



SNIPE BULLETIN

Vol. XI - SEPTEMBER 1961 - No. 4



1961 National Champions - (l. to r.) Buzz Levinson holds the PLYC crew trophy; Champion Harry a permanent award; and Commodore Carser the Heinzerling Trophy. - Dudrow Photo.



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SNIPE BULLETIN

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The 1961 World Championship Races

At the time this issue of the BULLETIN goes to press, 17 countries have officially entered the 1961 World Championship Snipe Races scheduled for Sept. 16-22 at the American Yacht Club in Rye, New York.

Held bi-annually since 1949, this is the 20th such Regatta for the International Snipe Class and, with Portugal, Finland, Uruguay, and possibly Cuba yet to be heard from, it promises to equal in size the 1957 Regatta at Cascais, Portugal, when there were 21 entries. This fact emphasizes again the true internationalism of the Snipe Class and that our official appellation of THE INTERNATIONAL SNIPE CLASS as awarded by the International Yacht Racing Union in 1959 was not an idle gesture. Snipe had earned the honor and deserved the recognition.

Many National Secretaries will accompany their teams and there will be ten days of fine racing and elaborate entertainment for the visitors. Rivalries are keen between top sailors of all countries and the International Snipe Class is proud of the quality and sportsmanship of its skippers. All members of SCIRA everywhere wish the best of weather, fair winds, and good luck to all entries. And may the best sailors win!

Slauson Memorial Trophy for SCIRA

The movement to establish a Snipe Class trophy in memory of Cleve Slauson of Peoria which was started by his friends last January, came to a fitting climax at the National Championship Regatta banquet when Mrs. Dorothy Slauson presented the trophy for the first time.

Designated as the Cleve R. Slauson Memorial Perpetual Trophy to be awarded annually to the second place winners of the U. S. National Championship Races, Bob and Ellie Huggins had the honor of becoming the first recipients. The Trophy (or trophies in this case) consist of two large sterling silver Revere bowls. Suitably engraved, the larger one goes to the skipper and the smaller one to the crew. (See picture on page 4.) They are deeded to SCIRA by the donors, friends of Cleve's, who gave to a fund for that purpose. Contributors were: Eddie Williams and Bob White of Kansas City, Mo.; Betty Zeratsky of Green Lake, Wis.; William Kilpatrick and Steve Taylor of Oklahoma City, Okla.; David Schusler of Seattle, Wash.; Ed Garfield of Jamestown, N. Y.; Carl Zimmerman and Birney Mills of Akron, Ohio; Floyd Hughes, Jr., of Council Bluffs, Iowa; Bud Hook of Indianapolis, Ind.; Stanley Salzenstein, Bob and Dan Wesselhoft, and Harold Plankton, all of Peoria, Ill. The \$155.00 collected was all turned over to a local Peoria committee, all the details.

SCIRA Meetings

The Board of Governors met twice during the Nationals at Old Saybrook, and on Friday morning, there was a general SCIRA meeting. Details of subjects discussed, reports made, and action taken by the Board will be published next month due to lack of space in this issue. Nothing of great importance occurred. The Rules Committee recommended only two things: (1) negotiate sail measurement methods with IYRU this year; (2) no new changes in Snipe restrictions, including mast stripes.

1961 NATIONAL CHAMPIONSHIP OF ITALY WON BY D'ISIOT



THE WINNERS - Skipper D'Isiot (r.) and Scognamiglio

The 20th National Snipe Championship of Italy was won by "Punta Salvore" with Danilo D'Isiot at the helm and Carlo Scognamiglio at the jib.

The races were regularly sailed at Rimini, a fairly good sailing area notwithstanding a few sudden windshifts, which are caused by a depression nearby, and which upset the results of two of the six races. The most unlucky competitor was Luciano Brambilla, who, after having been practically all the time in the lead during the 4th and 5th races, was so badly damaged by the wind instability that he arrived only 9th and 10th respectively, and had to be satisfied as runner-up in the final score. Incidentally, this is the 8th time that he has been in the second position in an Italian National Championship. Quite a record!

The performance of the two juniors, Gorla and Del Grande in "Dodo III", was also remarkable. They accumulated the highest score in the first four races with two 1sts, a fourth, and a sixth. On the last day, a southwesterly wind became too strong for their featherweights and not only curtailed their chances to win, but dropped them to an undeserved 5th place in the final overall standing.

Notable also was the 3rd place of the young helmsman, Massone in "Zal III" and the 7th place of the junior Brunelli, brother and sister, in their boat "Brunello II". -M. V.

FINAL RESULTS - 1961 NATIONAL CHAMPIONSHIP OF ITALY

BOAT	NAME	HELMSPMAN-CREW	RACES	1	2	3	4	5	6	Pos.
9193	PUNTA SALVORE	D'Isiot-Scognamiglio	9	2	2	8	1	1	1	1
11598	LUCIA	Brambilla-Leoni	1	7	10	9	2	3	2	2
10738	ZAL III	Massone-Zezzo	13	3	5	6	5	4	3	3
12676	IPPOCAMPO IV	Pizzorno-Barabino	7	12	4	2	6	7	4	4
12124	DODO III	Gorla-Delgrande	4	1	6	1	18	19	5	5
11652	HAZEL II	Morin-Mazutti	11	13	8	4	3	2	6	6
11327	BRUNELLO II	Brunelli-Brunelli	DNF	5	1	11	4	8	7	7
12127	MANDRIOL	Dellacasa-Scognamiglio	2	16	3	22	9	5	8	8
11589	L'M L'M	Guglielmi-Migone	5	8	9	10	11	6	9	9
12783	CAPO BAFFO III	Zucchi-Moschioni	3	20	12	7	17	9	10	10
11153	VEGLIA	Braut-Napp	6	9	19	15	8	17	11	11
12790	MISTER JACK II	Gardella-Mazzoni	18	21	7	5	14	12	12	12
10737	SUA MAESTA'	Fellegrini-Castelli	12	10	18	13	10	11	13	13
6370	BON II	Lasinio-Orizio	DNF	6	21	3	15	15	14	14
10452	TEMPO PERSO	Amati-Arpesella	15	4	14	17	13	14	15	15

Top 15 of 25 boats entered

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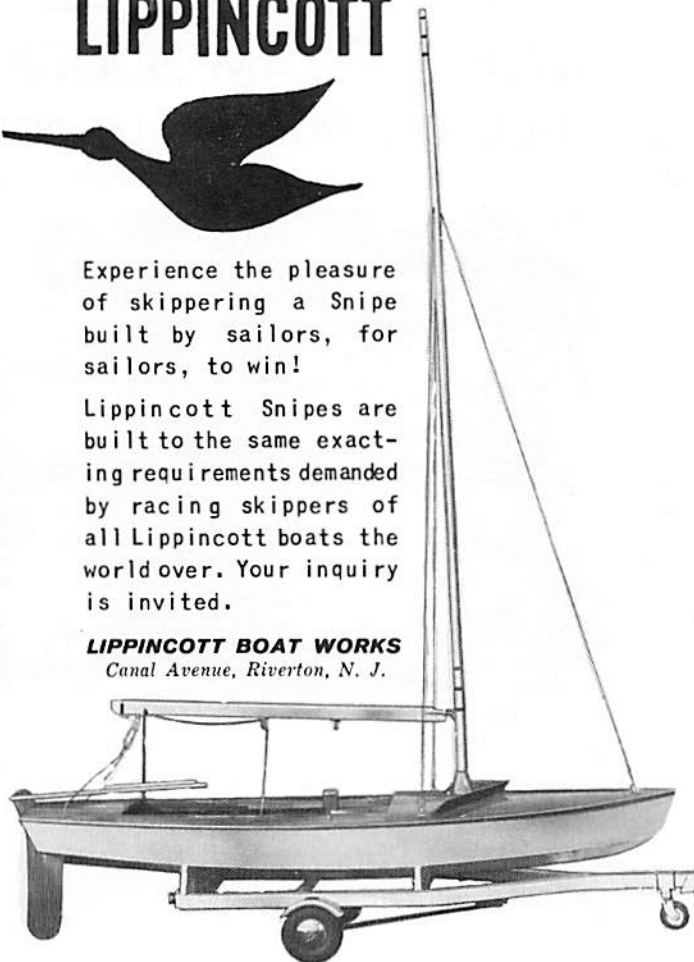
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LEVINSON TEAM SUCCESSFULLY DEFENDS TITLE

BOB HUGGINS RUNNER-UP AGAIN—CHARLES MORGAN THIRD

SCOTT ALLAN WINNER OF CROSBY ERIES - WOLCOTTS GET WELLS TROPHY - HUGGINS HIGH POINT SCORER



Scott Allan (L) and crew Steve Hubbs of Newport Harbor (Cal.) get the Crosby Trophy.

John and Marna Wolcott, 1959 National Champions, of Quassapaug Fleet 231 in Connecticut, are Wells Trophy winners.

Commodore Ed Carser presents the Griffith Trophy (High Point Score for the regatta) to Bob Huggins as Ellie holds the new Slauson Trophies for second place winners.

Harry Levinson joined a most select list when he successfully defended his title as the top Snipe sailor in the U. S. at Old Saybrook, Connecticut, in the 26th National Snipe Championship Regatta held Aug. 3-16th, 1961. Only two others - Californians Darby Metcalf of Los Angeles Fleet 2 in 1941 and Tom Frost of Newport Harbor Fleet 94 in 1954 - have held the title two years in a row and Harry's performance, with the help of his capable crew and brother, Alan, left no doubt in anybody's mind that he ranked as one of the best all-time skippers ever in the Snipe Class.

Under difficult conditions of tides and light winds which were extremely exasperating, the Hoosier team from Indianapolis managed to solve problems which sent the high hopes of many fine sailors down to Davy Jones' locker during the week. After dropping 1 of the final 6 Heinzerling Series races, Harry finished up with 7684 points. His record of 2-2-1-2-2 tells the whole story - if you wanted to win, you actually had to get the first places and beat no one else but Harry Levinson. It was that simple!

Bob and Ellie Huggins of Lake Merritt (Cal.) Fleet 92 came the closest with 6-1-2-1-3 for 7390, or 294 points behind, while Charlie Morgan and Ben Breeding of Clearwater (Fla.) Fleet 46 were third with 1-8-7-4-1 for 6814 points. These three top sailors divided the first places amongst them, but Harry reserved the second positions for himself. His formula -if you can't win, come in second - certainly worked! The Huggins team, perennial favorites in old "Shady Too" (3518), turned in their usual sterling performance with a tinge of hard luck. They had the lead in their grasp in the 5th race Thursday morning only to see it slip away when the race was cancelled for lapse of time. Bob was way out in front on the last leg at the time, while Harry sat back in 12th position calmly eating his lunch. As it turned out, this was a critical event, for lack of wind prevented the re-sailing of the race on a later date. The Stanford University professor has won 3 seconds and 1 third in the last five National regattas, a record which explains his reputation as a top skipper in a class noted for highest quality competition.

Coming from 15 states as far away as California, Texas, Florida, and all over the Midwest, 57 Snipers trailed their boats to the Terra Mar Yacht basin at the mouth of the Connecticut River. There many found sailing waters on Long Island Sound different from anything ever experienced before and the final scores of the 5 race Crosby Qualifying Series produced some

surprises. For, regardless of navigation knowledge and theory, local conditions of tidal currents and wind combined to baffle even the most experienced, and there was, at times, no answer to the situation. At high tide, the current ran up to 1.9 knots and this fact, coupled with a week of light airs and varying wind directions, made it almost impossible to lay out the required courses to furnish a beat on the first leg. Many times, as the wind dropped unexpectedly, the current took over and courses steered were entirely different from courses made good. Never did the wind blow enough to require constant team hiking and seldom were there any acrobatics at all except for the very lightest crews. All in all, it was a week of drifting matches. As a result, there were many recalls when sailors trying to make the perfect start by hitting the line when the gun went off, drifted helplessly over the line if too early; sometimes most of the fleet would be over and a restart called.

The fleet was divided into the customary 6 divisions and the 5 race Crosby Series got under way Saturday morning with each division scheduled to sail against each other once over a modified 5-7 mile Olympic course once around a triangle followed by windward-leeward-windward legs. This was when the sailors had their first encounter with a light wind blowing at right angles across the current and it was a hectic day of two races. One division race had to be called for time and was postponed until Monday. Sunday and Monday saw the same light airs (but from different directions) and it was difficult to get two races completed even though starting at 9:30 A.M. and running them back to back. The first Heinzerling Race for Monday afternoon was postponed in order to finish up the Crosby Series. The famed 15 year-old youngsters from Newport Harbor, Scott Allan and Steve Hubbs, turned out to be the winners, as they got three 1sts in their first three races and combined a 4 and 3 to total 7613 points. Charlie Morgan was second with 7242 and Lanny Coon, also of Newport Harbor, was only 10 points behind him for 3rd.

The general mixup was reflected in the top 24 skippers who thus qualified for the final Heinzerling Championship Series. Eleven of them were repeaters from last year, but three former national champions who finished 2nd, 3rd, and 4th at Clearwater (Wolcott, Wells, and Seavy) failed to pass the required 4542 points scored by the 24th man, Terry Whitemore of Quassapaug, and the ensuing Wells Series became "loaded."

Here are brief run-downs of the Championship Races:

(1) Tuesday A. M. sunny with 10 mph winds. Morgan made a



FRED PEMBER, hard working Chairman of the Race Committee, with visions of starting lines still overhead, relaxes after a strenuous week. (L to R.) William Kilpatrick, Mrs. Pember, Mrs. Edward Carser, Mrs. Ted A. Wells, and Commodore Carser appreciate his jokes. — Boat pictures from the New Haven Register. Other photos by E. G. Dudrow.

perfect start and led Rodney Long of Winchester, Mass. , into shore on a port tack, followed by Castle, Jenks, Huggins, and Tillman, with Levinson and Cochran holding starboard tacks. At completion of triangle, Morgan was still out in front with Long, Coon, and Castle close together. They never caught Morgan and he finished 1st with Long, Castle, Coon, and Jenks in order. As it turned out, this was Levinson's worst race, finishing in 7th position just back of Tillman.

(2) Practically a repetition of the morning race. In a late start in dying winds, Long, Levinson, Cochran, Tillman, Huggins, and Joe Remlin of Cedar Point, Conn. , all went in to shore and again this proved correct with Long duplicating Morgan's performance of being an easy winner. But this time Levinson was close behind with his first 2nd; Cochran got a 3rd; and Morgan dropped to 8th.

(3) Wednesday sunny with SW winds 5-8 mph. After a delayed start, Bill Kilpatrick of Oklahoma City, Jenks, Morgan, and Harry Allen of Quassapaug crossed on the windward end of the line with Levinson, Tillman, Cochran, and Castle on the leeward end.

Huggins, about in the middle, stayed on starboard tack and led the fleet around the triangle. Here a freighter cut through the fleet, with 5 boats getting past the bow and the rest taking the



stern. It really made little difference with the leaders, for it was Huggins race all the way by the margin of 1 min. 45 sec. with Levinson successfully turning back Castle's bid for 2nd place. Cochran and Tillman were 4th and 5th.

(Continued top Page 7)



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(LEVINSON TEAM from Page 5)

(4) Wind picked up to 8-10 mph that afternoon and this was Levinson's race all the way. A good start for all with Levinson, Long, Huggins, and Tom Legere of Winchester, Mass., getting out ahead and rounding the triangle in that order. Well spread out, the next three legs saw little change with Levinson increasing his lead. Huggins moved ahead of Long, while Russ Allen got 4th place ahead of Legere. Wind had died down to about 1-2 mph at the finish. When rounding the windward mark against the current, the leaders would be all bunched up and it looked like a close contest with a few feet between them. But inching along, one boat would finally get around and off it would go like a shot out of a rifle. Carried by the current of 1.9 knots and a 2 mph zephyr, the comparison with boats under full sail but practically standing still, was terrific. The resulting "Indian File" would extend half way down the next leg.

With Levinson and Huggins splitting honors for the day with 1-2 each, Levinson remained in the overall lead with 5798 over Long with 5465, Huggins 5435, and Castle 5013. Morgan, Tillman, and Cochran also remained in the running.

(5) Thursday morning hot and hazy; wind 3-5 mph. Huggins got a perfect start and led the fleet. Wind died down to nothing and race was called for time. Levinson was in 12th position. This was a tough break for Huggins.

Run again late in the afternoon when wind came up from SW. Long made a windward start and went in to shore again, while Levinson played the middle. Huggins, getting a bad start, stayed on starboard tack and he proved right, for he led Jenks and Levinson at end of the triangle and was never pressed the rest of the way, crossing ahead of Levinson, Cochran, and Morgan. Long dropped back to 15th and the outcome now shaped up into a duel between Levinson and Huggins for the 2 Friday races, although Warren Castle had inched up from fifth to fourth to third in three days and had an outside chance.

(6th) Friday morning bright and sunny about 7 mph. But by time start was made at 11 A. M., wind died down to flat calm and clouds approached, causing postponement. Boats sat around until 3 P. M. when, after a light rain, winds of 7-8 came up. Levinson got the jump at the start, but Morgan had taken over 1st place at completion of the triangle with Harry 2nd and Huggins back in 8th. But after the next windward leg, Huggins had moved up into 3rd and these leaders filed over the line in order to bring the contest to a close about 6 P. M.

The Wells Series was run 15 minutes later over the same courses and, as foreseen, was a three-way contest between Wolcott, Seavy, and Wells. These three ex-champions had a little private contest in every race as their final scores indicate: 7686 for Wolcott; 7609 for Seavy; 7607 for Wells. It was a toss-up for any one until the final line was crossed in the last race. 1184 points separated them from Courtney Ross of Clearwater, who led the other 29 contestants in 4th place.

The Quassapaug Fleet 291 deserves SCIRA's thanks for assuming the hard work involved in undertaking both the Nationals and World Championships Regatta the same year. When original plans went awry, they had to accept conditions as they found them at Terra Mar, and they did remarkably well under the leadership of General Chairman Tom St. John, Jr. Facilities, while not ample, were adequate and all considered, the various committees did a creditable job. Trophies were distributed Friday night at a banquet with Commodore Ed Carser presiding.

Outstanding was the performance of "Cousin" Fred Pember of the Atlanta Fleet 330 who had graciously offered his services as Chairman of the Race Committee. He was ably assisted by Allen Hubbard, whose large cabin cruiser served as the RC boat, and who furnished valuable local information. Ed Carser, Bob Grover, Lloyd Tillman of Elkhart, Ind., and Dr. Don Cochran, Jr., of Clearwater, Fla., helped Fred run the regatta.

Everyone who was there will long remember this regatta. Intended to select the top skipper in the Snipe Class in the U.S., it certainly attained its objective and all agreed that the Levinsons did an outstanding job in surmounting all obstacles and so deserved to win. They have represented the U.S. in other international and Hemisphere Regattas, but their appearance at Rye

this month will be their first World Championship, although Buzz crewed for Dick Tillman in the World Championship Races at Porto Alegre in Brazil in 1959, and then last Fall, the brothers represented the United States at the Western Hemisphere Championship Regatta in Buenos Aires, Argentina. Now they will meet the finest Snipers in the world and the outcome will be closely followed by all U. S. Snipers. Good Luck to Them!

1961 CROSBY SERIES

BOAT	SKIPPER	CLUB	RACES					PTS.	Pos.	Pts.	Pos.
			1	2	3	4	5				
12762	Scott Allan	Newport Harbor, Cal.	1	1	1	4x	3	7613	1	6244	2
6156	Charles Moran	Clearwater, Fla.	6x	2	5	1	1	7242	2	6017	3
11771	Lenny Gogan	Newport Harbor, Cal.	3	6x	2	2	2	7232	3	6007	4
11291	Ray Kaufman	Manhasset Bay, N.Y.	1	5	7x	2	2	7094	4	5938	5
10567	John Jenks	Lake Merritt, Cal.	4	3	1	5	6x	6934	5	5709	6
11221	Bruce Cochran	Clearwater, Fla.	4	1	10x	4	1	6826	6	5865	7
3518	Bob Huggins	Lake Merritt, Cal.	1	1	2	20x	1	6762	7	6321	1
8800	Harry Allen	Quassapaug, Conn.	2	2	14x	2	3	6736	8	6007	5
7588	Joe Remlin	Cedar Point, Conn.	3	6	3	8x	2	6723	9	5634	9
6827	Rodney Long	Winchester, Mass.	6	10x	2	7	1	6465	10	5502	10
10230	Russ Allen	Quassapaug, Conn.	4	3	5	13x	6	6118	11	5334	11
12192	Harry Levinson	Indianapolis, Ind.	6	2	6	7	11x	6027	12	5127	12
11000	Ronnie Grossman	Kansas City, Mo.	7	4	3	9	9x	6017	13	4993	16
9011	Dr. Bob Schaeffer	Los Angeles, Cal.	9x	8	3	8	4	6014	14	4991	17
8654	Tom St. John, III	Quassapaug, Conn.	10	3	4	11x	5	5970	15	5070	15
10182	Tom Legere, Jr.	Winchester, Mass.	5	5	10	11x	5	5749	16	4849	19
10350	Dick Tillman	Columbus, Ga.	6	4	10x	9	9	5603	17	4642	22
11888	Warren Castle	Dallas, Texas	18x	2	8	5	7	5591	18	5064	14
12999	Wm. Kilpatrick	Oklahoma City, Okla.	8	5	9	1	18x	5558	19	5009	15
12888	Joe Ramel	Kansas City, Mo.	18x	2	8	5	10	5351	20	4867	18
10390	Les Larson	Chautauque, N.Y.	15x	12	4	8	4	5344	21	4668	21
11900	Julius Kroeger	Newport, N.Y.	13	9	1	6	16x	5258	22	4533	23
6995	Francis Seavy	Clearwater, Fla.	8	3	15x	12	7	5206	23	4530	25
11371	Tom Scanlon, Jr.	Indianapolis, Ind.	9	8	6	4	19x	5191	24	4707	20
10546	Arthur Karpf	Eastchester Bay, N.Y.	5	11	12	7	12x	5034	25	4193	29
12001	Tom Steward	Kansas City, Mo.	5	11	14x	12	6	4991	26	4622	28
7432	Terry Whittemore	Quassapaug, Conn.	2	7	9	21x	12	4942	27	4542	27
6385	Norman Towle	Island Bay, Illinois	7	17x	4	10	13	4846	28	4270	27
9497	John Wolcott	Quassapaug, Conn.	7	11	20x	3	12	4782	29	4341	26
12660	Bud Hook	Indianapolis, Ind.	15	9	16x	5	8	4710	30	4085	31
7120	John Nicholson	Thomas River, Conn.	10	14	12	14x	3	4704	31	3975	30
6225	Ed A. Wells	Wichita, Kansas	10	7	21x	11	7	4573	32	4173	30
10900	Terah Bugbee	Chautauque, N.Y.	10	18x	7	13	9	4454	33	3925	35
9448	Luke Ozary	Quassapaug, Conn.	20x	17	11	3	8	4450	34	4009	33
12002	Ted Stedman	Manhasset Bay, N.Y.	18x	12	10	4	14	4429	35	3900	37
13105	Dan Wesselhoff	Peoria, Ill.	12	21x	13	9	4	4418	36	4018	32
10175	Carl Zimmerman	Akron, Ohio	14x	7	13	12	11	4410	37	3681	39
7000	Ted Orony	Manhasset Bay, N.Y.	14	9	13	6	16x	4387	38	3762	36
12522	Stan Salzenstein	Peoria, Ill.	16	8	15x	6	13	4252	39	3723	38
8677	Bob Longnecker	Lake Mohawk, N.J.	19x	10	8	10	14	4224	40	3495	40
13046	Jack Tillman	Diamond Lake, Mich.	9	15	15x	14	10	4066	41	3390	43
11775	Joe Panlan	Orchard Lake, Mich.	7	18x	17	14	10	3951	42	3422	42
12750	Bill Alcaird	Montgomery, Ala.	16	12	6	16	17x	3892	43	3152	45
13087	Fred Gram	Ouba Lake, N.Y.	13	13	8	15	18x	3862	44	3333	44
10908	Joe Ousimano	Chautauque, N.Y.	4	19	12	21x	14	3825	45	3453	41
9446	John Hurley	Massachusetts Bay	15	17	11	10	5	3789	46	3213	46
10987	George Schwank	Quassapaug, Conn.	8	12	16	18x	17	3615	47	3131	48
11619	Marion Cruce	Oklahoma City, Okla.	11	14	21x	16	16	3554	48	3154	47
9026	Courtney Ross	Clearwater, Fla.	11	13	5	19x	15	3520	49	3036	49
8300	Ernest Hardy	Massachusetts Bay	19	16	20x	15	8	3315	50	2874	50
8989	Tony Nevin	Manhasset Bay, N.Y.	12	16	17x	15	17	3294	51	2718	51
11353	Dr. Sam Chapin	Island Bay, Ill.	19x	15	15	17	13	3194	52	2712	52
11798	Joe Ford	Massachusetts Bay	18	16	18	20x	11	3024	53	2853	53
11863	Lee Cronburg	Winchester, Mass.	17	14	17	21x	15	2957	54	2557	54
8569	Bruce Golyer	W. Palm Beach, Fla.	DNSx	14	11	16	19	2738	55	2254	55
11600	Paul Bettlem	Rochester, N.Y.	19	18	19	13	DNSx	2281	56	1797	56
11004	Gerald Brouwer	Groton, Conn.	17	19	16	19	DNSx	2169	57	1685	57

*All 5 races count for Crosby Trophy - Best 4 out of 5 for Heinzerling Finals

1961 SCIRA NATIONAL CHAMPIONSHIP WELLS TROPHY SERIES

BOAT	SKIPPER	CREW	CLUB	RACES						PTS.	Fin.
				1	2	3	4	5	6		
9497	John & Marna Wolcott		Quassapaug, Conn.	3	1	6x	2	1	5	7686	1
6995	Francis Seavy-Tommy Lewes		Clearwater, Fla.	4x	2	1	1	3	3	7609	2
6025	Ted Wells-Cash Miller		Wichita, Kans.	2	3	2	4x	2	1	7607	3
9026	Courtney Ross-Paula Ross		Clearwater, Fla.	5	4	3	6	8	13x	6423	4
13105	Dan & Joanne Wesselhoff		Peoria, Ill.	19x	11	3	5	6		5765	5
13087	Fred Gram-Jim Schaeffer		Ouba Lake, N.Y.	8	10	10	7	15x	7	5323	6
12750	Bill Alcaird-Jim Williamson		Columbus, Ga.	1	6	28x	8	24	18	4420	7
10175	Carl Zimmerman-John Eilers		Akron, Ohio	6	19	21	DNSx	6	4	4703	8
12660	Bud Hook-Jim Richter		Indianapolis, Ind.	15	29x	13	5	13	11	4440	9
10546	Arthur Karpf-Maxine Karpf		Eastchester Bay, N.Y.	12	22	4	19	4	DNS	4420	10
6589	Norman Towle-Dick Towle		Winchester, Mass.	7	13	22	DNSx	19	5	4081	11
12522	Stan Salzenstein-B. Gantorbury		Peoria, Illinois	21	DNSx	8	15	9	15	3906	12
12002	Ted Stedman-B. Patterson		Manhasset Bay, N.Y.	14	9	23x	17	10	17	3866	13
13046	Jack Tillman-Barbara Levinson		Diamond Lake, Mich.	9	DNSx	17	22	12	10	3763	14
7120	John & Karen Nicholson		Thomas River, Conn.	10	26x	20	16	18	9	3580	15
10900	Terah Bugbee-Alvin Bugbee		Chautauque, N.Y.	11	5	9	DNSx	26	DNS	3545	16
10908	Joe Ousimano-Gulp Ulrich		Chautauque, N.Y.	24	21	12	10	14	DNS	3220	17
10987	George Schwank-Diane Grover		Quassapaug, Conn.	23x	23	15	11	17	14	3205	18
8300	Ernest Hardy-Joe Nolan		Massachusetts Bay	13	17	26x	14	20	16	3157	19
9446	John Hurley-Dorothy O'Leary		Massachusetts Bay	31	18	DNSx	2	11	8	3147	20
8677	Bob Longnecker-Bill Haughton		Lake Mohawk, N.J.	21	15	24x	9	21	19	2981	21
7000	Ted Orony-Dick Lane		Fort Washington, N.Y.	52x	20	16	2	16	12	2856	22
11863	Terry Lee & Jim Cronburg		Winchester, Mass.	23	24	14	18	22	DNS	2232	23
11619	Marion & Andy Cruce		Oklahoma City, Okla.	18	DSQ	25	13	23	DNS	1974	24
8989	Tony & Jane Nevin		Manhasset Bay, N.Y.	22	14	DNS	20	25	DNS	1908	25
11798	Joe Ford-Tom O'Connell		Massachusetts Bay	17	16	27	32	29	DNS	1622	26
11600	Paul Bettlem-Bob Corbett		Newport, N.Y.	26	27	19	31	27	DNS	1201	27
11352	Sam & Margie Chapin		Island Bay, Ill.	31	12	DNS	12	12	DNS	DNQ	28
12001	Tom Steward-Gene Grossman		Kansas City, Mo.	16	7	5	DNS	DNS	DNS	DNQ	28
11775	Joe Panlan-Tom Helmarich		Green Lake, Mich.	31	25	DNS	DNS	DNS	DNS	DNQ	28
8569	Bruce Golyer-Jack Oulbert		W. Palm Beach, Fla.	DNS	DNS	7	21	7	DNS	DNQ	28
9448	Luke Ozary-Susan Ozary		Quassapaug, Conn.	27	8	DNS	DNS	DNS	DNS	DNQ	28

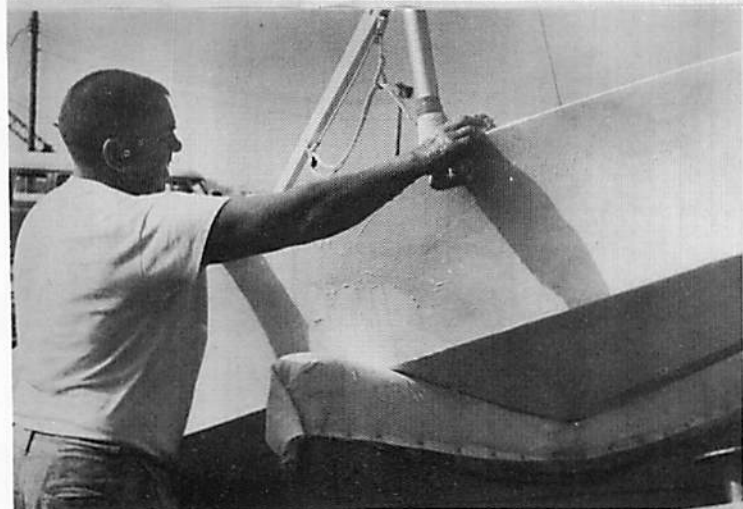


Charlie Morgan of Clearwater, Fla. , shows Ben Breeding where to take his sails.



PRIZES AND PERSONALITIES AT THE U

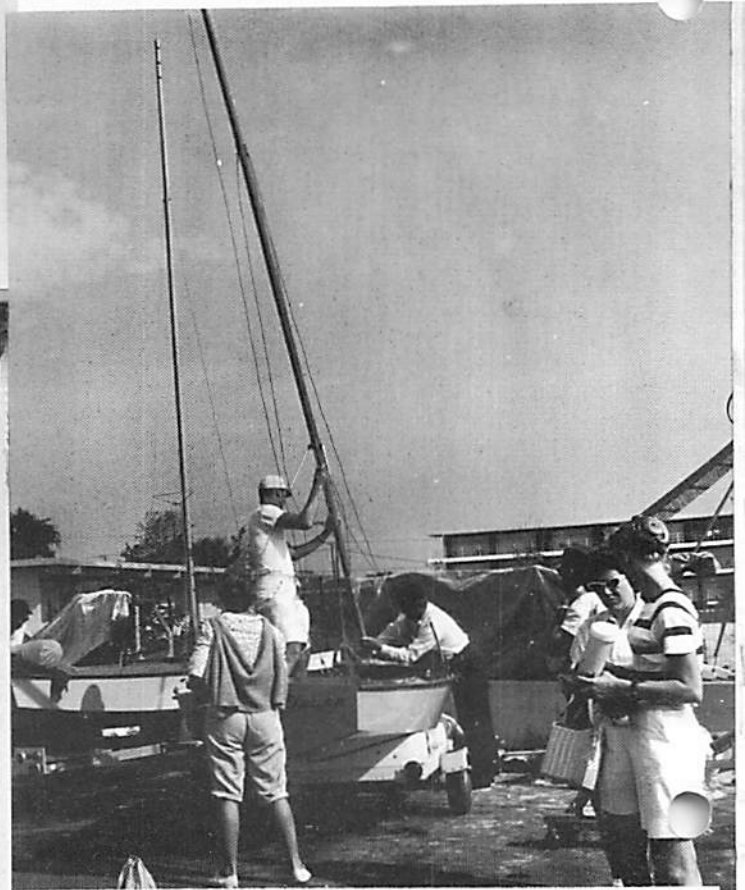
CONTESTANTS WERE DAZZLED by the above elaborate display of beautiful trophies of the various championship series. Starting with the famed Heinzerling plaque and the perpetual trophies of the class are shown here along with the many fine awards given to the 10 top skippers and crews.



1955 Champion Harry Allen of Quassapaug, Conn. , washes off his boat.



Barbara Levinson, Clearwater, Fla. , and Lt. Jack Tillman, USAF, from Elkhart , Ind. , protect themselves with liberal doses of sun cream.



Interested spectators watch mast go up on Terry Whittemore's ELATION.



U.S. NATIONALS

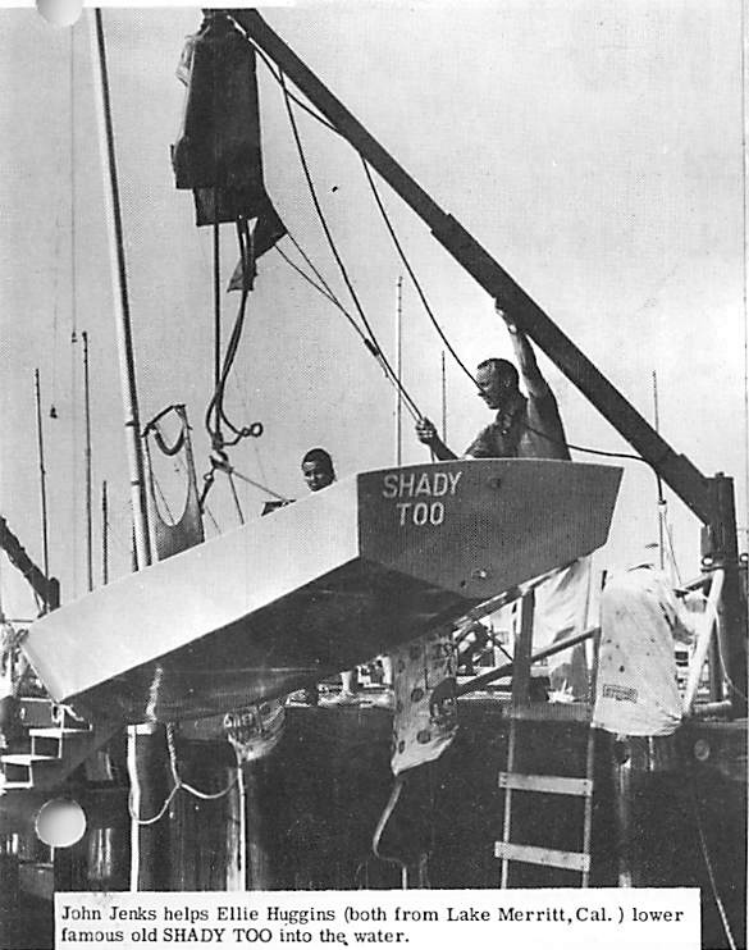
Prizes awarded to the winners
 in the lower foreground, all
 permanent awards which were
 photos in New Haven Register.



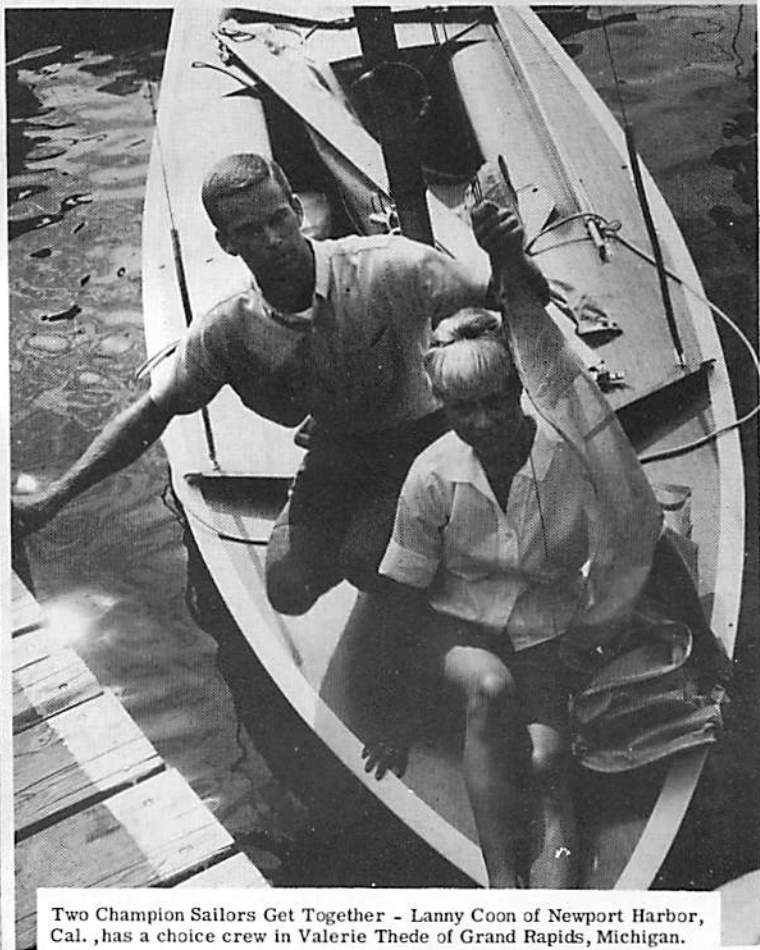
Girls Take Their Jobs as Crews Seriously - Diane Grover (L) and Betsey Carser come well prepared.



Rodney Long of Winchester, Mass., listens attentively while Julius Kroeger of Rochester, N. Y., explains how a gadget works.

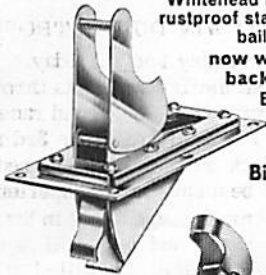


John Jenks helps Ellie Huggins (both from Lake Merritt, Cal.) lower famous old SHADY TOO into the water.



Two Champion Sailors Get Together - Lanny Coon of Newport Harbor, Cal., has a choice crew in Valerie Thede of Grand Rapids, Michigan.

Simple cam action opens and closes the Whitehead built-in bailer. Made of rugged, rustproof stainless steel, it opens easily for bailing when boat is in motion . . . now with "stop valve" to prevent backwash below bailing speeds. Bailer closes easily in a locked, water-tight position after boat is bailed.



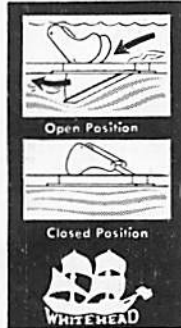
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bailer \$9.50**



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THE JUNIOR CHAMPIONSHIP GOES BACK TO CALIFORNIA

GREG HARRIS AND ART SOREM OF THE MISSION BAY FLEET 495 AT SAN DIEGO WIN DUFFY TROPHY



Greg Harris (L) and Art Sorem receive the Owen Duffy Bowl and congratulations from Commodore Carser.

15 teams of junior Snipers (under 18) from 7 different states entered the 5 race series for the Junior National Snipe Championship title held at Old Saybrook, Connecticut, Aug. 3-4th, 1961.

Bruce Cochran, defender, anticipated his chief challengers would be Les Larson, 1959 champion of Chautauqua, N. Y., and Gene Grossman of Kansas City, Mo. However, three Californian teams showed up determined to make things lively and this they succeeded in doing. 15 year-old Scott Allan, District 6 champion and holder of many other titles in junior sailing events, went after Bruce tooth-and-nail with the result both boys concentrated on beating each other to the extent they made a simultaneous error which cost one or the other the championship.

3 races were scheduled Thursday and 2 Friday. The wind blew at 15 mph the first day, but the 1st race was thrown out on protest that the course was improper. The second race was won by Cochran with Allan 2nd and Larson 3rd. The 3rd race was postponed until Friday due to lack of time. As it turned out, this was the strongest wind and the best sailing day experienced.

Mild winds on Friday, but strong enough to get in three races. Here, in the 1st race of the day, Bruce and Scott, sailing together, made early starts and, for some reason, both failed to heed the recall. Cochran finished 1st and Allan 2nd, but both boys got a DSQ. This fatal mistake was costly as it left the door open to Larson and Harris, both tied with 3-4. Although Cochran and Allan dominated the rest of the series with 3-1 and 1-2, they could not overcome the handicaps and finished 4th and 5th. Greg Harris had a fine 2-3 which placed him 371 points ahead of Larson with 4-6. Time prevented resailing the cancelled race, so the series ended with 4 races and a Californian Champion. Greg is the son of Ross Harris, anchor of the new Mission Bay Fleet 495 (1960), and this victory by their first representatives in Snipe National competition will be a great stimulant to the group.

FINAL RESULTS - 1961 JUNIOR NATIONAL CHAMPIONSHIP

SCAT	SKIPPER	CREW	CLUB	RACES	1	2	3	4	PTS.	Fin.
12577	Greg Harris-Art Sorem		San Diego, Cal.	4	3	2	3	3	5778	1
10590	Les Larson-Tom Brown		Chautauqua, N.Y.	3	4	4	6	4	5407	2
11000	Ron Grossman-Jill Ramel		Kansas City, Mo.	8	1	6	4	1	5283	3
11221	Bruce Cochran-Mike Walbot		Oleerwater, Fla.	1	DSQ	3	1	1	5267	4
12762	Scott Allan-Steve Hobbs		Newport Harbor, Cal.	2	DSQ	1	2	2	5267	5
9011	Bob Schaeffer-Anne Schaeffer		Los Angeles, Cal.	6	2	7	7	9	5058	6
11909	Susan Foristall-M. Smith		Cottage Park, Mass.	7	5	5	8	8	4857	7
11865	Terry L. & Jim Cronburg		Winchester, Mass.	9	7	8	9	9	4293	8
12002	Ted Stedman-Bruce Patterson		Port Washington, N.Y.	11	12	12	5	3	3878	9
10900	Alvin Bugbee-Chip Thayer		Chautauqua, N.Y.	10	9	12	10	3	3787	10
12214	Judy & Richard Gregori		Cottage Park, Mass.	15	6	10	11	3	3762	11
11619	Andy Cruce		Oklahoma City, Okla.	14	8	9	12	3	3683	12
11862	Susan Rex-Jonathan Dietz		Cottage Park, Mass.	5	11	DSQ	13	3	3605	13
10951	Joe Nolan-Richard Finn		Cottage Park, Mass.	12	10	10	14	3	3492	14
12961	Scott Finlayson-W. Gardner		Cottage Park, Mass.	13	13	13	15	3	3028	15



1959 NATIONAL SNIPE CHAMPIONSHIP

Recognize these winning grins? These happen to be worn by the new National Snipe Champion, Richard Tillman, and his crew, Beth Norwood. Had we the space we would like to display many more such winning smiles, including those of the Jr. National Snipe Champion, Leslie Larson.

Perhaps most pleasing to us is the realization that each entry in this national championship series is a fleet champion in his own right, and more than half of the entries used Watts sails, recognizing their championship caliber.

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JJ Rumbings

WHAT MAKES HARRY LEVINSON THE TOP SNIPER IN THE COUNTRY? WHAT MAKES HIM TICK?

I had a lot of time to puzzle over this question on the long, weary trek back to California from Old Saybrook, Conn., figuring that there must be a lesson here which would be helpful not only to me, but to anyone whose main pleasure in racing is winning. It seems to me that there must be a key factor which accounts for the difference between a number of excellent skippers who make Snipes the "hottest" class in the world and Harry, who has developed that little extra something that puts him at the top.

In thinking back over the 1961 Nationals at Old Saybrook and the 1960 Nationals at Clearwater, Fla., too, I couldn't remember Harry ever getting the "best" start in any race. The "hair-raisers" were left to Charlie Morgan! On the other hand, in each race, Harry seemed to have gotten a good start.

The times when I was near Harry when going to windward, I didn't have the impression that he was going faster than all the rest, with the possible exception of the few times when the wind was blowing as much as about 12 knots.

On the reaches and runs, Harry is no "ball-of-fire", and if there were boats near him (especially Californians) at the windward mark, several times he would lose them by the time the leeward mark was reached.

In close maneuvering around marks, there probably wasn't a more conservative skipper at the Nationals than Harry, who seemed to invariably take a little extra hitch, or over-stand to insure passing the mark with plenty of room to account for the current and R. O. W. boats.

My observations were, then, that Harry usually gets good starts, but not the "perfect" one; he has good boat speed, especially on the wind, but there were usually two or three boats in each race who probably had better over-all boat speed; in the close maneuvering department, Harry would invariably take the safe, conservative course; and one final observation — more often than not, Harry would be 1st or 2nd at the finish — WHY?

Well, I think Harry has developed into the best defensive skipper around. In boxing, he would be classified as a counter-puncher. Basically, he lets the rest of us lose the race while he wins simply by concentrating on sailing a good, conservative race. By playing the percentages, he makes few tactical errors and capitalizes on mistakes made by the rest of us, thus usually ending up on top.

For instance, if after the start of the race, a long starboard tack is the right one to be on, then that's where Harry will be, and if along the way, the port tack becomes favorable, then over Harry will go. This ability to be at the right place at the right time is, I suspect, largely the result of the excellent judgment of Harry's crew, brother "Buzz", who is always taking careful note of how the various boats are doing in different locations. The important aspect here, though, (where the little extra difference comes in - the defensive sailing) is that Harry won't let that "pesky" boat, in whose backwind he might find himself, force him into going off on the wrong tack just to get rid of him. If the starboard tack is still favored, then he'll stay on the starboard tack. If possible, Harry will fall off in this situation until he gets clear air; then by carefully watching every minor puff, he'll work ahead from below that pesky boat which was ahead of him a few minutes ago. Going downwind, if a boat astern is obviously going faster, Harry isn't likely to "carry him to China" to prevent being passed like most of us will do letting half the fleet by in the process. Rather, Harry will sail the shortest distance, the "right" course; let the faster boat go ahead; stay close to him; and then walk out from under him going to the windward mark. And if this doesn't work out, Harry will still get second or third, which, together with his other seconds and thirds, will win the Regatta.

(Continued Top Page 16 Second Column)

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SNIPE FLEET RESTS IN PEACE



Readers of WELLS WANDERINGS over the years have always had it impressed upon them that the winds really did blow in Kansas. And here Bob Williams of the Wichita Fleet 93 sends in this corroborating report and picture as proof.

"My youngest son was in a Boy Scout camp on the west shore of Santa Fe Lake. The scoutmaster called in to let us know all was O. K. after being hit by a small twister (about 75 mph) that had blown away most of the tents and rolled a few boys.

The next morning, I went out to check the boats and the picture shows what I found. There were 4 other boats not shown above. No damage was done except for what loose gear floated out of the boats. We believe that it was a sharp change in the direction of the wind that dumped the boats. We found the quickest way to refloat the boats was to push the mast upright, and half the bailing job would be done. Next we would jump in the cockpit and finish the job with a plastic bucket."

GUY ROBERTS

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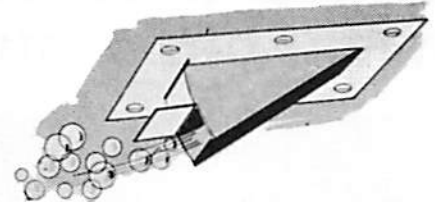
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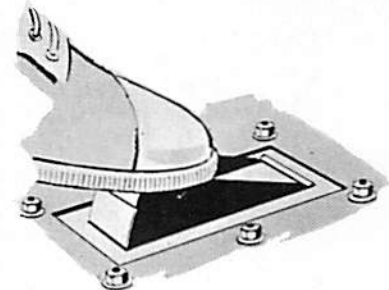
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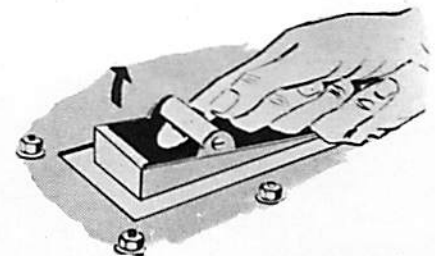
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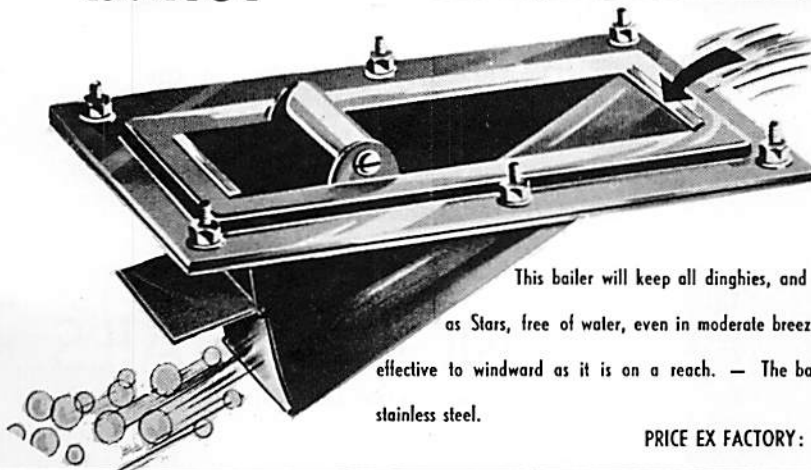
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It can be opened with the foot.



It can be closed with one finger.



This bailer will keep all dinghies, and keelboats such as Stars, free of water, even in moderate breezes. It is just as effective to windward as it is on a reach. — The bailer is made of stainless steel.

PRICE EX FACTORY: \$ 10.-

Wells Wanderings



by
Ted Wells

DON'T SHOOT THE PIANO PLAYER!

In old western movies, they used to have a sign over the piano in the bar-room saying, "Don't Shoot the Piano Player - He's Doing the Best He Can." Fred Pember as Race Committee Chairman and Tom St. John, Jr., as General Chairman were doing the best they could at Old Saybrook, but the results did not much resemble a National Championship Regatta. Harry and Buzz Levinson won - and deserved to! - although Buzz said the Board of Governors should be impeached for approving the location. Certainly, when conditions during the Crosby Series are such that the skippers taking second, third, and fourth places in the preceding year's National Championship didn't even qualify for the final series of 24 boats, the situation is fouled up beyond Old Joe's fondest hopes.

I was right in predicting a drifting contest in which lots of luck would be necessary. I also knew that the tidal currents were extremely fast. I didn't, however, give enough heed to woman's intuition when my wife told me I should pass up the Nationals and save my time, energy, and money for the trip a month later to the World Championship. If anyone had a job that required getting up between 6 and 7 A. M. to get a boat in the water before the rush; then had to sit on the same boat from 9:30 A. M. on, eating lunch out of a paper sack either drifting with the tide, waiting for the race to start; or if it had started, for the time limit to run out; or perhaps even to finish a race - then to sail back up the river and get the boat out of the water and himself ready for dinner by 9:00 P. M. (half an hour after all the restaurants closed); if anyone had to do this for a living, you know what he would do.

At the general meeting, there was considerable agitation for a manual of procedure for running Nationals (which wouldn't have helped here - Fred and John knew they should have stake boats, tow boats, lead boats to marks, bulletin boards, etc., etc., but they just weren't available) and also for selecting locations for Nationals (no one could quite remember all the steps which were gone through to get trapped into having them where they were). Both ideas are good ones and a committee is to be appointed to get this material together.

John Wolcott, Francis Seavy, and I had lots of fun in the Wells Series, although I'm afraid we were anything but popular with the other contestants. Cash Miller and I came within 7 inches of winning the Wells Trophy (we missed two first places by 6 inches each, and either one would have won for us), and the racing was that close all the time. Of the Crosby Series, the less said the better, but I suppose it would have been interesting if it hadn't been so frustrating. Dig out SCIENTIFIC SAILBOAT RACING, open to the chapter on TIDES and figure out answers to these: There is a two knot tidal current from 120 degrees. The wind is from 205 degrees at about four knots. How do you sail the alleged windward leg in a fog when you can't see the mark and there is no lead boat? Answer: Go on a starboard reach! If you go onto a port beat for five minutes, you run before the wind for an hour to get to the windward mark (this race was actually one of the first ones and didn't finish within the time limit). Also, where do you put the first mark with a two knot tide from 120 degrees and a three knot wind from 210 degrees? The starting line presented problems also; some, you couldn't get across; and some you couldn't keep from drifting across.

The weird part was that even with such strong tides, you still had to decide before the start whether to take your first tack according to the dictate of the tides, or go off in the other direction because Old Joe was there. About half the time you had to do it one way, and half the time the other. And if you made the wrong decision, you had had it! Especially if you got two of the worst starts ever seen, as I did in the Crosby Series.

IT'S WHO'S UP FRONT THAT COUNTS → !



And we congratulate these skippers who are consistently up front in Snipe competition . . . using sails by Lowell North!

BOB HUGGINS, winner 1961 of the Griffith High Point Championship.

GREGG HARRIS, winner 1961 of the Junior National Snipe Championship.

SCOTT ALLEN, winner 1961 of the Crosby Trophy.

JOHN JENKS, pictured at left. Winner 1961 S.C.Y.A. Midwinters.



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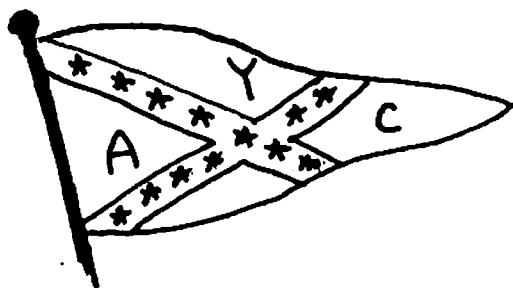
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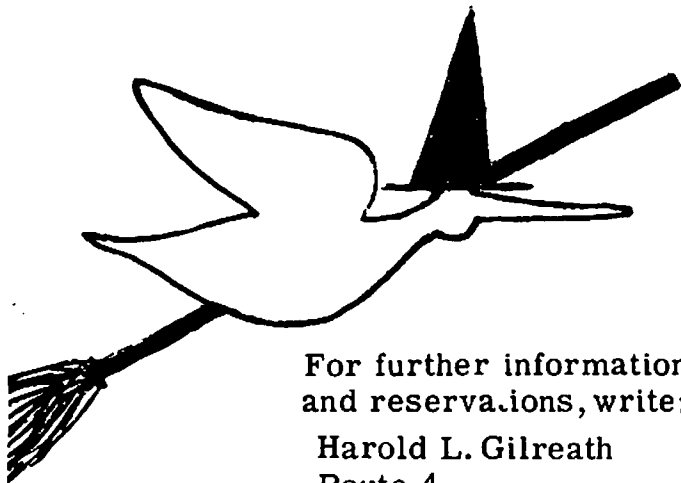
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FOR SALE: BOTVED SNIPE 10058. Fiberglass hull - mahogany deck. Weight 425 lbs. Stainless steel daggerboard. One suit Roberts and one suit Larsen sails. Trailer and all required racing equipment. Everything in excellent condition. \$850.00 complete and will deliver within 200 miles. Gray Fischer, Box 370 Rt. #1, Augusta, Michigan.

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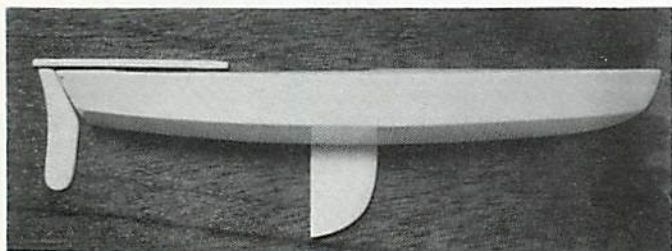
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(JJ RUMBLINGS from Page 12)

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