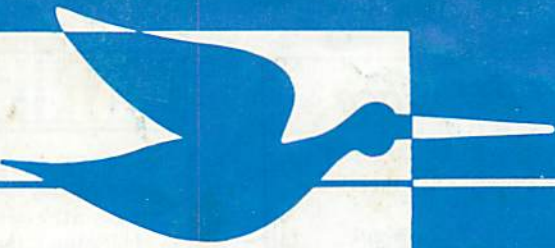
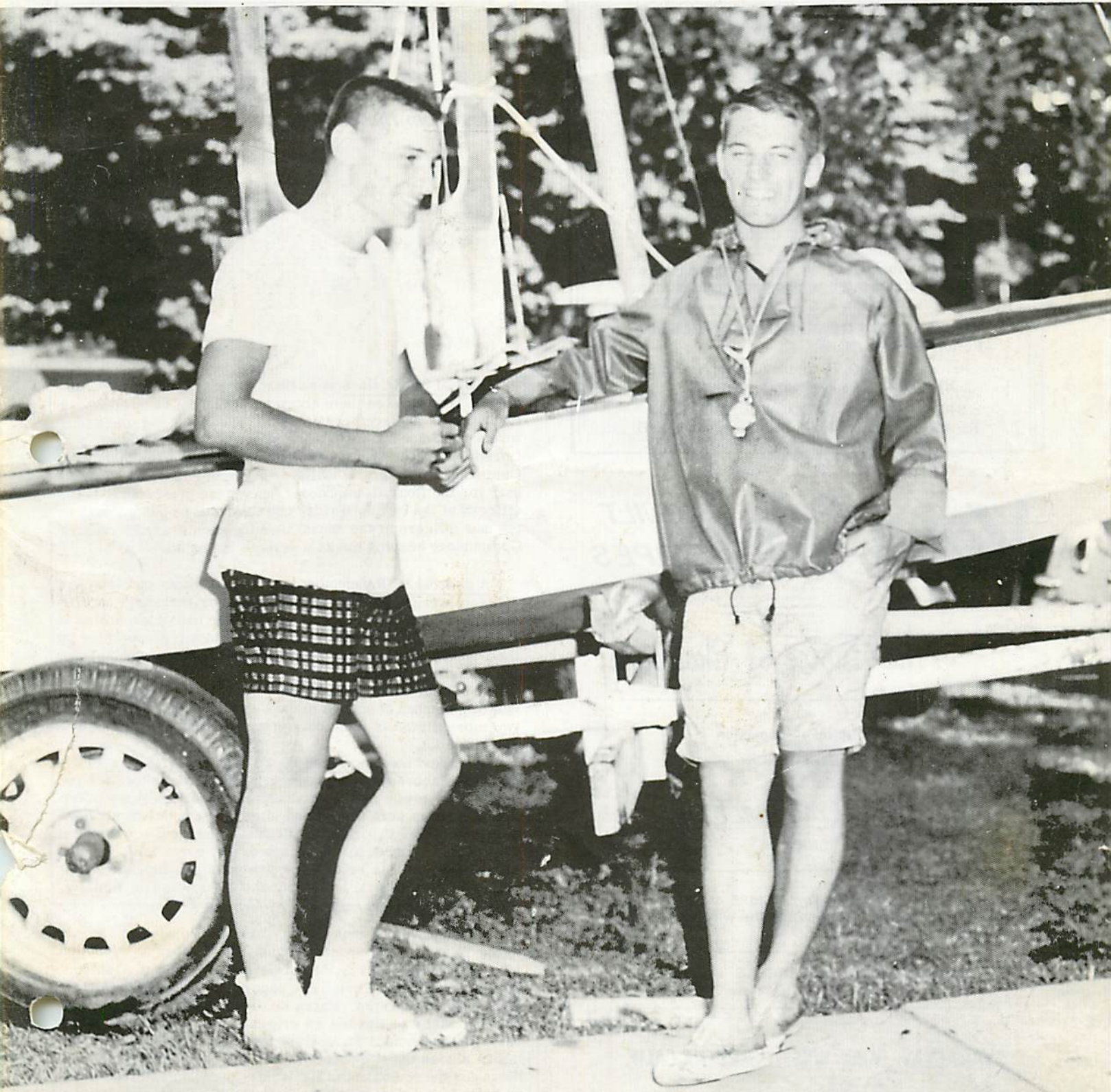


# *Snipe* **BULLETIN**



SEPTEMBER 1958  
Vol. 8 No. 4



1958 U. S. NATIONAL CHAMPION JOHN WOLCOTT and his crew, Ronald Payne (left)

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## SNIFE BULLETIN

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### Notes from the Nationals



Official SCIRA flags were flown for the first time at Chautauqua. You can see them above on the left. The burgees are made of silk and are very colorful. The one at the top is blue with a red Snipe and three white stars for the Commodore; next is red with a blue Snipe and two white stars for the Vice-Commodore; bottom is white with a blue Snipe and one blue star for the Rear-Commodore. They were presented to these officers at the banquet Friday night and will be handed down to the new officers at the annual meeting each year, the retiring Commodore keeping his as a service memento.

A general SCIRA meeting was held at Chautauqua and many subjects were discussed on the open floor, including: (a) considerable opposition was expressed to the use of leech lines in the mainsail (b) method of choosing the class representative for the Pan-American Games in 1959 (c) getting more publicity for the class in national magazines by using local correspondents (d) N. Y. Boat Show participation approved (e) necessity for limiting number of entries in the U. S. Nationals (f) establishing two more districts by subdividing Districts 1 and 6 as now constituted.

In a short meeting of the Board of Governors, the subjects discussed above were assigned to proper committees for reports to be made at the next annual meeting, some other minor matters were settled, and, after thorough investigation, the bid for the 1959 U. S. National Regatta from the Sequoyah Fleet 68 at Tulsa, Oklahoma, was accepted. The event will be held at Fort Gibson on the lake there, probably August 8-17th, but complete details will be announced later when settled.

### The Western Hemisphere Races

In recent years, each country has sent 2 boats or 2 teams to the Western Hemisphere Races. This year is no exception. John Wolcott and Terry Whittemore will be the U. S. entries. National Secretary Christie is eagerly awaiting registrations from other countries. Extra boats needed will come from Miami instead of Havana as originally planned. Special low rates at the fabulous Ft. Montagu Beach Hotel for visiting spectators places the event within the reach of all. You can stay there for the equivalent of first-class motel rates in the U. S., so better plan now to take a Fall vacation and watch Snipe compete internationally with your friends. You'll never forget it!

## SCENES OF THE NATIONALS



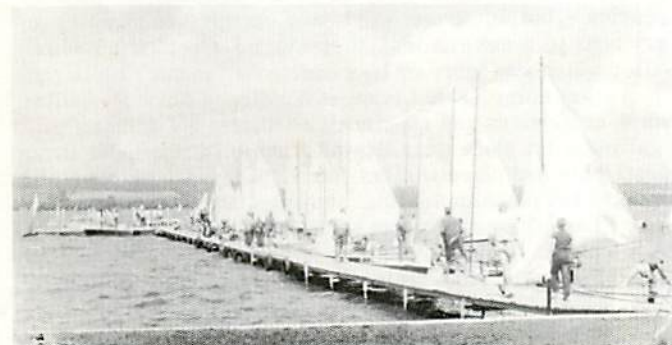
CLYC Clubhouse showing sail and locker rooms on the right.



Front view of clubhouse from one of the docks.



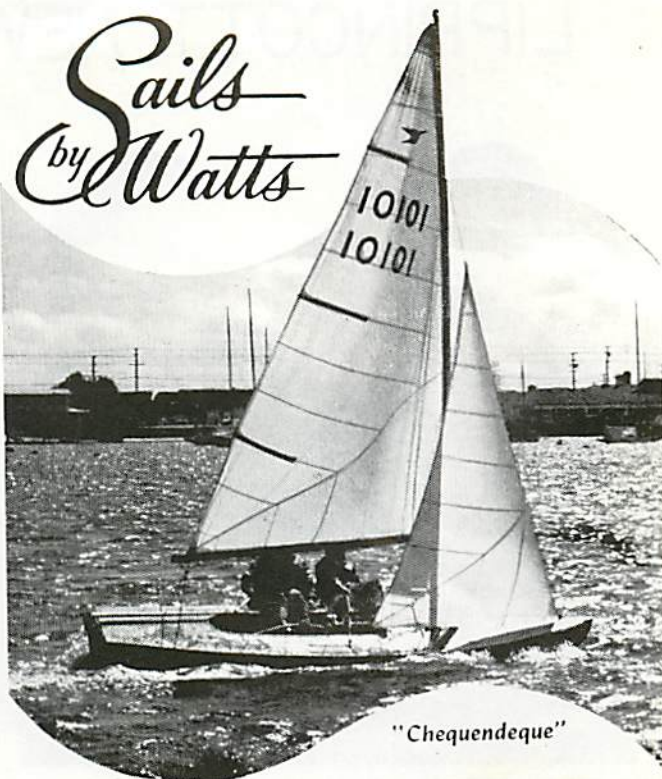
Commodore Fred Schenck conducts a skippers' meeting.



Sailors leave for a race from one of the 3 available docks.



Although there were 2 power winches, it was faster to pull boats this way when manpower was available. (Photos by Mills.)



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Congratulations to Fred Schenk, 1957 National Snipe Champion! Watts dacron sails, with their superior finish, took four of the first five places in this national championship series.  
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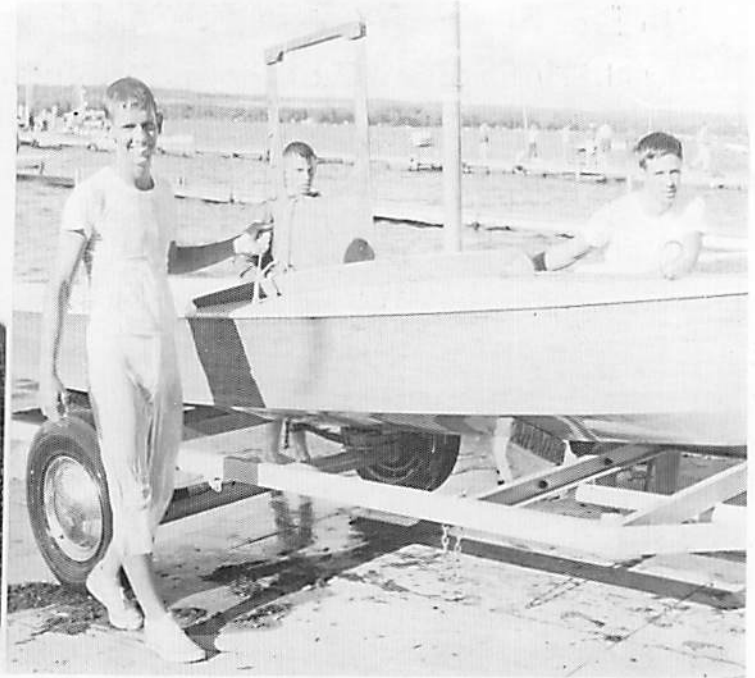
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# LIPPINCOTT NEW JUNIOR CHAMPION



THE WINNING TEAM -- Junior Champion Ken Lippincott, Jr., left, and his crew, Ron Levinson of Clearwater, Florida. The boys are shown on the right with their boat.

When Kenneth Lippincott, Jr., of Clearwater, Fla., got his picture in the BULLETIN last month as the new Florida State Junior Snipe Champion, he hardly expected to see it again the following month -- but here he is, the new U. S. National Junior Champion of the Snipe Class!

Ken won his honors by a very narrow margin of 2 points when he crossed the finish line in the last race just 20 seconds ahead of Stovy Brown of Baltimore, Maryland, the defending Champion who won his laurels at Peoria in 1957.

This championship series will be long-remembered by the 23 entries from 12 different states. Not only was it the largest junior series yet held, but, granting a request from the "kids" made by them at Peoria last year, ("We want more activity and more racing"), the Chautauqua Regatta Committee scheduled five races for them instead of the usual three. So the stage was set, the crowd was there, and the boats were ready Friday morning for the big event. After some delay waiting for the breeze to pick up, the first race was started in a light breeze which gradually faded away and Stovy Brown led the way across the line just under the time limit. With Charles Ulrich III, a local Chautauqua lad in 2nd place; Lippincott in 3rd; Woody Norwood of Atlanta, Ga., 4th; and Mike Choquette, Green Lake, Michigan, in the 5th spot, the favorites were running true to form and a hot contest for the title appeared imminent.

By here Fate stepped in and blew the whistle on Mr. Wind, who immediately disappeared over the horizon for a long, long stay -- until Sunday noon, as a matter of fact! Four races were started as scheduled for the Juniors (1 Friday P. M., 2 on Saturday, and 1 Sunday A. M.), and none of them were completed within the required time limit. Thus, out of 5 starts in 3 days, only 1 uneventful race was on the record.

With the Nationals starting their first qualifying race in the Crosby series Sunday afternoon, there was nothing to do but to postpone the junior series indefinitely with the idea of working in races for them as soon as possible during the coming week whenever weather and racing conditions permitted. This action was further necessitated by the fact that ten of the juniors were also sailing in the main event, while others were crewing for senior skippers. It was an unavoidable disappointment to others, too, as it meant they could not participate in the competition as they could not stay any longer.

It was not until Monday evening, after the 3rd Crosby race,

that the second junior race could be scheduled and then, again, it was in light 3-8 mile winds, gradually dying away. Lippincott got out in front in this one, stayed there, was closely pursued by Brown, but, despite this loss, Brown continued to pace the juniors with 3121 points to Ken's 3044. Choquette added a nice 4th to his 5th of the 1st race to get a firm hold on 3rd place, while Don Brant of Manhasset Bay, N. Y., Leslie Larson of Chautauqua, and Pat Wheeler of Akron, Ohio, all moved up toward the top of the list.

Then, in spite of all the Race Committee could do, there simply was not enough time to work in another race until the following Friday, the last day of the regatta. That day brought strong winds and, late Friday afternoon, after a postponed and final race in the Nationals had been completed, the available juniors got on the line. Only 13 of the original 23 made an appearance, but, in strong winds and choppy waves which put every boat to a severe test, they staged a real wind-blown thriller which was more or less overlooked in the rush to pack up and start home. A hot contest developed between the two leading contenders and Lippincott continued his winning ways by getting a 1st place over Brown's 2nd to lift the title. Brant repeated his 3rd place win, but Larson's fine 4th place moved him up to 3rd place in the final standings ahead of Brant. John Boyd of Lake Quivira, Kansas, with a consistent 6-7-8 record, took 5th place.

And that is the story as far as the Juniors were concerned!

## U. S. JUNIOR CHAMPIONSHIP

BOAT	SKIPPER	CLUB	RACES	1	2	3	PTS.	Fin.
8598	Ken Lippincott, Jr.	Clearwater, Fla.	3	1	1	1	4644	1
11402	George S. Brown	Middle River, Md.	1	2	2	2	4642	2
9924	Leslie Larson	Chautauqua, N. Y.	8	5	4	3	3754	3
7886	Donald Brant	Manhasset Bay, N. Y.	12	3	3	3	3729	4
11007	John Boyd	Quivira, Kans.	6	7	8	3	3470	5
7999	John Fehsenfeld	Grand Rapids, Mich.	11	8	7	6	3145	6
10801	Woody Norwood	Atlanta, Ga.	4	dnf	6	7	3123	7
10400	Pat Wheeler	Portage Lake, Ohio	9	6	dnf	6	3033	8
8574	Leigh Yates	Chautauqua, N. Y.	15	10	5	5	2933	9
8099	Bill Colvin	Clearwater, Fla.	14	9	10	2	2714	10
10292	Gus Krouzkamp	Manhasset Bay, N. Y.	7	dnf	9	9	2709	11
9100	Mike Choquette	Green Lake, Mich.	5	4	dns	2	2665	12
8571	Charles Ulrich, III	Chautauqua, N. Y.	2	11	dns	11	2421	13
11581	Gil Randell	Chautauqua, N. Y.	16	12	dnf	12	2250	14
10660	Jim Richter	Indianapolis, Ind.	19	dnf	11	11	1913	15
10871	Mike Hanna	Newport, N. Y.	10	dsq	dns	5	1445	16
10686	John Haskell	Newport Harbor, Cal.	20	14	dns	11	1170	17
6000	Johnathan Cram	Chautauqua, N. Y.	13	dsq	13	dns	1073	18
10170	Colton Weatherston	Green Lake, Mich.	13	dns	dns	8	784	19
8688	James Lawlor	Quassapaug, Conn.	17	dns	dns	5	576	20
9527	Dick Hixon	Sequoyah, Okla.	18	dns	dns	5	529	21
10061	Louis Buisch, Jr.	Loon Lake, N. Y.	21	dns	dns	4	400	22
7873	James Lenka	Chautauqua, N. Y.	dnf	dns	dns	3	24	23

# Wolcott Wins Snipe National Championship

## RUNNER-UP TERRY WHITTEMORE ALSO TAKES THE CROSBY SERIES

### RAY KAUFMAN WINS WELLS TROPHY—TERRY IS GRIFFITH HIGH POINT WINNER, TOO!



CHAMPIONSHIP SMILES -- John Wolcott, right, and his crew, Ronald Payne, receive trophies from Herbert Nelson, Captain of the Chautauqua Snipe Fleet 124.

A new name leads the select list of U. S. National Champions of the Snipe Class! John Wolcott of Lake Quassapaug, Connecticut, finally realized his life's ambition to be the top sailor by a demonstration of plucky and determined sailing to become the 1958 title holder. With a record of 2-2-8-4-10, amassing 6461 points, he led his club-mate, Terry Whittemore, by 166 and Bob Huggins, Lake Merritt, Cal., by 189 points to win the Heinzerling Trophy.

In 4 of the last 5 national contests, boats from California grabbed the top position, the lone exception being in 1955 when Harry Allen, also from Lake Quassapaug, won at Atlanta. The same old pattern was repeated this year and it looks like only Yankee sailors from the Nutmeg State can break the stranglehold the California boys have on the title.

With the Chautauqua Lake Yacht Club Fleet 124 as host, the regatta was held Aug. 3-8 on Lake Chautauqua, N. Y., with 78 skippers ( national, district, and fleet champions ) from 16 states in competition. This was the largest number ever entered in a U. S. National event and presented a few difficult handling problems to the Regatta and Race Committees. Ten races were scheduled during the week -- 5 for the Crosby qualifying series and 5 for the final Heinzerling Championship series. The group was divided into 6 fleets of 13 boats each, making 26 boats on the starting line in each of 3 divisions. Assigned distinguishing colors, each fleet raced each other one once in the 5 race series to determine the top 24 contenders for the Championship Trophy. The first 24 highest point scores determined the choice.

With everyone conscious of the becalmed fate of the Junior series, many silent prayers for the return of Mr. Wind were

offered and, sure enough, along about race time Sunday afternoon, the waves began to ripple. The 3 divisions got away in a fair breeze after a delayed start and late that afternoon, Terry Whittemore, Jerry Thompson (Alamitos Bay, Cal.), and John Jenks (Lake Merritt, Cal.), rejoiced to see their names in the 3 first places. At the same time, Wolcott was seemingly crucified when, after being 1st in his division across the line, he was disqualified by a stake boat for touching a mark while rounding it and was dropped to 27th rating. It seemed like an unsurmountable blow to Johnny's hopes, but, like a true sportsman and sailor, he resolved to do his best to qualify regardless. The fact that he did so and went on to win the championship was the outstanding sailing event of the regatta and a positive lesson to never -say-die when sailing a boat.

With winds of roughly 15 mph on Monday, the sailors had the best day on the lake since Friday morning. Two triangular races were held in tricky winds up to 20 mph and the action was fast, calling for considerable sailing ability and agility. But Francis Seavy of Clearwater, Fla., got his boat in front of the right puffs in the 1st race along with Bill Kilpatrick of Oklahoma City, Okla., and Jerry Thompson to win the 1st places in their divisions. Thompson was thus a two-time winner.

The afternoon race was a little more exciting with puffs up to 25 mph and 4 boats capsized. Lanny Coon, Newport Harbor, Cal., won his 1st place the hard way, being flipped over twice; Seavy had a perfect day with another 1st; and Bob Huggins, Lake Merritt, Cal., got the final 1st. In the meantime, Wolcott began to feel better with a 2 and 4 for the day, while Terry Whittemore was content with his 1-2-3 record.

The final 2 races of the series were sailed Tuesday in light winds up to 6 mph and the start of the P. M. race was delayed until 4 o'clock due to comparative calm. The morning race was triangular and the afternoon over a long windward-leeward layout, both being about 7 miles in length. They were uneventful, but were marked by two outstanding performances. Seavy with a 2-1-1 record led Whittemore with his 1-2-3 in total point scores and these races became a personal match for the top prize, Terry turned in one of his usual beautiful performances, leading his division all around the course in both races for two 1st places and a total of 7765 points; Seavy got a 2nd and 4th to total 7611, and so Terry won the Crosby Trophy by an edge of 154 points. The other performance was by Carl Zimmerman, Akron, Ohio, who, with 7-15-27 (dsq), was 43rd in standing going into these races. In a remarkable comeback, he got a 2-1, thereby scoring 5149 points, which lifted him to the 23rd berth and a place in the top 24 qualifiers. Bob Huggins with a 2-1 and Stovy Brown, the Junior Champ, with a 1-2, were the other top men, placing 3rd and 4th in the final standings.

Thus the top skippers were chosen for the Heinzerling series and most of the "seeded" skippers made the list. "Sensational" was the work of the California skippers. 7 made the long haul from the West Coast -- 7 made the "cutoff" for the finals! Likewise, 4 out of the 5 Quassapaug entries also qualified and thus only 13 places were left for the rest of the country. Large District 3 only qualified 3 men and Michigan, a real Snipe stronghold, did not get a representative in; neither did the home fleet of Chautauqua, although Victor Larson was in 25th place, being pushed down there by Zimmerman's last minute spurt. It is also interesting to note that, of the top 12 in last year's finals, 10 of them were back up there this year.

Wednesday morning saw the Heinzerling fleet ready to go with the 54 Wells series contestants, who had been broken up into 4 fleets to sail as they did in the Crosby races. They got away in a steady but light wind on a 6 mile triangular course and Francis Seavy showed his transom to the entire fleet in a masterful exhibition. Wolcott let everyone know he was present by coming in 2nd; Whittemore and Fred Schenck stole the headlines by

( Continued on page 6 )



CROSBY WINNERS -- Herb Nelson presents the Trophy to Ray Kaufman, middle, Manhasset Bay, N. Y. , and his crew, Joseph Cusimano, Jr. , of Chautauqua.



FIRST PRESENTATION OF THE Trophy to Terry Whittemore by Commodore

producing one of those extreme rarities in small boat sailing, a tie for 5th place, by hitting the line simultaneously.

Dying winds postponed the start of the P. M. race, and when the wind finally did rise later, it brought a severe thunderstorm which necessitated cancelling the event for the day. So, with hopes of running 3 races on Thursday, the start was moved up to 10 A. M. for the first race. Brisk breezes moved the boats at a fair pace over a triangular course during the early part of the race, died down at the midway point, then sprung up again for a good finish. The P. M. race over the same course was well carried by 8-10 mph winds. Bob Huggins was the star performer for the day, jumping into the point lead by sweeping to victory in both races and lifting his total to 4224. His margin in the 1st race was 6 minutes over Wolcott (4131), but he was given a stiff tussle all the way in the 2nd by Schenck. Standing at the end of the day showed Whittemore 3rd with 4109; Schenck 4th 3906; 2 California boats and 2 Connecticut boats occupied 4 of the first 5 top spots with 1 midwesterner, Zimmerman, 5th with 3510 and the Southern Stalwart, Seavy, very much in contention with 3176. The East versus West Theme was clearly defined as they prepared to wring show-down mileage out of every puff of wind in the final 2 races on Friday.

Heavy winds of 18-22 mph were blowing all day Friday, making choppy waves which put every boat to a severe test. The heavy weather boys came up with smiles on their faces and there was plenty of excitement throughout the day, with 6 boats overturning. But there were no score upsets in the final results when the day was done. Although the new faces of Harry Levinson (Indianapolis), Ken Cook (Winchester, Mass. ), Ted Wells (Wichita, Kans. ), and Lanny Coon (California) took the top places. Wolcott and Whittemore had 4-10 and 10-6 respectively; the 2 California boats had 9-9 (Huggins), while Schenck had 1-18, a broken whisker poie contributing to the latter score. But those scores were sufficient and Wolcott led the final list with 6461 points, followed by Whittemore, Huggins, and Schenck (6035), or 326 points separating the first 4 boats. Seavy moved into a secure 5th place with 5701 when Zimmerman dropped away with 18-12. It is interesting to note that Cook of Massachusetts was 6th and Thompson of California 7th, so the East and West, or Districts 1 and 6, really dominated the regatta.

Thus John Wolcott, who learned to sail as a boy on Lake

Chautauqua, became the new National Champion as a representative of the Nutmeg State. There was an unusual twist to his victory as he sailed the Heinzerling races with a pick-up crew, Ronald Payne, an Indianapolis skipper entered in the Junior series. His regular crew, Bob Birmingham, cut his head open diving off the dock Thursday and was unable to race.

Wolcott is 25 years old, unmarried, a graduate of Cornell, and is now in the engineering department of Westinghouse Corporation at Bridgeport, Conn. He lived in Chautauqua for a while and his parents from Warren, Ohio, have a summer cottage on the lake at Mayville. This was his 5th Snipe Nationals. He finished 6th at Mentor Harbor in 1954 in his previous best effort.

When interviewed after the last Friday race, Wolcott said, " It was a rough race. We didn't have enough weight for that kind of wind. Schenck was giving me a battle, then out of nowhere came my old friend, Ted Wells, booming right along. Schenck finally made a bad tack and I could see daylight, but it was pretty tense for awhile. Actually the last race was my poorest ( a fact borne out by the chart) but it was the roughest and most exciting. "

And to really put emphasis on the superiority of Connecticut sailors was the winning of the new Commodore Harold Griffith Trophy by Terry and Bob Whittemore. This Trophy was put up by the CLYC friends of Griff in his honor and is to be awarded to the skipper with the highest point score for the combined 10 races of the Heinzerling and Crosby series. Terry won it for the first time with 14060 points with Bob Huggins next with 13739 and Seavy 3rd with 13312. Griff was quite surprised when he presented it himself " right out of the clear sky" to Terry at the banquet, as he knew nothing of it previously.

In the meantime, sailing the same courses, the Wells Series was run concurrently by 54 boats. Shades of Zimmerman's victory in that series at Atlanta (10-1-1-1) appeared when veteran Ray Kaufman of Manhasset Bay, N. Y. , another District 1 sailor, gave a convincing demonstration of his sailing ability, dominating the series with 1-7-1-1-1. Ray was 26th in the qualifying series, missing out when he got a dnf in the 3rd race, but he really turned on the steam when the chips were down. Young Mike Choquette of Green Lake, Michigan, also gave notice of his continual improvement with a 4-6-1-2-1 to finish in 2nd place 241 points behind Kaufman. 3rd place went to Martin



NEW GRIFFITH TROPHY is made  
re Harold T. Griffith.



ROUGH SAILORS ACQUIRE THE DRAWING-ROOM TOUCH -- The top winners congratulate each other as Phil Yates, RC Chairman, looks on.

Hellar of the new Galway, N. Y., fleet, while two juniors, Phil Yates of Chautauqua and Ken Lippincott of Clearwater, Fla., took the 4th and 5th places respectively, to give notice of tough competition for Snipers in future years. The rough and strong weather on Friday discouraged many sailors and some, of course, headed for home after it became apparent they were out of the running.

This was the 3rd time the CLYC has been host for this important regatta, the other two times being in 1947 and 1949. Needless to say, their experience was evident throughout the entire affair and, while they had to contend with many protests and usual gripes which were magnified by the importance of the affair and the large number of contestants, the entire week was a great success. A dance was held for the Juniors Saturday night and various social gatherings were arranged for the seniors throughout the week. Outstanding was the corn roast given by the E Scow fleet Wednesday night in honor of the visitors. The banquet Friday night was held at the Jamestown Hotel in the ballroom beautifully decorated with many flying paper Snipes. Many door prizes were given away throughout the evening and after the main prizes were presented, adjournment was made to the yacht club where final farewells were said.

The organization consisted of 22 different committees, all under the jurisdiction of the General Committee consisting of Past Commodore Harold Griffith, SCIRA Rear-Commodore Edward Garfield, Snipe Fleet Captain Herbert Nelson, and CLYC Commodore Charles B. Ulrich, Jr., who, incidentally, carried the weight of the world on his shoulders to the extent he lost his voice at one period. It is impossible to name the fine work accomplished by these hard working committee members. The Race Committee, headed by Phil Yates, was plagued by variable winds, especially the early part of the period, and displayed restraint in their patient handling of the skippers. Outstanding was the fine measuring job headed by Howard Welshofer; the radio and newspaper publicity coverage, which, without doubt, was the most complete for any Snipe Regatta anywhere; the hard midnight work of the protest committee and the resultant paper work done by Ed Shea and his girls on the records; and the reception desk handled by Mary Garfield with Betty Griffith and Maybelle Powers always on hand. Boats were parked and launched by a large group of workers and there were spectator

boats for all every day. As Herb Nelson said, "It was a complete success as far as I am concerned. We had very few complaints, and, considering that this is really the big one for Snipers, very few protests."

And so the 1958 Nationals become history! SCIRA extends official thanks to our Chautauqua hosts and can assure them that, as Fred Schenck so aptly advised, everyone went away with a smile on his face.

Acknowledgment is due to Frank Hyde, sports writer of the Jamestown Post-Journal for his descriptive articles and fine cover photo, to the Post-Journal Staffphotos, and to Phil Olson for other pictures used in this issue.

### 1958 SCIRA NATIONAL CHAMPIONSHIP COMMODORE CHARLES E. HEINZERLING TROPHY SERIES

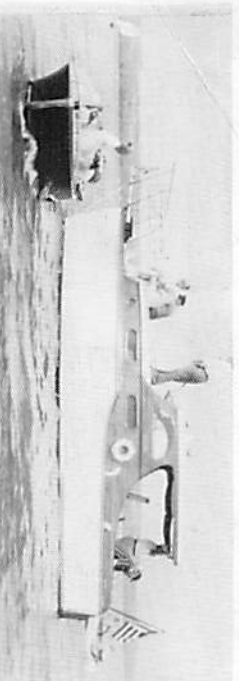
BOAT	SKIPPER	CLUB	RACES	1	2	3	4	5	PTS.	Fin.
9497	John Wolcott	Quassapaug, Conn.	2	2	3	4	10	6461	1	
7432	Terry Whittemore	Quassapaug, Conn.	5	4	3	10	6	6295	2	
3518	Bob Huggins	Lake Merritt, Cal.	9	1	1	9	9	6272	3	
10101	Fred Schenck	Newport Harbor, Cal.	5	8	2	1	18	6035	4	
6995	Francois Seavy	Clearwater, Fla.	1	11	15	7	4	5701	5	
8300	Kon Cook	Winchester, Mass.	3	18	12	5	3	5554	6	
9599	Jerry Thompson	Alamitos Bay, Cal.	13	dnf	4	6	5	4963	7	
10172	Harry Levinson	Indianapolis, Ind.	10	19	20	3	1	4930	8	
6929	Don Trask	Lake Merritt, Cal.	7	13	10	12	7	4898	9	
10175	Carl Zimmerman	Akron, Ohio	12	3	6	18	12	4880	10	
6025	Ted Wells	Wichita, Kansas	19	17	7	2	8	4826	11	
10569	Stan Kintz	Lake Merritt, Cal.	4	7	18	14	16	4408	12	
10567	John Jenks	Lake Merritt, Cal.	16	6	14	8	dnf	4068	13	
10999	Carlos Bosch	Miami, Fla.	17	14	11	13	11	3889	14	
10686	Larry Coon	Newport Harbor, Cal.	dnf	21	9	20	2	3642	15	
11353	Alan Levinson	Indianapolis, Ind.	8	12	16	22	17	3492	16	
9285	Tom Legere	Winchester, Mass.	14	dnf	5	15	19	3441	17	
10370	Wm. Kilpatrick	Oklahoma City, Okla.	11	20	13	17	14	3430	18	
11402	George Brown	Middle River, Md.	18	5	21	dnf	15	3191	19	
7877	Tom Hanna	Newport, N.Y.	15	15	22	19	13	2981	20	
8800	Harry Allen	Quassapaug, Conn.	20	9	dnf	11	dnf	2654	21	
7885	Howie Watts	Quassapaug, Conn.	22	22	17	16	20	2364	22	
7192	Bob Vreeland	Newport, N.Y.	23	10	19	21	dnf	2169	23	
8038	Charles Webster	Cak Orchard, N.Y.	21	16	23	23	dnf	1673	24	

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# 1958 Crosby Series



From the Race Committee Boat above, race results went to Auditor Ed Shea and Carol Hine, below, who put in many hours of hard paper work compiling the listings.



# 1958 SCIRA NATIONAL CHAMPIONSHIP WELLS TROPHY SERIES

BOAT	SKIYPER	CLUB	RACES	1	2	3	4	5	PTS. Fin.
11291	Ray Kauffman	Manassas Bay, N. Y.	1	1	1	1	1	1	7556
9100	Mike Choquette	Green Lake, Mich.	1	1	1	1	1	1	7315
10365	Marlin Heiler	Galway, N. Y.	10	4	4	4	4	4	6372
8574	Phil Yates	Chautauque, N. Y.	4	4	4	4	4	4	6354
8598	Ken Lapincoct	Middle River, N.Y.	2	15	10	10	10	4	6127
10568	Ray Evans	Chautauque, N.Y.	1	7	16	8	8	8	6090
8570	Red Garfield	Chautauque, N. Y.	2	8	10	7	7	8	6039
9224	Victor Larson	Chautauque, N. Y.	8	9	13	3	2	5	5886
11300	Larry Wheeler	Arcyn, Ohio	12	12	13	4	7	7	5821
9740	Eddie Williams	Manassas Bay, N. Y.	5	12	9	8	3	5	5821
11065	Dan Kostrvson	Manassas Bay, N. Y.	6	5	8	4	13	6	5392
11550	Joe Ramel	Grand Rapids, Mich.	3	6	11	15	6	5	5392
9732	Dexter Thade	Green Lake, Mich.	3	3	6	3	3	3	5167
10350	Jack Tillman	Atlanta, Ga.	17	7	4	11	10	13	4779
10801	Moody Rowood	Atlanta, Ga.	17	7	4	11	10	13	4779
11323	Fred Pombo	Diamond Lake, Mich.	17	7	4	11	10	13	4779
10214	Inda Lowe	Indianapolis, Ind.	15	15	14	12	11	4	4621
10660	August Hook	Indianapolis, Ind.	15	15	14	12	11	4	4594
10368	Donald Brent	Manassas Bay, N. Y.	14	6	6	5	20	4	4584
7435	Boebe Russell	Gull Lake, Mich.	9	18	6	6	6	6	4491
9330	Fon Stewart	Chautauque, N. Y.	13	14	16	3	12	12	4480
11111	Hattie Garver	Green Lake, Mich.	15	14	16	14	14	4	4064
9321	Thomas Little	Quassaug, Conn.	15	17	14	16	14	4	4028
10376	Lae Stuve	Atlanta, Ga.	16	23	23	2	3	3	3918
6660	Derek Pelers	Atlanta, Ga.	21	21	2	17	1	1	3686
10587	Ed Kohonyi	Loon Lake, N. Y.	11	10	24	10	17	1	3626
9314	Edwin Rosenbaum	Gull Lake, Mich.	11	21	2	16	1	1	3607
11007	Kenny Feisenfeld	Quivira, Kansas	11	10	17	15	9	3	3332
8663	Frank Dammboers	Manassas Bay, N. Y.	14	11	10	17	15	9	3113
9363	Sam Horwood	Atlanta, Ga.	8	18	20	2	9	3	3083
8099	Hilli Colvin	Green Lake, Mich.	18	5	11	11	11	11	3014
2153	Paul Ballem	Manassas Bay, N. Y.	16	22	19	14	14	14	2928
9298	Jerry Mahesh	Manassas Bay, N. Y.	22	22	21	19	12	12	2928
4711	Sam Chaplin	Atlanta, Ga.	16	18	18	18	18	18	2711
10292	Gus Kouzamp	Indianapolis, Ind.	13	23	19	18	18	18	2684
11211	Tom Hookal	Indianapolis, Ind.	17	5	5	5	5	5	2651
6637	Don Landauer	Oak Orchard, Mich.	14	25	20	11	16	2	2501
2740	Bob Fehner	Arcyn, Ohio	19	5	9	9	9	9	2221
10400	Pat Wheeler	Indianapolis, Ind.	21	20	10	22	11	11	2154
10668	John Gali, Jr.	Cuba Lake, N. Y.	19	20	10	22	11	11	2095
9919	Bob Fehner	Loon Lake, N. Y.	20	20	16	17	17	17	2016
4745	Tom Korse	Manassas Bay, N. Y.	22	22	22	22	18	18	2016
10061	Louis Bulsch, Jr.	Cuba Lake, N. Y.	18	18	21	15	15	15	1967
10037	James Horzog	Gull Lake, N. Y.	18	19	24	24	18	18	1927
4561	Lae Van Deusen	Oak Orchard, Mich.	19	19	21	15	15	15	1877
10871	Mike Hanna	Manassas Bay, N. Y.	14	17	15	15	15	15	1795
11384	Orin Fickett	Manassas Bay, N. Y.	17	15	15	15	15	15	1778
11393	Howard Fitchner	Altoona, N. Y.	18	17	23	23	23	23	1722
11393	Howard Fitchner	Altoona, N. Y.	20	20	23	23	23	23	1680

BOAT	SKIYPER	CLUB	RACES	1	2	3	4	5	PTS. Fin.
7432	Terry Miltmore	Quassaug, Conn.	1	2	2	2	2	2	7765
6995	Francis Seavey	Green Lake, Mich.	1	2	2	2	2	2	7611
5318	Bob Huges	Lake Merritt, Cal.	1	2	2	2	2	2	7467
11402	George Brown	Middle River, Mich.	5	4	4	4	4	4	6802
10101	Fred Schenck	Manassas Bay, N. Y.	5	5	5	5	5	5	6786
10172	Harry Lewinson	Indianapolis, Ind.	4	5	2	2	2	2	6579
9300	Kenneth Cook	Indianapolis, Ind.	9	1	1	1	1	1	6514
9599	Jerry Thompson	Manassas Bay, Mich.	17	3	3	3	3	3	6508
9285	Thomas Legrove	Manassas Bay, Mich.	1	2	1	1	1	1	6368
6929	Don Frank	Manassas Bay, Mich.	1	2	1	1	1	1	6266
10370	Wm. Kilmpatrick	Lake Merritt, Cal.	12	10	4	4	4	4	6211
8038	Charles Webster	Oklahoma City, Okla.	10	1	3	3	3	3	6179
10567	John Jenks	Oak Orchard, N. Y.	10	1	3	3	3	3	6179
7192	Bob Vreeland	Lake Merritt, Cal.	10	1	3	3	3	3	6128
10668	Larry Goon	Manassas Bay, N. Y.	1	3	12	12	12	12	6071
11353	Harry Allen	Indianapolis, Ind.	1	3	10	10	10	10	5922
8800	Alan Litzzen	Indianapolis, Ind.	7	3	7	7	7	7	5925
9497	John Wolcott	Quassaug, Conn.	12	7	10	10	10	10	5750
10999	Carlton Bobch	Manassas Bay, N. Y.	12	7	9	9	9	9	5778
10963	Stanley Klutz	Manassas Bay, N. Y.	13	14	10	10	10	10	5555
6623	Ted Wells	Lake Merritt, Cal.	17	17	12	10	11	12	5296
7077	Tom Hanna	Manassas Bay, N. Y.	17	17	17	17	17	17	5163
10212	Carl Zimmerman	Manassas Bay, N. Y.	17	17	17	17	17	17	5149
7835	Howie Watts	Quassaug, Conn.	11	7	17	17	17	17	5093



MIKE CHOQUETTE's mother keeps an eye on her son. He did not disappoint her -- he got second place in the Wells Series.





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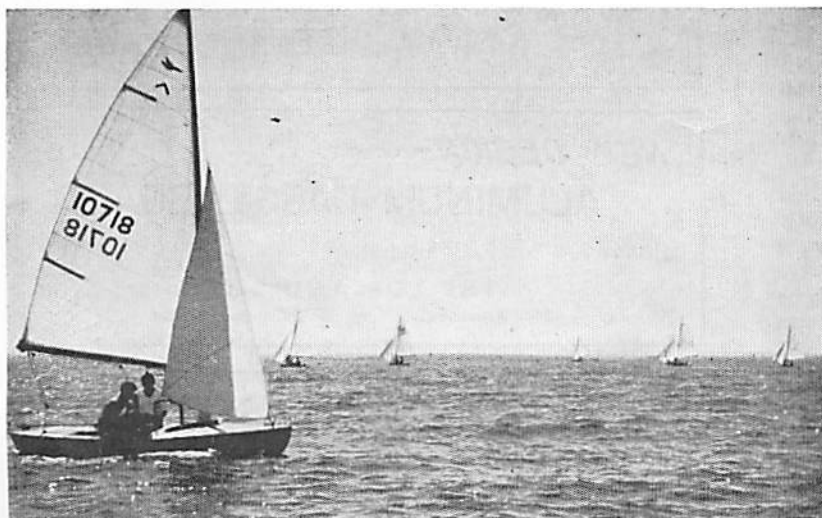


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### UNSCIENTIFIC SAILBOAT RACING

I was reading an article recently by the bridge expert, Charles Goren, in which he mentioned "card sense" as being an essential factor in winning bridge championships. It is "card sense" which leads a successful player to correct decisions on not finessing the king in the hope that it will drop -- bidding the slam that looks improbable -- not doubling the opponents slam even if it looks impossible -- or on which way to finesse the queen when the opponents haven't bid. There is a sailboat racing equivalent which might be called "wind sense".

Fortunately, in the introduction to the new edition of SCIENTIFIC SAILBOAT RACING, I left myself a loophole by saying that the danger in getting too scientific in your approach to winning races is that you may get too preoccupied with either the sails or the boat and forget about the people in the boat. "Wind sense" isn't scientific and is completely unrelated to making the boat go fast. There are no rules for using it and there are no books that will tell you how to acquire it, but it can be vitally important.

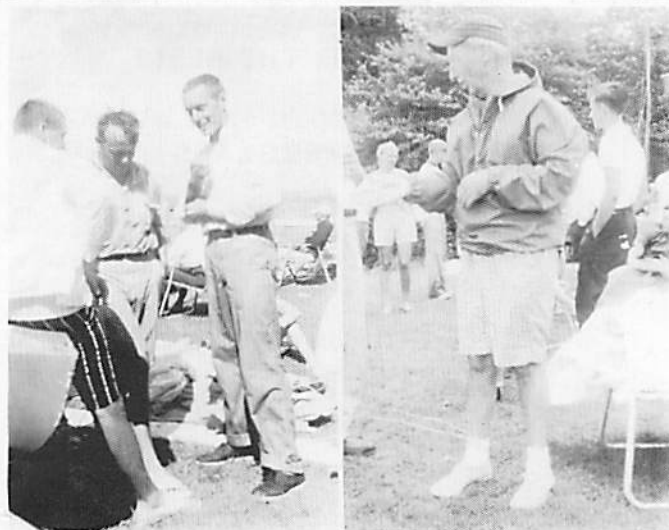
In the Nationals at Lake Chautauqua this year, the boats, sails, and skippers were more evenly matched than in any previous National Championship series. One mistake didn't just cost you one place. It usually started a chain of events which led to losing eight or ten places, and in many races, there were pronounced shifts which made "wind sense" an all important factor. The fact that no skipper's "wind sense" was functioning 100% perfectly is illustrated by the average finish position of the leaders ( 5.2 for John Wolcott, who won the title without winning a race ). With the competition as good as it was, you couldn't just plan to sail up the middle of the windward leg on those races in which the pronounced shifts occurred as that was a sure way to end up in the middle of the fleet -- or maybe ninth or tenth, if you were real good. You had to depend on "wind sense" to tell you where to go.

What do you do about your "wind sense" if it isn't working; or how do you get it if you don't seem to have it? Since the subject is not susceptible to rational analysis, I'm not sure, but I have some ideas on why mine wasn't functioning at Chautauqua. First, don't handicap it by doing dumb things! Right after a good start in one race, I decided to go on a port tack for no particularly good reason. This turned out to be right, but I didn't get there, as I decided to de-weed immediately after tacking without taking a good enough look for starboard tackers that I might not be able to clear as a result of being slowed down while de-weeding. I had to go back on starboard, and, by the time I could get onto port tack, it was too late.

Second, if you find you have made a poor decision and the people somewhere else are doing better, don't be stubborn and stay where you are, hoping things will improve. They generally get worse. Swallow your pride and get out of where you are if someplace else is obviously better. The third item is to have done enough sailing ( not only in races, but in practicing ) to be sure of your sails and know how to get the most out of them with only normal adjustments of trim. Those feeble little impulses that your "wind sense" will occasionally send to your brain just can't get through if you are devoting all of your attention to something else.

The fourth item is not to ask too much of your "wind sense". Don't expect it to work on a reach. If the wind is steady and the reach is fairly broad, you can safely go low on the wind. Going high is better unless there is a lot of luffing going on, but never try to take a middle course. If the wind is light and shifty, always go high on the wind. Decide what you are going to do before you get to the mark, then do it promptly and thoroughly. If you are going up wind, tell your crew ahead of time what you are going to do, then do it, watching the boats behind you. This is probably why Commodore Schenck in his article on crews in the August BULLETIN, recommended having the crew handle

both sails on rounding a mark. If the skipper tries to watch everything, he is almost sure not to head up fast enough. Which I didn't in one race in a wind which was dropping rapidly, thereby converting a fairly good third place to twentieth in one broad reach.



Commodores Fred and Ted had many problems at the Nationals!

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## Voice Of The People

### A TIMELY WARNING FROM AN EXPERT SAILOR

"Here's a warning to skippers I think should be in the BULLETIN.

#### THE NEW SYNTHETIC SAILS SINK FAST!

At Olcott recently, for the Briody-Retzaupt Trophy Regatta, one well-known sailor had the misfortune to capsize. The Lake Ontario water was icy cold and unfortunately, it was quite a while before a power boat came to the rescue. By this time, the benumbed sailors weren't very useful and apparently other well-meaning hands removed the mainsail from the mast and boom and then let go of it. Down she went, along with the daggerboard, untied by mistake.

It was only a couple of weeks previous to this in Irondequoit Bay that I dropped my main and went overboard to assist a capsized sailor. Skipper and crew were sitting on the bottom very comfortably and I wonder if that would work in cold, rough water?

Anyhow, we brought the boat up to a side position and I told the skipper to take the main down. He took the aluminum boom off the mast, too, and then let go and the whole business headed for China the long and hard way. Fortunately, he grabbed the headboard just in time and retrieved the works. The moral here would be to always have a good figure 8 knot in the end of the mainsheet and not to take the main off the boom prematurely.

Once a Snipe goes upside down and the board falls out, it is very difficult to right one and I've found about the only way is to reach across the bottom and come back with the opposite jib sheet, then hiking hard with your feet against the side at the rub-rail.

Of course, the best thing to do when a capsize is imminent is to get one or both legs over the side and "hit" the board immediately, standing on it if necessary. I have repeatedly seen skippers capsize and remain seated on the deck until their weight had submerged the hull, when, if they had slid into the water right away, they might have time to swim around and right the boat before she filled.

Incidentally, I have capsized twice myself and managed to save it each time, BUT -- it is something you should think about ahead of time, 'cause when it happens, you don't have time to think. I suggest that tipping a boat over and trying to right it should be part of a sailing course and can be practised on a nice day under expert supervision, so the skipper and crew will know exactly what happens, what it feels like, and how and what to do if it ever happens under emergency conditions."

— Julius Kroeger

#### AND SOME MORE GOOD ADVICE!

"Recently, I read an article in one of the national yachting magazines in which a Star class sailor describes his harrowing experience in a race when his boat floundered and he and his crew narrowly escaped with their lives. It makes exciting reading, but, as a veteran sailor, I was impressed by this foolhardy exhibition for the following reasons, supported by the facts in the account.

- (1) He had an inexperienced crew in a critical wind in which 2 or more boats were disabled.
- (2) Inadequate bailing equipment on board.
- (3) No life preservers -- and this on a boat that sinks if swamped. Also, 3 other boats sailed by and they had none to furnish help to him.
- (4) He continued to sail the boat even when approximately swamping.
- (5) There were no patrol boats on the course.

Certainly, no one can condone taking such extreme risks and we, in the Snipe class, have always tried to prevent such performances. Obey all the class racing rules and you will live to have pleasant memories!"

— Carl Zimmerman.

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**FOR SALE: MUST SACRIFICE!** Baby on the way and my boat is sold. Brand new Kenny Watts jib and main that I just received. \$150.00. Write to Jim Pumpelly, 2359 Inadale, Dallas 28, Texas.

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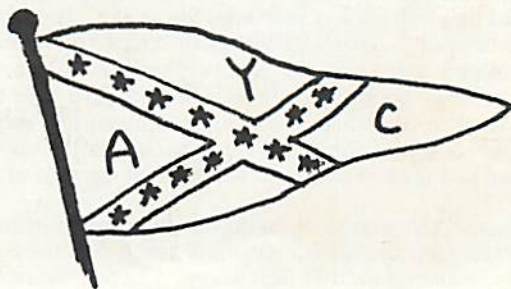
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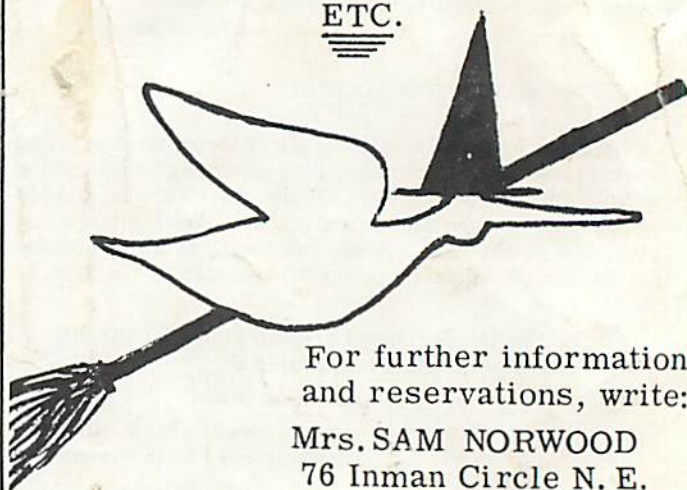
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