

SNIPER BULLETIN

OCTOBER - NOVEMBER 1967

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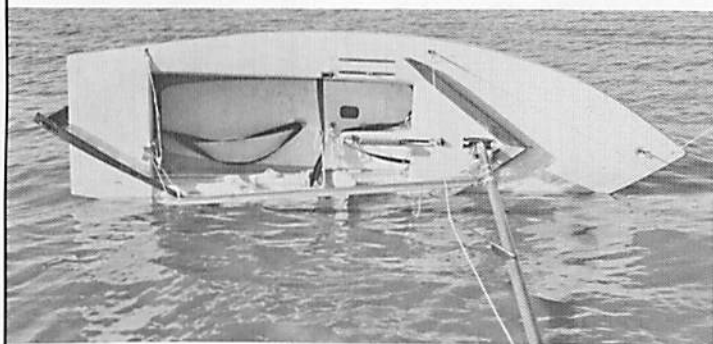


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Voice Of The People

The question of how many Snipes are really in existence and active is quite impossible to answer after 36 years. Almost every month we hear of a group previously unknown to office records. A recent mail brought a most interesting, but not entirely unexpected - revelation from Rumania.

THERE ARE SNIPES IN RUMANIA

"I have been very pleased to receive your kind letter and accompanying literature and Snipe BULLETINS. I thank you very much for them.

In our country, there is abundant activity in the Snipe Class, in spite of the fact that our group, or fleet, has never been officially affiliated with SCIRA. Sailing is mostly performed in Bucharest, on the Herastrau Lake and on Snagov Lake (the latter being 40 Km. away from Bucharest); or else on the Black Sea shore in Constantza and Mangalia.

We have held National Championships yearly since 1954, generally in Constantza. In the final series, from 10 to 20 boats participate. In the last 10 years, V. Geles has been the champion skipper 9 times with D. Popovici taking the odd one. I have had the honor of being the champion crew 3 times.



Last year, the regatta was run on Siutghiol Lake in Mamaia near Constantza between the 11th and 16th of September. Again V. Geles won, while his erstwhile crew D. Popovici was 2nd, and I crewed for the latter. (Note that there are no international numbers on the above sails - only local national numbers-Ed.)

We are quite interested in the World Championship Regatta in Nassau this year and hope that eventually we will be able to participate in these international events."

— T. R. Doctor, Bucharest, Rumania.

FERNANDO IS BACK ON DECK AGAIN!

"First, I have a dramatic announcement to make! Mr. San Roman (who took over after I retired as printed in the July BULLETIN), has asked to be relieved at the helm of the Brazilian Snipe for some time. So I am here at the tiller again with the beautiful title the boys have given me - The Honorary and Perpetual National Secretary for the International Snipe Class of Brasil! When Mr. Roman is again in good shape, I will join the watch below.

The Cecelia Pedroza Trophy was a success in July 17-20 at Aracaju, State of Sergipe, thanks to the late Clube de Aracaju and the fleets of Sergipe with 15 boats on the line. 7 local boats, 7 from the nearby State of Alagoas, and 1 from Pernambuco. Edward Freire and Waldson Barreto (crew) won this title with 1-1-4 dropping 11th; 2nd was Plinio Buenos Ayers and A. Citicica with 1-2-3 dropping a 10th. It was a fine and close contest. The next one will be raced next year at Maceio, Alagoas, in February.

The Sulacap High Point Championship Trophy has been won by Adalberto Silva, of Salgadinho Fleet 487 with 1686.3 points in 15 races. The trophy, an old English silver bowl, is down here in Rio in the home of the previous winner, Augusto Barrozo of Fleet 159 in Rio de Janeiro.

Nelson Piccolo of Porto Alegre, present National Champion will take his SINBAD to Nassau. It is doubtful that the Schmidt brothers will be able to defend their title this year.

Both the City of Vitoria Trophy, an old interntaional regatta, and the Women Championship at Brasilia have been postponed this year for valid reasons.

Again, Abracos!"

— Fernando de Avellar.

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- 1st—District 6 Pan Am Eliminations
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The SNIPE BULLETIN is edited and produced monthly for the INTERNATIONAL SNIPE CLASS by Birney Mills, Executive Secretary.

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The Cover

MEET THE 1967 U. S. Junior National Champions, brothers Mark and Bill Hesselschwerdt of Grand Rapids, Michigan. They proudly display all their trophies, held over from last year when they won the title for the first time.

17 year-old Mark (seated) was ably assisted by Bill (15) in this repeat performance to become the 3rd person to be a two-time champion in 16 years. After 7 years of sailing in the juniors, Mark passes into the senior rating and Bill will have to take over the helm next year. We are proud of our champions!

— Photo by Colorama of Grand Rapids.

THE SCORE

Numbered SNIPEs — 17313

Chartered Fleets — 643

For the first time in at least 14 years, no numbers for new Snipes were issued in the United States - and this at a time when we are striving to set an all-time annual high figure!

In the first part of September, 72 went out, and satisfying it is to see that Japan took a large block of 50 of them; Argentina was next with 15; England maintained her steady growth with 5; while Canada and Colombia got 1 each.

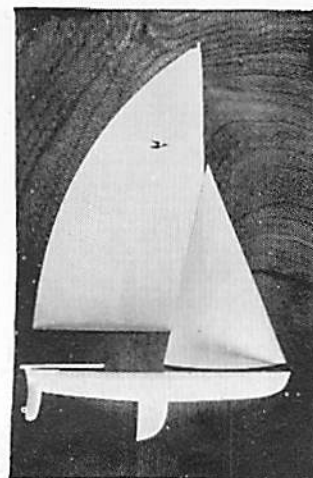
Now our total is up to 696, and we need 59 more before the end of our fiscal year October 1st. So you'll have to wait until the next BULLETIN to get the final summary. It doesn't look too hot, at the moment.

Two new fleets have recently been chartered and one other re-activated.

For many years, Snipes have been sailing on Wall Lake near Kalamazoo, Michigan, but no one has been able to get them organized into a fleet and SCIRA recognition even though examples were on adjoining lakes. But finally John Keefer got a couple of other owners to meet class specifications and then apply for a temporary charter for 3 boats. Charter 642 went to the Wall Lake Fleet with John as the first Fleet Captain. His address is 3026 Bobolink Lane, Kalamazoo.

Bjorn Pedersen has wasted no time taking over his duties as the new National Secretary for Denmark. He organized a new fleet of 6 boats (4 of them new) in the town of Middelfart, and Charter 643 was issued to the Middelfart Fleet. Bent Hansen, Strandvejen 155, of that city, is the first Fleet Captain. That makes 10 fleets now in Denmark - 3 in the last few months. Nice going!

Rather belatedly, announcement is made that, after several years, the old Redondo Fleet 117 located at King Harbour Yacht Club, Redondo Beach, California, was re-organized last winter and has been quite active this season with 11 practically new boats and an enthusiastic membership. Dan Blodgett, 500 Paseo de las Estrellas, Redondo Beach, is the Fleet Captain.



1967 SCIRA/USA General Meeting

A general SCIRA meeting was held Sunday morning August 12th when the scheduled race was postponed.

Vice-Commodore Bob Schaeffer presided. Board members present were Bruce Lockwood, Louis Nelms, Dan Elliott, Bud Hook, Francis Seavy, Ted Wells, and Birney Mills. Also present were Past Commodores Carl Zimmerman, Fred Schenck, Eddie Williams, and Buzz Levinson, who were

Dr. Schaeffer expressed pleasure at being present and predicted another National Regatta in the best SCIRA tradition. He complimented the host District II on their fine organization.

The minutes of the last U. S. meeting in Chautauqua in 1966 were accepted as read.

Secretary-Treasurer Mills gave a brief combined report. He read the complete financial report for the last fiscal year of 1965-1966 ending October 1st, and supplemented that with a brief 10-month summary showing general SCIRA receipts were \$1694.34 more than last year with all bills paid and with \$4058.61 in the bank. The treasury should benefit more in the future through the sale of the book BUILDING A PLYWOOD SNIPE (now cost completely depreciated) and additional income from the sale of new Snipe emblem materials. In addition, the U. S. A. Fund now has a record balance of \$12,282.47 in bank accounts with all obligations paid to date. The 4 copies of the Snipe film will provide increased income for this Fund in future rentals.

Royalties on fiberglass hulls were slightly larger than last year. Numbers issued to date (645) indicate it as one of the top years; 14 new fleets have been chartered with 6 in the United States. Steady growth and improvement can be expected.

U. S. National Secretary Bud Hook gave an excellent account of the just-completed Pan-American Games in Winnipeg which he had attended, judging the performance of Snipe therein as quite successful and noteworthy to the good of the Class. He then reviewed publicity on the upcoming World Championship Regatta in November, reading a letter from Commodore Kelly which gave all the specific details. All are invited to attend with privilege of racing against the champions in a preliminary tune-up prior to the big event.

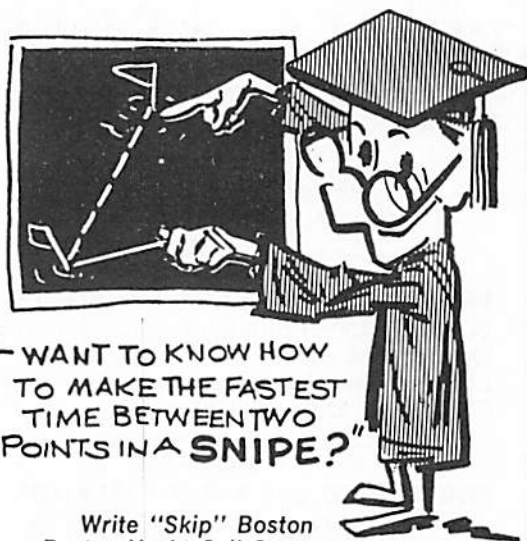
Bud also announced that he had been appointed Chairman of a Nominating Committee for 1967-68 consisting of Basil Kelly, Angel Riveras of Spain, Bob Schaeffer, Dr. Frank V. G. Penman of England, Buzz Levinson, Ted Wells, Red Garfield, and Birney Mills.

Buzz Levinson, reporting for his brother Harry, Chairman of the Pan-American Games Snipe Committee, described the final U. S. elimination series at Minneapolis. Starting with local and on through District levels, this activity provided excellent advertising and publicity for Snipe in the sailing and sporting world in general. Sailors all over the country and from other classes were exposed to the virtues of the modern Snipe, some for the first time. The Snipes provided by Lofland were excellent products and quite impressive, both in appearance and performance. Lofland did an excellent job. The next Pan-American Games will be in Colombia in 1971, where the International Snipe Class is already established. A round of applause was given to Harry for the outstanding job he did in planning the procedure and his supervision over the entire complicated process of choosing a Snipe team to represent the United States.

A letter from Stan Salzenstein reporting on progress made in publicity for Snipe was read. He reported much literature had been printed on the subject, including detailed instructions including charts and outlines for local publicity chairmen. He urged each fleet to follow this uniform program.

In an effort to reduce the turnover in SCIRA membership each year, it was agreed that fleet collections were the best method, although in several yacht clubs they have perfected that method to where every Snipe owner has to pay SCIRA dues as part of the regular club dues each year, which in turn were sent on to SCIRA headquarters. Mills cited several large lump sums which had thus been received as a welcome addition to the treasury with considerable reduction in local office work.

(Continued top of Page 7)



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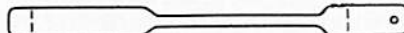
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Statements are sent out the first of August each year to all delinquent members.

Brad McFadden commented on District newsletters, stating that they were now the best in both quantity and quality in many years. Being in the publishing business, he expressed admiration of the Snipe BULLETIN and proposed a rising vote of thanks to Editor Birney Mills for the job well done.

Dr. Schaeffer, Chr. of the National Site Selection Committee, reported that two plans would be submitted to the U. S. Board for choice for a permanent set-up: (A) a 4-year rotation as follows = (1) Midwest (2) West Coast (3) Midwest (4) East Coast. Plan (B) = by combining districts into 5 groups thus: (1+5) (6+7) (2) (3) (4), and then rotating in set order for 5 year periods. Under these plans, the districts, (and not just one or a group of local fleets), would hold the regatta and assume all responsibility for it, knowing well in advance that their turn would come every 5 years. After considerable discussion for each plan, a show of hands revealed a 2 to 1 vote in favor of Plan (B).

Steve Taylor brought all up-to-date on the current rule book revisions, appealing to all to send in suggestions. Herb Shear opined that the entire measurement section should either be thrown away or completely revised. He volunteered to do (or help do) the job. His remarks met with general agreement, for many fleet measurers require more assistance in this job. Steve promised that this section would get special attention.

Ted Wells, Chr. of Rules Committee, stated that the 2 most important matters at present were:

(1) Use of Spinnakers on Snipe. Lots of discussion on this hot subject, with advocates citing appeal to top sailors and Olympic status, urging adoption if feasible. Opponents argued Snipe at present had universal appeal to all ages and all people, so why add anything more to make it harder for the general public to sail, and perhaps harm its popularity? The meeting was finally called to order.

(2) Self-rescuing. No reason why improvement shouldn't be made so that Snipe would be entirely self-rescuing and always easy to right after capsize and tow, if necessary.

Wells drew attention to the fact these two proposals would help eliminate objections to Snipe as expressed at the last IYRU meeting in 1966, and would, of course, be prime topics at the National Secretaries Meeting in Nassau in November.

He also explained the new scoring system proposed by Carl Zimmerman patterned after the new Olympic system, but placing less emphasis on the top places. This system is being tested in the present regatta and recommendations will be made at Nassau as to results.

Bud Hook stated progress was being made in the final selection of the site for the 1968 Western Hemisphere Regatta to be hosted by the United States. Wawassee, Indiana; Peoria, Illinois; and Jacksonville, Florida, were all under consideration at present. Announcement would be made soon.

Meeting adjourned at noon.

Meeting of Board of Governors

A meeting of the Board of Governors was held Sunday night, Aug. 12, presided over by Vice-Commodore Schaeffer. There are 10 U. S. members on the 17-member SCIRA Board and 8 of them were in attendance: Schaeffer, Seavy, Lockwood, Nelms, Elliott, Hook, Wells, and Mills. 5 is the minimum number required to transact business for SCIRA/USA.

The minutes of the Chautauqua 1966 meetings were accepted as read.

Secretary Mills read a letter from IYRU asking continued listing in their racing schedule program at the rate of \$25.00 per listing in order to avoid conflicting international dates throughout the world. Since SCIRA only has two general class events next year, it was not deemed necessary to spend such a large amount of money for a mere listing.

It was moved by Hook, seconded by Lockwood, that all fleet officers and elected U. S. officials serve 2-year terms to coincide with rule book editions. Carried.

Moved by Wells, seconded by Mills, that Bud Hook be re-elected U. S. National Secretary for a 2-year term starting January 1968. Unanimous.

Wells moved that in the future, the site of the U. S. National Championship would be selected under the Plan (B) proposal as submitted by Dr. Schaeffer's Committee. Seconded by Nelms, motion carried. The following rotation by districts was then established to be effective in 1968: (6+7) - 4 - 3 - (1+5) - 2. More details and procedure will be announced later. In accordance with this schedule, it was moved by Nelms, seconded by Schaeffer, that the 1968 regatta be awarded to the Los Alamitos Yacht Club at Long Beach, California. Motion carried.

Hook was authorized to proceed with organizing the Western Hemisphere Regatta for 1968 as he saw fit and to make a final site selection as soon as possible according to bids if (and when) received by Wawassee, Jacksonville, Peoria, and Newport Beach (CA). SCIRA/USA assistance was pledged to promote and organize a first-class regatta. Moved by Nelms, seconded by Wells. Carried.

Mills revived the question of a division of the Wells Series first raised at Chautauqua last year when 65 boats entered this Series. He again proposed that 3 classes or ratings be set up for the final championship races (A) Heinzerling (B) Wells (C) new division with races and awards same as in (B). Thus the present system of dividing the Wells series into colored fleets, divisions, and round-robin sailing with multiple records, scoring, etc., and resulting all-around confusion would be eliminated. All who didn't qualify for the Heinzerling would be divided equally into (B) and (C) according to Crosby results. This year 50 boats left after the top 25 Heinzerling would have been split into 2 equal divisions of 25 boats, each to race separately. Top expansion of this system would be 105 entries = 25 in (A); 40 in (B); 40 in (C), which should cover the number of anticipated entries for several years. While it was admitted this was a simple method, it was stated that sailors, unlike other sports men, did not like to be so classified and relegated to different groups according to record and proven ability as done in golf, tennis, bowling, etc. The matter was dropped.

The question of change of residence, both national and international, in the midst of a season was discussed. It was agreed that a Sniper could race in only one District Championship and that his record in his most recent fleet determined standing for qualification. Lockwood was appointed to work out details of a proposal by Stu Griffing (Cowan Lake Fleet) aimed at limitation of participation by non-resident Snipers in major regattas. A recommendation will be filed later.

Lockwood agreed to get all information on Snipe in the Marine Museum at Mystic, Connecticut, for a forthcoming article in the BULLETIN.

Adjourned at 10:30 P. M.

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—Earl Elms Keeps National Snipe Championship Title—

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NATIONAL CHAMPIONS Earl Elms and Mike Shear practically cover a table top with their trophies.

WINNIE AND BUZZ LEVINSON have their arms full of second place prizes.

NATIONAL SECRETARY Bud Hook stands between Mark Hughes (left) and third-place winner Dave Ullman.

When Earl Elms of California won the National Snipe Championship at Chautauqua last year for the first time, it was freely predicted that he would be around for a long time and be hard to beat. Then he went to Uruguay and placed a close third in the 1966 Western Hemisphere Regatta (losing to the two Brazilian teams when he had a bad 7th in the final race); from there, he next proceeded to win the Midwinter Championship at Clearwater in March with a smashing victory, thus confirming the assumption. So it took no special ability to spot him at the top place in this year's National Championship contest.

But another top sailor was also establishing a fine record, for Buzz Levinson, many times winner of important class regattas (but never the championship as skipper), had cleaned up everybody on the Pan-American tryouts in Minneapolis and gone on to the Games at Winnipeg, Canada, as the U. S. representative. There he won a silver medal (also losing out to Brasil). In addition, Tom Nute and David Ullman of California, Jim Richter of Indiana, and other old-timers like Seavy, Wells, Schenck, Jerry Thompson, and ex-Cuban Champion Gonzalo Diaz of Miami, were all out to challenge Elms for the top honor.

Earl came prepared to race on an inland lake - he had a new Chubasco fiberglass hull; again, sails of his own design and making; and lightweight 15-year old Mike Shear (Herb's son) to crew for him. And the team went right out in the 5 qualifying Crosby races like a house afire, winning 5 straight races. They looked unbeatable. But in the main Heinzerling Series, his touch waned and at the end of 6 races he was looking at the sterns of two other boats.

Then, knowing that he had to win the last one for sure, he displayed his real championship caliber by fighting the top boats around the course to get a most satisfying victory, and he was crowned a 2-time champion. He finished with a 5-1-1-5-8-1 (dropping a 15) for 23.6 points; Levinson was second with 3-1-2-1-9 (dropping 11) for 27.8, and Dave Ullman was a very close third with 28.6. Actually, Dave Ullman sailed the most consistently of anyone in the regatta, for he was not worse than 7th place (twice) in the 7 race series. Two other Californians, Tom Nute and Marty Gleich, were 4th and 5th respectively, so Buzz was continually surrounded by California sailors.

75 sailors from 20 different states competed on Fort Gibson Lake August 8-17 with headquarters at Western Hills Lodge. The 1959 Nationals had been held there, so all knew what to look for and came with great expectations. They were not disappointed. Again, it was voted one of the most successful and efficiently run Nationals ever held. Only one thing threw a slight cramp in orderly procedure - seems a local version of "Monetzuma's Curse" had come over the border in the guise of the "Cherokee Curse", and many suffered severely for a few

hours as it went around. Most casualties occurred on arrival, which accounts for the DNS and DNF marks in the Crosby Series resulting in automatic elimination from the Heinzerling Series.

12 races were scheduled from Thursday to Thursday; 5 for the qualifying Crosby Series and 7 for the Heinzerling and Wells Series. The group was first divided into 6 fleets (3 with 12 and 3 with 13 boats) and then into 3 divisions with not over 26 boats on the starting line at one time in each division. Each fleet raced each other fleet once in a round-robin series with the 24 highest point scores deciding the entries to sail against Elms in his defense of the title.

The area where the races were held is ideal, as a 6-7 mile course could be easily laid out in any direction on open water with plenty of room to spare. The weather more than cooperated; normally expected to be very hot in August in that dry country, a cool spell descended and it was never more than 86 degrees in temperature. It was a most welcome surprise to everyone, especially the natives, who found it hard to believe. Old Joe did not arrive in time for the Junior races Wednesday and Thursday, for the winds were high and steady. Not until Sunday did they die down to nothing, but then became shifty and variable for the following week. But no heavy rains or storms caused postponements or cancellations, and the fact that all races were eventually sailed as planned attests to the good break enjoyed.

An official tune-up race scheduled for Thursday was cancelled, so skippers' meeting was held that night, and Friday morning saw the 6 vari-colored fleets starting off on a modified Olympic course at 10 minutes intervals between divisions. The winds were easterly about 15 mph and variable, but providing good sailing. Two races were easily sailed that day, and likewise, under practically the same conditions, 2 on Saturday, although the wind force was steadily dropping from the high of the middle of the week. A dead calm prevented the 5th race from being sailed on Sunday, but it was sailed in light winds early Monday morning, and at noon the final Heinzerling and Wells entries were posted.

This Crosby Series was quite unusual, for it was ALL EARL ELMS - he won every race he was in by leading the fleet around the course in practically every race; finished with a grand slam of 5 first places and 0 points. He was certainly riding high and all steamed up to go. He got many admiring glances from spectators and opponents alike.

The next four were quite close with only 3.4 points separating them; David Ullman, also from California, with 7.8; Gonzalo Diaz of Florida, 9.8; Allan Levinson of Indiana, 10.6; and Tom Nute of California, 11.2. It prescribed a close contest for the rest of the regatta.

The scoring system used (on a trial basis for this one

regatta only), was a modified version of the official Olympic system now being considered for adoption by SCIRA. This plan, proposed by Carl Zimmerman, does not place quite as much emphasis on places 1-2-3. Here it is in brief:

Race Places: 1 - 2 - 3 - 4 - 5
Points: 0 - 2 - 3.8 - 5.4 - 6.8

After the 5th place, points are awarded by place plus 2.
DNS AND DNF get points for number of boats entered.
DSQ points for one place lower
LOW SCORE, of course, wins!

1967 CROSBY SERIES

BOAT	SKIPPER	CLUB	Races	1	2	3	4	5	Pts.	4/5	Fin.	H
17152	Earl Elms	Mission Bay, CA		1	1	1	1	2	0	0	1	1
16421	David Ullman	Newport Beach, CA		2	2	2	1	3	14.6	7.8	2	2
10111	Gonzalo Dias	Miami, FL		2	3	2	2	2	17.8	9.8	3	3
13020	Allen Levinson	Indianapolis, IN		1	3	5	5	1	18.6	10.6	4	4
17151	Tom Nute	Mission Bay, CA		5	2	1	4	3	19.2	11.2	5	5
16851	Pierre Havre	Santa Monica, CA		3	5	7	2	2	29.6	18.6	6	6
16517	Bob Miller	San Francisco, CA		6	1	10	2	2	30.8	18.8	7	7
16655	Jerry Thompson	Alamitos Bay, CA		6	5	4	3	3	34.0	24.0	8	8
16656	Herb Shear	Mission Bay, CA		13	4	2	5	3	36.0	21.0	9	9
16961	Martin Gleich	Mission Bay, CA		2	1	1	2	7	36.0	11.0	10	5
6995	Francis Seavy	Clearwater, FL		7	5	3	12	4	39.0	25.0	11	11
16797	Paul Zent	Indianapolis, IN		4	7	6	3	12	40.2	26.2	12	12
13933	Louis Nelms	Fort Worth, TX		10	6	2	2	5	41.8	28.2	13	13
13959	Russell Cook	Massachusetts Bay		2	13	12	2	11	51.0	32.0	14	16
8653	Brad McFadden	Atlanta, GA		11	2	7	2	4	52.4	29.4	15	15
17015	Dan Bloodgett	Redondo Beach, CA		1	8	15	22	2	53.0	29.0	16	14
16501	Jimmy Zars	Woodlawn S.C., TX		12	4	8	5	10	53.2	34.2	17	17
15701	Bob Schaeffer	Redondo Beach, CA		10	4	6	14	1	54.0	36.0	18	18
16497	Peter Fenner	Dallas, TX		4	13	10	3	13	57.2	39.2	19	20
14002	George Brown	Annapolis, MD		5	12	7	17	7	57.8	38.8	20	21
16025	Ted Wells	Wichita, KS		9	8	11	9	9	58.0	45.0	21	21
12334	Keith Zars	Woodlawn S.C., TX		12	9	9	8	9	59.0	42.0	22	22
16659	Fritz Gram	Chautauque, N.Y.		11	10	8	13	5	60.8	44.8	23	24
14387	John Johns	Barton B.C., MI		20	9	9	3	15	64.8	42.8	24	23
16616	Ralph Swanson	Winchester, MA		7	24	10	11	12	61.0	37.0	25	19
14692	Chuck Loomis	Chautauque, N.Y.		12	10	11	12	6	61.0	45.0	26	25
17018	Alvin Bugbee	Chautauque, N.Y.		12	7	12	17	7	63.0	46.0	27	27
16948	Harold Horn	Lincoln, NE		16	12	5	14	10	65.4	47.4	28	28
16731	Andy Zeratsky	Green Lake, WI		8	25	9	9	11	70.0	45.0	29	29
14608	John Cameron	Wichita S.C., TX		6	14	20	4	17	70.4	46.4	30	31
14730	Dick Elam	Austin, TX		13	6	5	19	18	70.8	49.8	31	31
13021	Bruce Lockwood	Quasapaug, CT		22	3	4	20	15	71.2	48.2	32	32
14543	Andy Towles	Oklahoma City, OK		17	4	17	16	8	71.4	52.4	33	33
17159	John Wideman	Shreveport, LA		23	11	4	18	13	72.2	47.2	34	34
16549	Dick Caspari	Wichita S.C., TX		14	11	14	6	6	73.0	55.0	35	35
15302	W. P. Fitch	Miami, FL		18	18	14	19	9	73.4	52.4	36	36
17109	Bud Hook	Indianapolis, IN		13	13	12	10	10	74.0	54.0	37	37
14092	Bill Aicardi	Miami, FL		7	dnf	12	10	8	75.0	45.0	38	25
10567	John Jenks	San Francisco, CA		17	22	3	6	20	75.8	52.8	39	39
15025	Bob Elwell	Quivira S.C., KS		22	20	7	7	14	80.0	56.0	40	40
12717	Gary Boswell	White Rock S.C., TX		12	11	14	18	15	80.0	60.0	41	41
16700	R.G. Lawton	Shreveport, LA		9	11	17	7	7	80.0	62.0	42	42
15510	Bill Schwarz	San Francisco, CA		8	22	18	13	11	82.0	58.0	43	43
14484	Stan Cohen	San Francisco, CA		22	7	17	14	14	83.0	59.0	44	44
10792	Jim Warfield	San Francisco, CA		22	7	17	14	14	83.0	59.0	44	44
8151	James Lawler	Quasapaug, CT		20	10	11	9	9	85.0	58.0	46	46
14114	John M. Swanson	Winchester, MA		3	24	24	12	13	85.8	58.8	47	47
15671	Richard Fagin	White Rock S.C., TX		14	10	10	8	19	86.0	59.0	48	48
15003	Frank Clements	Rocky Mt. S.C., CO		10	16	13	17	20	86.0	64.0	49	49
13008	Jim Richter	Indianapolis, IN		9	dnf	dnf	14	4	86.4	59.4	50	50
13005	Richard Thuma	Winchester, MA		15	8	25	18	17	91.0	66.0	51	51
16939	Jack Zink	Tulsa, OK		25	17	21	4	16	91.4	65.4	52	52
16422	Bryson Lesley	Magnolia, MS		26	6	19	16	4	91.4	65.4	53	53
12453	Don Cochran	Clearwater, FL		3	20	21	16	4	91.4	65.4	53	53
16338	Dale Choel	Oklahoma City, OK		13	17	8	15	18	93.0	66.0	54	54
15223	Hugh Donald	Annapolis, MD		11	10	23	15	22	93.0	67.0	55	55
9020	Lee Thompson	Dallas, TX		14	19	13	11	22	93.0	65.0	57	57
16840	Ed Williams	Missouri, MO		13	17	19	12	22	95.0	69.0	58	58
15154	Joe Cascardi	Sequoia Y.C., OK		22	12	26	9	19	96.0	70.0	59	59
16658	Sam Chapin	Inland Bay, IL		19	19	16	16	9	98.0	71.0	60	60
16943	Gary Lofland	Wichita, KS		18	21	19	15	16	99.0	76.0	61	61
17144	Jim Hoyt	Shawnee, OK		19	16	18	14	16	103.0	77.0	62	62
14888	Louis Valayay	Los Angeles, CA		22	15	14	22	17	105.0	79.0	63	63
8958	Phillip Blair	Clearwater, FL		18	19	15	20	19	108.0	79.0	64	64
13332	Allen Ziegenfuss	Mission Bay, CA		19	18	22	22	12	109.0	82.0	65	65
18559	Rita Bragg	Lake Worth, TX		16	23	22	13	23	110.0	83.0	66	66
12978	Bob Williams	Wichita, KS		16	18	22	25	20	111.0	84.0	67	67
16314	Ed Van Dusen	Wichita, KS		25	21	15	20	22	112.0	87.0	68	68
8418	Dan Elliott	Alamitos Bay, CA		dnf	24	10	19	24	114.0	86.0	69	69
12608	Joe Pilling	Iowa-Nebraska, IA		21	15	20	22	22	116.0	93.0	70	70
13349	Mark Hesselochwerdt	Grand Rapids, MI		22	15	20	22	22	119.0	92.0	71	71
15940	Carl Zimmerman	Portage Lakes, OH		dnf	22	18	24	17	120.0	92.0	72	72
15959	Ralph M. Swanson	Winchester, MA		23	dnf	22	23	22	120.0	93.0	73	73
15912	Phil Schoep	Woodlawn S.C., TX		20	22	22	22	22	120.0	92.0	74	74
17121	Frank Dawson	Ponca City, OK		21	20	dnf	22	dnf	124.0	96.0	75	75

THE HEINZERLING NATIONAL CHAMPIONSHIP SERIES

1st Race. 24 boats, plus defending champion Elms, formally opened the championship series Monday P. M. at 3:15 when they started on a 7-mile course in light 6 mph breezes. Bill Aicardi got the jump and was 1st around the windward mark, but Levinson was close behind him, followed by Fenner, Miller, and Zars. Elms was 9th. At the end of the triangle, Buzz took over and Ullman moved up behind Miller for 3rd. On the 2nd beat, positions changed rapidly, with Zars coming up to 1st and Ullman passing Levinson. Elms moved to 8th. On the run down, Levinson went off to port and most of the fleet followed him, but Diaz, going the opposite way, got a special lift, rounded the mark first, and flew home on the final beat to win by a large margin. Ullman still led Levinson across for 2nd place, while Seavy and Elms, sailing with Diaz, moved up to 4th and 5th positions.

2nd Race. As the wind was increasing, a back-to-back race was started at 5:30 P. M. This was an ideal race, quickly sailed in steady wind. Fritz Gram, Bob Schaeffer, Marty Gleich, Tom

Nute, and Dave Ullman led around the mark and continued through the reach, but on the 3rd leg, Nelms and Levinson passed up Gram, with Jerry Thompson and Herb Shear next. On the next beat, Buzz took the lead to hold it the rest of the way. Jerry Thompson was a close 2nd, followed by Nute, Shear, and Louis Nelms in order.

At the end of the day, it looked like the old adage might prove true again - "Win the Crosby, and lose the Heinzerling", for Elms with a 5 - 15 was way down the list; Levinson with 3-1 and Ullman 2-7 were the top men.

3rd Race. But Tuesday was a different day. The winds were light (6-10) and typical lake sailing conditions prevailed. Looked like a Levinson day, for Buzz and his wife Winnie as crew, are old-timers at this stuff. But Elms got the jump at the start on this one, led all the way around, and appeared to be back in his old Crosby form. Nute, Gleich, and Ullman - all Californians - followed him around in order. Paul Zent was in 5th spot and the best Buzz could do was 9th.

4th Race. With winds increasing a little (8-13), the next race saw the boats moving nicely. Again, Elms repeated with an easy victory; Gleich stayed right with him for a 2nd, while Seavy made another appearance to beat out Jerry Thompson for 3rd place. Buzz continued to have a bad day, finishing 11th, and so things began to even up and get tighter.

Elms was now in 1st overall place, Ullman 2nd, Nute 3rd, and Buzz 4th with 3-1-9-1.

But again, Wednesday was another day, and the pendulum began to swing back. It turned out to be Buzz's day, for he made a typical Levinson comeback (for which he is famous), under sailing conditions he likes best.

5th Race. Wednesday 9:15 A. M. with winds at 8-10 mph. John Johns, a junior sailor from Winchester, MA, led the fleet up the lake while Elms started off on a long port tack. At the end of the triangle, it was Gleich, Gram, Elms, Ullman, and Nute with Buzz in 6th place. At the end of the run, Elms was in his familiar first spot; Miller had slipped into the order ahead of Ullman. But on the final paying-off beat home, Mr. Levinson, surrounded by Californians, sailed right through them to grab 2nd place behind Ullman, and Gleich, Nute, and Elms watched him do it from rear positions. He thus cut down a little on Earl's lead.

6th Race. This was a back-to-back deal, as the wind was diminishing to 4-7 mph. Starting at 12:50, a new bunch of leaders appeared, with Seavy 1st, Paul Zent, George Brown, Levinson, and Louis Nelms in order at end of the triangle. Elms was 17th here. No one was really surprised to watch Buzz pass boat after boat on the next 3 legs to come home a strong winner ahead of Seavy. Herb Shear had moved up to 3rd, Ullman was staying right in with 4th, and Zent 5th. Earl had a bad time, but had moved up to finish 8th from 17th.

At the end of 6 races, it was evident that the final race Thursday would decide the outcome with Levinson, Ullman, and Elms favored in that order after dropping their worst races. Buzz was only a point ahead of Ullman, but he had about a 5 boat margin between him and the dreaded Elms. The local Wagoner newspaper reported, "Defending Champion Earl Elms of San Diego was virtually eliminated" as a result of the day's racing. When Buzz was asked about the situation, he replied it reminded him of the little moron who jumped off the Empire State building. About the 32nd story, a fellow leaned out the window and asked, "How are you doing?", The little moron replied, "Fine, so far!"

7th Race. Thursday morning 9:30 with increasing 8-10 winds, breezy and gusty. A good start, with Elms on the windward end of the line with the bulk of the fleet on the middle. Buzz led on the leeward end, out in front in good position, but as most of the fleet tacked over to port soon after the start, he stayed on a course toward shore. This turned out to be a fatal mistake, for at the first mark, the first 5 boats were all Californians with Nute, Havre, Gleich, Elms, and Ullman in order. They sure meant business as they fought each other for position in a close group. Buzz was in 19th position when he finally got around. And those 5 leaders stayed out in front the rest of the

way around the course. Elms gradually worked up to 3rd at the end of the run, but on the last beat, he put on a final burst of speed to move into first place - and the title! Nute, Havre, Gleich, and Ullman settled in position.

Buzz meanwhile was fighting valiantly to recover lost ground, and he did go from 19th to a final 9th place. But there were not enough legs left in the course to get within 5 boats of Earl, who finished with 23.6 points. Buzz was lucky to beat Dave Ullman for 2nd place - 27.8 against 28.6. A very close and true sailing-story fight and finish.

1967 SCIRA NATIONAL CHAMPIONSHIP COMMODORE CHARLES E. HEINZERLING TROPHY SERIES

BOAT	SKIPPER	Race	1	2	3	4	5	6	7	Pts.	6/7	Fin
17152	Earl Elms		5	15	1	1	5	8	1	40.6	23.6	1
13020	Alan Levinson		3	1	9	21	2	1	9	40.8	27.8	2
16421	David Ullman		2	7	4	7	1	4	5	37.6	28.6	3
17151	Tom Nute		8	3	2	8	4	15	2	50.2	33.2	4
16961	Martin Gleich		23	19	3	2	3	9	4	72.0	47.0	5
6995	Francis Seavy		4	10	13	3	wdr	2	10	77.2	50.2	6
16665	Jerry Thompson		21	2	7	4	12	21	7	85.4	62.4	7
13933	Louis Nelms		11	5	6	6	15	14	16	86.8	68.8	8
16617	Bob Miller		10	18	10	13	6	12	8	91.0	71.0	9
10111	Gonzalo Diaz		1	12	11	10	8	22	23	98.0	73.0	10
16861	Pierre Havre		19	13	8	19	11	10	3	95.8	74.8	11
16696	Herby Shear		20	4	19	9	20	3	11	98.2	76.2	12
14002	George Brown		9	6	15	16	14	7	17	98.0	79.0	13
13999	Russell Cook		14	17	dnf	5	16	5	13	108.6	81.6	14
16797	Paul Zent		15	21	5	20	13	6	18	111.8	88.8	15
16501	Jimmy Zars		18	22	dnf	12	9	16	6	122.0	95.0	16
16497	Peter Fenner		7	8	22	18	21	11	wdr	126.0	99.0	17
16616	Ralph Swanson		dnf	9	17	21	17	13	15	133.0	104.0	18
17015	Dan Blodgett		13	23	20	23	10	17	12	132.0	107.0	19
8653	Brad McFadden		12	dnf	12	17	18	20	20	139.0	111.0	20
16699	Fritz Gram		dnf	14	dsq	15	7	24	19	145.0	116.0	21
12334	Keith Zars		6	16	21	24	dsq	18	22	148.0	119.0	22
14387	John Johns		17	dsq	14	14	wdr	dns	14	150.0	121.0	23
14092	Bill Alcardi		16	11	18	22	19	23	24	147.0	121.0	24
15701	Robt. Schaeffer		22	20	16	25	22	19	21	159.0	132.0	25

In the meantime, the Wells Series was being raced right behind the Heinzerling Series - over similar courses on the lake, but widely different wind conditions. The first 4 races got off in good shape, but the last 3 were barely worked into the schedule. Dying and shifty breezes caused innumerable postponements and resetting of the marks both Wednesday and Thursday, when back-to-back races were sailed late in the afternoon. Seems Old Joe threw the Book at them, even changing wind directions and course marks between divisions.

45 sailors divided into 2 divisions of 2 fleets each sailed against each other as in the Crosby Series, and from the very start, Jim Richter of Indianapolis (now recovered from a sick bed) and Alvin Bugbee of Chautauqua, New York, proved they were out for blood and the pair to beat. After posting a 19th in the first race, they were joined by Ted Wells, while Andy Towles of Oklahoma City, Gary Boswell of Dallas, TX, and Hugh Donald of Annapolis, MD, remained in contention throughout the Series. Richter finally won with a remarkably fine score of 2-1-1-2-3-1 (he dropped a 5) for 7.3 points; Bugbee was 2nd with 1-3-3-1-2-2 (dropped 15) for 11.6; and Wells kept 3rd place with 7-2-6-4-1-2 (dropping 19). Towles beat Donald by a mere .2 of a point, 35.6 to 35.8. This was the first appearance for many sailors in really big-time Snipe competition and the general feeling was that they would be back again. Incidentally, patriarch Carl Zimmerman won the last race in his division Thursday afternoon.

Everyone expected this to be a fine regatta, and it was! The beautiful Western Hills Lodge right on the lake in the wooded Muskogee country, home of the Cherokee Indians, was unexcelled with all the comforts of living, a pool, and constant activities for all ages, plus an excellent cuisine. The program ran off without a hitch, thanks to William Kilpatrick, Jr., and his excellent committees chosen from all of District 2, which was responsible for the affair. Bill has the executive ability and experience combined with qualities of firmness and humor necessary for that thankless job. Of course, his comely wife Joan provided a lot of encouragement and actual leg work, too.

Steve Taylor again turned in a flawless performance as Master of Ceremonies on the race course, and John McKee managed the difficult Wells Series creditably. Dick Caspari kept an eagle eye on boat measurement and Bob Williams did likewise on the sails. Everyone was eventually satisfied with

their findings. The wives in charge of the reception desk kept all records, and were as nice as could be, and made everyone feel at home. All in all, it was a superb week of sailing topped off with a fine banquet where trophies were awarded Thursday night, and included a very amusing speech by the Honorable George Nigh, Vice-Governor of Oklahoma.

This first district-sponsored national regatta has set a high standard for all such future events.

SCIRA NATIONAL CHAMPIONSHIP WELLS SERIES

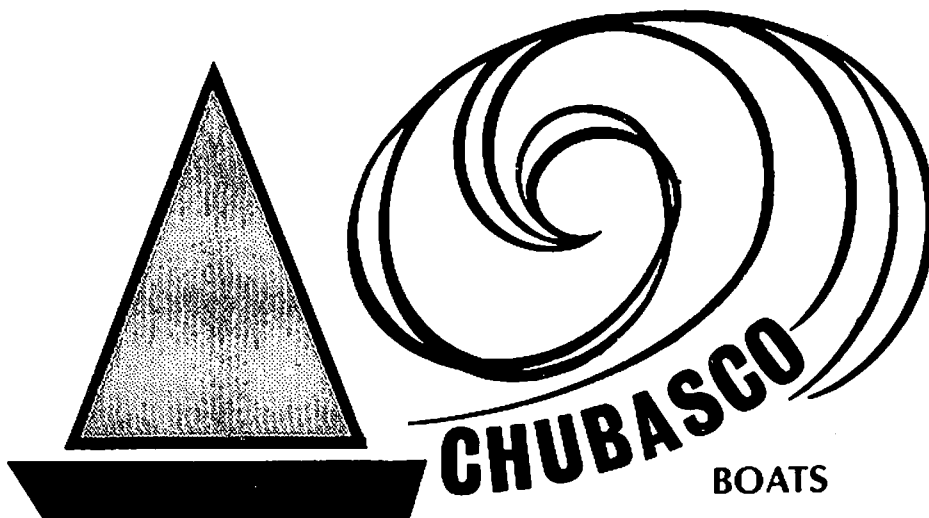
Boat	Skipper	Races	1	2	3	4	5	6	7	Pts.	6/7	Fin.
13008	Jim Richter		2	5	1	1	2	3	1	14.6	7.8	1
17018	Alvin Bugbee		1	3	3	15	1	2	2	28.6	11.6	2
16025	Ted Wells		19	7	2	6	4	1	2	47.4	26.4	3
14543	Andy Towles		1	6	3	8	6	3	4	39.0	29.0	4
12217	Gary Boswell		6	4	4	18	3	1	11	52.0	35.6	5
15223	Hugh Donald		5	2	5	3	9	dsq	4	62.8	35.8	6
16969	Dick Caspara		7	1	15	2	8	4	15	60.4	43.4	7
13021	Bruce Lockwood		18	14	13	4	4	4	1	67.2	47.2	8
10567	John Jenks		4	9	5	8	7	6	8	61.2	50.2	9
9020	Lee Thompson		14	19	6	3	10	12	3	74.2	52.2	10
16314	Ed VanDusen		8	1	7	13	13	8	9	70.0	55.0	11
17159	John Wideman		dsq	12	1	19	3	2	13	82.8	55.8	12
14692	Chuck Loomis		3	8	6	13	7	11	dnf	83.8	58.8	13
15516	Bill Schwarz		22	14	12	1	5	6	15	85.8	61.8	14
16939	Jack Zink		6	12	10	7	14	dnf	3	87.8	62.8	15
14114	John Swanson		8	2	12	5	14	13	14	79.8	63.8	16
8151	James Lawley		16	18	9	10	5	9	5	85.6	65.6	17
15302	Wm. Fithian		9	13	9	4	dnf	9	11	91.4	66.4	18
14484	Stan Cohen		16	3	8	28	9	16	5	89.6	67.6	19
14608	John Cameron		2	8	18	12	18	13	6	89.0	69.0	20
13332	A. Ziegenfuss		18	4	11	12	dnf	7	6	93.4	69.4	21
16731	Andy Zeratsky		13	17	7	5	12	11	10	88.8	69.8	22
16948	Harold Horn		12	16	4	6	28	15	7	93.4	71.4	23
14730	Dick Elam		5	dsq	19	11	12	7	7	98.8	72.8	24
15003	Frank Clements		17	6	13	wdr	8	5	17	97.0	73.0	25
15671	Richard Fagin		13	13	2	11	10	14	dsq	100.0	73.1	26
16422	Bryson Lesley		3	wdr	21	9	wdr	10	3	101.6	77.6	27
8598	Philip Blair		12	7	15	17	13	5	14	96.8	77.8	28
15940	Carl Zimmerman		9	10	dnf	16	1	17	dnf	109.0	84.0	29
13005	Richard Thuma		10	16	18	16	16	8	9	107.0	87.0	30
17109	Bud Hook		17	5	28	21	6	10	18	113.0	90.0	31
16334	Dale Cheek		22	5	10	14	15	19	17	115.8	91.8	32
16658	Sam Chapin		11	19	dnf	7	2	dnf	dnf	119.0	94.0	33
17121	Frank Dawson		15	11	16	8	19	15	dnf	121.0	96.0	34
8418	Dan Elliott		20	10	14	2	dns	dns	dns	125.0	100.0	35
16943	Gary Lofland		15	17	11	18	11	18	17	122.0	101.0	36
12978	Bob Williams		14	20	17	10	19	14	16	124.0	102.0	37
12999	Ralph Swanson		19	dnf	20	17	11	12	12	128.0	103.0	38
17144	Jim Hoyt		20	11	8	22	16	16	dnf	130.0	105.0	39
13844	Joe Cacoperdo		10	dsq	19	14	18	16	13	134.0	107.0	40
15942	Phil Shoop		21	21	17	18	15	17	13	136.0	113.0	41
10792	Jim Warfield		7	9	dns	dns	dns	dns	dns	141.0	116.0	42
13859	Rita Bragg		11	18	21	18	17	20	dnf	142.0	117.0	43
16888	Louis Varalyay		21	15	16	23	17	19	dnf	143.0	123.0	44
15025	Bob Elwell		14	dnf	14	dnf	dns	dns	dns	153.0	128.0	45



WELLS CHAMPION Jim Richter (white suit) and his crew Noel Harris are all smiles as they prepare to take their trophies back to Indianapolis. Berkley Duck III of that city won it last year.

CONGRATULATIONS TO EARL ELMS — the 1967 National Snipe Champion

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- * Seven of the Top Twelve Heinzerling Skippers
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What this means to you, the racing sailor, is that in our Snipe you will have equipment capable of winning any racing event and you will be able with confidence to concentrate on furthering your sailing ability.

If you don't have one of our Snipes in your area order one and get the jump on your competition.

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*As of Sept. 10, 1967.



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Hesselschwerdt Brothers Hang on to National Junior Titles

DIAZ BROTHERS TEAM A CLOSE SECOND

The U. S. Junior National Snipe Championship at Ft. Gibson this year was an unusually successful event - not only did we have a fine bunch of good sailors, but also ideal sailing conditions for the event.

22 Junior skippers (under 18 years of age) from 10 different states participated (where, oh where, was California?) and the kids really had a good time with some close competition, for, as it turned out later, they had all the good winds of the entire Championship Regatta during the 2 races on Wednesday August 9th and the 3 on the next day Thursday the 10th. No postponements or cancellations - everything on schedule. And it was pretty tough in one way for beginners, for gusts got up to 25-35 mph, and almost all had trouble holding their boats down. A few capsizes lent some excitement (plus experience) and one can be sure this same group will be that much tougher to sail against next year.

The courses covered 6 miles with each craft making 2 trips around a 3 mile triangle.

It evidently pays to start sailing Snipes early in one's life, and also, to have a good teacher. Last year, 16-year old Mark Hesselschwerdt from Grand Rapids, Michigan, entered for the first time as a skipper; previously he had been crew for Dexter Thede, so he had had expert training in preparation. With the help of his 14-year old brother Bill, the boys won the 1966 Championship title after a close fight with Richard Thuma of Winchester, MA, with a score of 1-6-6-2-1.

So, with another year's experience plus a little more weight, the team entered as title defenders with the odds on their favor. And while they sailed a better series of 4-1-3-2-2 to win top honors again, they had closer competition from another team of brothers from Miami, FL, Augustin Diaz, skipper, and his brother Gonzalo, Jr., as crew. They had 2-4-4-1-6. Dale Cheek of Oklahoma City, OK, was 3rd, and Frank Levinson, Jr., (Buzz's eldest son) of Indianapolis, IN, was 4th, while Preston Brammer of Wichita, KS, was 5th.

In Wednesday's first race, Frank Levinson won handily, and he was followed by Diaz in 2nd and Hesselschwerdt in 4th. But with increasing winds in the afternoon race, Levinson had trouble in holding the boat down and dropped back to 9th. But the Hesselschwerdt and Diaz teams got along fine. Mark finally got a 1st here, which was an unexpected gift as Richard Thuma capsized just as he appeared to have the spot cinched (he finished 13th.) The Diaz team finished 4th, which put them close behind the leader in second overall standing - it would have been a tie for 1st place if Thuma had won that second race.

2 races were sailed back-to-back Thursday morning with the brother teams again fighting each other every inch of the way. Mark had a 3-2 and Augustin 4-1. Brammer's DSQ had moved Mark up a place, so at noon, Mark had 11.2 points to 12.8 for Diaz, so everything was at stake in the last race that afternoon. Whoever beat the other would win the title. All the adults dropped everything to watch this contest.

The winds were strong and gusty and Mark was immediately challenged by two Oklahomans, Dale Cheek and Bill Kilpatrick, Jr., for the lead. He fought his way against the two all around the course and ended up sandwiched between them for a comfortable 2nd place. Meanwhile, Diaz was having his troubles with Levinson of Indianapolis and Bob Aicardi of Miami, both of whom crossed the line in front of him. He ended up with a 6th place, and that was the regatta. The spread was now 16.6 points instead of the narrow margin of 1.6 at noon.

Prizes were awarded to the winners Thursday evening, as some were not staying for the rest of the regatta. Following this ceremony, a picnic and party kept the group entertained. Presentation of the main trophies was also made a part of the main National Championship Banquet held a week later.

So Mark won his title again, and that was a fitting finish for the young man, who will be 18 and ineligible to compete next year. But brother Bill has had the fire lit under him as a

2-time champion crew, so one can expect to see him striving to add the skipper title to his laurels for the next two years. Likewise, the Diaz team will be repeating, so things promise to be quite interesting in SCIRA Junior activities. Every year, the quality of sailors, boats, and level of competition get better in this event. This year there were only 2 protests resulting in DSQs, which shows the youngsters are getting more familiar with the rules and thereby keeping out of trouble. One learns the hard way, and it is evident that the SCIRA program for Junior sailing and racing is producing excellent results.

Final Results - 1967 U. S. NATIONAL JUNIOR CHAMPIONSHIP

BOAT	SKIPPER	CLUB	Races	1	2	3	4	5	PTS.	FIN.
13349	Mark Hesselschwerdt	Grand Rapids, MI	4	1	3	2	2		13.2	1
10111	Augustin Diaz	Miami, FL	2	4	4	1	6		29.8	2
16334	Dale Cheek	Oklahoma City, OK	7	5	12	4	1		35.2	3
16401	Frank Levinson	Indianapolis, IN	1	8	13	5	4		37.2	4
16969	Preston Brammer	Wichita, KS	8	3	5	dsq	8		56.6	5
13531	Wm. Kilpatrick, Jr.	Oklahoma City, OK	19	7	1	dns	3		57.8	6
16820	Garry Calvin	Lake Lotawana, MO	15	12	8	7	9		61	7
8598	Philip Blair	Clearwater, FL	6	11	14	9	11		61	8
9009	Bob Aicardi	Miami, FL	21	dnf	6	3	5		65.6	9
14002	Richard Bowe	Annapolis, MD	3	10	dnf	dns	7		72.8	10
15710	Scott Flora	Peoria, IL	20	9	11	10	14		74	11
12453	Mike Cochran	Clearwater, FL	18	dnf	9	6	12		77	12
13005	Richard Thuma	Winchester, MA	13	2	10	dns	dns		77	13
13990	Henry Davis	Council Bluffs, IA	12	dnf	17	8	10		79	14
14387	John Johns	Ann Arbor, MI	5	dsq	2	dnf	dns		82.8	15
12999	John Swanson	Winchester, MA	16	6	7	dnf	dns		83	16
12233	Gary Smith	Kansas City, KS	14	14	15	11	wth		86	17
14731	Doug Day	Lake Lotawana, MO	10	dnf	21	13	13		89	18
15050	Jill Ramel	Lake Lotawana, MO	11	dnf	19	12	dnf		96	19
14114	Susan Swanson	Winchester, MA	9	dnf	20	dns	dns		105	20
16856	Tom Townsend	Indianapolis, IN	dsq	12	16	dns	dns		107	21
13314	Jim Rapp	Peoria, IL	17	dnf	18	dns	dns		111	22

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Wells Wanderings



by Ted Wells

October - 1967

THE NATIONALS

My comments won't be completely unprejudiced since Fort Gibson is in our District, and I helped Steve Taylor and Bob Elwell (District Governor) to con Bill Kilpatrick into being General Chairman. This isn't an easy job as there is normally no sailing within miles of the place and you are dealing with a government bureaucracy.

From a racing standpoint, the most obvious thing was that Old Joe came right down from Minneapolis and got things organized. The thing that worries me most about my performance is that each skipper is entitled to only so many good starts per season, and I used about a two year supply. From the start on, however, I showed almost unerring ability to go in the wrong direction at the right time. This wasn't really difficult. Ask Buzz Levinson about that starboard tack in the last race.

Carrying on the same theme that this is the Year of the Happening at regattas, the interval between the first warning signal and the last starting signal for Division I in one of the Wells series races established a record which is on a par with a 49 inning World Series ball game. 2 hours and 20 minutes by my watch! This record will surely stand forever. Unfortunately, no one kept an accurate log of what happened, but there were 3 wind shifts of over 45 degrees which as nearly as I can recollect, caused 4 postponements to move starting lines and/or courses; three general recalls for boats over the line early; two general recalls for errors in time of gunfire; three to correct the starting line; and four to change the course.

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Birney Mills

There was also one abandon to change course. In this case, it was decided to start the race even though you could lay the windward mark, since experience during the preceding hour and a half had indicated that the wind would shift 50 or 60 degrees as soon as the course was changed anyway. This time, of course, it didn't shift, and we finally got off a good race after abandoning and changing the course.

This caused development of a proposed addition to the rules. The solution to the problem seemed to be to have five windward marks numbered 1 through 5, placed to give windward legs every 15 degrees, and corresponding numbered starting marks. At two minutes before the start, a number will be displayed designating the marks to be used. It would have been a good idea for that race.

We spent a minimum amount of time waiting for wind - not as good winds as California, no doubt, but lots better than many places. Launching wasn't ideal, but the grippers should have been at Barnegat Bay where we carried the boats through a smelly, gooey mass of decaying seaweed out into the water. Tie-up facilities weren't ideal, either, but at least we didn't have SAILBOATS GO HOME signs like at Old Saybrook in Connecticut. Having everyone staying at the same place, close to where the racing was, with a nice place for the wives, mothers, and other non-sailing participants to spend their time while waiting and watching, offered advantages not found anywhere else in the twenty-five National Championships I've sailed in.

SAIL AREA

Every once-in-a-while, somebody writes a brochure giving the dope on Snipe and in the past, no two people could come up with the same number for the sail area, varying from 103 (early days) to 117 square feet. Some of this is probably because no two people measure sails the same way. Birney asked me to determine once and for all what it is. I made an accurate layout, including the roach on all edges as sails are now made, and came out with 128 square feet! (40 square feet in the jib, and 88 in the main.) SO - until someone decides differently - THIS IS IT!

SANCTIONED SNIPE REGATTAS

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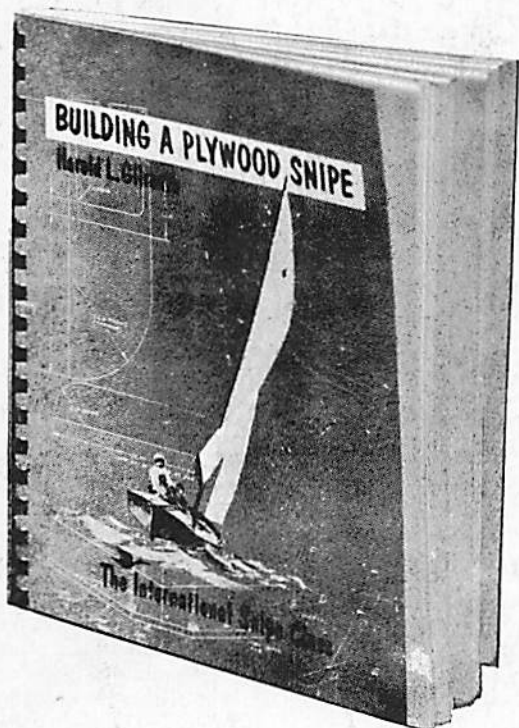
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Consisting of 99 pages size 8 1/2 x 11, it contains 98 pictures, 47 plates of diagrams and sketches, and plans along with a text giving complete instructions for building a champion hull and finished Snipe with all outfitting and rigging details. Mr. Gilreath constructed Snipe #12345 as he wrote the book, so nothing is overlooked.

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