

SNIPE BULLETIN

OCTOBER 1965
Vol. XV No. 5

West Skippers Running Two In Snipe Regatta



Snipes Are For Racing



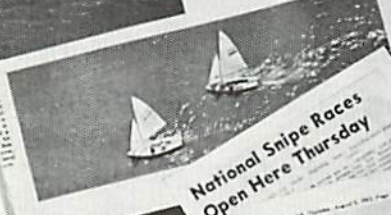
Levinson Wins Snipe Series



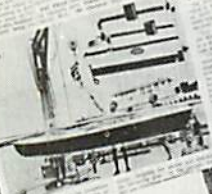
Miamian Takes Lead In Snipe Classic



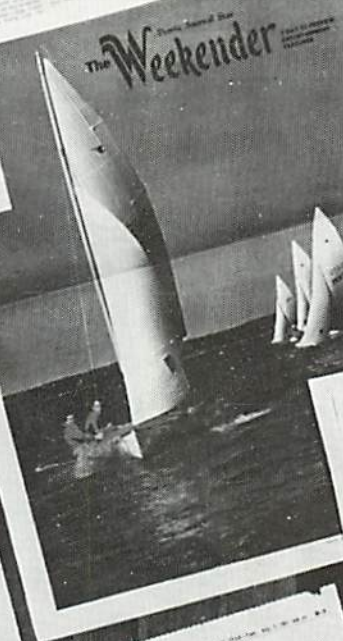
National Snipe Races Open Here Thursday



Seniors Open Snipe Competition Today



New York Skipper Takes Lead in Junior Snipe Event



Junior Snipers Sail For National Honors On Peoria Lake



Bud Raffee Captures Lead in Senior Snipe Races



Final Race This Morning To Name 24 Qualifiers Levinson, Tillman One-Two in Snipe Races Bugbee Wins National Junior Snipe Title



Levinson Virtual Winner of Title

Harry Levinson Sweeps Three Snipe Races Tillman Holds Second; Wesselhofts Are 11th

Levinson Sweeps 3 Snipe Events

Heinzerling Standings



Our Cover
The cover of this issue features a photograph of Harry Levinson, the virtual winner of the title, sweeping three snipe races. The cover story details his performance and the competition on Peoria Lake.

SPORTOPTICS
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National Snipe Races Halted... Lack of Wind



Our cover
The cover of this issue features a photograph of Harry Levinson, the virtual winner of the title, sweeping three snipe races. The cover story details his performance and the competition on Peoria Lake.

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As Others See It

Voice Of The People

FLEET CHIEF BROKEN HAND HAD A GOOD TIME

"I just want to tell you how much Woody Norwood and I enjoyed meeting you-all at the Nationals.

"One note of interest, you might like to include in the BULLETIN. I broke my hand weighing the boat July 30. However, I didn't know it was broken until after the Nationals were over and I got back to Atlanta. So, I ended up sailing the whole Nationals with the Broken Hand. I had a lot of comment about my hand while there, so I think maybe this group of people would be interested in this fact."

— Brad McFadden, FC.
Atlanta Fleet 330

SNIFE COMPETITORS CAN RELAX A LITTLE



"Bob and I are sorry we're so late in sending in our dues, but with all the preparations to leave on Sabbatical for Europe, there has been little time for sailing. I am sorry to say we haven't set foot in our Snipe since the Nationals last year.

Bob has a Natural Science Foundation Senior Post Doctoral Fellowship to study in Gottingen in Germany for the next 12 months.

Naturally, we are very sad about missing two Nationals, especially the ones in Peoria. I believe it is the first time we will have missed in 11 years. We will also miss the 1966 Nationals. Please give our regards to all our friends.

If anyone is planning to tour the continent after the World Championship, we would be extremely happy to receive you in Gottingen. It is on the main north-south rail line from Munich to Copenhagen.

We do plan to take our Snipe sails with us in hopes that we can borrow a boat sometime at one of the big Snipe Regattas. I wouldn't be surprised if Bob decided to go to Kiel to the big Dragon Regatta there.

We will look forward then to receiving our BULLETIN in Germany."

— Eleanor Huggins
Max Planck Institute
Gottingen, B. R. Deutchland

PSR A GOOD TEXT-BOOK

"Please send me forty copies of your latest revision of the Principal Sailing Rules of the North American Yacht Racing Union, graphically interpreted by Fearon D. Moore. We plan to use it in our Novice Sunfish Racing Classes at the Corpus Christi Yacht Club."

— E. S. Pennebaker, FC
Sunfish Fleet 7

MOCAMBIQUE HAS 3 FLEETS - WANTS MORE NEWS

"Portuguese East Africa is the most important Snipe center in the Indian Ocean. Lourenco Marques has two fleets and Beira has one fleet. All this makes 30 Snipes and, as a sea-worthy boat, is the most important class.

Interest in Snipe class started 18 years ago with 6 Snipes but keenest competition appeared in 1961. There is now a greater interest since we have been receiving Snipe BULLETIN regularly and by means of which we know what are the trends all over the world.

All our Snipes were bought in Lisbon and are wooden. It is impossible for any country to compete with Portuguese builders who sell them \$650 F. O. B. As all Portuguese Shipping Companies help water sports, we pay no freight. We also can travel at very low rates and most of items with no expenses once our Government, through Department of Sports, pay ticket for most important Regattas and for Nationals.

We would like to see which are Snipe Sail makers for first 6 Snipes in all regattas you have in the United States to see the trend and what top skippers buy in your country. Could that be included in the results and published in the BULLETIN?"

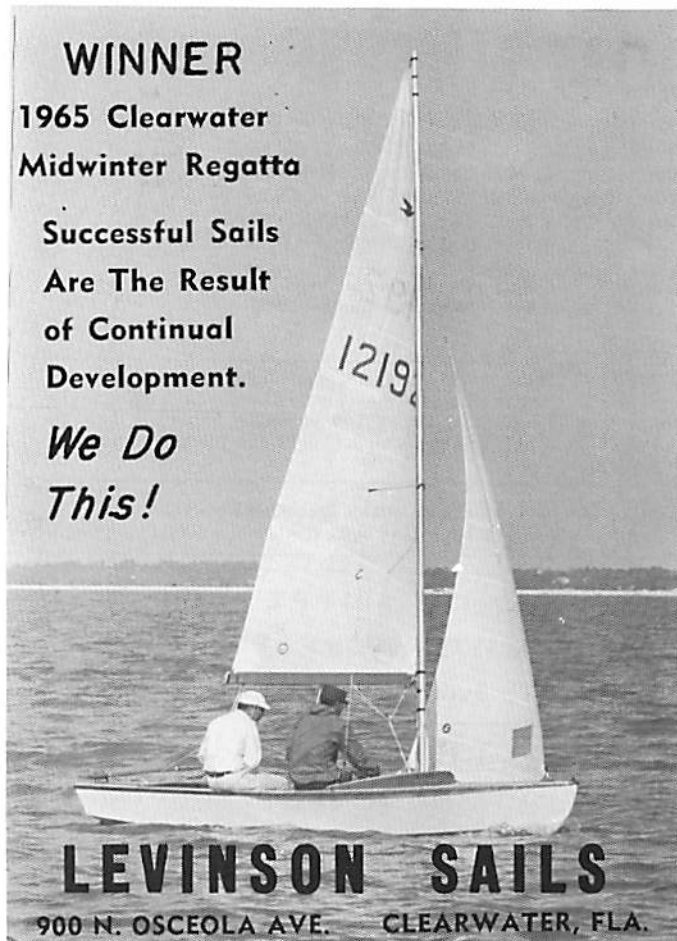
— Fernando Nascimento

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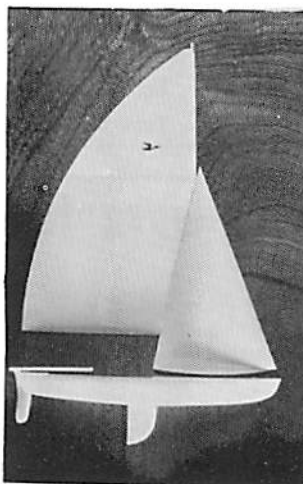
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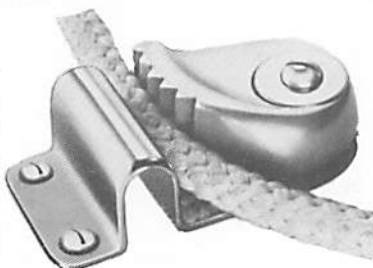
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The Cover

The publicity committee for the National Championship Regatta at the IVY Club in Peoria turned in an outstanding job of promoting the event (plus Snipe and SCIRA). Headed by Lou Leber, they obtained full coverage by all the newspapers, photographers, radio, and TV stations in the area. Especially noticeable was the bulletin board in the clubhouse, continually covered with the most recent news stories and photos. Lou furnished the material for this unusual cover, which partially displays the extent and quality of the newspaper reports. It shows what can be accomplished by a good-hard-working committee!

1965 SCIRA General Meeting

It is customary to hold a general SCIRA meeting during the U. S. National Regatta. This was held at the Illinois Valley Yacht Club (IVY) Tuesday P. M. August 3rd at 2:00 P. M. Commodore Bud Hook presided with about 130 in attendance including Board Members, Dr. Bob Schaeffer, John Jenks, Dick Tillman, Paul Betlem, Francis Seavy, Ted Wells, and Birney Mills.

Commodore Hook made a welcoming speech and introduced Past Commodores, Carl Zimmerman, Fred Schenck, and Alan Levinson. Also John Biddle of Philadelphia, professional photographer hired by SCIRA to produce a class movie to include scenes from the present event. He greeted Steve Taylor, Race Committee Chairman, and thanked him for accepting that position. Mr. Taylor then announced the results of the fleet drawings for the main series.

Reading of the minutes of the San Diego 1964 meeting were accepted as read.

Here are brief highlights which had recommendations made for future Board consideration and action:

(1) Secretary-Treasurer, Mills gave a brief 10-month financial summary showing general SCIRA receipts higher than last year with all bills paid and \$9,259.79 cash in bank accounts; in addition, the USA Snipe Fund now has a balance of \$8,065.37 with all obligations paid to date. BAPS sales returned \$1,408.96 to the treasury, reducing that account from the original \$5,704.26 cost down to \$1,075.46. Royalties on fiberglass hulls were a little larger than last year. More numbers issued than in any other like period since SCIRA was organized. Steady growth and improvement predicted with special emphasis on the Olympic situation. There is money now for class promotion.

(2) The Rule Book will be printed late this year for early distribution in 1966. Suggested that all fleets get on a 2-year term of office basis in order to keep records timed alike.

(3) The difficulties experienced in sending teams outside the country were discussed at great length, with the proposal tendered to have champions selected in one year represent the country the following year, thus allowing ample time for preparation. Debated pro and con, no definite decision or opinions were adopted or recommended.

(4) Ted Wells announced: (a) possible abandonment of location of grommets on sail. Proposed that all sail measurements be made to the center of grommets regardless of locations. Then, if the grommets are correctly placed, sail measures in; if not, sails are out. This would simplify the task without arguments about grommet locations. Recommended for 1966 season.

(b) Cunningham Holes suggested again with strong support from various sources. Wells in favor if all they do is to reduce draft. The Rules Committee will review this again.

(c) An increase in the aft measure on the rudder should probably be added to present specifications.

(d) In a discussion of limiting size of mast holes, Tom Head made a motion that a square inch opening be specified equivalent to an area 8"x8". This could be oval, round, or square, etc. This motion carried by general acclaim.

(e) Question of stiffness of a 2" round spruce boom always controversial. Wells favored a minimum which would eliminate all bending.

(5) Bill Buckles proposed that, with the present aluminum board and lead on the keel up to 80 lbs., this be made a combination to include the floor boards with a total weight of 120 lbs. thus eliminating the practice of obtaining extra heavy boards. Favored.

(6) Fleet Captains as listed in the Rule Book must be supplemented every year and such mailing list kept up-to-date if the rule book is on a 2-year basis. Consideration given to having term of office 2 years. Dex Thede suggested a permanent fleet address to be used every year regardless of change in Fleet Officers, as done at Grand Rapids. Brad McFadden thinks one year term is enough - he works too hard as it is. Thede's proposal supported.

(7) Lou Varalyay stated the weights should be down low and bolted (not bonded) to the keel.

(8) Dick Tillman described plans made for Pan-American Games at Winnipeg, Canada, in 1967 and proposed a separate elimination series in the Snipe class to determine the U. S. entry. All sailors would be invited to participate and two things would be primary (a) the series would be held in sites similar to that at Winnipeg (b) only people on the team would compete. Suggested some limitation as same number of competitors from each district. Other classes would be invited. Should this regatta be held in conjunction with U. S. Nationals? Situation will be surveyed before recommendations are made.

(9) A bid for the 1966 U. S. National Championship Regatta was received from the Chautauqua Lake Fleet 124 at Jamestown, New York. Delegates from Atlanta and Chicago presented their arguments on invitations they submitted at Indianapolis in February. Invitation for all members to attend Annual SCIRA Meeting in Indianapolis, November 26 and 27th. Meeting adjourned 4:00 P. M.

The Board of Governors held 2 separate meetings during the week - Tuesday P. M. Aug. 3rd and Saturday P. M. Aug. 7th. Commodore Bud Hook presided at both of these and they were attended by Dr. Bob Schaefer, John Jenks, Francis Seavy, Dick Tillman, Paul Betlem, Ted Wells, and Birney Mills. Alan Levinson and Fred Schenck, Past Commodores, also sat in.

Main subjects acted upon were:

FOR U. S. ONLY

(1) John Jenks moved that the previous immediate U. S. National Champion be allowed to defend his title in the Heinzerling Series without any additional qualification, thus making total entries 24 + 1. He could sail in the Crosby Series if he so desired in order to compete for total points, etc. Seconded by Wells - Passed.

(2) After some discussion on 1966 National bids, the award was made to the Chautauqua Fleet 124 at Jamestown, New York in District 5. with the recommendation that they provide mobile or portable cranes to assist in launching and docking boats. This was deemed necessary and reasonable.

GENERAL SCIRA INTEREST

(3) Paul Zent submitted 8 final drawings of emblems for the class and one was picked by unanimous opinion with instructions to have it reworked into final form and presented (Turn to top of next page)

SAILS - SENSE



"Jerry's got it!"

1964 U.S.A. NATIONAL SNIPE CHAMPION, Jerry Jenkins, Crescent Sail Yacht Club, Grosse Pointe, Michigan, also took top honors for the highest total point score in both the eliminations and the U.S.A. finals, using Boston-developed Karnac sails exclusively.

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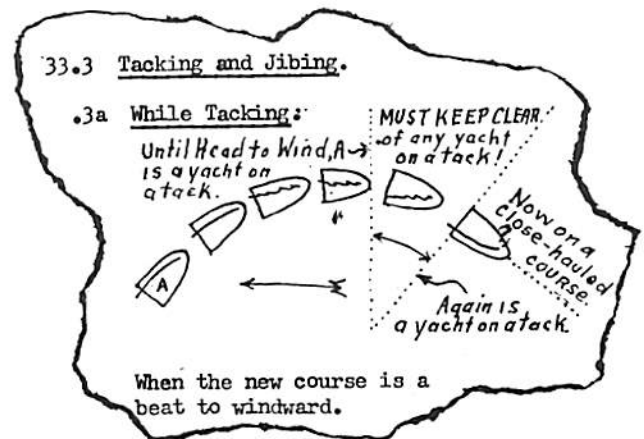
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(GENERAL SCIRA MEETING continued from Page 5)
at the Las Palmas SCIRA meeting.

(4) Mills reviewed a petition of Cuba in efforts to send an entry to the World Championships. Approval was given to a letter in answer to a telegram from the Cuban Olympic Committee which pointed out that Cuba was not a member of SCIRA had not made application, or complied in any way with boat or class registrations and payment of proper dues and fees. Only SCIRA member nations in good standing are eligible to race in official class regattas and Cuba at present was not eligible. Any request would have to be acted on by the Board of Governors and the next meeting would be in November. Unanimous approval to this action. Adjourned.

Sailing Progress in Canada

"You will be interested to know that we had a very good Canadian Yachting Association Meeting, two weeks after our Annual Meeting at Indianapolis. Several of the officers in their Reports to the general meeting centered their remarks around the events in Oakville last year and were quite complimentary to Snipe. R. Stevenson announced he had a letter and cheque from the Honorable Judy Lamarsh, containing by far the largest grant the association has ever had from the Government (\$44,000.00).

In my remarks, I brought the greetings of SCIRA's Annual Meeting and on behalf of the Snipe Class, thanked CYA and its officers for their efforts on the Western Hemisphere Regatta and told them how well it was received throughout the class and many countries.

I reminded the group that Miss Lamarsh gained her impression of yachting in 1964 from her meeting of Snipe people at Oakville, and her ride in a Cadillac with a brass band and being a cover girl on the Snipe BULLETIN must have had some effect.

I have been appointed to the Olympic and Pan American Committee for Canada. We have a meeting scheduled in the near future and will let you know when anything interesting develops."

— Douglas Keary

National Secretary for Canada

Olympic Yachting

A year or so ago, the article below (written by Bob Tatge) was printed in "Cougar Talk", the newsletter of the International Cougar Catamaran Association. It states well the opinion held by many international sailors on a moot question.

I have been doing some research on the subject of Olympic Yachting (or International Games), and the following is the conclusion I have come to based upon I. Y. R. U. decisions concerning yachting and the Olympics:

1. Olympic classes will be replaced periodically, and any class that considers their design to be the ultimate is disillusioned.
2. Sailboats are designed and outdesigned continually, and the latest design is the object of the International Games.
3. The Cougar was designed for everyone in respect to speed, comfort, and safety—not acrobatics in the sense of being unmanageable and awkward, or limited in use as to dryness, convenience, portage and appeal.
4. I. Y. R. U. has all but eliminated the inland sailor in the 235 sq. ft., or "B", class since the beam is a maximum 10 feet, two feet over the U. S. road limitation. It is ridiculous to believe that a catamaran over eight feet wide can be tilted or folded economically, easily, and safely.
5. In the past, class entries in the International Games that have been eliminated soon are tabbed as has-beens with little further growth and gradual extinction.

As a result I recommend that the Cougar Class try for N. A. Y. R. U. and I. Y. R. U. recognition and not press for recognition in the International Games as I am not sure that this is beneficial in the long run. It will be interesting to observe how the Star and Dragon classes fare if eliminated from the Olympic Games.

Harry Levinson Captures Championship Title Again—

MAKES SWEEP OF BOTH SERIES; GETS HEINZERLING TROPHY FOR THE THIRD TIME AND CROSBY FOR THE SECOND, PLUS THE GRIFFITH TROPHY. DICK AND LINDA TILLMAN GET SECOND PLACE SLAUSON BOWLS; ALAN AND WINNIE LEVINSON IN THIRD PLACE. BRAD MCFADDEN OF ATLANTA TAKES THE WELLS SERIES.



WHAT HAPPENED IN PEORIA? - This picture of Harry Levinson and Danny Flaherty getting the winning gun tells the story at a glance. Seven times in 12 races the scene was repeated; three 2nds and one 3rd kept them close enough to hear the gun, see and smell the smoke.

'Records are made to be broken', and when Harry Levinson won the U. S. title for the 2nd straight year at Old Saybrook in 1961, it seemed almost a certainty that three-time winner Ted Wells would soon have company. Well, it happened this year!

After a two-year absence, Harry returned to the regatta and demonstrated that he had lost none of his tiller touch; in fact, he seemed to have improved it.

Sailing against 78 sailors from 15 different states from all sections of the country, he proceeded to win both the Crosby qualifying and Heinzerling title series by clocking the fastest time for first place in 7 of the total 12 races - a consistent and remarkable record made under all kinds of weather conditions. And to spectators he appeared to do it with ease by simply going after the boat ahead of him and sailing faster to pick up another one and give it the same treatment. When behind, he always moved up through the fleet; when ahead, you couldn't catch him -- and many of his competitors, which included 5 former National Champions plus Gonzalo Diaz (former Cuban National Champ, now living in Miami), and several past national juniors and champions from other classes, certainly tried hard enough! Danny Flaherty, 1964 Junior Champ, from Clearwater, Florida, was a faultless and expert crew and the combination was about perfect. They won practically all the main trophies in the Snipe Class, except for the Wells Consolation Trophy and the Williams Memorial (for women only). Not much left for anyone else.

The 78 starters which descended on the Ivy Club to race for honors on Lake Peoria on the Illinois River August 1st-8th were divided by lot into four colored fleets with each fleet to sail against the other once in a round-robin series of 5 races for the Crosby Trophy; then 1 race to be dropped to determine the top 24 qualifiers for the main Heinzerling Trophy. The races were sailed with 2 fleets in a division and the 2 divisions the same course 5 minutes apart. Thus every boat actually sails against every other boat once.

They got off to a surprising start Sunday when the cloudy skies brought a brisk breeze, and the delighted Californians went out with smiles on their faces. But as the day wore on and the weather worsened under black skies and threatening thunder storms, the sailors all had to fight simply to stay afloat in gusts up to 32 mph and try to finish. Several capsized and 4 masts broken with many being towed in. That evening, all agreed it was a hectic day, but it was portentous that Harry Levinson and Dick Tillman shared in honors with

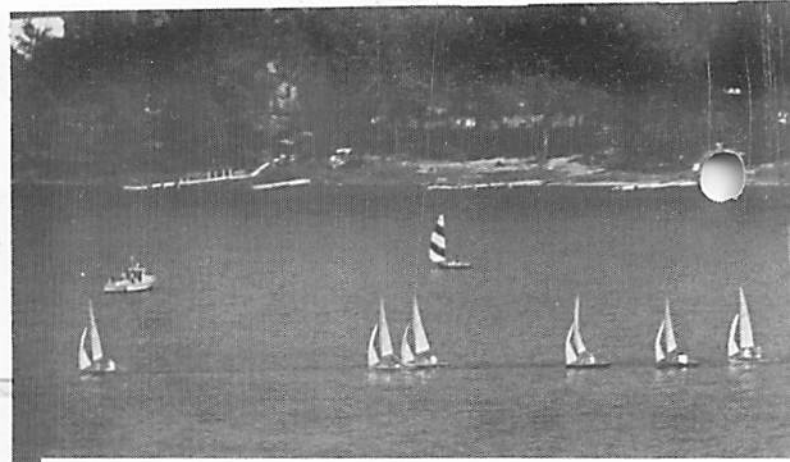


HAPPY WINNERS - Commodore Hook had his hands full when presenting the first place trophies. He and Harry Levinson (right) hold on to the Heinzerling Trophy plaque and Harry grasps the Griffith High-Point score for the regatta (15321) tray in the other hand. Crew Dan Flaherty holds his PLYC 110 championship cup; the Crosby Bowl is on the chair. Quite a haul for 1 team - and all that competition! - Horst Garloff Photo.

Bud Raffe, Lew Bedford, Stan Swartz (all of San Diego, Calif.), Jerry Thompson of Long Beach, Calif., and Francis Seavy of Clearwater, Fla. (Continued on Page 10)

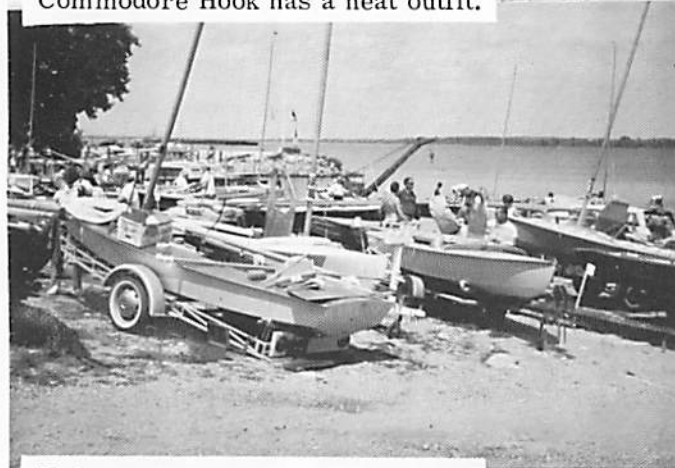


Commodore Hook has a neat outfit.

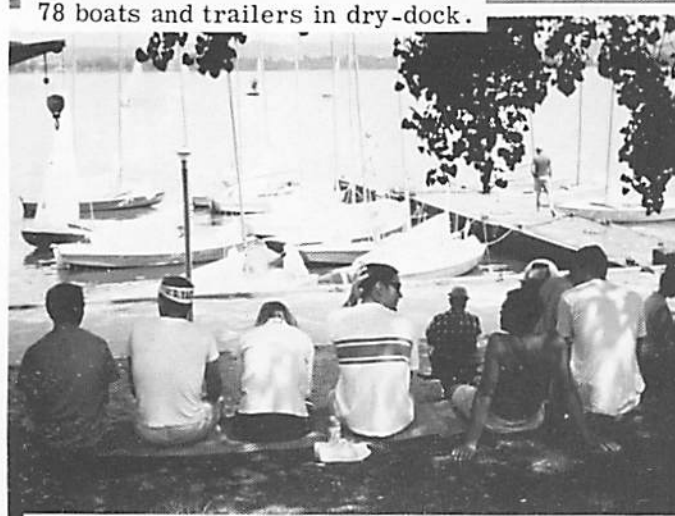


Pictures From Peoria

A FINE ILLUSTRATION OF A TYPICAL RACE PATTERN but it is not long until they string out into a parade with to round a mark. By this time, the outcome is usually c



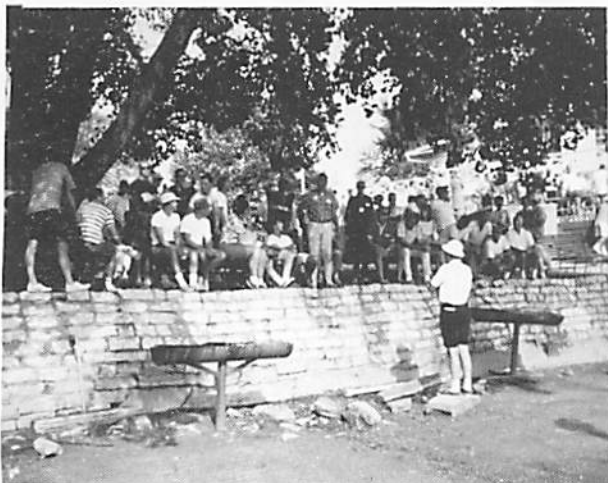
78 boats and trailers in dry-dock.



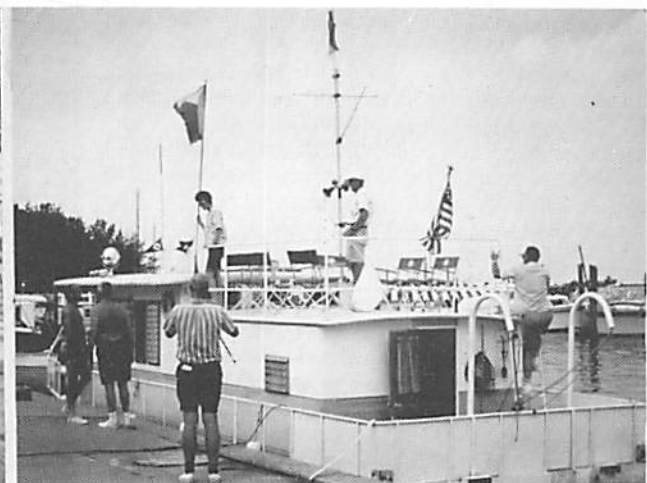
All-day wait for the wind to come up.



Spectators' boat in front of the clubhouse. RC Chairman Steve



RC Chairman holds a skippers' meeting.

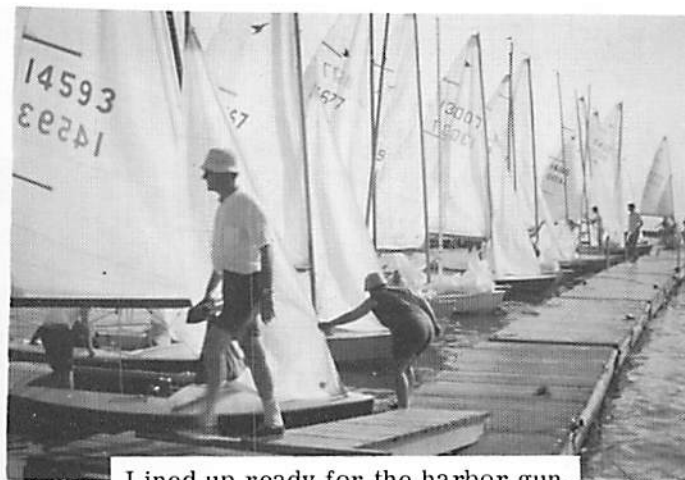


RC boat for the Wells Series a real luxury. Pontoon raft was the

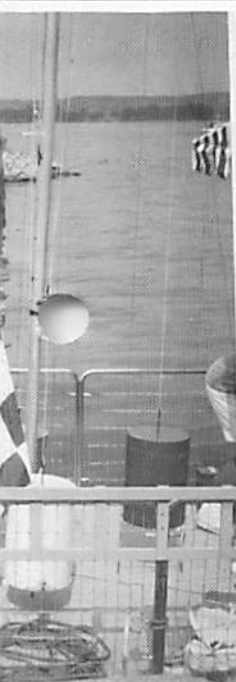




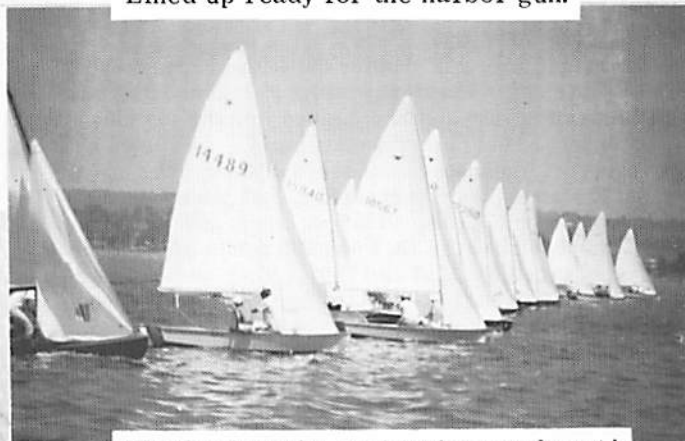
N - They all started out together (see picture at right), a few "hot" sailors leaving the rest in a group fighting it out, with little change from here on in.



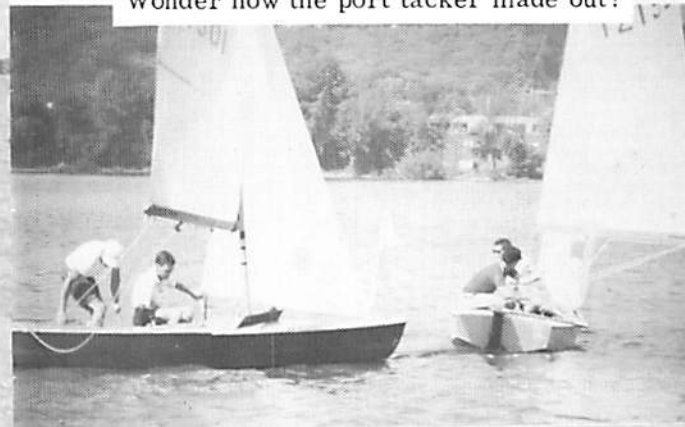
Lined up ready for the harbor gun.



Taylor looks undecided. Carl Zimmerman not downhearted.



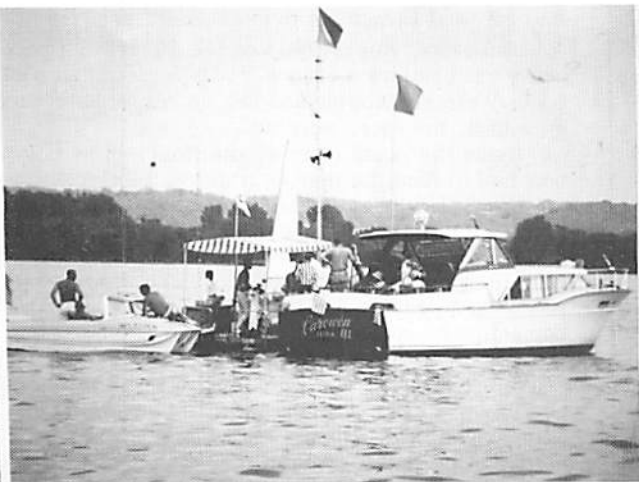
Wonder how the port tacker made out!



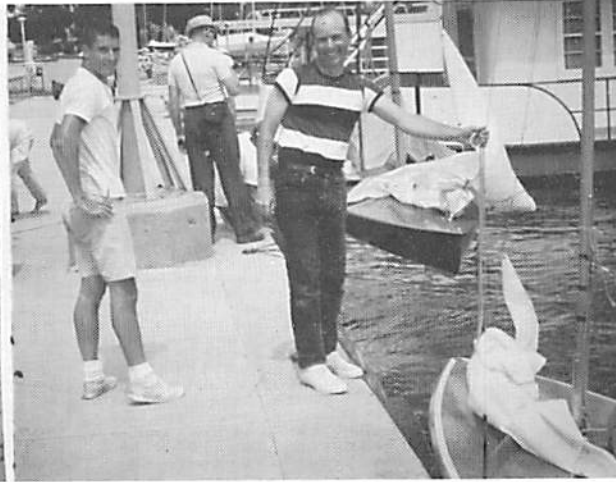
Elms tried in vain to catch Levinson.



Head committee boat.



Final instructions before setting marks.



Final pull-out for the winning team.



(NATIONALS continued from Page 7)

The winds held over for another brisk two races Monday and this was the day when Harry with two 1sts and Dick and Linda Tillman with a 1st and 2nd jumped into the top places.

Going into the final run Tuesday A. M., Levinson and Flaherty needed 4th place to be assured of the trophy. With brisk and shifty winds, they latched on to 2nd place, finishing just before dark clouds produced strong winds and rains over the lake. Their 1-2-1-1-2 for 7842 was 235 points over the 2nd place Tillmans with 3-2-1-2-2 and 7607. They were followed by Californians Bud Raffee with 6244 and Lew Bedford with 6228, while Dan and Joan Wesselhoft of Peoria came in 5th, causing much happiness in local sailing circles.

CROSBY SERIES

Column C gives total score and standing for 5 races; H shows standing after dropping 1 race; * indicates top 24 Heinzerling qualifiers.

BOAT	SKIPPER	CLUB	RACES	1	2	3	4	5	C	H	
12192	*Harry Levinson, Indianapolis, Ind.		1	2	1	1	2	7842	1	6321	1
10350	*Richard Tillman, Dayton, Ohio		3	2	1	2	2	7607	2	6163	3
15278	*Bud Raffee, San Diego, Calif.		1	1	3	9	1	7228	3	6244	2
14593	*Lew Bedford, San Diego, Calif.		3	3	1	5	3	7228	4	5932	6
15505	*Dan Wesselhoft, Peoria, Ill.		4	5	8	3	1	6798	5	5709	8
6995	*Francis Seavy, Clearwater, Fla.		2	1	16	3	2	6711	6	6086	4
10818	*Phil Nieman, Chicago, Ill.		4	7	2	2	8	6656	7	5567	9
15551	*Jerry Thompson, Long Beach, Cal.		1	3	7	9	5	6520	8	5496	10
15400	*Earl Elms, San Diego, Calif.		F	1	6	1	1	6281	9	6025	5
15280	*Carl Eichenlaub, San Diego, Cal.		2	F	5	1	3	6261	10	5861	7
15701	*Bob Schaeffer, Palos Verdes, Cal.		6	5	9	4	5	6210	11	5186	14
13200	*Dexter Thede, Grand Rapids, Mich.		5	8	5	2	11	6102	12	5202	13
13020	*Buzz Levinson, Indianapolis, Ind.		3	9	11	5	4	6033	13	5133	15
10567	*John Jenks, Atherton, Calif.		8	6	5	4	10	5940	14	4979	18
14147	*Paul Zent, Indianapolis, Ind.		9	7	2	12	4	5911	15	5070	17
14676	*Jerry Jenkins, Detroit, Mich.		7	5	4	11	7	5877	16	4977	19
6025	*Ted Wells, Wichita, Kansas		9	4	4	18	3	5735	17	5206	12
14675	*Stan Swartz, San Diego, Calif.		2	2	4	11	F	5567	18	5311	11
13008	*James Richter, Indianapolis, Ind.		8	F	3	6	4	5527	19	5127	16
15940	*Frank Levinson, Jr., Clearwater, Fla.		13	3	11	7	8	5373	20	4589	23
13021	*Bruce Lockwood, Palo Alto, Calif.		F	8	2	8	6	5149	21	4924	20
13933	*Louis Nelms, Fort Worth, Texas		F	4	8	7	2	5026	22	4770	21
14372	Paul Tooby, San Marino, Calif.		16	10	3	5	15	5002	23	4377	26
10111	*Gonzalo Diaz, Miami, Fla.		4	8	7	18	13	4927	24	4398	25
14489	*David Ullman, Balboa, Calif.		F	13	6	3	6	4903	25	4678	22
15025	*Bob Elwell, Kansas City, Mo.		7	6	14	19	5	4890	26	4406	24

THE HEINZERLING TROPHY SERIES

Following the strong winds of the Crosby Series the Heinzerling Series looked doomed for lack of wind. The first day of the series produced nothing more than 3 to 5 mph puffs. No races were started on this day. The second day provided a little more wind and the series got well under way by getting in three races. The first of these 3 races sailed in 6 to 8 mph winds and smooth waters was won by Harry Levinson. Levinson proved his light wind ability is every bit as good as his heavy wind skill. In the first race, Phil Nieman of Chicago was first to the windward mark. Dan Wesselhoft of Peoria followed next, Ullman of Newport Beach, California next and then Paul Zent of Indianapolis. Harry Levinson wasn't in the running yet, but soon began to move on the reaching leg and captured first place by the end of the second beat and held it winning by about 50 yds. Second place was Nieman, third place was Dave Ullman and 4th, Dan Wesselhoft, 5th was Paul Zent.

The second race was sailed in much the same conditions with Harry Levinson again behind at the first mark in fourth place behind Richard Tillman of Ohio in first and Nieman and Earl Elms of San Diego also ahead of him. Levinson took the lead at the third mark (end of first lap) and again held his lead to win. Tillman was 2nd, Elms 3rd and Nieman 4th.

There was a Levinson in front for the entire third race, also in light shifting winds. Buzz of Indianapolis led the whole first lap as Frank Levinson was threading his way past Dexter Thede of Michigan and Tillman. Harry Levinson moved into 2nd place at the end of the first lap and glided past Buzz on the 4th leg. Across the finish it was Harry, Buzz, Tillman, Thede and Jerry Jenkins of Detroit. (defending champion)

Harry Levinson now had a perfect score of 4800 points for 3 races. It would be tough to know which race to throw out with a score like that. But the dilemma proved of short duration, for in the next race the team met with a little trouble and got what turned out to be their worst mark of the regatta.

Thursday, August 6th and the 4th and 5th races gave the heavy wind sailors a chance. With a respectable 20 to 30 mph South-Westerly blowing and just as respectable wave action to go with it, the races were off.

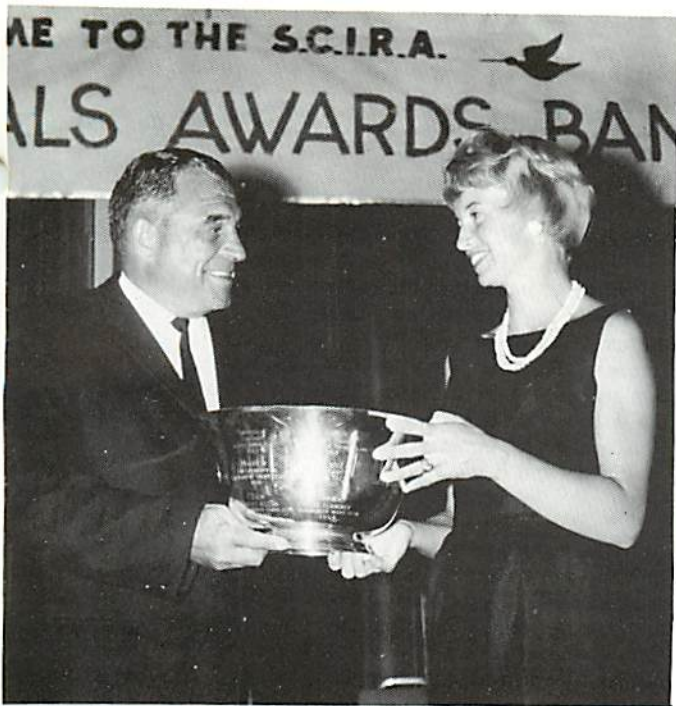
Using the South course, the Heinzerling boys equipment now had to face the test as it did in the Crosby series.

Harry Levinson seemed to find his throw-out race after placing 10th in the 4th race. In case you're assuming Harry is not as good in heavy winds, he came back and won the next race in even heavier winds. In competition like the Heinzerling Series provides, its easy to slip back in place with all 25 competitors capable of winning a race.

John Jenks cracked his mast in the 4th race and put on a spare for the 5th race which he promptly broke. There's a good average, two races and two broken masts all for one skipper and boat. John wasn't the only one still having problems. Bud Raffee of San Diego also broke a mast in the 5th race. Dan Wesselhoft swamped in the 4th race, was pulled to shore by the Coast Guard and his boat was pumped out by the

Detailed scores were not furnished for Crosby contestants listed below.

BOAT	SKIPPER	CLUB	Pts.	FIN.	BOAT	SKIPPER	CLUB	Pts.	FIN.
14305	E. Wesselhoft, Peoria, Ill.		4869	27	12534	B. Canterbury, Peoria, Ill.		2781	53
10900	A. Bugbee, Lakewood, N.Y.		4451	28	15475	F. Rammes, Peoria, Ill.		2765	54
14634	B. Brown, Miami, Fla.		4351	29	13440	S. Griffing, Wilmington, O.		2736	55
9299	B. Leonard, Cassopolis, Mich.		4331	30	13332	A. Ziegenfuss, San Diego		2674	56
15509	S. Salzenstein, Peoria, Ill.		4316	31	15713	B. Duck, Indianapolis, Ind.		2657	57
14523	K. Sommer, Peoria, Ill.		4242	32	14142	F. Fee, Indianapolis, Ind.		2613	58
13105	H. Goldstein, Peoria, Ill.		4219	33	11000	R. Grossman, Lee Summit, Mo.		2530	59
14100	D. Caspari, Wichita, Kans.		4134	34	14008	G. Zimmerman, Akron, O.		2458	60
12453	D. Cochran, Clearwater, Fla.		4108	35	14606	M. Gleich, El Cajon, Calif.		2445	61
8653	B. Fadden, Atlanta, Ga.		4107	36	12535	J. Canterbury, Peoria, Ill.		2350	62
11600	F. Bellem, Rochester, N.Y.		3971	37	14769	B. Bigham, Cincinnati, O.		2155	63
10800	F. Turner, Hickory Corners		3860	38	15484	G. Stickler, Rochester, Minn.		2134	64
11220	T. Head, Columbus, Ind.		3748	39	15658	R. Hunt, Lee Summit, Mo.		2133	65
15215	B. Buckles, Decatur, Ill.		3374	40	14907	A. Hook, Indianapolis, Ind.		2119	66
14546	E. Yantes, Wilmington, O.		3300	41	11677	D. Carver, Green Lake, Wisc.		2113	67
13087	F. Gram, Cuba, N.Y.		3254	42	13019	R. Chastain, Indianapolis, Ind.		2053	68
16050	G. Mattson, Daly City, Calif.		3149	43	11623	R. Schusler, Seattle, Wash.		2107	69
13887	L. Leber, Peoria, Ill.		3131	44	14774	J. Coberly, Decatur, Ill.		1977	70
12505	D. Peterson, San Diego, Calif.		3078	45	9432	E. Troeger, South Bend, Ind.		1912	71
3929	C. Webster, Dallas, Texas		3062	46	15353	A. Zerotsky, Green Lake, Wisc.		1806	72
13999	R. Cook, Winchester, Mass.		3048	47	13180	J. Goetz, Lee Summit, Mo.		1763	73
13072	J. Griffith, Crystal Lake, Ill.		3037	48	15148	F. Bremen, Hialeah, Fla.		1622	74
14495	D. DeSousa, San Diego, Calif.		2917	49	14767	G. Wiseman, Muncie, Ind.		1523	75
15002	M. McConnell, Ft. Worth, Tex.		2887	50	14678	L. Varaljay, Gardena, Calif.		1287	76
13669	R. Fleck, Chicago, Ill.		2862	51	11219	A. Jones, El Cajon, Calif.		1096	77
14301	R. Clark, Indianapolis, Ind.		2804	52					



Linda Tillman receives the Eleanor Williams Memorial Bowl for getting the highest point score (14835) of any woman in the regatta. It was awarded for the first time last year to Eleanor Huggins. Linda and husband Dick also won the Slauson Bowls.

Peoria Heights Fire Department and he was right back in the 5th race.

The fourth race was won by Carl Eichenlaub, 2nd Jerry Thompson, 3rd Lew Bedford, 4th Richard Tillman, 5th Buzz Levinson and Harry drew a 10th.

The fifth race found Harry Levinson, right back in first place with Seavy second, Jerry Thompson third, followed by Tillman and Elms.

The sixth race moved to the North course, exchanging with the Wells Series which was trailing the Heinzerling by one race. By this time of the day the wind and chop was really shipping up a working type race. The sixth race was the third in the same day and some fatigue was beginning to set in among the skippers and crews. It's amazing how especially the female crews could do it. Francis Seavy won this race which proved to be one of those cases where the west shore boats made out like crazy. Eichenlaub lost his lead but held 2nd place. The 3rd place boat was none other than Harry Levinson moving all the way up from 12th place to capture a 3rd, Tillman 4th, and Earl Elms was 5th.

Saturday, August 7th. It was almost concluded the day before that Harry would be the eventual winner when he cross-tacked Tillman close to the finish line in the 6th race and reached across barely ahead of him to beat him by one boat. If Dick had beaten him, Harry would have to have less than 9 boats between them to clinch the title in the final race. Harry sailed one of his better races in the 7th and final race, for late in the 2nd reaching leg, he was running in 24th place with only one boat BEHIND him. The race had started in nice 6-8 mph winds and as the wind picked up to finally 15 mph, so did Harry. He flew past 17 boats with a finish of 7th place and enough points to win the series. There were a few skippers who wouldn't be passed even by Harry. Tillman won this race followed by Jimmy Richter, 3rd Ted Wells, who said he finally did more things right than wrong. 4th place was Conzalo Diaz.

Thus Harry and Danny won their titles with 1-1-1-1-3-7 for 9000 points; the Tillmans next with 2-3-4-4-4-1; and Alan Levinson (Harry's brother) with his wife Winnie crewing, finished 3rd ahead of Earl Elms of San Diego and Francis Seavy of Clearwater.

The amazing thing is that all three winners learned to sail together as boys on Lake Wawasee in Indiana where their families have adjoining summer cottages. In addition, an older brother, Frank, of Clearwater, Fla., and former FD

National Champ, also made the Heinzerling Series and finished in 14th place -- the first time any one family ever had 3 entrants in the top 24 list. Truly a remarkable record and one which even the Californians had to admit with respect. As Harry prepared to leave for Las Palmas and the World Championship Races, all good wishes went with him and "Buzz", who would crew for him.

1965 SCIRA NATIONAL CHAMPIONSHIP COMMODORE CHARLES E. HEINZERLING TROPHY SERIES

BOAT	SKIPPER	CLUB	RACES	1	2	3	4	5	6	7	PTS.	Fin
12192	Levinson, Harry	Indianapolis, Ind.		1	1	1	10	1	3	7	9000	1
10350	Tillman, Richard	Wilmington, Ohio		9	2	3	4	4	4	1	8672	2
10320	Levinson, Buzz	Indianapolis, Ind.		8	5	2	5	9	7	14	7382	3
15400	Elms, Earl	San Diego, Calif.		6	4	8	8	6	5	17	7293	4
6995	Seavy, Francis	Clearwater, Fla.		16	9	7	DNF	2	1	6	7151	5
15280	Eichenlaub, C.	San Diego, Calif.		11	20	12	1	5	2	13	6942	6
14676	Jenkins, J.	Detroit, Mich.		22	15	5	6	11	11	5	6293	7
10818	Nieman, D.	Chicago, Ill.		2	3	17	7	17	16	25	5898	8
15551	Thompson, J.	Long Beach, Calif.		19	19	23	2	3	6	16	5783	9
14593	Bedford, L.	San Diego, Calif.		13	18	11	3	8	9	28	5770	10
13200	Thede, D.	Grand Rapids, Mich.		25	8	4	18	12	15	9	5528	11
14489	Ullman, D.	Newport, Calif.		3	DNF	24	12	15	8	8	5428	12
13933	Nelms, L.	Ft. Worth, Texas		15	11	6	13	18	12	24	4955	13
15940	Levinson, F.	Clearwater, Fla.		10	13	18	22	7	21	11	4730	14
10111	Diaz, G.	Miami, Fla.		18	12	9	23	21	18	4	4692	15
6025	Wells, T.	Wichita, Kans.		23	6	14	20	DNF	20	3	4604	16
13008	Richter, J.	Indianapolis, Ind.		20	16	13	19	14	23	2	4584	17
14147	Zent, P.	Indianapolis, Ind.		5	10	10	16	DNF	22	22	4565	18
15505	Wesselhoff, D.	Peoria, Ill.		4	22	15	DNF	13	10	23	4475	19
13021	Lockwood, B.	San Francisco, Calif.		21	7	22	9	19	24	19	4393	20
15701	Schaeffer, B.	Los Angeles, Calif.		17	14	19	14	10	25	12	4320	21
14675	Swartz, S.	San Diego, Calif.		7	DSQ	16	16	20	13	15	4307	22
15278	Raffee, B.	San Diego, Calif.		12	21	21	11	DNF	17	10	4078	23
10567	Jenks, J.	San Francisco, Calif.		14	17	20	15	DNF	14	18	3680	24
15025	Elwell, B.	Kansas City, Mo.		24	23	25	21	16	19	21	2522	25

THE WELLS TROPHY SERIES



Commodore Hook congratulates the Wells Trophy winner, Brad McFadden of Atlanta. - Photos on this page by Garloff

At the same time, 52 skippers competed in the consolation bracket Wells Trophy Series. Sailing the same type courses under similar conditions on opposite ends of the lake, they were divided into 4 fleets of 13 boats and 2 divisions and sailed against each other by lot.

All 7 races were good ones and hotly contested, but right from the start, Brad McFadden of Atlanta and Doug De Souza of San Diego began to watch each other when they both copped first places in their respective divisions. And this was the pattern the rest of the week, even though Doug fell down badly to 22 in the 2nd race (but which he could drop). It was a ding-dong battle and when, at the end of the series, Brad dropped his worst 7th, his fine record of 1-2-1-2-1-1 for 9442 was just 2 boats ahead of Doug with 1-1-1-2-4-1 and 9290. Bill Buckles of Decatur, Illinois, and Bob Brown of Miami, Florida, were 3rd and 4th while Don Cochran of Clearwater was 5th. Former Junior Champion Bruce Cochran crewed for his father and Woody Norwood of Atlanta crewed for his buddy Brad.

It was a satisfying series for the contestants as they had a lot of fun and gained much experience by participating.

1965 SCIRA NATIONAL CHAMPIONSHIP WELLS SERIES

BOAT	SKIPPER	CLUB	RACES	PTS.	FIN.						
			1	2	3	4	5	6	7	PTS.	FIN.
8653	KeFadden, B.	Atlanta, Ga.	1	2	1	2	1	7	1	94.42	1
14495	Desouza, B.	San Diego, Calif.	2	1	2	1	3	4	2	92.90	2
15215	Buchler, B.	Peacater, Ill.	1	3	4	4	3	4	2	89.99	3
14674	Brown, R.	Miami, Fla.	2	3	3	1	1	2	87.10	4	
12543	Cochran, D.	Cleareater, Fla.	3	2	5	3	5	4	7	80.82	5
12505	Peterson, D.	San Diego	3	1	4	7	2	3	DMF	78.34	6
3979	Hobster, C.	Dallas, Texas	4	4	5	DMF	4	9	3	76.98	7
14323	Somers, K.	Peoria, Ill.	DMF	9	6	8	8	1	6	75.24	8
13105	Goldstein, H.	Peoria, Ill.	9	5	6	3	7	DMF	3,731.7	9	
14106	Ganetti, D.	Michigan, Kans.	23	20	9	6	6	3	7	68.76	10
14972	Tooby, T.	Neopott, Calif.	5	7	11	5	15	11	8	66.67	11
11220	Heed, F.	Indianapolis, Ind.	8	1	15	13	9	6	11	66.22	12
13240	Griffing, S.	Cocan Lake, Ohio	DMF	10	2	16	4	16	7	62.57	13
14674	Brown, R.	Chautauque, N.Y.	13	19	16	1	8	14	6	61.96	14
13999	Cook, R.	Winchester, Mass.	5	4	19	18	10	9	10	61.40	15
14201	Clart, R.	Indianapolis, Ind.	9	8	4	14	10	9	12	59.92	17
13669	Fleck, R.	Chicago, Ill.	4	14	7	10	9	14	11	59.15	18
14607	Hook, D.	Indianapolis, Ind.	15	12	9	12	14	2	11	58.03	19
9432	Troeger, E.	South Bend, Ind.	20	20	5	13	4	DMF	5,791.20	20	
13087	Green, F.	Peoria, Ill.	22	24	3	5	5	16	DMF	5,688.21	21
15475	Ramona, F.	Green Lake, Wisc.	14	8	20	18	DMF	8	5	5,297.22	22
11671	Carver, J.	Lafayette, Mo.	17	22	19	5	7	DMF	5,173.23	23	
11000	Grossman, R.	Lafayette, Mo.	14	6	8	12	16	10	14	5,160.24	24
14774	Covert, J.	Decatur, Ill.	11	4	4	17	17	16	10	5,160.24	25
14769	Bigham, B.	Cocan Lake, Ohio	14	6	8	12	16	10	14	5,085.25	26
12334	Canterbury, B.	Peoria, Ill.	10	15	11	13	11	13	13	5,005.27	27
15484	Stetler, G.	Ladrosse, Wisc.	16	17	18	17	8	13	4	4,953.28	28
14767	Wiseam, G.	Crystal Lake, Ill.	17	16	24	9	12	12	13	4,691.29	29
13072	Griffith, J.	Peoria, Ill.	7	10	22	22	DMF	DMF	4	4,659.30	30
14246	Yantow, B.	Cocan Lake, Ohio	18	20	10	23	10	5	DMF	4,659.31	31
15002	McCannell, W.	Peoria, Ill.	12	23	13	16	12	13	DMF	4,500.32	32
9299	Leonard, B.	Peoria, Ill.	13	23	13	16	12	13	DMF	4,500.32	33
15713	Duce, B.	Diamond Lake, Mich.	21	21	23	13	DMF	DMF	10	4,074.34	34
11600	Beckem, P.	Rockeater, N.Y.	21	21	23	13	DMF	DMF	6	4,063.36	35
15658	Hunt, R.	Lae's Strat, Mo.	24	18	22	17	12	9	DMF	4,063.36	36
14608	Gleichen, M.	San Diego, Calif.	11	6	DMF	19	13	14	DMF	3,837.36	37
13180	Coetz, J.	Lae's Strat, Mo.	19	13	DMF	19	13	14	DMF	3,769.44	38
11623	Schulster, R.	Seattle, Wash.	23	13	24	DMF	DMF	DMF	DMF	3,295.43	39
14309	Wesselhoet, R.	Peoria, Ill.	8	DMF	4	DMF	DMF	DMF	DMF	2,925.43	40
13859	Leaver, L.	Peoria, Ill.	24	11	14	DMF	DMF	DMF	DMF	2,735.44	41
11219	Jones, A.	San Diego, Calif.	6	13	18	DMF	DMF	DMF	DMF	2,735.44	42
13500	Sturmer, R.	Indianapolis, Ind.	7	13	18	DMF	DMF	DMF	DMF	2,665.45	43
13208	Stratton, S.	Indianapolis, Ind.	19	DMF	9	DMF	DMF	DMF	DMF	2,665.45	44
13208	Stratton, S.	Gall Lake, Mich.	20	DMF	16	11	DMF	DMF	DMF	2,447.47	45
13208	Stratton, S.	Peoria, Ill.	2	11	DMF	DMF	DMF	DMF	DMF	2,421.48	46
13132	Vergentanus, A.	San Diego, Calif.	10	23	21	20	DMF	DMF	DMF	2,126.49	47
14478	Zeratsky, L.	Green Lake, Wisc.	22	DMF	18	DMF	DMF	DMF	DMF	1,342.50	48
15353	Zeratsky, L.	Green Lake, Wisc.	16	24	23	DMF	DMF	DMF	DMF	1,238.51	49
16050	Vatston, G.	San Francisco, Calif.	25	19	DMF	DMF	DMF	DMF	DMF	740.52	50

Dick Tillman pulled one of those jib sail changes in the 6th race that makes you proud to be in a competitive class such as Snipes. The Tillmans (Linda as crew) ripped the foot out of their jib and had to change it. Linda, a former District 3 skipper in her own right, took over the tiller while Dick climbed forward and did the change. They lost about two boats and regained their position, finishing fourth. This will be the last time the Tillmans will sail in this regatta until Dick, a Captain in the USAF, has completed a three-year tour of duty in Germany. They leave next Spring.

Of great interest is the continuing strength of the Californian sailors in the Snipe Class. Of the 78 entrants, 42 came from 3 states - California with 17, Illinois with 14, and Indiana 11, which figures. However, 10 of the Californians made the Heintzlering Series, while 4 from Indiana and only 2 from Illinois got under the wire. This is merely a continuance of the fine records the Californians have made in the last few Nationals. A great bunch! Harry and Buzz used sails made by their brother Frank of Clearwater (naturally!). To be on the safe side, so did Tillman!

— Lou Leber

The regatta is now history. It was a good and outstanding one in every particular. No club or committee slate ever worked hard to make it so and it lived up to advance information and predictions. Stan Salzenstein, General Chairman, had ample and efficient committees working for over a year—nothing went amiss, everything was on hand when wanted, and even the weather man cooperated so that all 12 races were completed on schedule - a remarkable feat in itself. Steve Taylor, now well-known to all Snipers, headed the Race Committee and continued his excellent past performances at Ft. Worth and San Diego. The site, the building, accommodations, the good sailing, the social program and entertainment (will anyone of the over 400 persons who attended Bud Hook's buffalo barbecue ever forget that wonderful party?) coupled with grand hospitality combined to produce a perfect week of summer relaxation. SCIRA is grateful to the Peoria sailors for the regatta so happily conclude.

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Bugbee Wins Junior Title



JUNIORS ARE PROUD OF THEIR TROPHIES - From left to right (seated) Jim Wahlberg, champion crew, and Alvin Bugbee, new national junior champion. (Standing) Tom Bremen, crew and brother Fred, Jr., 2nd place winning skipper; Steve Foe, 4th skipper; Rachel Turner and Molly McEwen, 3rd and 5th place crews respectively. — Photo by Peoria Journal Star

On July 29-30-31, 17 teams of Snipe sailors under 18 years of age from 9 different states met in Peoria, Illinois, to bid for the U. S. Junior National Snipe Championship title. They were scheduled to race twice on Thursday and Friday and once Saturday morning as a prelude to the National Championship regatta the following week.

Two 17-year old lads from the Chautauqua Yacht Club, Jamestown, New York — Alvin Bugbee as skipper and James Wahlberg as crew — won the coveted honor with races of 6-1-2-1-1 for a total of 7546 points, a margin of 391 (about 5 boats) over the nearest competitor, the Bremen brothers from Miami, Florida, with 3-2-3-2-6 for 7155 points.

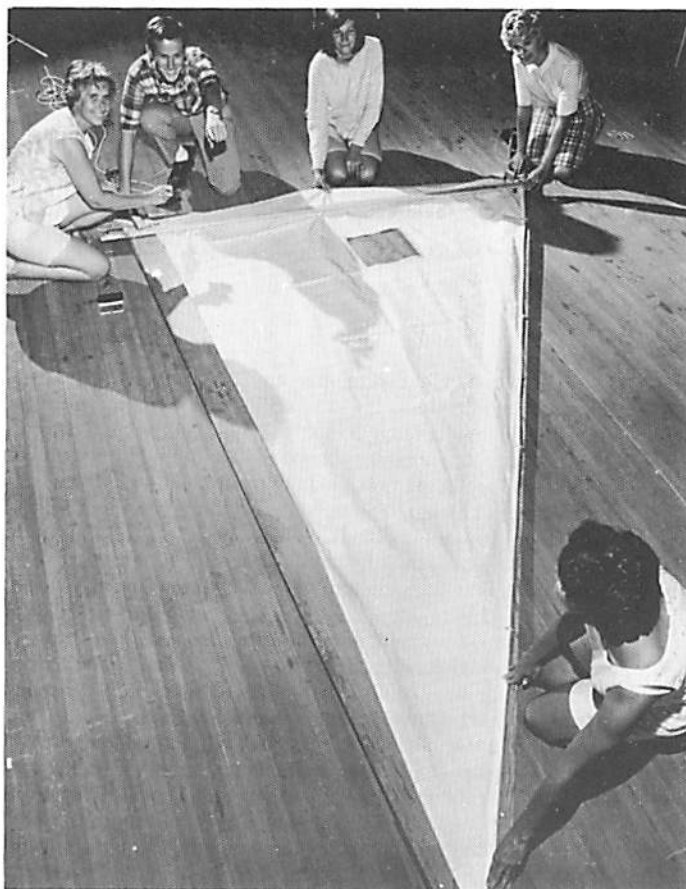
10 years ago, Bugbee and Wahlberg got acquainted with each other in pram sailing and after graduating to Snipes 5 years later, became a team with sights set on the top national title. This was their last chance to obtain the goal and the victory brought considerable satisfaction to their parents and friends.

The first race Thursday morning started 2 hours late when the wind failed to cooperate. Joe Barker of Abilene, Texas won this drifter, with Jill Ramel of Lee's Summit, Missouri 2nd, and Fred Bremen of Miami 3rd. Bugbee spent his time "feeling out the river" and, as it turned out, had his worst race of the series - a 6th place.

Late that afternoon, in winds which almost becalmed the contestants, Bugbee came back strong to overtake Bremen in a cross-tack in the last half mile and won 1st place. Steve Foe of Indianapolis got 3rd, and Don Pender of Hickory Corners, Michigan, recuperated from his 11th place in the first race with 4th spot. Bremen with 3-2 held a slim lead over Bugbee, Foe and Ramel.

In Friday's 2 races, Bugbee hit his stride with a 2nd and 1st, while Bremen matched his Thursday record with a duplicate score of 3-2 for most consistent sailing. Pender was 3rd with 4-3; John McClain of Peoria 4th, and young Frankie Levinson, son of "Buzz", began to take his place as an oncoming member of the famed "sailing Levinsons of Indianapolis" by registering very creditable 5th and 6th positions. Foe was badly hurt with a DSQ. At the end of 4 races, Bugbee carried a 22 point lead over Bremen as they entered the 5th and final race Saturday morning. The winner of this duel would take the title.

Bugbee and Wahlberg had the answer! They won the race and title handily by getting 4 boats between them and Bremen,



ALL SAILS HAD TO BE MEASURED - Since there are 19 check points, and most have more than one suit, there is plenty of pre-regatta work to be done. When actually measured, the sail is usually placed on a table for convenience as tension is applied by 16 pounds of weight in the upper right corner and an 8 pound weight at upper left. Here Sail Committee Chairman Bob Canterbury demonstrates the process with four pretty girls for helpers. — Photo by Peoria Journal Star

who sailed his worst race in slipping back to 6th place.

All-in-all, the juniors put on a fine show and created a lot of favorable attention and comment. Several were sailing in their first big-time regatta and they greatly enjoyed the valuable experience. They had a good time besides, with well-planned junior entertainment. They all vowed to try again next year, and with the event scheduled at near-by Chautauqua Lake (the home waters of the new champs), many will be able to make it. They can be assured CLYC will go all out to make this series outstanding, for the club has always specialized in developing junior sailing. Witnesses: Junior National Champs—1947 David Lundquist; 1949 Dick Morgan; 1959 Leslie Larson; 1965 Alvin Bugbee.

U. S. JUNIOR CHAMPIONSHIP

BOAT	SKIPPER	CLUB	RACES					PTS.	Fin
			1	2	3	4	5		
10900	Alvin Bugbee,	Lakewood, N.Y.	6	1	2	1	1	7546	1
11759	Fred Bremen,	Miami, Fla.	3	2	3	2	6	7155	2
13931	Dan Pender,	Hickory Corners, Mich.	11	4	4	3	3	6526	3
14142	Steve Foe,	Indianapolis, Ind.	5	3	1	18	4	6238	4
11801	Joe Barker,	Abilene, Texas	1	11	11	5	2	6217	5
13026	David White,	Girard, Ill.	8	5	7	10	8	5591	6
14236	Betty Abbott,	Memphis, Tenn.	6	8	6	6	9	5587	7
13020	Frank Levinson,	Indianapolis, Ind.	4	12	5	6	14	4324	8
15050	Jill Ramel,	Lees Summit, Mo.	2	6	10	17	11	5183	9
11373	John McClain,	Peoria, Ill.	14	10	8	4	5	5031	10
14367	Ken Galpin,	Detroit, Mich.	7	7	9	11	18	4765	11
12534	Ann Canterbury,	Peoria, Ill.	12	9	12	7	10	4723	12
14305	Lee Birks,	Peoria, Ill.	13	13	8	18	7	4342	13
15475	Steve Rammes,	Peoria, Ill.	15	15	17	9	12	3793	14
13313	Jim Rapp,	Peoria, Ill.	10	14	14	13	17	3779	15
15710	Scott Flora,	Peoria, Ill.	16	16	13	14	15	3439	16
12537	Carol Seelig,	Peoria, Ill.	17	17	16	12	13	3402	17

Wells Wanderings



by Ted Wells



PEORIA - 1965

Only at a National Championship could it happen. Everyone knew that it would be hot and windless at Peoria. In this case—anything in the line of Regatta Weather (by definition, any weather other than normal) would be an improvement. There were those who felt that Old Joe and his boys went just a bit too far in providing breeze and sudden shifts and gusts to improve on the local standards. According to Carl Eichenlaub, the understatement of the year was his crew remarking that there was a slight header coming just before they capsized to windward.

There will now be a great surge in demand for the Proctor "E" section mast with swinging spreaders on the theory that there is something magic about this mast that makes boats win regattas. I had one of these masts there as my spare mast and while I have nothing against it—I'm convinced that the skippers who did well with it did so in spite of the mast instead of because of it. It does bend fairly nicely with a moderate wind—but the bend is down low, the bend does not increase with wind velocity and it does not do much of a job of flattening out a main which is too full in a strong breeze.

In the May BULLETIN, I made a crack to the effect that someone ought to tell Francis Seavy and Harry Levinson that these masts were obsolete. For the benefit of those who thought I was insulting Francis' and Harry's intelligence—may I explain that this was a subtle way of indicating that knowing how to sail what you have is often more important than having the newest gimmick.

We got caught on a number of occasions with more sail than we could handle—and with waves big enough to stop us when going to windward and trying to keep the boat flat by pinching a bit. This technique works well in high winds if the water is smooth, but will kill you when there are waves. In

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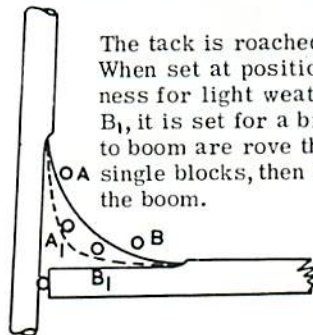
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waves, there is no substitute for hiking out to hold the boat down—especially if you should have a flatter sail—which brings up the next subject.

CUNNINGHAM HOLES--PLAGUE OR PANACEA?

Cunningham Holes have been mentioned here before and came up for discussion at the general meeting. In the meeting, most people (me included) envisioned their use in a normal full main to permit flattening this main for better performance in higher winds. Most of us had been caught this way and the thought was fresh in our minds. This is a simple, cheap, and innocent use of a gimmick to improve performance. Perhaps not quite a panacea which permits one sail to be perfect for all conditions. but a help.



The tack is roached and equipped with 2 grommets. When set at position A-B, it gives maximum fullness for light weather; when strapped down to A₁-B₁, it is set for a breeze. 2 control lines attached to boom are rove through grommets, back to small single blocks, then to jamb cleats on either side of the boom.

Bruce Lockwood brings up the other side of the argument, based on experience last year in the Dragon Olympic trials. This use of Cunningham Holes is to permit making an entirely different main which is shaped properly for reaches and runs in light winds, and requires the Cunningham Holes to permit flattening out the sail enough to perform well to windward even in light winds. This main would be from 2 to 4 inches longer on the luff and an inch or so longer on the foot than a normal full main. It would not only be a one purpose sail—but one which no one has now and which—if it worked—would have to be bought by all truly competitive skippers. I'm not at all sure it would work as that blob of material pulled in by use of the holes doesn't look very good, but I must admit that the possibility has caused me to lose some of my earlier enthusiasm for their approval. Comments will be welcome.

STARTING LINE RIGHT OF WAY

I was called on to give my standard lecture on starting line right of way as a result of a protest. I was not involved in the protest, did not attend the hearings, did not see the occurrence, so I can talk freely on it. As I gather from all I overheard on both sides—there was considerable confusion as to who hit whom and when and why (this is standard) but what I think happened was that a leeward boat on a converging course hailed the boat to windward of him for right of way. This windward boat hailed the boat to windward of him (on which he did not have luffing rights) that he was heading up. The boat farthest to windward thought he was being luffed by a boat without luffing rights, and complained about it. Somebody hit somebody else, and the most windward boat got a DSQ. The moral is—argue if you wish, but keep clear while you are doing it. In this case the boat farthest to windward should have kept clear and protested if he thought the luff was improper. If my analysis of the situation is correct, he would have lost his protest; but he would not have drawn a DSQ.

INCIDENTAL INTELLIGENCE

In competition as tough as it is at the Nationals where places can change rapidly—I strongly recommend windows in jibs. How John Jenks got where he was I don't know—but I know that I was on a port tack, hiked out, watching Bob Schaeffer to be sure I would clear him when I clobbered John. No more races in Nationals for me without a window in the jib.

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