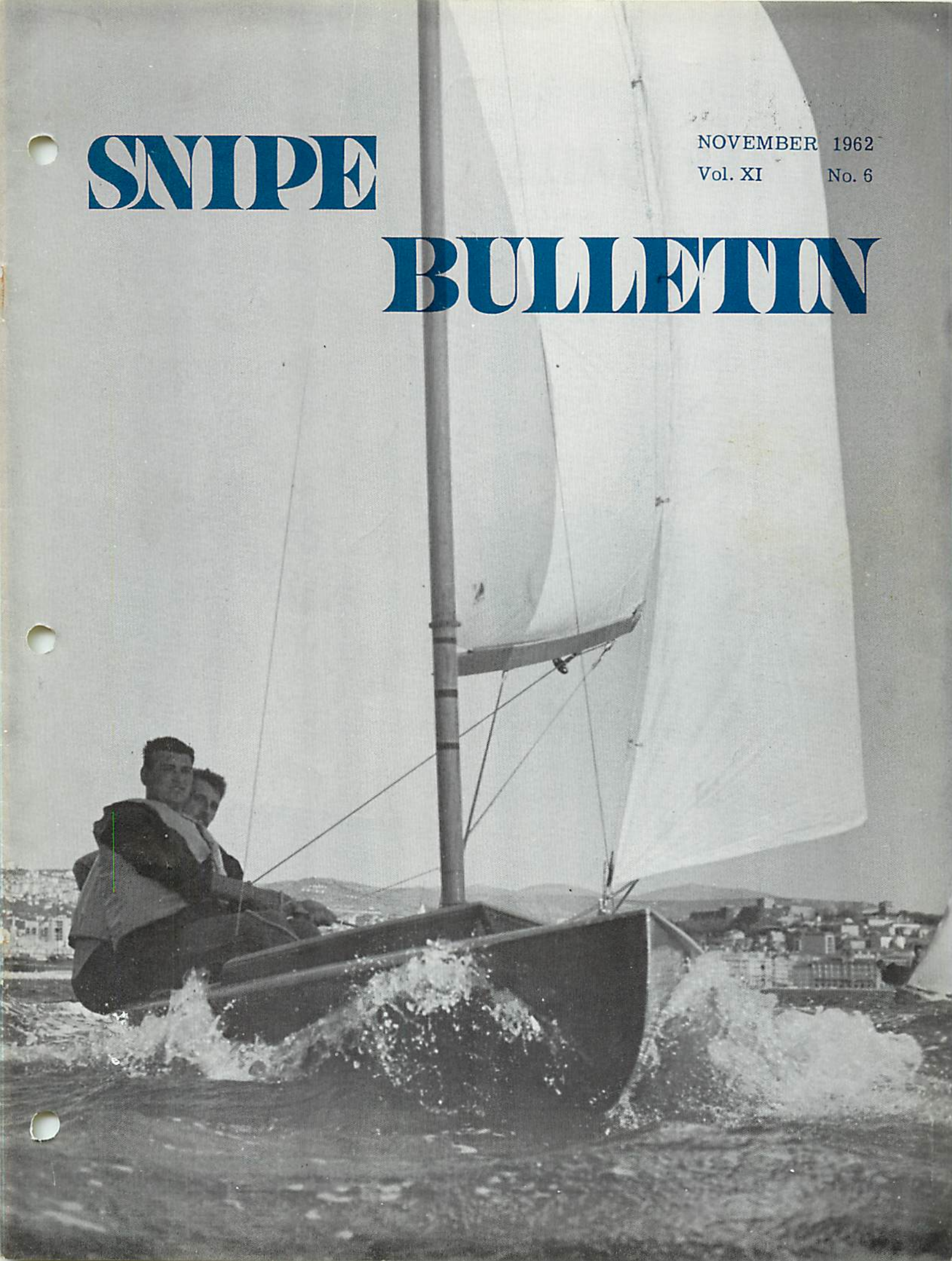


**SNIPER**

NOVEMBER 1962

Vol. XI No. 6

**BULLETIN**





SNIFE SKIPPERS AROUND THE WORLD

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IN 1961

# ULMER SAILS

Godfrey Kelly - Ray Kaufman - Harold Gilreath  
Joe Harmon - Jose Hernandez-Rubio - Runo Rossi  
Jos Pember

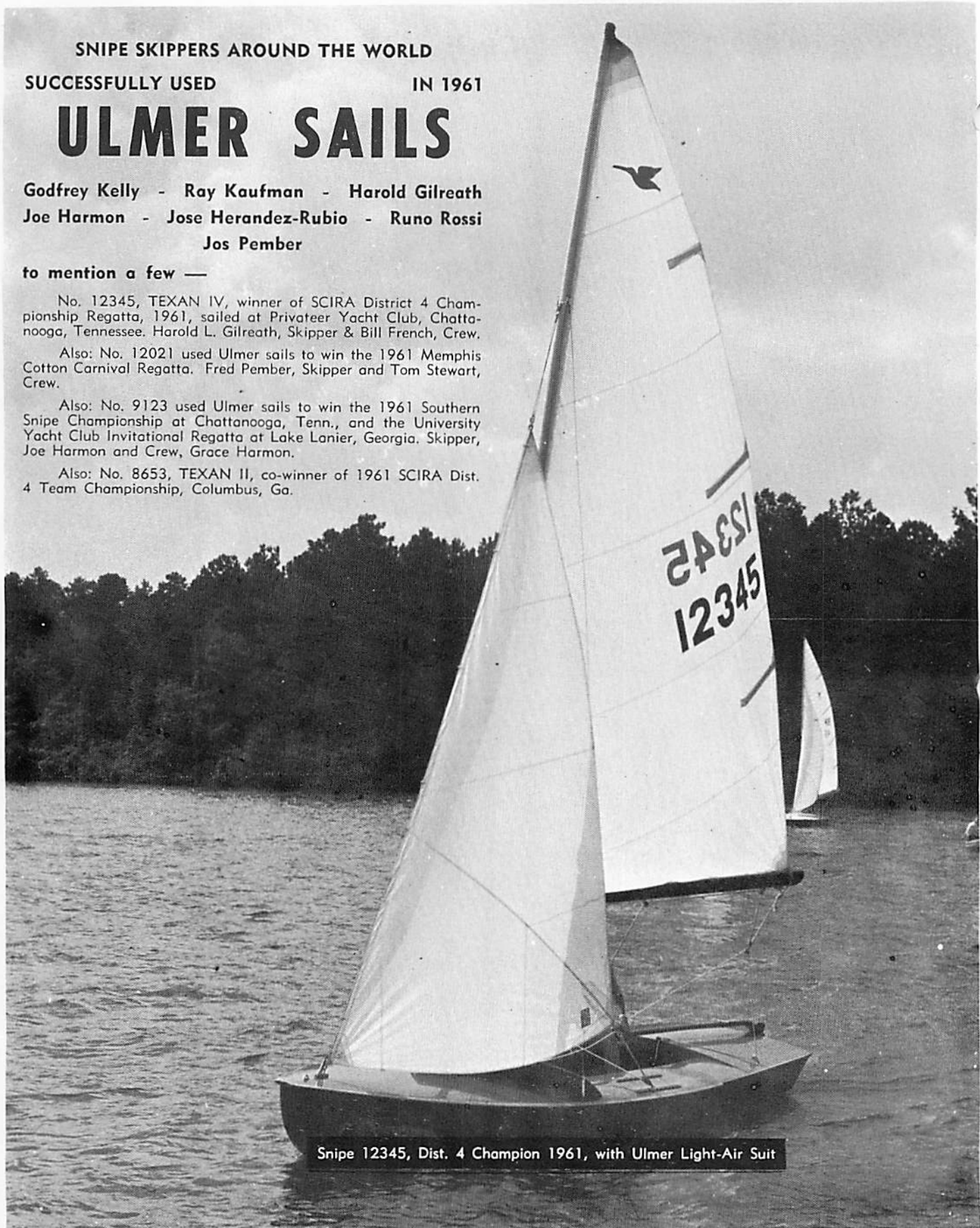
to mention a few —

No. 12345, TEXAN IV, winner of SCIRA District 4 Championship Regatta, 1961, sailed at Privateer Yacht Club, Chattanooga, Tennessee. Harold L. Gilreath, Skipper & Bill French, Crew.

Also: No. 12021 used Ulmer sails to win the 1961 Memphis Cotton Carnival Regatta. Fred Pember, Skipper and Tom Stewart, Crew.

Also: No. 9123 used Ulmer sails to win the 1961 Southern Snipe Championship at Chattanooga, Tenn., and the University Yacht Club Invitational Regatta at Lake Lanier, Georgia. Skipper, Joe Harmon and Crew, Grace Harmon.

Also: No. 8653, TEXAN II, co-winner of 1961 SCIRA Dist. 4 Team Championship, Columbus, Ga.



Snipe 12345, Dist. 4 Champion 1961, with Ulmer Light-Air Suit



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## Voice Of The People

WANTS TO STICK TO ISSUE - NATIONALS ARE TOO LONG!

"I rise in defense of ole Cousin Fred Pember, for I fear the Philistines will fall upon him and slay him by innuendo - meant or not. His plan had nothing to do with his race committee problems, but rather as a general solution to the number of races required, amount of time off required to attend the regatta, and the overall complexity to the host club and the attending skippers.

The Snipe Nationals are tiresome - they take too long! Until recent years, it was possible for a sailor to take one week of his precious two-week vacation allotment and, with hard driving, attend most Nationals if within any reasonable distance from home. What has made this increasingly prohibitive is simply the number of races. From an 8 race regatta (3 Crosby - 5 Championship), the Nationals grew to 10 (5 Crosby-5 Championship) till finally 12 in 1961 (11 were sailed). In order to get 12 races in, or to be sure of getting 10 in, for that matter, it is necessary to start races early Saturday afternoon. In order to get measured or weighed, you should be there during daylight on Friday. You can back up time-wise from there to figure out when you have to leave home to arrive on time.

The curious part of all this is why do we have to have all these races. To say that the top 24 boats for the Heinzerling cannot be determined by a 3 race Crosby series is to say that the dozens of three race weekend regattas held all over the country during the summer are not a reasonably accurate means of determining the better sailors. Remember we only have to be accurate to the top 24. I will certainly grant that exceptions occur, but even dropping a race with a 5 race series did not get Wolcott, Wells, and Seavy in the Heinzerlings in 1961. Somebody is always going to get left out who deserves to be in, but as we've all observed, the best sailors wind up at the top the vast majority of the time — and in three races!

Why have more? The usual answers are (1) too many boats on the starting line with just four fleets; (2) a man ought to be able to drop one bad race. The reply to the first is that up until split-fleet regattas came into vogue, 30 boats were not considered too many for a line. The Wells series in 1961 with 55 did not prevent the above-mentioned past national champs from finishing one-two-three. As for the second argument, it is no more reasonable for a sailor to drop one bad race at the Nationals than for Arnold Palmer to drop one bad round at the Masters. This concept should be stamped out of the Nationals. To sum up my argument briefly, the Nationals do need reviewing — back to the way they were! When Jimmy says, "Let's not start experimenting again," he's too late. More changes in the structure of the Nationals have been wrought since 1959 than all the Nationals since the Wells Series was started. **EIGHT RACES ARE ENOUGH!**

It is the good sailor with average financial means and limited vacation time to attend the Nationals that Cousin Fred was trying to help with his proposal for a seven race regatta sailed Monday through Friday. Certainly, his problems as Race Committee chairman had little or nothing to do with it. Those of us who know Fred well know that he would have put on another one for the class two weeks later if you had asked him and he thought he was needed.

I don't agree with Fred's proposal, but let's get the problem in proper perspective. It is foolish to say you want the conviviality of an open Nationals and then set so many races that it takes up all the time of your vacation and you're too tired to socialize."

— Franklin W. Johnson.  
Atlanta, Georgia.

IS IT "No more reasonable for a sailor to drop a race, etc. . . " ?

Frank has stated his arguments well, but he is getting into another complicated situation when he compares dropping a race in a regatta to dropping a round (or a bad hole) in a golf match. Arguments pro and con are good on both sides, but it is note-

(Continued middle of Page 5)

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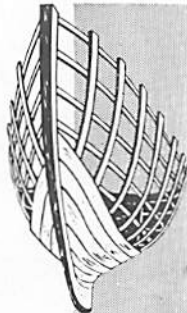
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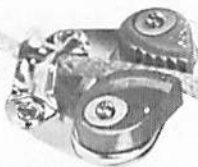
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## The Cover

This beautiful bow wave was produced by Snipe 9710 while winning the championship of Snipe Fleet 241 at Trieste, Italy, in 1961. This is Snipe sailing at its best and amply demonstrates why the trim little hull is admired all over the world.

—Photo by Marsilio Vidulich, Nat. Sec. for Italy

## The World's Largest Racing Class —

Figures issued in October for the year just ended showed that 755 new Snipes were built all over the world for a new 12-month record, but that doesn't tell the whole story of Snipe's spectacular and steady growth since its inception in 1930.

Our 31-year average for numbers issued is subsequently increased from 444 to 454 boats. One would think these impressive world-wide facts would have some weight with the members of the IYRU Committee which makes the Olympic selections, but evidently they are unimpressed. Could be they remember the boat from early days and are not aware of the qualities and performance of the modern Snipe which make it so popular with sailors everywhere and the largest one-design racing class in the world. Perhaps if they would actually sail and race in a Snipe themselves for one season - and keep their eyes and ears open - they might get a different and more true picture of Snipe and SCIRA. If the Committee is right in its conclusions, then thousands of sailors all over the world are wrong in their appraisal of the boat. Something doesn't jibe here!

But regardless, the International Snipe Class is in stronger position than ever before and SCIRA now has sights cast on the figure of 1,000 boats in a year, which might be sooner than we realize. You can help obtain that goal by remembering our battle cry, "Get Your Friends in Snipe."

## 1963 MIDWINTER REGATTA

"A note to you "Snow Bird Type" sailors who fly south to sail in Florida: When you get to Clearwater, you will discover your host, the Clearwater Yacht Club, has been completely re-decorated and offers all its facilities to visiting Snipers; namely, swimming pool, good launching, good food, fellowship, and excellent race courses in the Gulf of Mexico. The best 5 of 6 races will be counted and no more than 2 races on one day. The first 2 races will be on Tuesday, March 5th, followed by 2 on the 6th with 1 each on the 7th and 8th. YOU'ALL COME!"

Thus you are invited once again to one of the oldest (and second in importance) of all SCIRA regattas. Races will be held, as usual, on the Gulf of Mexico in front of the club. If you are going to this gala affair, address all enquiries to Snipe Regatta Chairman, CYC, Clearwater, Florida.

## The Western Hemisphere Races

Definite word was received on October 18, 1962, that the Western Hemisphere Championship Races for the International Snipe Class would be held in Brasilia, Brasil, as planned. Originally scheduled for the middle of December, the dates have been



moved up to November 23rd-December 2nd. One entry for each country is permitted and the present champion, Bernard Hayward, is entitled to defend his title. Accommodations for three persons from each country - two contestants and one national representative - will be provided by the hosts at one of the best hotels in Brasilia.

This is the 7th WH Regatta and no doubt it will prove as interesting and successful as those of past years when national champions from 8 countries have participated. The Canadian, Bermuda, and United States Champions have all signified their intention of going while Bahamas, British Guiana, Argentina, Uruguay, and Brasil are the other eligibles. A most elaborate program has been arranged in this unusual and prominent city under the supervision of Sylvio Piza Pedroza, Commodore, and Goethe Maya Vianna, Snipe Fleet Captain, of the Iate Clube de Brasilia. Up anchors for Brasilia!

### Some Miscellaneous Items

This is the time of year when point scores are totaled up, annual banquets are held, and season trophies awarded. And to complete the record, point score sheets must be sent in to this office along with details of the election of new fleet officers. Uniform report sheets are available for the purpose and they must be used. Also, the new 1963 Rule Book is scheduled soon after the first of the year, so promptness in observing all class rules will be greatly appreciated.

Looks like we have finally reached Big Time Advertising, for this issue of the BULLETIN contains an ad on page 13 for a ship's bell clock and barometer combination from the M. O'Neil Co., a subsidiary of the great May Company Department Stores, who do an annual gross business of 775 million dollars. They make a most attractive and unusual offer to Snipers which Santa Claus will look at for a long time before passing up. Really, it is a flattering recognition of the BULLETIN, and we are all quite pleased.

(VOICE OF THE PEOPLE continued from Page 3)

worthy that gradually all over the world, sailors are beginning to adopt the Drop One Rule.

His conclusions are wrong because his analogy is wrong - a sailor can not be compared to a golfer, for the sports are entirely different. If a golfer has a bad round, it is simply because he did not hit the ball well - he was not at top form; he felt lousy; his reflexes were off; he himself, and not his tools or clubs, were to blame. A sailor, on the other hand, can be in perfect physical form and keen for the championship, but if his equipment breaks down (and there is a lot of it with constant possibilities), he can be out of the race and the entire regatta in a matter of moments. And the convincing part in favor of the rule comes when the boat or equipment is damaged by an action entirely not his own - when he is clobbered by another contestant through no fault of his own and forced to withdraw from the race. The innocent party here certainly should not have to suffer such damaging loss or penalty simply because an inept or ignorant entry bumped into him. Certainly, one would be justified in feeling most unhappy if, after traveling hundreds of miles and with a good chance of winning the championship, you would be such a victim in the very first or second race and see your efforts all go down the drain. Recognition of that line of reasoning is why the DROP ONE RULE has come into existence - it appears to be just fair play.

However, there is a strong and valid objection to the rule when considering its application - it is agreed that a DID NOT FINISH resulting from equipment breakdown should be covered by the rule, but should a DISQUALIFICATION resulting from carelessness, ignorance of the rules, or deliberate taking of chances by the skipper to obtain an imagined advantage also be included in the optional race elimination? Advocates of the DSQ feature says that a skipper is "entitled to one mistake, etc" - rather a weak apologetic argument in itself, for a champion by definition in any sport is one who does not - or very seldom - make any mistakes or take wild chances. The result is varying application of the rule and the above argument will probably never be universally settled. So on - and on - far into the night!

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ENGLAND HAS THE RIGHT-OF-WAY! And just what will an aluminum mast do in heavy weather like this? Lay a straight edge along the mast in this picture and you'll have the answer. — Photo by F. Nakajima at Rye, N. Y. in 1961.

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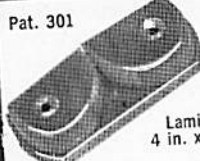


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# KEARY WINS CANADIAN CHAMPIONSHIP

FELLOW CLUBMATE HOWARD RICHARDS OF OAKVILLE A CLOSE SECOND



DOUG KEARY and crew, wife Sherry, cross the finish line the 1962 Canadian Snipe Champions. - Photos by R.E. Hunter

Forty-year-old Doug Keary, slick-working sailor from the Oakville, Ontario, Yacht Club returning to racing after an absence of 6 years, came through when the chips were down and captured the 1962 Canadian Snipe Championship — his first, in perfect sailing weather, after finishing 1st in the fourth and final race to complete a 2-1-3-1 record.

Needing this 1st to win, Keary and wife Sherry, who worked as crew, nosed out club-mate Howie Richards, who faltered to 5th in the fourth race for a final 1-3-1-5 score.

28 entries from the Maritime Provinces gathered at the Shediac Yacht Club to compete in a week of sailing on Shediac Bay. The Dominion Championship was determined by a 4 race series starting on Thursday, August 2, and finishing up on Friday with the best 3 races counting. A field of Canadian champions led by Harry Henderson, the defending title holder, Ina Sullivan, Dr. Raymond Kennedy, Al Jarrett, Howard Richards, and Art Rooney gave assurance that the competition would be tough and that is exactly the way it turned out.

Starting under perfect racing conditions with wind at 10 mph and gusts up to 15 prevailing, Richards jumped to the front in the first race and maintained the lead to win by a 5-boat length. And in the second race, that important factor - a fast start - paid off for Keary as he duplicated Howie's performance, but he was pressed all the way by the 37-year-old young-looking Al Jarrett and his 13-year old daughter, Sue, who lost out only by a boat length. Richards finished this one 3rd, and the leaders at the end of the day were Keary, Richards, and Jarrett in order. Ina Sullivan, 1961 Maritime Champion of the Armdale YC in Halifax was 4-4 for fourth while 5th went to Dr. Kennedy, the newly crowned Maritime Champion for 1962 from Sydney. Harry Henderson of Sydney couldn't get going and ended up in 11th place with a 10-12.

Again perfect weather greeted the fleet for Friday's two races. A hot fight developed between the Richards, Jarrett, Clayton



PRE-RACE MEETING - (l. to r.) Ina Sullivan of Halifax, 1961 Maritime Champ; Howard Richards of Oakville, holder of the Nova Scotia crown; Dr. Raymond Kennedy of Dobson; and Harry Henderson, 1961 Dominion Champ, discuss winning plans.

White (veteran seaman from Sydney), and Keary. White interposed his boat between the two leaders and Richards thus won by a safe margin over Keary, but only after some fine sportsmanship by Keary.

Crossing the line, Richards forgot that another leg was yet to be run in that race until warned by Keary. Art Rooney of Sydney and Jarrett finished 4th and 5th.

In the last and deciding race which Keary had to win to cut down Howie's lead, he sent his boat into a 15-18 mph wind that was steadily blowing out of the west and continued to mount his lead after jumping off to a good start. White continued in his 2nd place spot with Rooney close behind him. Bill Higgins of Buchans, Newfoundland, cut in ahead of Richards for 4th place.

When the scores were totaled, Keary's 4721 points led Richards by 77, while Clayton White, on the strength of his two 2nds in the last two races, had a nice 3rd place, but only a bare 6 points ahead of Commodore Jarrett of Oakville. Henderson had to settle for a 10th place with his 10-12-7-10.

This was a most successful regatta and Canadian Snipers are much pleased over the continued growth and popularity of this big Canadian sailing week. Next year promises to be even better with the event scheduled at Oakville, Ontario, the new champion's home fleet. Keary expects to represent Canada in the Western Hemisphere Races in Brasilia early in December.

— Eddie St. Pierre of the Moncton Daily Times

## FINAL RESULTS - CANADIAN NATIONAL CHAMPIONSHIP

Best 3 of 4 races - x denotes race dropped

SKIPPER	CLUB	RACES	1	2	3	4	Pts.	Fin
Doug Keary	Oakville, Ont.	2	1	3x	1	1	4721	1
Howie Richards	Oakville	1	3	1	5x	4	4644	2
Clayton White	Sydney	6	7x	2	2	2	4267	3
Al Jarrett	Oakville	3	2	5	6x	4	4261	4
Ina Sullivan	Halifax	4	4	9x	7	7	3880	5
Art Rooney	Sydney	9	11x	4	3	3	3837	6
Dr. Raymond Kennedy	Sydney	5	5	11	12x	7	3492	7
Owen Bryden	North Sydney	8	8	6	8x	8	3403	8
Tom Storey	Shediac	11	6	16x	9	9	3149	9
Harry Henderson	Sydney	10	12x	7	10	10	3078	10
Bill Higgins	Buchans, Nfld.	18x	13	12	4	4	2937	11
John Reifenstein	Oakville	15x	10	8	13	13	2834	12
Claude Flemming	Halifax	16x	9	15	14	14	2429	13
Cam Boudreau	Shediac	12	20x	10	19	19	2286	14
Jo Anne Thurrott	Shediac	7	18	DNF	17	17	2261	15
Roy Levin	Halifax	22	15	12	15	15	2196	16
Dan McKenzie	Sydney	21x	19	14	11	11	2113	17
Steve Astephen	Sydney	17x	14	5	16	16	2030	18
Sid Forsey	North Sydney	13	16	21	22x	22x	1809	19
Fred Fraser	Shediac	19	17	17	DNF	DNF	1636	20
Lloyd McKinley	Sydney	20	22	20	23x	23x	1323	21
Gerry Giovenetti	Sydney	27x	25	18	20	20	1226	22
Lee Gill	Buchans	23	21	19	DNF	DNF	1208	23
Bob Sullivan	Halifax	14	DNF	DNF	DNF	DNF	1120	24
Don Parsons	Bowring, Nfld.	26	23	DNF	18	18	1078	25
R. Brown	Buchans	24	23	DNF	21	21	978	26
John Rankin	Charlottetown	28x	25	22	25	25	942	27
Edwin Knee	Bowring	25	DNF	DNF	DNF	DNF	452	28



## Recognize Any of These Skippers?

Chances are, if you have done much Snipe sailing you will. They sail Snipes No. 8800, 9497, 7432, and 9320, and within the last 8 years, they have won some important Championships.

**FOR EXAMPLE:**

Western Hemisphere Championship  
U. S. National Championship (twice) - (and

placed in first three 4 times.)

Crosby Trophy (three times)  
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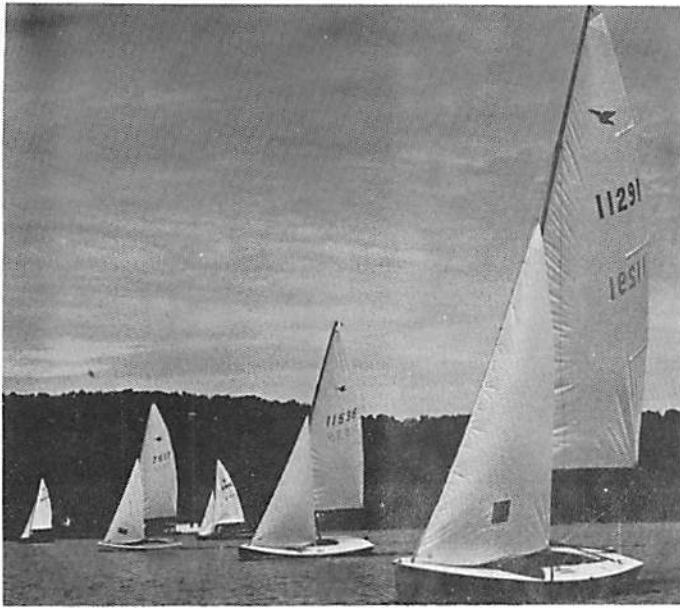


210 CARROLL ST.  
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NEW YORK



# KAUFMAN TOP SNIPE SAILOR IN DISTRICT I AGAIN

HIS THREE FIRST PLACES AT LAKE MOHAWK WIN CHAMPIONSHIP TITLE FOR THE FOURTH TIME



FURIOUS II (11291) with skipper Raymond Kaufman and crew Paul Henkart on the first windward leg in the first race.

Ray Kaufman of Port Washington, N. Y., naval architect by profession, took three consecutive races from a fleet of 18 rivals to win the North Atlantic Snipe Championship with "Furious II" on Lake Mohawk at Sparta, N. J., July 14-15th. It was the fourth time and second straight year that Kaufman had won the cup.

Boats from as far away as Annapolis and Massachusetts Bay lay on trailers at the LMYC in a heavy overcast Saturday morning for the weighing, launching, and the start of the first race at 11:00. Kaufman's boat, 8 1/2 lbs. underweight, was ballasted up to requirements and launched just as the sun was breaking through in a light and fickle southwesterly.

RC Chairman Karl Jernstrom sent the fleet twice around a four legged course of a beat to the first mark, a very short close reach, a long run down the length of the lake, and a broad reach home. Sea Cliff's Ricky Zimmerman played the far shore and led around the first two marks, but lost his position on the run. When he reached the first leg again, the committee shortened courses in the dying winds and finished them, widely scattered, after two legs of the second lap.

The second race that afternoon was started in rain and a

shifting easterly that prompted the committee to signal the same course as the morning and then to similarly shorten it when the breeze dropped. This time, Stovy Brown, who had finished 3rd in the first race, moved up on Kaufman but could not quite catch him and finished 2nd.

Sunday morning dawned clear but nearly windless for the 11:15 start of the final race. This one was marked by a complete turn-about of lake breezes. In one 180 degree shift, Kaufman and Brown, away and ahead of the rest of the fleet, were fighting it out tacking to make the last mark while the 15 others who started the last race had their whisker poles set a 1/4 of a mile back.

Kaufman had his name engraved on the District 1 Trophy (the Lake Mohawk Bowl) in 1951, 1955, and 1961, and is last year's Long Island and Long Island Sound Individual Champion in Snipes respectively for the fourth and third times.

Fleet 10 and the Lake Mohawk YC were hosts of this successful affair and all facilities of the club were available. Saturday night a cocktail party and dinner dance were held at the Lake Mohawk Country Club, where Snipe blazer emblems were presented to all skippers and crews in addition to the trophies and regular prizes.—Photo and story by Karl Maier (This is the first time that SCIRA emblems have been used as general regatta mementos and they proved very popular. Obtainable from SCIRA at a discount price for 50 or more. A good idea for other general chairmen to consider.)

## FINAL RESULTS - 1962 DISTRICT I CHAMPIONSHIP

Lake Mohawk, Sparta, N. J. - July 14-15

BOAT	SKIPPER	CLUB	RACES	1	2	3	Pts.	Fin.
11291	Ray Kaufman	Manhasset Bay, N.Y.	1	1	1		4800	1
11402	Stovy Brown	Annapolis, Md.	8	2	2		4131	2
10602	Taylor Brown	Annapolis	3	5	7		3896	3
8677	Bob Longnecker	Lake Mohawk, N.J.	9	3	5		3764	4
11810	James Poage	Lake Mohawk	8	12	6		3362	5
7617	Rolf Carlson	Overboard, N.Y.	7	13	4		3309	6
7183	Bob Schaefer	Lake Mohawk	14	8	3		3262	7
9448	Luke Czarry	Quassapaug, Conn.	2	7	DNF		3161	8
11536	John G. Becker	Overboard	4	15	10		2886	9
8000	R. Zimmerman	Sea Cliff, N.Y.	6	16	9		2874	10
12002	Ted Steadman	Manhasset Bay	17	4	13		2729	11
7886	Prine Henkart	Manhasset Bay	16	10	8		2675	12
11862	Kirsten Dietz	Massachusetts Bay	11	11	12		2641	13
11798	Jor Ford	Massachusetts Bay	12	9	DNF		2349	14
11752	Bern Becker	Overboard	13	14	15		2189	15
9241	Don Haase	Pine Beach, N.J.	15	18	11		2105	16
7381	Robert Harris	Annapolis	DNF	17	14		1789	17
13492	Kay Smith	Mass. Bay	DSQ	6	DNS		1666	18
8151	James Lawlor	Quassapaug	10	DNF	DNS		1445	19

# SALZENSTEIN WON INTERCITY REGATTA AT DECATUR

Decatur Fleet 144 hosted the annual Intercity Regatta July 27-28th.

The first race sailed in a 7 mph breeze turned into a reaching course when the wind shifted drastically at the start. Decatur's Mayor Grohne took an early lead to win with Bud Hook in hot pursuit.

The wind died during the second leg in the 2nd race and, per schedule, was tougher on the leaders. Phil Peterson followed the one shaft remaining on the lake. He caught it soon after rounding the windward mark in 10th place. He passed all the leaders and continued in 1st place to win the race. Stan Salzenstein almost caught him at the finish, but had to be content with 2nd.

The third race Sunday morning afforded everyone an excellent opportunity to have a personal feud with Old Joe. Naturally, Old Joe bested them all! It was a light wind coming over the trees on the high side of the lake and the finish was directly under the trees. Salzenstein was 3rd around the windward mark, sailed high, caught a good shaft, got in 1st place, and finished 3 minutes ahead of Mayor Grohne in 2nd place.

Prizes went to Salzenstein of Peoria for 1st; Hook of Indianapolis, 2nd; and Petersen, Springfield, 3rd. This regatta, more popular every year, is a great promotion of Snipes in Illinois.

## FINAL RESULTS (First 15) - INTERCITY REGATTA

Decatur, Illinois — July 26-28, 1962

BOAT	SKIPPER	FLEET	RACES	1	2	3	Fin.
12322	Stan Salzenstein	Peoria	6	2	1	1	
12660	Bud Hook	Indianapolis	2	5	7	2	
8591	Phil Peterson	Springfield	10	1	5	3	
12022	Bob Grohne	Decatur	1	DNF	2	4	
10818	Maj Hall	Chicago	3	4	10	5	
12510	Frank Castelli	Decatur	9	7	4	6	
10953	Tom Palmer	Decatur	8	10	3	7	
12535	John Canterbury	Peoria	5	8	9	8	
10664	Jim Coberly	Decatur	12	3	8	9	
12778	Carl Carter	Springfield	7	11	6	10	
12323	Mike Underwood	Peoria	4	9	DNF	11	
9541	George Poulos	Peoria	13	6	12	12	
13524	Pat Doyle	Springfield	11	12	11	13	
12591	Tom Pfeiffer	Decatur	15	14	13	14	
5115	Jim Vliet	Decatur	14	13	DNF	15	

# -ITALY HOLDS JUNIOR-SENIOR CHAMPIONSHIPS-

Thirty Snipes competed in the Italian National Championship races sailed at Riva del Garda from July 14-18th. The weather was nice with very favorable winds.

The final results were affected by the withdrawal of "Mandriol" (Della Casa - Scognamiglio) which, after winning the first race, was disqualified for returning across the finish line. Thus "Bon II" (Reggio-Orizio) won the first race, but was unlucky in the second race when she broke her mast. Her next three 1sts were not enough to make up for it, and so, "Hazel II" won the championship with a single daily 1st place, which she won when the wind was blowing the hardest. Third place went to "Pigoli II" owned by the Vice-Secretary of the Italian SCIRA. Mr. Rosso, while D'Isiot e Scognamiglio, who represented Italy at the World Championship at Rye, finished 4th.

## 1962 ITALIAN NATIONAL CHAMPIONSHIP REGATTA

BOAT	NAME	SKIPPER	FLEET	Pts.	Fin.
1132	HAZEL II	S.Morin	Monfalcone	6938	1
6370	BON II	P.Reggio	Eneo	6656	2
13898	PIGOLI III	E.Rosso	Vernazzola	6251	3
9195	PUNTA SALVORE	D.D'Isiot	Genova	6212	4
11739	CARLO MAGNO	U.Rizzi	Grigano	6173	5
11844	LIEURNIA	L.Silla	Adriaco-Trieste	5994	6
10738	ZAL III	C.Massone	Priaruggia	5247	7
10731	ROTARINO	S.Agnisetta	Verbano	4875	8
11597	SPALATO II	S.De Polo	Riv.dei Fiori	4759	9
12783	CAPO BAFFO III	C.Moschioni	Como	4227	10
11589	L'M L'M	E.Guglielmi	Castiglioneccello	4199	11
12804	COCOOLA II	G.Manegazzo	Caldero	4052	12
12802	DONATELLA II	C.Gardella	Cape Verde	3866	13
12798	BARABBA	G.Barabino	Milano	3875	14
12650	MARIELLA	E.Zina	Lago Iseo	3502	15
11845	DALLI DALLI	F.Mauman	Dolomiti	2955	16
12784	TOPPI TOPPI II	O.Bigazzi	Antignano	2926	17
9719	LUSSIN	G.Trois	Venezia	2917	18
12649	MARINELLA III	F.Muratore	Capo Nero	2180	19
10839	LASCIAMI PASSARE	B.Montagnani	CRAL Solvay	2180	19
12664	DISCOLO	R.Rossi	Scogli Nero	2148	21
9195	KRIS	F.Marafante	EL Gato	2098	22
10739	MA.MO.MA.	M.Mignani	Bologna	1924	23
11729	DAI DAI II	L.Torboli	del Garda	1692	24
12127	MANDRIOL	M.Della Casa	Tigullio	1249	25



NEW NATIONAL CHAMPIONS OF ITALY - Morin and Masutti in "HAZEL II".

## 18 ITALIAN JUNIORS RACE FOR TITLE

The XIth Italian Junior National Championship, which was sailed in three races on the Orta Lake from July 28th-31st, attracted 18 entries representing 10 SCIRA fleets. All three races were sailed in light but regular southerly winds.

Radin and Perin, both from Trieste, won the Championship with a 1-2-3. Gorla and Del Grande, who started as favorites, were disqualified during the second race, when they already had experienced some troubles with their boat. Runners-up were the young brothers Buffoli, two outsiders who were the real surprise of the Championship. Iseburg-Orizio from Genoa and Indri-Trevisan from Venice were the teams in 3rd and 4th.

## FINAL RESULTS - XI th ITALIAN JUNIOR CHAMPIONSHIP

BOAT	NAME	SKIPPER	FLEET	PTS.	Fin.
12128	BARBAROSSA	G.Ferin	Sistiana	4565	1
12812	ALOUETTE	L.Buffoli	Lago Iseo	4186	2
6370	BON II	C.Iseburg	Eneo	4125	3
11593	MOGAMI	G.Indri	Venezia	3837	4
11597	SPALATO	R.De Polo	Capo Nero	3717	5
12124	DODO III	G.Gorla	Imolo	3528	6
10839	LASCIAMI PASSARE	F.Gavazzi	CRAL Solvay	3334	7
10738	ZAL II	A.Stoffel	Priaruggia	3269	8
9984	DODO II	A.Lipani	Imolo	3179	9
11853	TOFO MATTO	M.Savelli	Antignano	3147	10
7082	SNOW BALL	L.Capio	Genova	2680	11
11329	DREM SHIP	E.Tarsis	Lago Iseo	2427	12
10608	ALBATROS	H.Pernthalez	Caldero	2352	13
12650	MARIELLA	E.Ziliani	Lago Iseo	2246	14
10191	GRECALE	A.Galeotti	CRAL Solvay	2129	15
11739	CARLO MAGNO	P.Bisso	Grignano	2081	16
11845	DALLI DALLI	T.Mauman	Dolomiti	2005	17
9710	BRIONE	Terdos-lavich	Grignano	1950	18

## -DISTRICT 5 HAS 1st JUNIOR CHAMP -

On July 20-21st, the Newport YC was host to the first District 5 Junior Championship in four years. The talent displayed by the juniors demonstrated that district regattas will be highly competitive for years to come. Although the rules say that the skippers must be under 18 years of age, the first 3 places were awarded to skippers who were all just fifteen years old.

Friday's racing was marked by fluky winds of 0-5 mph. Thanks to George Glenn, the very capable RC chairman, good triangular courses prevailed throughout the regatta. Alvin Bugbee of Chatauqua, Tom Rose of Loon Lake, and Chip Ulrich of Chatauqua fought it out to a 1-2-3 finish in the first race. The vigor shown to the highly nervous parents and senior skippers on shore was in keeping with the sailing ability of these young sailors.

The second race was a real drifting match. Ulrich gained a comfortable lead and finished a good 1st while Bugbee and Rose came in 2nd and 3rd.

The Saturday race was more of a test, for the wind was up to 15-18 mph and the boys had their work cut out for them. Steve Fisher of Newport ran into trouble and swamped on the second lap of the race. Meanwhile, the three leaders battled it out again to a close finish of Bugbee, Rose, and Ulrich. -Rose, Jr,

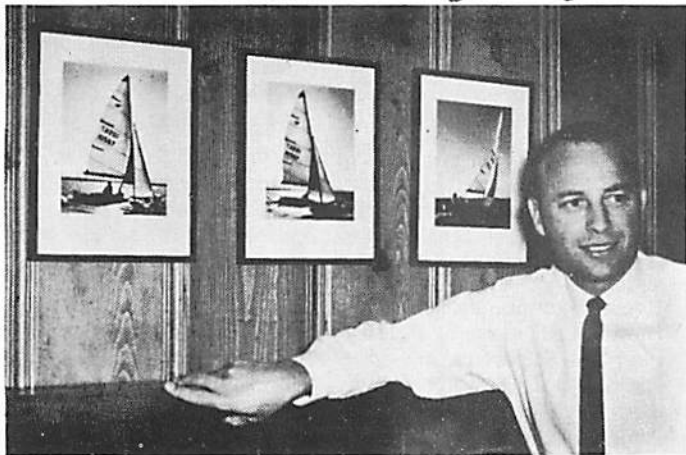
## FINAL RESULTS - 1st DISTRICT 5 JUNIOR CHAMPIONSHIP

BOAT	SKIPPER - CREW	RACES	1	2	3	PTS.	Fin.
10900	Alvin Bugbee-Jim Wahlburg		1	2	1	4721	1
12208	Tom Rose-Bill Cornell		2	3	2	4486	2
8571	Chip Ulrich-Linda Nelson	DSQ	1	3		4260	3
13311	Ted Carmen-Larry Peck		5	5	4	3961	4
12775	Steve Fisher-Greg Brooks		3	4	DNF	2813	5
10007	Pat Hanna-Tom Jungfahn		4	6	DNF	2574	6



JUNIOR WINNERS - Marsilio Vidulich, National Secretary for Italy, presents trophies to winners of the first three places.





DISSERTATION ON OVERLAPS

"Gather round, Children, and you shall hear of a Collision Course that you shouldn't steer!"



Position 1

Yacht B is clear ahead of Yacht A when about 6 boat lengths from the mark.



Position 2

Yacht B, when about 2 lengths from the mark, establishes an inside overlap and calls for room to pass the mark.



Position 3

Yacht A, not wishing to argue the point at the risk of causing a collision, attempts to give B room; but in so doing, a collision does result.



EACH ONE PROTESTED THE OTHER — WHICH BOAT SHOULD BE DISQUALIFIED?

There are probably more protests concerning fouls while rounding marks than for any other situation, and mostly because of errors in judgment and lack of rules knowledge on the part of the boat clear astern attempting to establish an inside overlap. The situation described above may be a typical example of both a judgment error and misunderstanding of the rules on the part of Yacht B who made the mistaken assumption that merely by establishing an overlap prior to the boat ahead reaching the mark that she was entitled to passing room under Rule 42 (1).

What Yacht B forgot, or did not know was the Rule 42 states that if they do not overlap, "a yacht clear astern shall keep clear in anticipation of and during the rounding or passing maneuver" and shall keep clear when the yacht clear ahead is too close to give room. Also, in the same Rule it states, "A yacht clear ahead shall be under no obligation to give room before an overlap is established."

In other words, the yacht ahead is not required in any way to anticipate having to give room at the mark until the overlap is established, and if the overlap is established in such a way and so close to the mark that room can not be given without causing a collision, then the presumption is that the overtaking boat did not establish the overlap correctly, or in time (even though it may have been established just prior to the lead boat reaching the mark). On this basis, it was ruled that Yacht B established his overlap improperly and therefore is disqualified on the authority of Rule 42.1(b-i)(c). The point to remember, then, is that if there is any doubt, the overtaking inside boat doesn't stand a chance on the rules interpretation - so if it looks at all close, DON'T!

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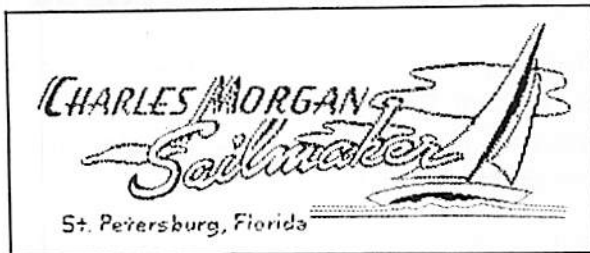
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## *Wells Wanderings* by Ted Wells



### TUNING NEW BOATS

While I still maintain that, as stated in SSBR, there is no mysterious microscopic adjustment that one needs to make to win races, there do seem to be some problems involved when shifting from one Snipe to another, no matter how identical they may be in racing capabilities. The problem is to develop this capability to its maximum.

The problem at its worst was demonstrated by me in California last winter. I borrowed two excellent boats whose owners, Carl Eichenlaub and Mike Jager, do very well with them. Their equipment and rigging were unfamiliar to me and this fact, combined with the fact that I had a completely green crew, contributed to the ensuing catastrophe.

Late this summer, I replaced the old fiberglass boat 10025 with a new one. 14025. Actually only the hull was new - the rigging, mast, boom - everything else was lifted off of 6025 and with a few modifications, put on 14025. I was certain that the minor differences in location of the forestay, mast centerline, centerboard trunk, etc, wouldn't make any difference, but you never know. Fortunately, I won the Quivira Regatta the first time I sailed the boat, and almost won a drifting race, so I started to Seattle with confidence. One light wind race at Redwood City on the way to Seattle, five Crosby Series races, and the first race of the final series at Seattle pretty well blew up that confident feeling. I guess everyone found holes with poor wind slants or no wind, but everytime people started going past me, naturally I wondered about the new boat.

The last five races helped restore confidence. There was wind, the dead spots were more evident, and I got out of them faster when I did get into them. The only bad race in this bunch was

caused by blowing my top in one race because of something another boat did, and no boat, new or old, can do well under these circumstances. By the end of the regatta, I was looking forward to the Lake Worth and Lotawana regattas in this area. Louis Nelms had picked up a new fiberglass boat on his way to Seattle and had done very well with it (obviously, it was properly tuned). Bill Kilpatrick picked up a new one, identical to Nelms, before coming home. These regattas promised to be interesting.

If the Lake Worth regatta had been the first time Nelms had sailed his new boat, he would, I'm sure, have junked it, or felt like it. He couldn't do anything right until the last race. Bill Kilpatrick never really did get organized. An 8th place in a drifter cost me the regatta, but my confidence was improving.

I've already mentioned the 1-2-25 performance at Lotawana. However, this was good for a third place, considerably better than Bill Kilpatrick, and when I saw him last, he was far from convinced there was nothing to tuning a new boat.

I think I know the answers. First, have everything just the way you are accustomed to having it, or be sure any change is a proven improvement. Be sure the minor dimensional differences haven't significantly changed the angle of your jib leads, the slack in your stays, or the rake of the mast. Having done these things, the only thing left to do is to gain confidence in the new boat. Good Luck will help, but in any case, stay off the panic button and continue to sail the way you know you should rather than to try screwball things.

### RACING RULES COMMENTARY

Just because Carleton Mitchell in Sports Illustrated says that Mosbacher went off on a starboard tack and got a safe leeward under Gretel, don't assume this makes the maneuver legal. Mr. Mitchell races on straight lines in oceans and has probably never heard of the rule on baulking. I'm sure the skippers of Weatherly and Gretel have, and that Mr. Mitchell was just too far away to realize that Weatherly was far enough ahead to tack anywhere she pleased without being guilty of baulking.

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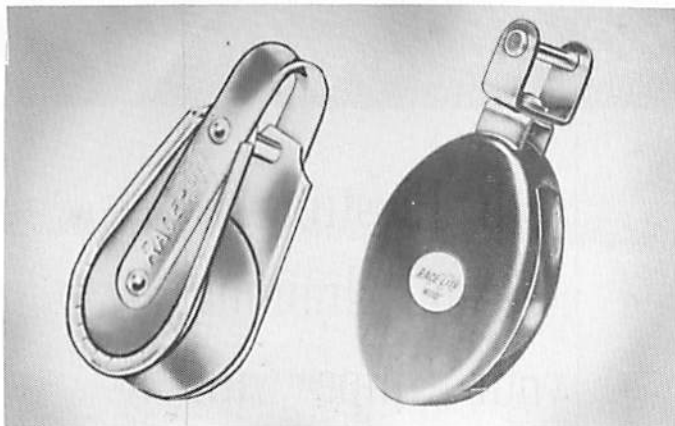


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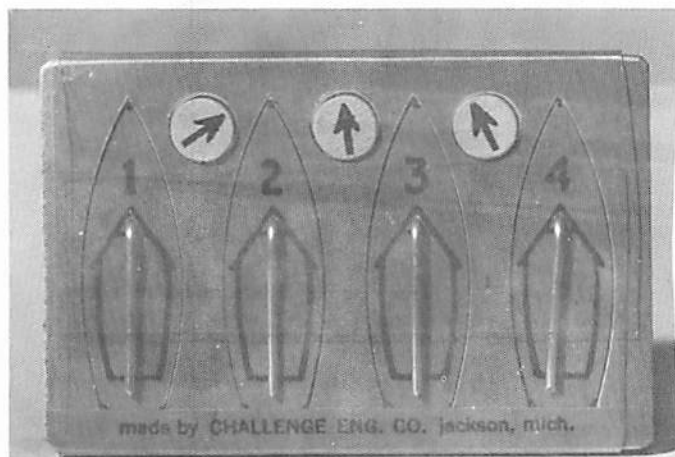
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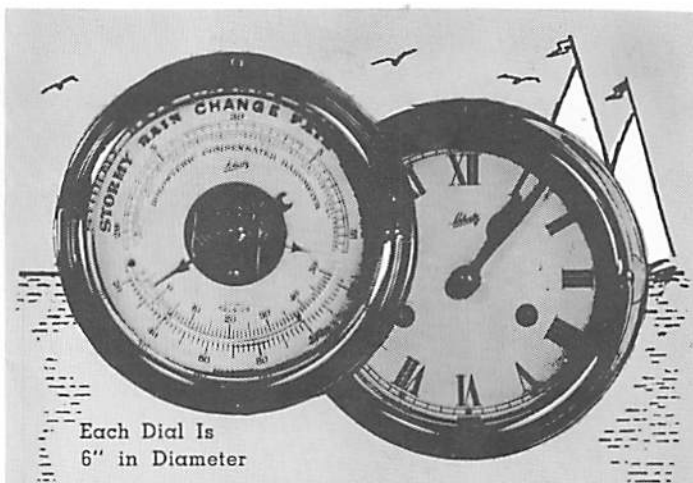
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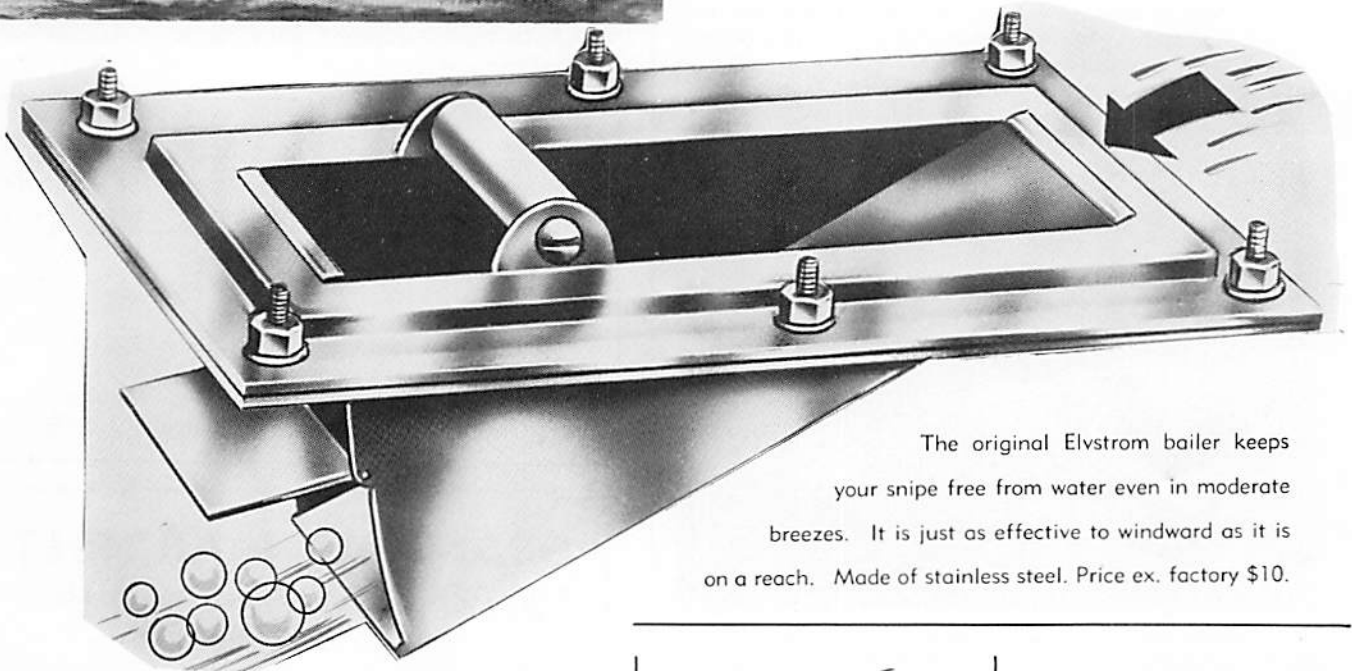
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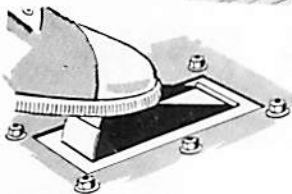
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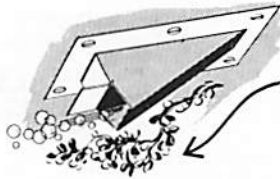
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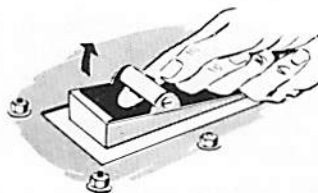
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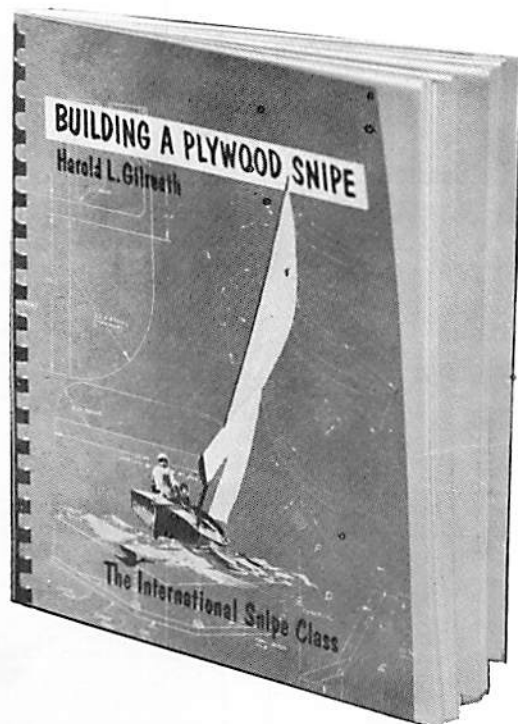
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