rd, 4th, 5th and 6th.

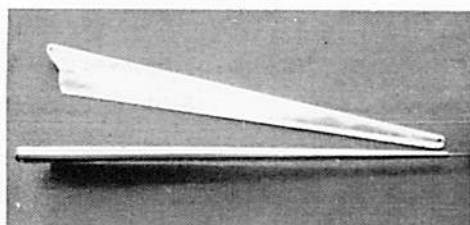
They were used by the winners of the last 2 Jr. Nationals, in '71 they were 1st, 2nd, 3rd, 4th and 5th.

They were used by the 1970 and '71 North American Champ (Cork).

They were 1st, 2nd, 3rd, 4th and 5th in the 1971 Midwinter Circuit (Nassau, Miami and Clearwater).

In 1972 we are introducing the Cobra Boom. It is very light and provides the stiffness required to keep the leech of the main tight on a reach. Bandy booms waste power.

The 1972 Cobras will also have some new equipment —



The spreaders are now of polished stainless steel, they weigh under 8 oz. per pair as compared to 17 oz. of the aluminum type we used before.  
Price \$12.00 pair



The gooseneck is all stainless steel. It is much stronger than the old aluminum one. Also it will not freeze up when used in salt air.  
Price \$12.00

## MAST PRICES

Unrigged with Hardware — Hardware includes goose neck, spreaders and bands. Bottom cup, main halyard sheave and hound fitting with jib halyard sleeve.

\$200.00

Rigged with shrouds, halyards, halyard locks, bands, bottom of shrouds must be finished by you to fit your boat.

\$255.00

Boom with end plates .....\$32.00  
Rigged Boom .....\$75.00

## ELMS SAILS

Can you buy one set of sails to cover all racing conditions?

Yes if it's an Elms. The new sails that we have been manufacturing the last part of 1971 have proved to be excellent all weather sails. Our 1971 No. 1 model seemed to get faster as the wind increased, so we went to work on it and tried to improve it's light air performance.

We were able to make them considerably faster in light air without hurting the medium and heavy air performance.

The proof comes from the World Championship in Brazil. The conditions were from 45 MPH down to a vacuum. Elms Sails consistently were the best, winning 5 of the seven races and getting 5 of the seven seconds. The over all performance for us was 1st, 3rd and 4th. The second boat used a combination of two sailmakers, main by one, jib by another.

This last year we also got our 5th straight U.S. National Championship. Together with a 4th showing, made our sails the most consistent there. This regatta was very light.

The Juniors had wind up to 20. Elms Sails got 1st, 2nd and 4th.

The Nassau Midwinters were heavy. Elms Sails got 7 straight firsts, capturing 1st and 2nd in the championship.

These sails were all 1971 No. 1's except for the 3 boats that did well in the Worlds. They had 1972 models. Their performance would warrant you buying the new all purpose Elms Sails in 1972.

We are calling them the 1972 No. 1.

PRICE — \$185.00 with window and glass battens, bag and no.

Plus Royalty (U.S. only) — \$5.00 per sail, \$10.00 per suit

# ELMS SAILS

4035-R PACIFIC HIGHWAY SAN DIEGO, CALIFORNIA 92110  
PHONE (714) 295-8887



# REGATTAS IN SOUTH AMERICA

## ARGENTINE SAIL WEEK

Snipes participated in the largest sailing event in Argentina January 4-9. There were 121 boats from 21 clubs in the week long event with 12 Snipes participating. Juan MacCall barely won over Western Hemisphere Secretary Roberto Salvat. Daniel Bertolisi followed close behind with third place. The final results were as follows:

1.	19452	Juan MacCall	31 3/4 points
2.	16695	Roberto Salvat	30 3/4
3.	17898	Daniel Bertolisi	27
4.	12815	Hugo Castro	24
5.	15390	Mario Dillon	23
6.	17245	Hernan Siches	18
7.	18452	Frans Pazoz	16
8.	11813	Carlos Guarin	14 1/4
9.	8578	Eduardo Garay	12
10.	16590	Gustavo Costa	11
11.	11523	Alberto Hull	10
12.	17213	Alberto Drago	8

## BRAZILIAN NATIONALS

Joerge Bruder sailing a Bruder fiberglass boat with Bruder spars, "round board" and Pico Sails won the Brazilian National Championship held at Salvador, Bahia, January 15-22, 1972. Bruder, while never the fastest sailor, got the best starts and showed his ability as a tactician and his international experience as Finn World Champion.

Marco Aurelio Paradedada was in second sailing Roger Stewart's Chubasco with a Bruder spar and cut centerboard. This was one of the fastest boats, especially in strong tides.

In third place, Waledemar Bier, sailed No. 12109 one of the 1959 World Championship boats with a Bruder spar. The "twelve thousands" as we call them are always very fast in any condition. There are 15 of these boats sailed actively. They have a high narrow chine line and were built when tolerances were 1/2". The fourth, fifth and sixth boats also had Bruder spars and two of them were "twelve thousands." Finally, after they were absolute for 13 years, they are getting competition. It seems now that the Bruders and Chubascos can beat them once in a while.

Bahia's fleet No. 622 held a well organized regatta for the 33 boats from 13 Brazilian fleets. Hemisphere Secretary Roberto Salvat and Jose Evaristo San Roman were assisted by Bibi Cordes in making up the Race Committee. Two thunderstorms with winds up to 18 and featuring very strong tides marked two of the races while the remaining 4 races were sailed in medium to light 5 to 11 winds.

*Flavio Caiuby*  
National Secretary for Brazil

## SOUTH ATLANTIC CHAMPIONSHIP

Porto Alegre's Clube Dos Jangadeiros was host to the 40 participants in the 5th South Atlantic Championship. An international turnout including world champion Earl Elms and Pan-Am silver medalist Augie Diaz from the US and partici-



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- \* All Fiberglass for minimal Maintenance
- \* Base Price Full Riggged for Racing
- \* Hull Speed Second to None
- \* Management has 15 years Fiberglass Exp.
- \* Build to SCIRA Measurements

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pants from Portugal, Argentina and Uruguay, had some rough going in the very choppy conditions. Winds ranged from 8 knots in the lightest race to three races with 12-15, and two races with 18-22. The seas were very rough with short steep waves of 3 to 5 feet, and close together. In the 6 races there were 33 DNF total among the 40 participants mostly due to capsizes and broken equipment caused by the pounding conditions. This was wild sailing with no emphasis on tactics.

The Championship was fitted to the local boys, with deep knowledge of local wave conditions. Among the 11 top finishers, 8 were local sailors. Nelson Piccolo, 1967 world champion, was first with a comfortable 10 point margin over Augie Diaz in second. Gastao Altamayer was third.

Diaz, Elms and Basilio sailed Bruder Boats. Marco Paradedada used a Chubasco and seven of the "twelve thousands" were among the 13 top boats.

The host club had perfect organization, measurement, food and lodging, and an excellent race committee which provided good lines, marks and length of courses.

*Flavio Caiuby*  
National Secretary for Brazil

Nelson Piccolo/Danilo Grussner	Brazil	8-2-3-2-2-4	22.7	1
Agustin Diaz/Robert Wilkinson	US	2-3-7-9-6-1	33.4	2
Gastao Altamayer/Horst Brandau	Brazil	9-7-1-1-9-3	33.7	3
Paulo Renato Paradedada/Carlos A. Gon	Brazil	6-1-5-4-3-9	35.4	4
Marco A. Paradedada/Rainer Weiprecht	Brazil	19-5-2-3-5-7	41.7	5
Henrique Schmitz/Carlos deLorenzi	Brazil	1-10-6-8-7-8	52.7	6
Boris Ostergren/Leo Penter	Brazil	5-13-8-5-1-NF	53.0	7
Earl Elms/Paulo S. Paradedada	US	11-4-4-6-11-5	54.7	8
Waldemar Bier/Celso Cauduro	Brazil	10-16-10-7-4-2	56.0	9
Claus Cordes/Bibi Cordes	Brazil	3-6-11-NF-8-15	69.4	10

# SNIFE BULLETIN

SNIFE CLASS  
INTERNATIONAL RACING  
ASSOCIATION

JULY 1972

VOL. XXI No. 7

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## SUBSCRIPTION

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## CHANGE OF ADDRESS

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

## THE COVER — THE COMMODORE SAYS

SCIRA has achieved a red-letter day in the issuance of number 20,000. This number was placed on a plaque and given to Beryl Mills as a memorial tribute to Birney Mills.

It took 40 years to achieve this goal which is remarkable when one considers the very small growth during the early years when the world was in the depths of depression and followed by the war years. This averages out to 500 boats per year. Our current average is about 600.

Number 10,000 was issued in 1954 to Edna Crosby, twenty-two years after SCIRA was organized. It took only 18 years to gain the next 10,000. This too is a tribute to the class for it was during this period that sailing has become extremely popular and we have seen the "design explosion".

Whether or not we remain the world's largest racing class we are certainly more widely spread than any other. We also have a fine class organization (we think the best) that should sustain our growth in the future.

## THE SCORE

Numbered SNIPES — 20027

Chartered Fleets — 722

During April and May 129 numbers were issued, including 20,000. Spain led with 50 more numbers followed by 46 for the U.S. 14 numbers were issued to Portugal, 11 to Denmark, 5 to England and one each to Bermuda and Mozambique.

The following new fleets were issued charters:

Grupo Naval de Olhao, Portugal

Centro Juvenil de M. P. de Castelo, Portugal

Centro Nautico da Mocidade Portuguesa, Mozambique

Ft. Gibson — TSA-LA-GI, Oklahoma, U.S.A.

Yacht Clube Argentino, Argentina

Ginasio Clube Tivira, Portugal.

Burton Eaton is doing a fine job at reorganizing Fleet No. 258 on Manhasset Bay. Snipe sailors in the New York area are requested to contact him. His address is 226 East 54th St., New York, NY 10022. Phone (212) 593-1855.

## PHOTO CONTEST

Don't forget the Photo Contest - for details see the March Bulletin. Send Entries to: Buzz Levinson, 6234 Landborough, Indianapolis, IN 46220.

The Snipe is a boat we can all be proud of. This thought came out very strongly when I recently raced another class. Winds were 15-20, gusting higher, and from a direction which developed one to two foot waves. The race committee was forced to set the course near a sheltered lee shore to keep the boats from filling with water. Even at that, out of a dozen boats 2 masts were bent, 2 rudders broken, one boom disintegrated and the leading boom turned over and swamped. Under these same conditions the Snipe would have reveled, driving through the chop, staying dry via a self-bailing cockpit, and keeping its rig through proper design and rules control.

This brings up a point. We have kept the Snipe modern throughout the years (see March issue of Yacht Racing) through sensible evolution and practical enforcement of rules. It is important to maintain this standard particularly in light of the possible selection of Snipe for some future Olympics. There may be many hot sailors who would join us and suggest changes which would have to be carefully considered for their impact on the entire class. I feel that simplicity and low cost should be the governing philosophy for any change, consistent with trends throughout 2-man centerboard classes. In other words, bendy aluminum masts are fine; titanium spars and stream lined stays are not. Sturdily constructed fiberglass hulls meeting minimum hull weight are desirable; flimsy light weight hulls are not.

Now the rules committee, ably chaired by Ted Wells, cannot directly control and supervise all Snipes built throughout the world. Here is where SCIRA's organization comes into play. Local fleet measurers must ensure that all new boats brought into the fleet measure properly. Of course this implies that accurate measuring equipment is present and used by qualified and experienced measurers. Sometimes these conditions are difficult to meet.

SCIRA is attempting to alleviate this problem and further improve the quality of measurement by a procedure which is explained in this issue. If all builders and new boat owners cooperate, we will be in a much better position to maintain a true one-design class where the skill of the skipper and crew determine who wins, not the make or manufacturer of the hull.

There is one more relevant point to make. As the boat owner is protected by his association, so is the association protected by its national authority. It would

Cont. Page 5

# SNIFE MEASUREMENT IN THE UNITED STATES

(This Snipe Bulletin article is the joint effort of U. S. National Secretary Stu Griffing, and newly appointed Chief Measurer Chuck Loomis, who describe operation of the new Class Measurement Certificate system.)

At the August 1971 U. S. Board meeting, and as reported in the November 1971 Snipe Bulletin, SCIRA accepted the very generous offer of Past Commodore Bud Hook to provide five measuring jigs similar to the current one owned by SCIRA and used at the 1970 and 1971 Nationals. It was decided that the Rules Committee would appoint qualified measurers, independent of the builders, and these SCIRA jigs would be assigned to the measurers who would be located in or close to the cities where major builders are located. Also, two additional jigs were purchased by individuals.

All builders are now required to furnish a Class Measurement Certificate (permanent) for each boat, with each boat to be measured on the SCIRA jig. (The SCIRA Appointed Measurer, when satisfied, recommends a boat which he has measured for a Class Certificate, to be issued by the Executive Secretary).

Such Class Certificates shall obviate the need for (local) Fleet Measurement Certificates and shall permit the boat to race without re-measuring the hull at all national level regattas, and below, unless challenged before a given event by two or more competitors or during the event by the Race Committee, or until any alteration is made.

The jigs were distributed in February and March, 1972. The responsibilities of various groups are as follows:

## Cont. from Page 4

seem wise for every member of SCIRA to be a member of the IYRU, NAYRU, or other authority as the case may be. These are the ultimate agencies to which we answer and who in return are in a position to help us, both as boat owners and as a class. Examples being rules and regulations covering types of life jackets, control and use of waterways where we sail, racing rules by which we race, etc. Everyone should support his particular national authority and we should all support our international authority. This then gives us the right to support the election of representatives who are "in touch and atune" to small boat racing. After all, this is the name of the game and the reason we are racing the best boat designed for the purpose.

Dick Tillman

International Rules Committee maintains, studies, and makes recommendations on all class rules and restrictions. This committee may re-word or clarify any rule or restriction if not clear or if unfair. It appoints the Chief Measurer, subject to confirmation by the U.S. Board, and appoints Measurers for the Class Measurement Certificate system.

National Secretary has the authority to approve or disapprove the appointment of measurers in his country (but in the U.S., the U.S. Board represents a higher authority). He works with the Chief Measurer and Rules Committee in locating and nominating SCIRA Appointed Measurers.

Chief Measurer has primary responsibility and interest in everything pertaining to measuring, and how to check for rule compliance, but does not interpret the restrictions of the class.

SCIRA Appointed Measurers are appointed primarily to insure measurement of all new boats before delivery, at the location of major builders. Smaller builders, not large enough to warrant having one of the jigs and a measurer nearby, are required to schedule the measurement of the boats before delivery with a SCIRA Appointed Measurer, and bring them to him (the jigs require extensive assembly and alignment if moved, and for practical purposes you may consider them not portable).

Measurers have always been authorized to charge a fee for their services, but SCIRA Appointed Measurers are directed that a fee is mandatory (and may make their difficult job more acceptable).

Builders are consulted before appointment of a measurer, who must not have had a past or present interest in the builder's operation. The builder is requested to include in his price list a separate *mandatory extra charge for mandatory measurement* for class certificate. He collects this charge from the purchaser and pays a negotiated major portion of it to the appointed measurer.

The amount of the measurement charge is variable, but \$35 has been suggested to the builders. Necessary deviations from this figure could be built into the base price.

It is felt important to list this mandatory extra charge to point out a degree of desirable buyer protection now provided.

However, a boat, to be eligible for a Class Certificate from the measurement at the National level must already have a Fleet Measurement Certificate.

## Questions and Answers

Q. Is there a way for a buyer to avoid the class certificate and its fee?

A. No; he will find that the Executive Secretary will not accept a Measurement Data Sheet signed by a local Fleet Measurer on a new professionally built boat, effective January 1, 1973. Buyers, to be safe, should *request* the measurement.

Q. Any exceptions at all?

A. Only in unusual cases: if the measurer must give up his duties and is not yet replaced, etc.

Q. What will local Fleet Measurers do?

A. Measure new home-built, kit boats, or home decked boats; modifications; annual sail measurement and annual weighing. Also, all new sails, which are not usually with a new boat and will not be measured by SCIRA Appointed Measurers. Fleet Measurers can only issue Fleet Certificates (the familiar certificate we all have had in past years).

Q. Will Nationals measurement be discontinued?

A. No. Boats *not* having Class Certificates must be measured once at the National level, and receive a Class Certificate if approved. A SCIRA jig will be provided to the host district in preparation for each National Championship.

Q. Are Green cards still valid at the U.S. Nationals?

A. Yes, but additional green cards will not be issued. Please note the instructions to measurement committees on the back of each green card: "If there is any doubt on any item, it should be checked. You will be required to completely measure this boat upon request of another boat owner who is participating in the Nationals."

Q. Can I obtain a Class Certificate on my old boat before attending the Nationals?

A. Yes; arrange measurement with a SCIRA Appointed Measurer, and you must pay the fee.

Q. Can I obtain a Class Certificate on a boat already measured on the original new SCIRA jig?

A. Yes for those measured in 1971 and later; apply to the Executive Secretary. Also, all Chubasco fibreglass boats measured by Dick Grob with the equipment pictured in the yearbook (dating to early 1968) will be given Class Certificates upon request.

(Continued on page 6)

# COSTAS, GANCEDO & CORREIA WINNERS AT MALAGA

The XXX International Winter Regattas were held in Malaga from January 19 to 23, and were attended by a total of 59 crews from Sweden, the United States, Denmark, Portugal and Spain, who competed in two series of four races for the Winter Trophy and Marca Cup and the Domecq Gold Cup for the absolute winner.

The heavy winds prevailing throughout almost all the races adversely affected the schedule of events and prevented the races announced for the first day from being held. They had to be cancelled when most of the crews had already put out and were preparing to take the start, which caused a great many boats to be overturned and damaged, and prevented a large number of crews from participating on the following days.

For the Winter Trophy only the two races which it proved possible to run on Friday 21 were counted, and the winner of both was the Dane Bent Dahl, who demonstrated great speed in tacking and had an ideal rig for this type of winds, with Elms sails and a new Skipper aluminum mast. It was unfortunate that he was disqualified in the first race for starting before time, so that the young Spanish crew manning the "Katankantas" of Club de Vela de Blanes, composed of Humberto Costas and Jose Belles, won the Winter Trophy with two magnificently-deserved second places. Another Dane, Jan Persson, was classified second in the general classification of the winter Trophy thereby confirming the supremacy

of the Scandinavians in heavy winds, and the Portuguese, Augusto Correia, came third.

The great absentee from this Trophy was Felix Gancedo, of Malaga, who came third in the World Championships in Brazil. He overturned a few moments before the start and had no time to bale out and participate, although he more than got his own back in the Marca Cup, in which, of the three races which it proved possible to run he won the first and third and came in second in the second, which was won by the Portuguese Eduardo Guedes Queiros. The latter skillfully managed in the last few metres to overtake the young Spaniard, Manuel Madrid, who had until then led the race, and keep the always very dangerous Gancedo, with his "Gran-Numa", behind him. Coming in an easy first in the last race, the Felix Gancedo-Rafael Parga crew, of the Real Club Mediterraneo, who acted as host in these Regattas, won the Marca Cup. Two Portuguese, Eduardo Guedes Queiros and Augusto Correia, were classified second.

The Domecq Gold Cup went to the Portuguese crew from the Club Sport Alges e Dafundo, composed of Augusto Correia and Luis Gouveia, who showed great regularity throughout the five races run.

The prizes were delivered on January 23, following a brilliant gala dinner held in a fabulous atmosphere of international comradeship, as is customary among Snipemen from all over the world.

## INVIERNO

E 17079	H. Costas/J. Belles, Club de Vela de Blanes	3-3	6	1
D 19320	J. Persson/J. Cervera, Espergarde de Dinamarca	0-11.7	11.7	2
P 15126	A. Correia/L. Gouveia, Sport Alges e Dafundo	10-8	18	3
E 18465	P. Casado/A. Rodriguez, R. Club Mediterraneo	5.7-16	21.7	4
E 192	A. M. Sel/L. F. Sel, Real Club Mediterraneo	17-5.7	22.7	5
D 19294	N. Toftgaard/T. Greiff, Skpvshove Yancht Club Dinamarca	16-15	31	6
P 18669	J. Guerra/R. Barntorf, Club de Vela Atlantico	8-23	31	7
E 18	J. L. Gomez/AI. Prieto, R.C. Mediterraneo	11.7-20	31.7	8
E 19238	M. Madrid/J. M. Alonso, Club Nautico Dos Mares	22-10	32	9
E 19126	A. Belles/J. Fonddevilla, Club Maritimo de Barcelona	13-19	32	10
E 19420	F. Lufinha/A. Castelo, Sport Alges e Dafundo	20-13	33	11
E 18870	I. Gonzalez/M. Calvo, C. Naval de Regatas-Cartagena	15-18	33	12
E 15136	F. Taillefer/J. Nunez, Real Club Mediterraneo	14-22	36	13
E 1	E. Taillefer/J. Jimenez, Real Club Mediterraneo	23-14	37	14
E 19081	C. Gomez/Juan Ramos, Real Club Mediterraneo	21-21	42	15
D19310	B. Dahl/S. Ravnborg, Horsens Sejlklub Dinamarca	46D-0	46	16
E 13326	F. Penalva/A. Criado, R.C. de Regatas de Alicante	24-24	48	17
E 19246	E. Nogueira/M. Galvez, R.C. Mediterraneo de Malaga	18-33R	51	18
E 17870	J. Rodriguez/M. Arencibia, C. Naval de Regatas de Cadiz	26-26	52	19
P 17573	L. Magalhaes/G. Pacheco, Sport Club do Porto	25-27	52	20

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## MARCA

Q. Who are the SCIRA Appointed Measurers:

A. Charles P. Loomis, Chief Measurer  
138 Court Road  
Winthrop, Massachusetts 02152

Robert L. Hill  
11422 Pippin Road  
Cincinnati, Ohio 45231

Terry Dobson  
2326 South Ridgewood  
Wichita, Kansas

Charles K. Ridge  
71 Norwood Avenue  
Upper Montclair, New Jersey 07043

Phillip B. Peterson  
2505 Churchill Road  
Springfield, Illinois 62702

Richard L. Grob  
1165 Archer Street  
San Diego, California 92109

E 15742	E. Gancedo/R. Parga, Real Club Mediterraneo	0-3-0	3	1
P 19420	G. de Queiroz/A. Guimarois, Sport Algel e Dafundo	5.7-0-19	24.7	2
P 15126	A. Correia/L. Gouveia, Sport Algel e Dafundo	3-20-5.7	28.7	3
E 171	A. de Vierna/J. Torres, C.N. de Regatas de Cadiz	15-14-3	32	4
E 19238	M. Madrid/J. M. Alonso, C. Nautico Dos Mares	11.7-5.7-16	33.4	5
E 1	E. Taillefer/J. J. Jimenez, Real Club Mediterraneo	22-10-15	47	6
D 19325	N. Toftgaard/T. Greiff, Skovshovend Yancht Club	19-21-10	50	7
P 19307	F. Lufinha/A. Castelo, Club de Vela Atlantico	8-28-18	54	8
E 18000	A. Delgado/J. Cervera, Club Nautico de Madrid	18-16-21	55	9
E 19081	C. Gomez/Juan Ramos, Real Club Mediterraneo	21-13-23	57	10
E 18465	P. Casado/A. Rodriguez, Real Club Mediterraneo	24-22-13	59	11
E 18870	I. Gonzalez/M. Calvo, C.N. Regatas - Cartagena	34-11.7-20	65.7	12
E 192	A.M. Sel/L.F. Sel, Real Club Mediterraneo	14-18-34	66	13
E 16541	C. Larragana/E. Ollero, Real Club Nautico - Cadiz	10-45-11.7	66.7	14
E 19209	G. Villen/Manuel Bernal, Real Club Mediterraneo	13-23-31	67	15
S 18986	P. Lundh/H. Casperson, Gotheborg Snipe Club	27-8-32	67	16
E 19211	M. Rodriguez/F. Ruiz, Club Maritimo de Melilla	25-15-33	73	17
E 13315	R. Segovia/V. Asensi, R.C. Nautico de Algeciras	20-32-22	74	18
E 16352	M. de Hoyos/J.L. Bozas, R.C. Nautico de Algeciras	29-19-26	74	19
E 19246	E. Nogueira/M. Galvez, R.C. Mediterraneo de Malaga	28-24-25	77	20

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# BUCKLES TAKES 21st SOUTHERNS



Good start! Good sailors! Good line!

Photo by Cecil Pearce

Light winds, miserable weather and consistently good sailing by Bill Buckles sent the 21st Southern Championship trophy to Decatur, IL. Buckles with two seconds and a first was the standout entry of the 59 registrants. PYC's Buzz Lamb took second, Bryson Leslie was third.

A steady downpour held throughout Saturday. The first race was sailed in shifty winds and steady rain, and the chill factor left shivering skippers and crews. SCIRA Commodore Dick Tillman with comely crew Linda led the fleet with a comfortable margin around the course. Buckles, with Paul Adam, came in second, and Bryson Leslie and Chris Kibbler placed third. Dick Craig brought up 4th for the home folks and Bruce Colyer of Ft. Lauderdale was 5th. The winds dropped and the rains continued, which coupled with thunderstorm predictions, caused cancellation of the second race by RC chairman Don Arthur.

The weather began to clear Saturday night as the soggy sailors dried out.

The Sunday race was a light air special, taken by Buzz Lamb and crew Marge. Playing currents and wind shifts to prove wood boats can win, they took first place before the weather mark and carried it all the way. The time factor and a weather leg which required few tacks helped the race committee decide to shorten course. Buckles maintained his number two slot and Chattanooga's Bill Simons, assisted by Jeannie Bronaugh took third. Terry Timm of Ann Arbor was 4th and Lloyd Cox 5th.

A light wind became even lighter and the course was again shortened during the third race. Buckles tried harder and took first place to cinch the trophy. Leslie was second and Buzz Levinson, with his son Paul of Indianapolis was third. Brad Baker, Jackson, was 4th and Don Hite, Detroit 5th.

The wind came up as the trophies were presented and festivities continued following a blanket invitation by last year's winner Pete Duvoisin to his lakeside home. Bruce Colyer again proved his bartending skill as well as his imperviousness to the advanced stages of frostbite.

Bill Buckles/Paul Adam	Decatur	2-2-1	6	1
Buzz Lamb/Marge Lamb	Privateer	8-1-10	30	2
Bryson Leslie/Chris Kibbler	Privateer	3-19-2	33.7	3
Don Hite/Gail Nelson	Detroit	7-6-5	34.7	4
Bill Simons/Jeannie Bronaugh	Privateer	15-3-14	46.7	5
Dick Craig/Eddie Craig	Privateer	4-8-19	47	6
Lloyd Cox/Cathy Cox	Privateer	10-5-16	48	7
Buzz Levinson/Paul Levinson	Indianapolis	16-17-3	50.7	8
Dan Williams/Brainard Cooper	Privateer	12-10-11	51	9
Pete Duvoisin/Jane Duvoisin	Privateer	17-9-8	52	10
Albert Lamar/Mart Lamar	Jackson	6-22-7	52.7	11
Terry Timm/Marie Lucas	Ann Arbor	11-4-24	55	12
John McGowan/John D. McGowan	Jackson	21-12-12	63	13
Dick Tillman/Linda Tillman	Charleston	1-15-36	63	14
Mike Zalzal/Carolyn Williams	Acton Lake	25-7-18	68	15
Frank Pontius/Mickey Pontius	Diamond Lake	20-14-23	75	16
Bruce Colyer/Gail Colyer	Ft. Lauderdale	5-13-42	77	17
Wilby Coleman/Gloria Coleman	Valdosta	9-33-17	77	18
Stu Griffing/Stuart Lamb	Cowan Lake	22-30-13	83	19
Brad McFadden/Frank Johnson	Atlanta	19-40-9	86	20
Ed Probeck/Sarah Probeck	Chicago	14-36-21	89	21
Van Wesley/Moe Adams	Privateer	28-11-33	90	22
George Drake/Michele Manning	Pontiac	13-18-41	90	23
Bud Sipe/Marie Sipe	Privateer	32-21-22	93	24
Randy Nord/Mary Anna Nord	Atlanta	36-35-6	94.7	25



Helen Arthur  
Fleet No. 142

The Winners....

Photo by Cecil Pearce

# ROGER TURNER NEW HIGH-POINT CHAMPION

Roger Turner of Gull Lake led all the rest for this year's International Point Score Championship and the Minneford and Reichnor Trophies which go with the Championship. Penny Simmons of Bermuda moved up from 8th to 3rd as the highest boat reporting from outside the US.

Skip French, Bantam Lake, in second place "must of lost the "1" off his sail number." Surely a boat as old as 9320 could not be in serious contention. Bob Rowland of Cowan Lake is near the top again. Dick Glenn, John Stanley and Steve Sherman are new comers to the head of the list while last year's winner Bobby Cummings is "way down" in 8th place. Bill Bedford and Quinn Dennis round out the top ten. Congratulations to the winners. To all the others, there is always room at the top.

Dan Kendall of Dallas had 48 races reported and several others had over 40 including 44 for R. Totten of Budworth Sailing Club, Cheshire, England.

Holding and reporting point score races is the only fleet activity specifically required by the rule book and has continued to be the backbone of fleet activity through the years. This fact is amply borne out by the number of boats reporting 5 or more point score races. More than half the boats in the US have scores reported for them by their fleet captains. There are so many, in fact, that they can't all be included in this issue.

More next month.

18014	Roger Turner	Gull Lake, MI	16	1735.2	19485	Chuck Molyneaux	Dallas, TX	12	1649
9320	Skip French	Bantam Lake, CT	34	1731.5	19269	Steve Barb	Muncie, IN	22	1647.23
9884	Eugene Simmons	Bermuda	15	1729.1	15502	George Ference	St. Simons, GA	13	1647
16697	Richard Glenn	Wadsworth, OH	15	1723.9	19585	Kenneth Rix	Wichita, KS	34	1645
19400	Robert Rowland	Cowan Lake, OH	18	1719.71	18045	Paul Richards	Grand Rapids, MI	23	1644.87
12452	John Stanley	Crystal Lake, IL	15	1718.5	17462	John Kelley	Winthrop, MA	23	1644.8
18502	Steve Sherman	Muncie, IN	24	1717.3	16946	Edwin Fendig	St. Simons, GA	15	1643
14290	Bobby Cummings	Dallas, TX	19	1717	15003	Norm Tanner	Bow Mar, CO	13	1640
16291	William D. Bedford	Galway Lake, NY	15	1713.3	19013	Bob Harding	Iowa-NB	16	1639
16680	Quinn Dennis	Jackson, MS	16	1710	18258	Wes Prisbrey	Littleton, CO	14	1636
13501	Dean Bilton	Chicago, IL	17	1708.5	16142	Harold Schmid	La Crosse, WI	26	1635.19
17733	Charles Webster	Rochester, NY	15	1708.3	16942	Joe Cacoperdo	Tulsa, OK	35	1635
18120	R. L. Hill	Acton Lake, OH	12	1707	16734	Mark Schoenberger	Cincinnati, OH	13	1634.2
18660	Stan Salzenstein	Peoria, IL	14	1706.1	18025	Ted Wells	Wichita, KS	17	1634
16836	Gary Martin	Ponca City, OK	20	1697	19267	Don Hite	Detroit, MI	5	1634
9432	Earl Troeger, Jr.	Birch Lake, MI	14	1695.4	18011	Robert Loomis	Sacramento, CA	6	1633.67
9308	George Croasdale	Weatherby Lake, MO	15	1693.6	15658	Tom Pollard	Weatherby Lake, MO	16	1633
13835	Wayne Milne	Birch Lake, MI	15	1692.5	18247	Jim Richter	Indianapolis, IN	17	1632.47
19333	Jack Schwindler	Lotawana, MO	19	1692	12640	Steve Pikuet	Rochester, NY	15	1631.5
14002	Stovy Brown	Annapolis, MD	21	1688.05	6290	Jerry Makela	Richmond, IN	21	1629.4
14196	Bill McInnis	Barrington, RI	13	1687.77	18662	Kenneth McGarr	Wadsworth, OH	18	1629
18647	Robert Gordon	Decatur, IL	25	1685	16497	Peter Fenner	Dallas, TX	12	1629
10362	M. Andrews	Cheshire, Eng.	30	1682.2	6300	Edward F. Cunningham	North Cove, NY	22	1627.9
19253	Tom St. John	Naugatuck, CT	20	1680	18034	Jack Cannon	Winchester, MA	18	1626.4
19440	Bob Williams	Wichita, KS	25	1678.4	18943	Carlos Mattson	Lake Merced, CA	14	1626.4
13028	William Houghton	Lake Mohawk, NJ	12	1674	19191	John Swanson	Winchester, MA	19	1624.7
18917	Don Cochran	Clearwater, FL	21	1673.5	16839	Perry Isom	Tulsa, OK	41	1624
18109	Herb Brokhof	Crystal Lake, IL	25	1673.1	19256	Raymond Tallau	Lake Mohawk, NJ	16	1624
11000	Ron Grossmann	Portland, OR	17	1672.76	19063	Frank Levinson Jr.	Indianapolis, IN	14	1623.9
15156	John McGowan	Jackson, MS	19	1671.94	16800	Robert W. Vreehand	Rochester, NY	15	1623.1
13020	Paul Dovey	Peoria, IL	15	1671.93	10832	Gene Grossman	Lotawana, MO	14	1623
17687	Henry Young	Portage Lakes, OH	13	1670.3	17757	Richard Fabin	Dallas, TX	14	1621
17726	Andy Zeratsky	Green Lake, WI	14	1670.78	18315	Dan Blodgett	Denver, CO	18	1621
19177	Fred Thurston	Sea Cliff, NY	17	1668.6	8800	Harry Allen	Westport, CT	8	1620.1
18066	Bud Booth	Onandaga, NY	18	1666	16953	Jeff Troeger	Diamond Lake, MI	17	1619
15940	Carl Zimmerman	Portage Lakes, OH	24	1661.3	11951	James Buhlert	Sacramento, CA	15	1617.73
13260	Dave Haggart	Iowa-NB SC	19	1660	18899	Dan Wesselhoft	Peoria, IL	15	1617.2
10376	Jesse Aronstein	Galway Lake, NY	16	1658.7	11045	Joe Bartels	Quivera, KS	16	1617
10390	Vic Larson	Chautauqua, NY	13	1658	19091	Pete Duvoisin	PYC, TN	19	1616
15654	Ronald Prime	North Cove, NY	20	1656.9	19119	Ralph Swanson	Winchester, MA	17	1616
14823	G. Sharp	Cheshire, Eng.	31	1656.21	14774	Bill Coberly	Decatur, IL	26	1615.9
16765	Bruce McDonald	Greensboro, NC	9	1655.1	19260	Gene Patrick	Portland, OR	15	1615.87
14767	Bill DeArman	Tulsa, OK	46	1655	19019	Dick Caspari	Wichita, KS	9	1613
9599	Budge Gabrielson	Bantam Lake, CT	37	1655	18924	Rudy Hornung	Lake Merced, CA	8	1611.6
15468	William Butler	Sacramento, CA	12	1654.67	15001	Bill Marx	Wall Lake, MI	20	1611.5
14731	Doug Day	Lotawana, MO	29	1654	17511	Ray Croasdale	Gull Lake, MI	15	1610.5
18504	John B. Miller	Rochester, NY	15	1652.1	8437	Fred Jordan	Keuka, NY	10	1610.2
17144	Jim Hoyt	Quivera, KS	14	1651	12963	Dick Kersey	Wichita, KS	27	1610
16948	D. Harold	Lincoln, NB	14	1651	16730	John Davis	Keuka, NY	14	1609.8
18929	John Cameron	Houston-Galveston TX	5	1650	13018	Terry Cronberg	Winchester, MA	9	1608.6
18349	William Ridge	Lake Mohawk, NJ	5	1650	17331	Gary Guthrie	Richmond, IN	6	1608
					10350	Richard Wadlow	Lincoln, NB	17	1607.9
					19380	Gunnar Stickler	La Crosse, WI	21	1607.76
					11926	Gene Shelley	Seattle, WA	14	1607.57
					13026	Phil Peterson	Springfield, IL	13	1607.5
					18353	Dick Brackett	Chicago, IL	21	1606.7
					18037	John Boyd	Quivera, KS	16	1604
					15106	Gordon Richards	Woodstock, Canada	12	1603.4
					7999	Nancy Smith	Richmond, IN	9	1603.1
					16508	T.D. Stuck	Grosse Pte. MI	24	1602.2
					18361	Jim Coberly	Decatur, IL	23	1602.1
					19262	Ruben Ross	Bow Mar, CO	13	1601
					16767	Richard Schusler	Seattle, WA	10	1598.9
					12192	Harry Levinson, Sr.	Indianapolis, IN	20	1597.4
					18829	Harold Houk	Ponca City, OK	15	1595.7
					17502	G. Bertelsen	Grosse Pte. MI	19	1597.1
					19174	Bob Saltz	Sea Cliff, NY	20	1596.2
					15777	David Rodgers	Naugatuck, CT	26	1595.1
					12003	Donald Ploetner	Lake Mohawk, NJ	9	1595
					17765	Bill Hawk	Gull Lake, MI	16	1594.9
					9448	Luke Czarny	Naugatuck, CT	30	1594.4
					11748	A.E. Grossman	Lotawana, MO	6	1594
					17671	Berkley Duck	Indianapolis, IN	31	1593.96
					16310	James Horn	La Crosse, WI	22	1593.32
					18320	Don Casey	Green Lake, WI	13	1593.3
					16582	Tom Legere	Winchester, MA	8	1593.3
					19330	Bob Peugh	Wichita, KS	39	1593
					18345	Don Kalis	Seattle, WA	10	1592.6




10936	A. Bayley	Cheshire, Eng.	31	1592.07	18326	Lewis Law	Winchester, MA	17	1538.8
18856	Lou Joline	Lotawana, MO	20	1592	13198	Gerald Willoughby	Ponca City, OK	7	1537.4
19056	Brad McFadden	Atlanta, GA	28	1588.8	13824	K. Buckley	Cheshire, Eng.	8	1536.38
17557	Charles J. Fox	Rochester, NY	27	1587.5	17747	Leigh Melvin	Gull Lake, MI	15	1536
17395	J. Jones	Grosse Pte. MI	5	1587.2	16791	Frank Ward	Seattle, WA	9	1536
12900	Tom Harrick	Portage Lakes, OH	22	1585.91	19254	Chuck Loomis	Winthrop, MA	23	1535.3
13010	Steve Falk	Cranston, RI	11	1585.82	17805	J. Craig Speck	Birch Lake, MI	9	1534.4
13017	Conrad Soares	Bermuda	21	1585.47	17689	Wolfgang Baumann	La Crosse, WI	21	1534.33
19281	Tom Rolfes	Acton Lake, OH	12	1585	19055	Larry Johnson	Annapolis, MD	32	1533.12
17110	Steven Yates	La Crosse, WI	21	1584.81	6908	James Cunningham, Jr.	North Cove, NY	24	1531.6
12884	Means Davis	Atlanta, GA	25	1584.7	9871	Bill Reid	Peoria, IL	11	1531.25
18645	Dick Zukowski	Crystal Lake, IL	17	1582.9	17344	Sam Chapin	Springfield, IL	5	1528.8
6995	Francis Seavy	Clearwater, FL	8	1581	13438	James Fairclough	Woodbury, CT	15	1528.3
10101	Don Magnuson	Chautauqua, NY	14	1580.7	17460	Frank H. Levinson	Indianapolis, IN	10	1528.3
17113	Ted Reising	Charlotte, NC	7	1580.3	13500	Bob LaScala	Lotawana, MO	21	1528
8634	Rod Cross	Bantam Lake, CT	46	1579	13072	Scott Griffith	Crystal Lake, IL	25	1527
6156	Don Reeder	Clearwater, FL	13	1579	19063	Frank Levinson Jr.	Clearwater, FL	11	1527
17151	Ron Reynolds	Tulsa, OK	9	1578.1	10201	Kenneth Kinan	Green Lake, WI	14	1526.92
12875	Paul Festersen	Iowa-NB SA	39	1578	18851	Terry Croasdale	Weatherby Lake, MO	16	1526.2
12345	J. Lloyd Cox	PYC, TN	24	1578	12888	Kevin Curran	Lotawana, MO	16	1526
7120	John Nicholson	Sea Cliff, NY	13	1577.5	17389	Jeff Evans	Springfield, IL	5	1526
16158	Paul May	Charlotte, NC	9	1577.4	8570	E. Garfield	Chautauqua, NY	7	1525.8
19259	Stan Vaughn	Dallas, TX	30	1577	15118	Bill Bonacker	Lincoln, NB	17	1525.7
13011	Scott Overton	Lake Mohawk, NJ	20	1577	17729	Bill Rodgers	Houston-Galveston TX	5	1525.2
19100	Lance Welch	Weatherby Lake, MO	15	1577	15673	Jim Bookout	Dallas, TX	18	1525
17041	Dave Patterson	Portland, OR	15	1576.53	13105	Tom Clark	Peoria, IL	13	1525
15154	Joe Haskew	Tulsa, OK	28	1576					
7908	Jim Trickett	Quivera, KS		1576					
14114	Mark Lombardi	Winchester, MA	21	1575					
16850	R. Dobson	Cheshire, Eng.	21	1574.29					
17388	Bruce Mylrea	Atlanta, GA	23	1574					
13423	S. Green	Cheshire, Eng.	23	1573.2					
19600	Henry Davis	Iowa-NB SA	16	1573					
17677	Dale Swann	Galway Lake, NY	14	1572.2					
18920	Marsh Jenkins	Lake Merced	8	1572.9					
19176	Larry Theriot	Tulsa, OK	27	1572					
19444	Jack Wagner	Lincoln, NB	24	1570.8					
18899	Bud Leonard	Diamond Lake, MI	18	1569.3					
15951	Martin Bebb	Iowa-NB SA	28	1569					
18069	Jim Lembo	Barrington, RI	18	1565.11					
18900	Bob Miller	Lake Merced, CA	8	1564.8					
18044	Rick Bowe	Annapolis, MD	11	1563.36					
17396	J. Jenkins	Grosse Pte. MI	14	1561.9					
4552	Tom Porter	North Cove, NY	24	1560.7					
16692	Chuck Whisenhunt	Tulsa, OK	20	1560					
18036	Henry Forman	Cranston, RI	15	1559.2					
12416	Homer Banks	Sacramento, CA	14	1558.21					
17634	Francis Conley	Ponca City, OK	19	1556.7					
9291	Bill Bees	Wadsworth, OH	16	1556.1					
17049	Harley Hopkins	Jackson, MS	20	1556.25					
14378	Neal Fendig	St. Simons, GA	15	1556					
18842	Darrell Murphey	Quivera, KS		1556					
19362	Stu Spencer	Richmond, IN	12	1555.2					
18501	Alan Levinson	Indianapolis, IN	10	1554.9					
17098	Ronald Rasmussen	Medina, OH	12	1553.2					
18930	Leonard McKeever	Ponca City, OK	23	1553.1					
19062	Mike Zalzal	Acton Lake, OH	17	1553					
17470	Bob Foster	Gull Lake, MI	9	1552.7					
14676	M. Chandler	Grosse Pte. MI	7	1552.1					
18405	Steve Snider	Tulsa, OK	9	1551.8					
19199	Ralph Swanson	Winchester, MA	17	1551.7					
19058	Gordon Wallace	Dallas, TX	37	1551					
18350	Harlen Wilkinson	Crystal Lake, IL	19	1549.7					
11800	Ham Johnson	Grand Rapids, MI	16	1549.63					
18831	David Snyder	Ponca City, OK	22	1547.9					
14692	Randy Wood	Winthrop, MA	26	1546.6					
15161	Jim Pyott	Chicago, IL	10	1546.6					
13007	Greg Wiseman	Muncie, IN	8	1545.5					
18914	Dave Burdett	Richmond, IN	20	1545.3					
13031	George Coleman	Bantam Lake, CT	34	1545					
13034	Edward Moore	Lake Mohawk, NJ	18	1545					
17163	Frank Portius	Diamond Lake, MI	6	1544.8					
16797	Paul Zent	Indianapolis, IN	30	1544.6					
14357	Vincent Goeres	Lincoln, NB	16	1543.6					
14059	Burt Ray	Sacramento, CA	13	1543.08					
13008	Arnold Lundmark	Dayton, OH	20	1542					
11177	Sonny De Costa	Bermuda	22	1541.99					
17756	Charles Fletcher	Jackson, MS	16	1541.5					
15599	P. Ainsworth	Cheshire, Eng.	21	1541.43					
16332	Frank Castelli	Decatur, IL	21	1540.3					
16402	Mark Constant	Muncie, IN	12	1540.17					
13019	Mike Hill	Richmond, IN	10	1538.9					

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17688	John Dottenwhy	Muncie, IN	13	1522.85	12400	Tom Wurster	Diamond Lake, MI	19	1479.6
18039	Val Simhauser	Springfield, IL	12	1522.05	15480	B. Westmacott	Cheshire, England	32	1479.5
19362	Dean Spencer	Richmond, IN	15	1521.3	16856	Tom Townsend	Indianapolis, IN	24	1479.1
18918	Chuck Felton	Diamond Lake, MI	17	1521.1	18012	Bill Hesselschwerdt	Grand Rapids, MI	13	1478.8
18399	George Varga	Birch Lake, MI	19	1520.9	13200	Pete Charnley	Grand Rapids, MI	26	1478.7
18112	Wayne Soares	Bermuda	22	1520.5	14544	Jim Hooks	Greensboro, NC	5	1477.8
17017	Allen Overcash	Lincoln, NB	6	1520	12402	W. Pearce	Cheshire, England	18	1475.6
14742	Russ Furlong	Cranston, RI	18	1519.83	17471	Randy Nond	Atlanta, GA	34	1475
17728	Robert Ewell	Galway Lake, NY	17	1818.8	17512	Graham Hoffman	Keuka, NY	13	1474.7
10376	John Senn	Galway Lake, NY	19	1517.9	16422	Jerry Zanzinger	Lake Merced, CA	7	1474.5
18913	Don Meredith	Richmond, IN	17	1517.4	11467	Kiffin Gilbert	Richmond, IN	12	1473.9
15089	Robert Wells	Galway Lake, NY	11	1517.3	11600	Jeff Aldrich	Onondaga, NY	17	1472
19365	George Hock	Onandaga, NY	22	1517	14771	Harold Nelson	Muncie, IN	10	1470.6
17900	Ed Haynes	Dallas, TX	21	1517	14638	Donald Stewart	Woodstock, Canada	7	1470
16855	Tom Fowler	Springfield, IL	7	1516.9	13450	John Guidetti	Onondaga, NY	23	1470
17906	Pete Dawson	Portland, OR	14	1516.43	14301	Tom Eastwood	Acton Lake, OH	10	1470
17140	Robert Rayford	Jackson, MS	10	1515.8	7873	Ron Bouverat	Onondaga, NY	19	1469
18299	Marvin Lee	Muncie, IN	8	1515.63	10593	Erik Laine	Richmond, IN	15	1467.3
15708	Burnice D. Bedford	Galway Lake, NY	24	1514.7	16239	Gary Long	Tulsa, OK	6	1467.1
17668	George Calvert	La Crosse, WI	21	1514.52	18324	Lee Brahos	Chicago, IL	12	1467
19053	Bill Landfair	Dallas, TX	29	1514	8066	Joe Yacoe	Sea Cliff, NY	8	1466.9
16837	Chuck Lade	Quivera, KS		1514	18090	Kim Loveless	Weatherby Lake, MO	13	1466.6
19361	Jim Guthrie	Richmond, IN	9	1513.9	12641	Dean Jaynes	Cowan Lake, OH	5	1466.4
16374	George Bailey	Pontiac, MI	5	1512	18104	Ed Griffith	Acton Lake, OH	5	1466
14025	Robert Bidwell	Quivera, KS		1512	17044	Warren Johnson	Sacramento, CA	12	1465
19489	John Muhlhausen	Atlanta, GA	23	1511.9	3742	Arthur Cunningham	North Cove, NH	24	1463
16616	Richard Belvin	Bermuda	20	1511.8	12698	E. Watson	Cheshire, England	27	1462.9
10377	Robert Posson	Galway Lake, NY	18	1510.4	12885	Dick Patrick	Winchester, MA	18	1462.5
18663	John Fyffe	Fairview Park, OH	12	1509.8	15594	Dick Olney	Cranston, RI	22	1462.3
19426	David Miller	Houston-Galveston, TX	5	1509.8	17119	John Whitfield	Jackson, MS	22	1462.2
4502	Thomas H. Dixon	North Cove, NY	18	1509.7	14994	Steve Dunbar	Chautauqua, NY	10	1462
7428	Buzz Lamb	Clearwater, FL	9	1509	13302	Hugh Donald	Annapolis, MD	24	1461
15280	Paul Campbell	Peoria, IL	16	1508	17683	Tom Burgin	Tulsa, OK	24	1461
17018	Terch Bugbee	Chautauqua, NY	6	1508	10605	Ken Frashier	Lake Lotawana, MO	10	1460
16796	Lee Reichart	Indianapolis, IN	24	1507.83	16684	John O'Donnell	Atlanta, GA	12	1459.7
8300	Ernie Hardy	Winthrop, MA	17	1507.4	9747	Dan Williams	PYC, TN	19	1459
14854	Russ McHenry	Keuka, NY	10	1505.2	16807	Glenn Mattson	Bow Mar, CO	17	1459
19381	Dave Campbell	Littleton, CO	21	1505	13021	John Brooks	Clearwater, FL	11	1459
19059	Scott Best	Troy, MI	5	1505	14905	Bill Ruehning	Portage Lakes, OH	9	1458.56
12775	Stephen Fisher	Rochester, NY	19	1504.8	14590	George Nash	Lake Merced, CA	19	1458.5
16230	Douglas E. Brogden	Lincoln, NB	18	1503.5	10225	Jim Lee	Memphis, TN	6	1458
19278	George Howell	Richmond, IN	19	1502.6	19178	Harold Hake	Urbana, IL	19	1456.9
15305	Bana Schnipper	Sea Cliff, NY	19	1502	14603	Linda Crandall	Grosse Pt, MI	8	1456.8
15755	Bill Sterling	Dallas, TX	17	1501	13901	Dave Lamb	Annapolis, MD	23	1456.7
16140	Rob Hill	Acton Lake, OH	16	1500	16752	Charlie Bush	Seattle, WA	12	1455.8
18407	S. Crandall	Grosse Pte. MI	16	1499.1	19177	Pat Doyle	Springfield, IL	6	1455
19111	David Davis	Bermuda	15	1498.55	16419	W. Zimmerman	Grosse Pt, MI	16	1454.9
19020	Bill Simons	PYC, TN	24	1498	12099	Chuck Vreeland	Wall Lake, MI	17	1454.6
14306	John Brush	Iowa-NB	37	1498	12440	Skip Baxter	Grand Rapids, MI	13	1454
14193	Steve McInnis	East Providence, RI	13	1497.08	17515	Steve Heller	Grand Rapids, MI	10	1453.6
19271	Christopher Stump	Decatur, IL	14	1497	12002	Perley Grimes	Bantam Lake, CT	20	1450.5
11891	Dick Rix	Wall Lake, MI	20	1496.1	9106	Irving Marguiles	New York City, NY	18	1450.2
19060	Bob Ford	Winthrop, MA	19	1496	6713	Paul Howley	Houston-Galveston, TX	5	1449
18915	Dick Buckingham	Indianapolis, IN	18	1495.38	15125	John Fulton	Wichita, KS	12	1449
17237	James Amos	Bermuda	16	1495.3	18298	George Drake	Pontiac, MI	5	1449
17892	Bill Schwarz	Annapolis, MD	21	1494.9	14968	Ed Kane	Seattle, WA	12	1448.1
18266	Bob Wesselhoft	Peoria, IL	10	1493.4	19175	Ivan F. Lawton	Onondaga, NY	14	1448
19319	Gene Lemke	Indianapolis, IN	9	1493.11	8661	Curt Mathews	Chicago, IL	6	1445.8
10202	Lou Spencer	Chicago, IL	20	1493	19179	Dave Schafer	Chicago, IL	5	1445.6
19005	Carl Owens	Atlanta, GA	26	1492.5	17558	Bob Page	Indianapolis, IN	23	1444.8
16802	Bob Poulson	Bow Mar, CO	8	1492	15353	J.G.Zeratsky	Green Lake, W	11	1444.2
18887	Tom Sly	Decatur, IL	22	1491.8	7696	Raymond Tyler	Watertown, CT	24	1443
18352	Dick Dronsuth	Chicago, IL	18	1491	17464	Jack Magnuson	Chautauqua, NY	11	1442
18858	Lee Griffith	Acton Lake, OH	14	1490	10281	George Baffico	Lake Merced, CA	12	1441.9
18317	Bob Hayner	Springfield, IL	9	1489.3	17637	Vince Bovino	Muncie, IN	12	1441.3
14291	Don Ferrell	Portland, OR	18	1489.22	18044	Griff Hall	Annapolis, MD	8	1441.1
14550	Mark Ernst	Rochester, NY	8	1489.2	18098	Clarence Lowery	Weatherby Lake, MO	14	1440
13425	H. Gardner	Cheshire, Eng.	31	1489	18106	Thomas S. Morse	Rochester, NY	12	1439.7
7007	Ralph Reddick	Bantam Lake, CT	22	1488.5	17165	Charles Wright	Acton Lake, OH	6	1439
17624	Eddie Williams	Lotawana, MO	22	1488	18855	F. Murray	Grosse Pt, MI	9	1438.7
3929	Lana Rittmann	Rochester, NY	15	1487.7	16154	Ed Butler	Tulsa, OK	29	1438
18422	Kean Tilford	Wichita, KS	11	1486	13112	P. Gaskin	Cheshire, England	20	1436.1
15687	Guy Rodgers	Green Lake, WI	14	1485.21	15005	Mike Goll	Winthrop, MA	15	1436
15214	Edmund J. Daly	Waterbury, CT	21	1485.2	16477	Buzzy Pickren	St Simons IS, GA	9	1436
10163	Larry Best	Wall Lake, MI	20	1485.2	14280	Roger Ream	Portage Lakes, OH	21	1435
15779	Dale Williams	Crystal Lake, IL	13	1484.9	17738	R. Galpin	Grosse Pt, MI	11	1434.9
16377	W.S. Cox	Grosse Pte. MI	18	1481.7	15015	David Luther	Ponca City, OK	8	1434.8
14206	Erle Bennett	Memphis, TN	5	1481.4	17762	Jill Carver	Green Lake, WI	10	1434.7
7879	Dave Zimmerman	Sea Cliff, NY	12	1481.1	18392	Robert Kagel	Lake Mohawk, NJ	10	1434
18404	R.M. Duxbury	Lincoln, NB	16	1481	13868	Tom Raphael	Winchester, MA	27	1433
19395	R. Orr	Grosse Pt, MI	6	1480	18913	John Meredith	Richmond, IN	12	1431
15393	John Olsson	Lincoln, NB	6	1480	14674	W. Dennes	Grosse Pt, MI	13	1428.9

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# TED TOLSON ON RACE COMMITTEES

There are two words to keep in mind when setting a starting line — “theoretical” and “practical”. The theoretical starting line would be perpendicular to the rhumb line with the 1st mark directly to weather. This would assume no current and no wind variation. There is always a degree of variance in the wind, even a steady one, as much as 20° to 25°.

Most one-design races are usually run keeping marks to port. With the line perpendicular the contestants will tend to bunch their boats at the starboard end of the line in order to cross on starboard, take a short tack to port to free their air, and be clear and to weather of the competition — this tends to crowd that end of the line and for that reason it is better to favor the leeward end of the line about 5°. If there is also a current factor involved favoring the windward side of the course, the angle might be even more — up to 10° or 12°.

The way for a race committee chairman to judge a starting line is to ask himself “on which end of the line would I start”? If he can decide which end, he should reset the line. The point is to have a line that is fair to the boats on any point of the line. This has the practical advantage of spreading them out down the line. An experienced race committee can tell in the maneuvering before the start who will get a good start, who is likely to be over and who will be late.

There is a sort of psychological warfare between the committee and the contestants. At the skipper’s meeting *tell* them that you can get as many as eight premature starters. Be sure you do call back the premature starters, especially on the first race. It will get worse with each race if they get away with it.

You can even judge by the fleets what to look out for. Dutchmen tend to bunch up off the stern of the committee boat, Thistles tend to run the line and bunch up at the pen end, Lightnings and Stars are more intelligent, they test the whole line and choose what they think is best.

There is a tendency for inexperienced committees to have starting lines too short. In taking the size of the fleet into consideration you have to realize how much room a really large fleet will take. In an ocean race with some boats as much as 75 ft. in length that sometimes makes for a long line. A line 850 yards long — that is 8½ football fields — can turn out to be a good line with the right amount of room. In heavier air the line should be longer.

When you have the line set up and the starting procedure going the line may still be adjusted up until the 5 minute gun. If there is a wind shift and you believe it will hold POSTPONE and reset the line. If the race starts with the course still good but part way to the windward mark there is a significant shift, make a general recall and send a couple of boats to bring them back. It takes guts but it isn’t a race anymore if they just line up and follow one another around the course like ducks. There will be some griping but not from the people who know what its all about. They want a race.

Usually the race committee gets a lot of complaints, but it is possible for a race committee to get a standing ovation at the end of a race series and that makes you really feel good.

**Question:** How about setting lines and courses on small lakes where the conventional system won’t fit in the space?

**Answer:** The committee is free to make such changes as it must under the circumstances, as long as it lets the contestants know what it is doing. Make it clear.

**Question:** How about having the committee boat on the wrong side of the finish line?

**Answer:** When it is necessary or desirable, you fly the blue signal which means “committee boat is on station” at the finish line. Always follow the required signals. The contestants will know what you are doing and if they are accustomed to the required signals (which are simple enough to have on hand) they will know them immediately when they go away to regattas.

**Question:** How about having two flags for the starting line with the committee boat off the line, rather than having the flag at one end and the committee boat at the other end?

**Answer:** I thought that was a good idea and tried it out but the problem was in stabilizing the committee boat with the flag for sighting down the line. I was never able to do this satisfactorily. If someone could come up with a way of doing it I would think it a good solution.

**Question:** What are general rules for finish lines?

**Answer:** They should be perpendicular and in general, a lot shorter than starting lines. Again, the size of the fleet determines the size of the line. It is much better to have finishes to weather.

*Marge Lamb*

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*Editor’s Note: Commodore Tolson’s name is synonymous with excellence in race committees. The prestigious Ted Tolson Trophy was named in his honor and is presented by the St. Petersburg Yacht Club every year for an outstandingly run regatta. Steve Taylor won the trophy for the U.S. Snipe Nationals at Alamitos Bay in 1968.*

# Wells Wanderings



by *Ted Wells*

July 1972

## DO AS I SAY – NOT AS I DO

Old Joe and I have, in recent years, achieved a pretty good rapport in Dallas where Snipe Fleet I stages the Southwesterns on H. L. Hunt's Texas size fish pond. The winds are generally light so Old Joe has good control. This year was no exception and he was helped considerably by the fact that there were 74 (that's right – seventy four) boats on one starting line. With this combination of circumstances, it is easy to louse things up. I did – both with and without Old Joe's help.

There are those who felt that I used all my luck in the first race in moving from a fairly solid 65th place three fourths of the way up the first leg to about seventeenth at the first mark and first place at the finish. The wind had been from all directions, and a series of events after a catastrophic start caused me to be working the port side of the course which had most of the earmarks of the wrong side, but Old Joe finally provided a couple of streaks where boats on that side of the course could sail fast (relatively) on a close port reach while the others were drifting along on a slow starboard run. It was a perfect example of the fact that in a drifter, you have to go to the wind as evidenced by boats moving fast, even if the direction in which you are going looks a little silly at the time. You can't depend on the wind coming to you, and it requires looking back and to the side – not ahead.

At the first mark, which had now become the leeward mark, Old Joe stuck his finger on the split shift button and held it there. Everyone held a port tack to avoid the downwind traffic, and by the time I got there the wind had shifted enough so I was heading 45° higher than the leaders and going

faster. In a few more minutes – boats behind me were heading higher and going faster. I went over and joined them and although we were heading way above the mark, we were going fast. Another example of looking back and going to the wind.

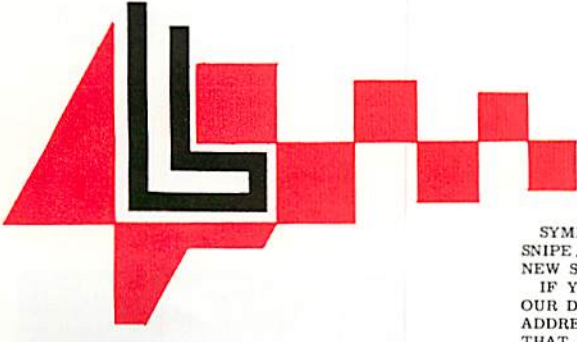
Dick Fagin took second in this race which ended things for the day. Sunday morning, there was more wind but not much. Lief Zars has the reputation of always winning the Sunday morning race, and he did. I got third and Dick Fagin sneaked into fourth right at the finish.

This set the stage for blowing the regatta by ignoring paragraph 3 of last month's "Checklist" which says – "Don't get carried away racing just one or two boats. Of course you want to cover your closest competitor, but not at the expense of losing half a dozen other boats in the process." I worked my way back on the first two beats by guessing wrong on which side of the course to favor while Fagin was doing even worse – and Zars was so far ahead I didn't even know he was there. I could still have salvaged the regatta on the last beat by just looking back, and tacking toward the wind – but I was too occupied with looking at the jib, trying to go fast, while the streak I was in became calmer and calmer and I went slower and slower. As I finally approached the finish on a nice port tack lift which would still give me the regatta, Old Joe decided I didn't really deserve all the good things he had done for me and hit the "starboard lift" button. That was it.

## WHAT PRICE SUCCESS?

Some years ago when we anticipated over forty boats at our regatta we decided to divide the fleets on a voluntary basis. We frequently have to sail an "X" course with beats about two short city blocks from mark to mark, we generally have adequate wind (a masterpiece of understatement in the opinion of some) and traffic is pretty heavy at the early marks. This has worked out well.

In Dallas, they traditionally sail large fleets, and wind direction usually cooperates pretty well, the lake is big by our standards, the winds are generally light which spreads things out – but this year, they are wondering. One of their problems frequently is getting stable enough conditions to get off a race – and having two fleets might cause more problems than it would cure. Actually – its fun sailing with shore to shore decks – I hope they keep it that way. Of course – my viewpoint is not exactly impartial and unprejudiced.



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## Sanctioned Snipe Regattas

JULY 1-2, MISSOURI VALLEY CHAMPIONSHIP, Iowa-Nebraska S.A., Floyd Hughes, Jr., 8 Westlake Village, Council Bluffs, Iowa 51501.

JULY 7-9 DISTRICT V CHAMPIONSHIP, Onondaga Yacht Club, Ron Bouverat, 404 Kirsch Dr., Mattydale, NY 13211

JULY 8-9 ROCKY MOUNTAIN SNIPE CHAMPIONSHIP, Rocky Mountain S.A., Fred Hegel, 4801 E. Bates Ave., Denver, CO 80222

JULY 8-9, WINCHESTER No. 77 INVITATIONAL Regatta, Bob Ely, 25 Highland Ave., Winchester, MA 01890.

JULY 8-9 WOLVERINE REGATTA, Barton BC, Warren J. Hanselman, 1326 King George Blvd., Ann Arbor, MI 48104.

JULY 15-22 EUROPE AND AFRICA CHAMPIONSHIP, Clube De Vela Atlantico, Oporto, Portugal. Ruy Moreira, P. O. Box 61, San Joao de Madeira, Portugal

JULY 15-16 DIST. III JUNIOR CHAMPIONSHIP, Muncie Snipe Fleet, Mark Constant, 2401 Moore Rd., Muncie, IN 47304

JULY 21,22,23, DISTRICT 3 CHAMPIONSHIP, Peoria (IVY), Tom Clark, Tomar Ct, Peoria, IL 61614.

JULY 22-23 NEW YORK STATE OPEN, Lucius H. Bugbee III, RD No. 1, Johnson Rd., Jamestown, NY 14701

JULY 29-30, NEW ENGLAND OPEN, Quannapowitt Snipe Fleet, Al Zachor, 124 Pond Rd., Acton, MA 01720.

JULY 29-30 DIAMOND LAKE OPEN SNIPE, Diamond Lake YC, Thomas Athanas, 1860 Champlain Dr., Niles MI 49120

AUGUST 2-6 EUROPE AND AFRICA JUNIOR SNIPE CHAMPIONSHIP, Real Club Natico of Alicante, Spain. 5 entries from each country—free lodging at local hotels.

AUGUST 5-6 ONTARIO OPEN, Oakville YS, Anne Crook, P. O. Box 144, Oakville, Ontario, Canada.

AUGUST 5-6, PROVINCE OF ONTARIO CHAMPIONSHIP, Anne Crook, 263 Sandwell Dr., Oakville, Ontario, Canada.

AUGUST 5-6, DIAMOND LAKE JUNIOR OPEN, Bud Leonard, 9750 S. Utica, Evergreen Park, IL 60642

AUGUST 11-13, INTERNATIONAL REGATTA OF PORTOROZ, Yacht Club "Pirat," 66320 Portoroz, Yugoslavia.

AUGUST 11-12 U. S. JUNIOR NATIONAL CHAMPIONSHIP, Ft. Gibson, Oklahoma. Jack Zink, P. O. Box 7388, Tulsa, OK 74105.

AUGUST 13-17 U. S. NATIONAL CHAMPIONSHIP, Ft. Gibson, Oklahoma. Measuring Aug. 10-12. Crosby, Heinzerling and Wells starting August 13. Jack Zink, P. O. Box 7388, Tulsa, OK 74105

AUGUST 19-20, BOARD OF GOVERNORS INVITATIONAL, Quassapaug Yacht Club, Edmund J. Daly, 193 Clough Rd., Waterbury, CT 06700.

AUGUST 20-25 CANADIAN NATIONAL CHAMPIONSHIPS, Barrie Yacht Club, Aug 20-21 measuring and tune up, Aug 22-24 5 race championship series. Aug 25 spare day. Dr. Bill Evans, 7 Vine Crescent, Barrie, Ontario, Canada.

AUGUST 26-27, CHAMPAGNE REGATTA, Robert Wightman, 135 E. William St., Bath, NY 14810

AUGUST 26-27 HOOSIER HARVEST, Muncie Fleet, Steve Barb, 400 Chinquapien Way, Muncie, IN 47304

AUGUST 26-27, DEVIL'S NEST ANNUAL, Lewis and Clark Lake, Daniel Bockelmann, 5610 Nicholas St., Omaha, NB 68132.

SEPTEMBER 9-10, HOSPITALITY REGATTA, Weatherby Lake Snipe Fleet, Hanns H. Hagen, 9909 NW 74th, Kansas City, MO 64152.

SEPTEMBER 9-10 INDIANA OPEN, Indianapolis Fleet, Jerry Peterson, 5844 Eastview Ct, Indianapolis, IN 46250.

SEPTEMBER 16-17, MASSACHUSETTS BAY OPEN, Mass Bay Fleet, R. F. Wood, 36 Sagamore Ave., Winthrop, MA 02152.

SEPTEMBER 16-17, JOE RAMEL MEMORIAL Regatta, Lotawana Snipe Fleet, Marian Petersen, L-12 Lake Lotawana, Rt. 1, Lee's Summit, MO 64063.

SEPT. 16-17 CHICAGO INDIAN SUMMER, Louis Spencer, 8635 S. 84th Court, Hickory Hills, IL 60457

SEPTEMBER 23-24, LAST CHANCE, Crystal Lake, Terry Gilkinson, 231 Lake Shore Dr., Crystal Lake, IL 60014.

OCTOBER 7-8 OXFORD INCIDENT and OHIO OPEN CHAMPIONSHIP, Acton Lake, Robert L. Hill, 11422 Pippin Rd, Cincinnati, OH 45231.

OCTOBER 21-22, GEORGIA STATE OPEN, John T. Friis, Box 2551, Valdosta, GA 31601

OCTOBER 28-29, HOSPITALITY REGATTA, John L. Whitfield, Jr., Box 4282, Jackson, MS 39216

NOVEMBER 4-5, HALLOWEEN REGATTA, J. H. West, 685 Fair Oak Manor NW, Atlanta, GA 30327.

## Movie Review: The Shape of Speed

If you get an opportunity to see North Sails' new movie, *The Shape of Speed*, by all means *do*. This movie shows sail trim on Solings and a Cal 29, with Lowell North and Dick Deaver narrating with a syncopated musical score as background. The emphasis is on mains but there is some discussion on barberhaulers and luff tension on the jib.

Some notes taken from the movie:

*The first 5 minutes* of a race are the most important.

*Think of the traveler* as a hinge mechanism. Move the traveler to windward, particularly in light (4-6) wind. This improves the helm of the boat and also gives the sail a more open slot.

*Mark your sheets* for proper settings using either felt tip markers or colored thread. *The barber hauler* is also helpful in opening up the slot.

*As the wind comes up* the Cunningham and other adjustments are tightened so that as the heavier wind stretches the leech the luff is tightened.

*In setting fairleads*, adjust until the luff is even when you head to wind. If you err, it should be in the direction of having the fairleads a little too far aft rather than forward.

*Yarn tell tales* attached to the jib luff are helpful. When the inside tell tale begins to spin or drop you know that the jib should be eased since there is not enough flow of air across the back side of the sail.

*To test for boat speed*: Have two boats, one to be kept as the constant. Start them about a boat length apart and even. Time how long it takes for one boat to pull a boat length ahead of the other. Then change something (sail, setting, adjustment etc.) and start over. You will get an answer, either positive or negative as to whether the change was for the better. Continue this, always keeping careful records and only make one change at a time. This should enable you to tune a boat to its fastest potential. (We will try it and let you know.)

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**FOR SALE - Chubasco 18020, Cobra mast, Elms sails, Ace trailer.** White hull, yellow deck. Beautiful and fast. Removable lead weights and floorboards. \$1600. Peter Farrell, 1022 W. Daniel St., Champaign, IL 81820. (217) 356-3034.

**FOR SALE - Lofland Snipe 18310.** Self-rescuing, tan hull, white deck. Proctor E keel-stepped with winch. Vector sails, Elvstrom bailer and trailer. Excellent condition, dry sailed, seldom used. A sacrifice at \$1000. Dan Novak, 1255 N. Sandberg, Chicago, IL 60610. (312) 822-3642 day, 337-7391 night.

**FOR SALE - Wood Eichenlaub 16951, Mini-weight, small board, Proctor E, 1971 Elms, trailer \$800, Steve Rock, 1654 Locust St. San Diego, CA (714) 222-6105**

**FOR SALE - SNIPE 9999** Varalyay glass covered red cedar hull, stainless board and bilge pump, compass, laminated spruce spars, wire halyards, top and bottom covers, steel trailer \$700. Tom Frost, Box 150, Ventura, CA 93001

**FOR SALE - New Custom Built Snipe 18396.** 1 1/2 years in building, raced only 12 times, minimum weight, Lofland fiberglass, Bahama Blue hull, Custom built African mahogany deck and floor, Flush mounted compass, all Harken ballbearing blocks, Proctor EX, Levinson inland lake sails, mast raker and puller, jib downhaul, special traveler, aluminum daggerboard, custom full cover. This boat has everything. \$1600. Bob Kagel, 15 Balsam Parkway, Sparta, NJ 07871. (201) 729-5036

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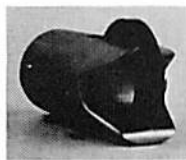
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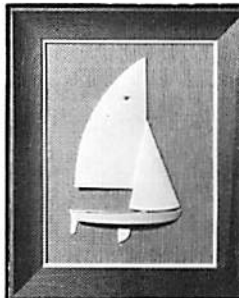


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