

Sniipe **BULLETIN**



SEPTEMBER 1962
Vol. XII No. 4

U. S. National Championship Regattas
SCIRA General Meeting

SNIPE SKIPPERS AROUND THE WORLD

SUCCESSFULLY USED

IN 1961

ULMER SAILS

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

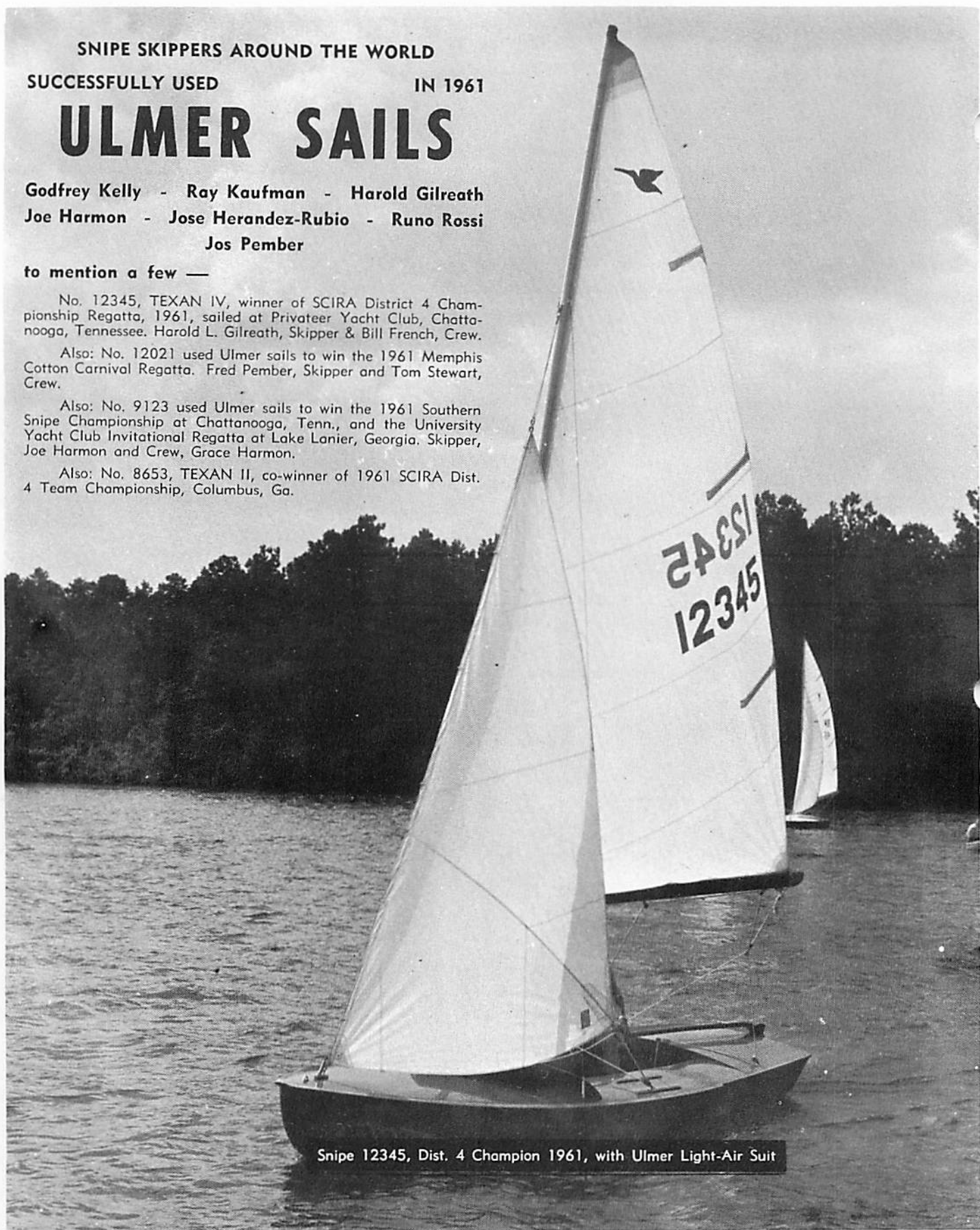
to mention a few —

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

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

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

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



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



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As Others See It

Voice Of The People.

DISTRICT 4 GOES ON RECORD OPPOSING ANY CHANGES

Each discussion of changing the method of handling the U. S. National Championship Races has appeared in the BULLETIN in recent years along with various plans for qualifying through the District Championships, etc. These criticisms are valid and the plans have merit. Consequently, the Snipers in District 4 feel that they should voice their opinions on these changes.

Accordingly, after prior notification to all fleet captains in the District, this was discussed at great length at the District 4 meeting last June.

Without a dissenting vote, it was agreed that District 4 should go on record as being opposed to any changes. It was reasoned that the present method has assisted in building up the Snipe Class. As it stands now, any Sniper can go to the Nationals and sail against the country's top Snipe sailors at least once in a race and maybe beat some of them to boot. To require that the participants qualify at the various District Championships would deny many Snipers the opportunity to sail in this top notch regatta and consequently do more harm than good.

—Lowry Lamb, Jr.
Governor of District 4

BUG BITES DOCTOR

"I have at long last completed Snipe 13210. In my eyes, at least, it is beautiful and it increases my admiration for the Snipe as a small sailboat. I have given the Snipe to my son-in-law who has put it in the water at Lake Dunmore in southern Vermont where there are already two Snipes and a few Lightnings. We hope to get other people there interested in Snipe so we can start a fleet.

I am now about to start construction on a second Snipe which I intend to keep for myself and use at Mallets Bay on Lake Champlain."

— Dr. David F. Horner
Montpelier, Vermont.

ENTIRE PROGRAM DESERVES PROPER CONSIDERATION

"I enjoyed participating in my first Nationals at Seattle, and I think the host fleet and club should be congratulated on a job well done.

I am in favor of retaining the present system of running the regatta with the exception that I think 5 races would be sufficient for the Heinzerling Series. Even though our primary interest is in sailing, more consideration should be given to the social attractions and entertainment planned for their guests by the host fleet - especially when they put on a SALMON BAKE!"

— Carlos Mattson
Colma, California

ENJOYS FRIENDSHIP FOUND IN SNIPE CLASS

"I agree with Carl Zimmerman's discussion that we should not change the Nationals - it is always nice to go to them and see all our friends. It's the only chance most of us have to meet again. Regardless of anything else, the wonderful spirit of camaraderie in the Snipe class all over the country is one of our chief assets and it keeps many sailors in the organization about as much as the actual high level of competition always found. As one of my friends has remarked, "It's about like belonging to the Rotary Club."

— Luke Czarny
Lake Quassapaug, Conn.

AN UNSOLICITED TESTIMONIAL

"Please send me 20 colored post cards of the Snipe in action. I use them all the time and my friends like to get them.

I would like to compliment you on your wonderful class publication and especially the great pictures of real Snipe action taken at Rye last year and published in the winter issues. I have been the proud owner of a Snipe for three years and think they are the GREATEST."

— Ray Champ Levin
Windsor, N. S., Canada.

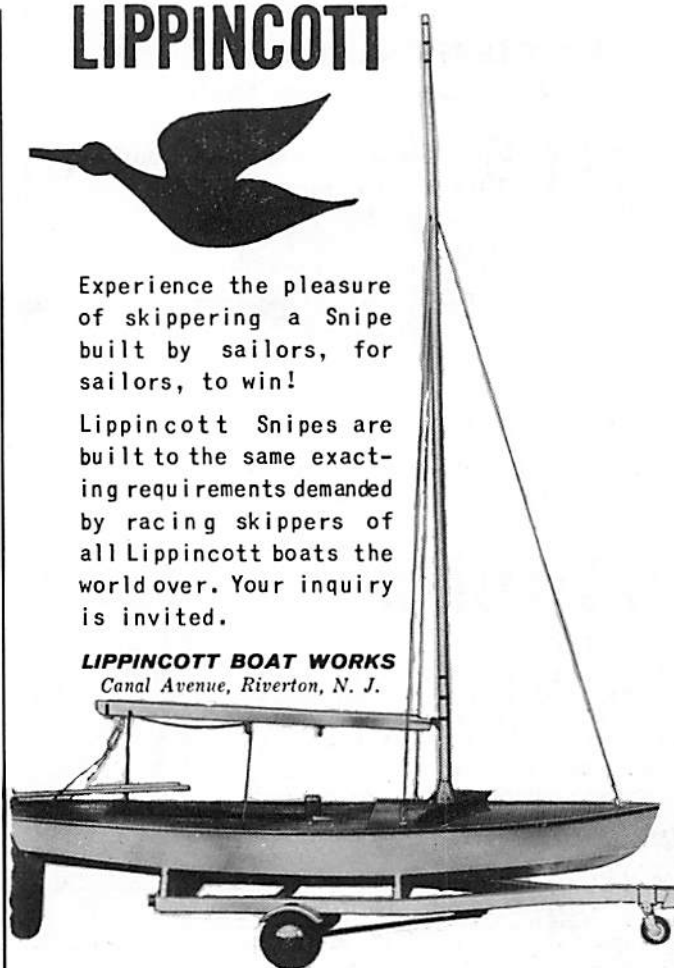
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MUST KEEP CLEAR
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on a tack!



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course.
Again is
a yacht on a tack.

When the new course is a
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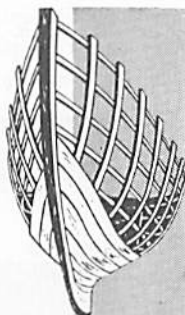
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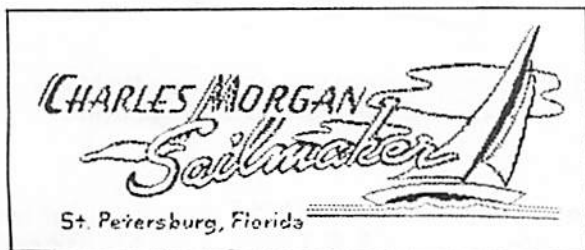
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The Cover

1962 NATIONAL CHAMPIONS - SCIRA Rear-Commodore Bud Hook of Indianapolis, Indiana, (left) helps Champion Leslie Larson of Jamestown, New York, hold the Heinzerling Trophy. His father, Victor, has the PLYC crew trophy. Other awards held are permanent prizes. — Photo by Tom Tupman.

THE SCORE

Numbered SNIPEs — 14026

Chartered Fleets — 554

47 NUMBERS WERE ISSUED IN AUGUST - the wind is still holding and it looks like we'll breeze across the October finish line on a run. 20 of these boats went to Finland, 4 to Canada, 1 to Argentina, and 22 to the United States. 28 more boats in September will put us 100 boats over last year's record of 621. In spite of everything else, Snipe continues to be the most popular one-design sailboat in the world!

SCIRA Meetings

Two SCIRA meetings were scheduled during the Nationals at Seattle: (1) A general meeting for all SCIRA members present; (2) The Annual SCIRA Meeting. However, only 5 of the 10 U. S. members of the 15-member Board of Governors were present, (Hook, Wells, Kilpatrick, Huggins, and Mills), so the annual meeting was necessarily postponed for lack of a quorum.

The general meeting was held Monday A. M., August 13th, with about 130 members present and RC Hook presiding. Here are brief highlights and recommendations from the meeting:

(1) Financial picture of SCIRA for 10 month period shown to be very satisfactory with receipts about \$4,000.00 ahead of 1961. Books to be audited in October and final report published then.

(2) The first copy of BUILDING A PLYWOOD SNIPE was displayed with credit and thanks given to author Harold Gilreath. Bob Huggins was thanked for his publishing assistance and all members urged to help realize on this great asset.

(3) Recommended that a separation of certain U. S. Funds and payments be made from the general SCIRA treasury.

(4) Ted Wells, Chairman of the Rules Committee, led a discussion on possible rule changes:

(a) Either eliminate the sentence "the length of the jib stay can be changed during racing" or add some length limitation to the allowed adjustment.

(b) SCIRA adopt the international method of measuring sails, thus requiring some repainting of mast and boom bands.

(c) Possible slight change in the tight tolerances of plus 1/4" minus 1/8" for sheer measurements best for future welfare.

(d) Fleets should be more careful in measuring all boats in order to preserve true one-design class. Suggested that the SCIRA measuring rack be diverted to various fleets in its travels around the country with freight expense being split. Many

demanding that all boats in the Nationals be measured at each regatta, thus eliminating the permanent green measurement cards. It was pointed out that these cards were adopted as a solution to the time problem in measuring large fleets, as 70 boats. A compromise of placing a time limit on the validity of green cards (like 3 years) was proposed. No definite conclusion was reached.

The rest of the meeting was continued with discussions of the Nationals with suggested eligibility and schedule changes. Many combinations were offered along with persuasive arguments, but the majority finally expressed themselves as satisfied with the present system which had evolved from many years of trial and error. The subject, as expected, was left pretty much up in the air for future Board action.

The meeting adjourned at 11:30 A. M.

1962 U. S. National Championship Regatta—

Another national championship regatta has come and gone into history and all participants and guests agree that it was one of the best. In retrospect, one fact stands out — how well a new and relatively small fleet (20 boats in the area and about 12 of them actually active members) could stage such a successful and satisfactory event on a national level when many other older and stronger fleets throw up their hands in horror at the idea.

The answer is found in the personalities and genuine leadership of General Chairman John Rose and Dave North. Sure, they had plenty of fine and expert help from fellow fleet members and other individual sailors from the fine Corinthian Yacht Club, but SCIRA owes a debt of gratitude and deep thanks to these dyed-in-the-wool Snipers. It is a privilege to have them as associates in the class and it was a pleasure to watch them work. To John Rose, who spent two years planning this regatta, we all give a sailor's salute!

RODNEY LONG BACK IN PICTURE

AFTER A LAPSE OF 6 YEARS, FIVE-TIME WINNER IS NEW ENGLAND CHAMPION AGAIN.

Rodney Long of the Winchester Boat Club turned in his usual consistent sailing performance to win his SIXTH New England Snipe Championship. Real close competition was furnished by his fellow clubmate, Tom Legere, and Ray Smith of the host club.

33 boats raced under near ideal conditions at Cottage Park YC in Winthrop, Mass., on June 20-July 1. There were five races over a modified Gold Cup course of about 4.5 miles.

Although Legere won 3 of the 5 races, a bad 4th race with an 11th spot cost him the big prize. Ray Smith was consistent and in contention all the way, but couldn't get the big score in the last race. Jack Hurley also had a narrow escape when, after getting a 4th and three 5ths the first day, the hangover was too much and he nearly lost to Kirsten Dietz and Sue Rex when he got a 9th and they finished with a rush.

We all hope everyone had a fine time and that even more will come next year. Maybe we will even find someone who can beat Rod Long.

—Charles P. Loomis

FINAL STANDINGS - 20th NEW ENGLAND CHAMPIONSHIP

Winthrop, Mass. - June 30-July 1, 1962

SKIPPER (Top 20)	FLEET	RACES	1	2	3	4	5	Pts.	Fin.
Rodney Long	Winchester, Mass.	3	3	1	4	6	7082	1	
Tom Legere	Winchester	1	1	4	11	1	7069	2	
Ray Smith	Cottage Park, Mass.	2	6	2	3	5	7007	3	
Jack Hurley	Winchester	5	4	5	5	9	6281	4	
K. Dietz-Rex	Cottage Park	9	15	6	1	2	6046	5	
R. Cook	Cottage Park	7	9	3	10	10	5546	6	
D. Mullane	Cottage Park	10	5	11	14	3	5330	7	
J. Ford	Cottage Park	4	7	16	8	14	4968	8	
E. & J. Hardy	Cottage Park	DNF	2	9	7	11	4701	9	
F. Chase	Winchester	16	13	24	2	4	4588	10	
J. Forristall	Cottage Park	5	11	7	15	22	4318	11	
E. Schwenk	Quassapaug, Conn.	8	DSQ	27	6	8	3663	12	
S. Forristall	Cottage Park	11	24	13	13	12	3598	13	
J. Gregorie	Cottage Park	19	8	10	21	16	3559	14	
R. Patrick	Winchester	13	26	22	12	13	2995	15	
R. Swanson	Winchester	12	12	19	DN5	15	2842	16	
F. Gilfoyle	Cottage Park	DSQ	10	15	17	19	2778	17	
R. Dannenburg	Winchester	15	20	21	9	7	2697	18	
R. Dimes	Cottage Park	20	21	17	16	17	2618	19	
G. Pastore	Cottage Park	DNF	23	8	19	18	2526	20	

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WILLIAMS RETAINS OLD FORM —

COMES BACK AND SHOWS 'EM HOW TO DO IT!

Eddie Williams, the Kansas City Steak King and 1955 SCIRA Commodore, came out of a year of retirement and took first place in all three races at the 8th Annual Cotton Carnival Regatta in Memphis, Tenn. That rest shore 'nuff did that boy a lot of good!

Williams was hard pressed many times by young Dick Sorensen from Shreveport, La. For those who feel their boats are too old and can't compete with the new ones, Sorensen was sailing Snipe NUMBER ONE and it performed beautifully.

Upholding District 4, was our Governor Buzz Lamb who took 3rd place in the series. The 2 races on Saturday were sailed in very light air. Sunday morning the breeze picked up to 10-12 mph for a livelier finish.

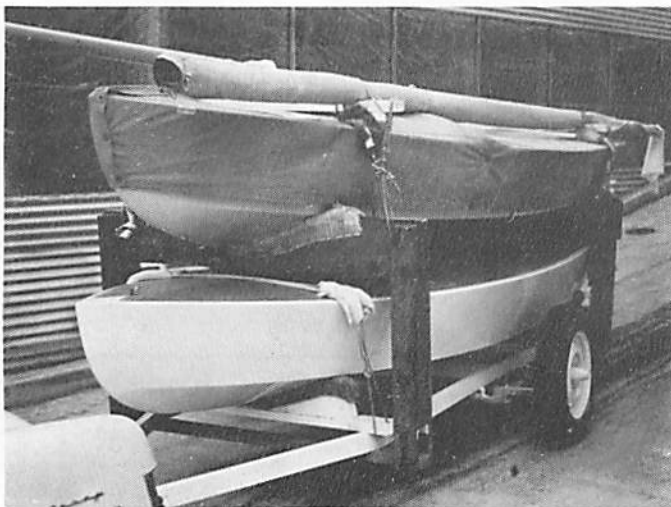
Saturday night, all sailors boarded the "Memphis Queen", an old sternwheeler, for a two hour cruise down the Mississippi. The "twisting" on board was at a slighter faster pace than the path of the river.

Trophies were presented by the King and Queen of the Carnival and the 1962 Maid of Cotton on Sunday aboard the "Memphis Queen".

FINAL STANDINGS - 7th COTTON CARNIVAL REGATTA

McKellar Lake - Memphis, Tenn. - May 5-6, 1962

Eddie Williams	Kansas City, Mo.	1	Pete Duvoisin	Birmingham, Ala.	8
Dick Sorensen	Shreveport, La.	2	Jim Bronaugh	Chattanooga, Tenn.	9
Buzz Lamb	Chattanooga, Tenn.	3	Don Newcomb	Lees Summit, Mo.	10
Frank Jones	Memphis, Tenn.	4	Wally Bronberg	Atlanta, Ga.	11
Charlie Cash	Memphis, Tenn.	5	Herm Crumpler	Memphis, Tenn.	12
Wayne Gray	Memphis, Tenn.	6	Gloria Ryan	Memphis, Tenn.	13
Bill Wise	Jackson, Miss.	7	Judy Elland	Memphis, Tenn.	14



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SPOOKS

NOVEMBER 3-4
HALLOWEEN REGATTA
ATLANTA YACHT CLUB

LARSON WON DISTRICT 5 TITLE

LESLIE AND VIC ALSO ARE THE HIGH POINT CHAMPIONS WITH A GRAND TOTAL OF 12620 POINTS IN THREE RACES.

On July 21-22nd, Newport Yacht Club was host to 20 entries from 7 different Snipe fleets in a regatta to determine the final winner of the District championship.

The wind was ideal around 15-18 mph with good triangular courses set up by an excellent race committee headed by George Glenn.

In Saturday's first race, Les Larson from Chautauqua led all the way around after a good start; he was followed by Mike Hanna (Newport) with District Governor Lee Van Deusen (Onondaga) in 3rd place. That afternoon, Les, with father Vic crewing, once again proved to be an unbeatable combination, getting another 1st. Another Chautauqua sailor, Red Garfield, finished 3rd after coming up from the middle of the fleet during the 2nd lap. Julie Kroeger, with an unusual port tack start, grabbed a 3rd.

That evening, the sailors were graciously entertained at a dinner at the Newport YC, with FC Pete Lauderbach in charge of festivities. At a District 5 meeting, 1962 officers were all re-elected for 1963 - Lee Van Deusen (Onondaga) District Governor, Dr. Charles A. Rose (Loon Lake) Lt. Governor, and Paul Betlem, (Newport) Secretary Treasurer.

Racing resumed Sunday with a good brisk 20-25 mph wind. With the lead changing several times, Charlie Webster (Newport) finally fought his way to the lead and took 1st. This time Les had to settle for 2nd while Kroeger picked up another 3rd. During the 2nd lap, Governor Van Deusen (much to his embarrassment) found himself on a port tack with a certain Mr. Howard Fletcher (Olcott) booming down on a starboard tack. After the unavoidable collision, Van Deusen withdrew, but Fletcher, after a quick repair job on his winch, finished a respectable 7th.

When it was all over, Les Larson took home most of the brass. The young college sophomore not only won the big title, but also captured another first contending for the Retzhaupt Trophy, which is the accumulative high point score for the three-race series of championship races in District 5, comprised of the Briody, New York State Open, and District 5 Championship. Second place for the Retzhaupt Trophy was won by Red Garfield, and third place went to Paul Betlem. - Charles "Butch" Rose, Jr.

FINAL RESULTS - DISTRICT 5 CHAMPIONSHIP REGATTA

Newport Yacht Club - July 21-22, 1962 - (first ten boats)

BOAT	SKIPPER	CLUB	RACES	1	2	3	Pts.	Fin
10300	Leslie Larson	Chautauqua Lake YC		1	1	2	4721	1
11600	Paul Betlem	Newport YC		4	7	4	3894	2
11900	Julie Kroeger	Silver Lake YC		12	3	3	3729	3
8570	Red Garfield	Chautauqua Lake YC		6	2	17	3322	4
11389	Howie Fletcher	Olcott YC		7	10	7	3273	5
10007	Mike Hanna	Newport YC		2	19	6	3230	6
8038	Herb Nelson	Chautauqua Lake YC		8	8	9	3202	7
13311	Pete Lauderbach	Newport YC		13	5	13	2864	8
11664	Lee Van Deusen	Onondaga YC		3	DSQ	5	2871	9
10870	John Glenn	Newport YC		9	11	11	2824	10

FINAL RESULTS - RETZHAUPT HIGH POINT TROPHY

(Skipper must sail in all 3 District 5 Championships - total pts.)

BOAT	SKIPPER	CLUB	PTS.	Pos.
10390	Leslie Larson	Chautauqua Lake YC	12620	1
8570	Red Garfield	Chautauqua Lake YC	10967	2
11600	Paul Betlem	Newport YC	10677	3
13087	Fred Gram	Cuba Lake YC	10127	4
11858	Lee Stuve	Galway YC	9955	5
8038	Herb Nelson	Chautauqua Lake YC	9934	6
13311	Pete Lauderbach	Newport YC	8163	7
11389	Howie Fletcher	Olcott YC	8151	8
11664	Lee Van Deusen	Onondaga YC	7188	9
11832	Thomas Morse	Newport YC	5736	10
10587	Charles Rose	Loon Lake YC	3571	11
12331	Charles Fox	Onondaga YC	3489	12
12208	Tom Rose	Loon Lake YC	3296	13

By the time the average sailor knows where he stands, his knees have buckled.

NEW YORKER NABS SNIPE TITLE

LESLIE LARSON WINS AT SEATTLE - BOB HUGGINS AGAIN TAKES SECOND PLACE - BRUCE COCHRAN THIRD
HUGGINS TAKES THE CROSBY, GRIFFITH, AND SLAUSON TROPHIES - TED WELLS WINS HIS OWN WELLS TROPHY



HAPPY WINNERS -- Bob Huggins grasps the Crosby Trophy while Ellie holds the Slauson Bowl on the Griffith Trophy tray. It's a big collection of silverware for one team to take home! Ted Wells gets a close look at the Wells Trophy for the first time as Rear-Commodore Bud Hook congratulates his crew, Cash Miller. — Photos by Tom Tupman

The above headline was printed in the Sept. 1959 BULLETIN and is certainly apropos again. For, the month before, Leslie Larson of Chautauqua, N. Y., had won the 1959 U. S. Junior Championship. In 1960, looking closely at the Nationals held in Clearwater, the name of Leslie Larson again appears in the limelight as the Wells Trophy winner; in 1961, he progressed upwards into the Heinzerling Series at Old Saybrook to finish 17th overall. This steady gain in stature over the past 3 years finally climaxed in Seattle this summer as Les, with his father, Victor, as crew, "brought home the bacon" by winning the 1962 National Championship with a record of 2-10-6-2-7 in the big event.

And once again, another skipper, Bob Huggins, of Lake Merritt, Cal., (who is certainly no stranger to this sport and spot), finished in 2nd place only 38 points behind. Records show that Bob, with his wife Ellie as crew, has achieved a unique status in the last 6 Nationals by finishing 2nd more times than anyone else in history — 4 times, to be exact. This is a most flattering performance, for mere champions seem to come and go, but Bob stays on forever. And just look what he did! In this regatta he got the Crosby Trophy, a big one; his 14267 points for 11 races allow him to keep the Griffith Trophy; and again he gets the Slauson Trophy for second place. Everything considered, Bob should be ranked as the top Snipe skipper in the country, and the fact that each time he appears to be a little closer to the title should be somewhat encouraging.

Interesting sidelights on the regatta were that, while all the Crosby qualifying races were sailed in very light and variable winds (4-8 mph), the 6 races for the Heinzerling and Wells Trophies were conducted under ideal winds of 12-20 mph. The last race in these series had to be cancelled Tuesday P. M. for lack of wind.

The Crosby series was also notable for the fact that the winner, Bob Huggins, had four 1sts in 5 races for a perfect high point score of 6400. Almost the exact opposite occurred in the Heinzerling, for each race, with one exception, was won by a different skipper. Naturally, this exception was none other than Mr. Huggins, thus the only skipper to win more than one race.

"Old sailors never die - they just win their own trophies," remarked Ted Wells at the awards banquet at the Seattle YC.

The reason? He had just been proclaimed the winner of the Wells Trophy on performances of 2-2-10-6-1, thereby triumphing over fellow Wichita skipper Bob Williams by 377 points. All felt that Ted's record was remarkable considering that he was competing in his new fiberglass Snipe which was almost totally untried and untuned before this regatta.

Starting Tuesday afternoon, Aug. 7th, just before the qualifying series the next day, a tune-up race was held. To prevent conflict with the Junior Nationals being sailed concurrently on another sector of the lake, the course was laid out with windward-leeward legs along the shore. Under somewhat unusual conditions, with such features as a downwind start, several sharp rain squalls, and 30 of the 35 entries reaching the first mark at the same time, the race progressed with many changes in positions but with no real trouble. San Francisco sailors proved this weather was to their liking as "Old Reliable" John Jenks finished 1st and Huggins 3rd. Ron Payne of Indianapolis upheld Midwest honors by getting 2nd. As Ted Wells has sagely warned in recent years, though - "Beware of the jinx in winning tune-up races and losing regattas" - John apparently failed to heed this warning, and we note that later he wound up 14th in the big series, suffering from a high fever and a bad cold which he undoubtedly contracted during the wet and cool weather prevailing during this race.

That evening, all guests visited the Ranier Brewing Co. for a few refreshments and a buffet dinner, hosted by Mr. Gordon Sick, company president. Mr. Sick presented the Snipe Sports Award to Jenks for winning the tune-up race, thereafter concluding a most enjoyable evening during which most everyone took a tour of this most interesting and modern plant.

The cool, wet weather (even Seattleites hate to admit it) of the early part of the week gave way to brilliant sunshine and warm weather for the start of the Crosby series Wed, P. M. But unfortunately, the good winds withered away also, leaving the Race Committee headed by Maury Rattray in somewhat of a predicament. The first race finally got under way late that afternoon in a very light wind, finishing just under the time limit right before dark. And light winds continued through Saturday, so all the Crosby series had the same weather.

Particularly enlightening and entertaining during this series

was the National Waterfighting Championship held Friday P. M. during a five-hour water-bourne wait for the wind between races. Mike Jager of Newport Harbor, Cal., staged a terrific battle at one point to take over-all honors from fellow fleet member Lanny Coon, who was seen climbing the mast during the water-sloshing affair.

Bob Huggins left absolutely no doubt in anyone's mind as to who was the master of Lake Washington's fickle winds by finishing 2-1-1-1-1 to take the Trophy. Don Adams, 1962 District 6 Champion from Alamitos Bay, Cal., a newcomer to Snipe racing who has a fine record of victories in other classes, was 2nd with 6086 points, 314 behind Bob, and Oklahoma City's Bill Kilpatrick grabbed 3rd to keep California sailors from getting all three top spots. Our boy Leslie landed in a very creditable 5th position with a consistent 4-6-2-6-2. Final results are given below:

1962 SCIRA NATIONAL CHAMPIONSHIP CROSBY SERIES

BOAT	SKIPPER	CLUB	RACES	1	2	3	4	5	Pts.	
Crosby scores in Column A - Heinzerling qualifying Scores in B									A	B
* All 5 races count in Crosby Series - 4 out of 5 for Heinzerling									A B	
x denotes race dropped for top 24 scores in the Heinzerling Series									Pts.	Pos.
3518	Bob Huggins	Lake Merritt, Cal.	2x	1	1	1	1	1	7921	1
1252	Don Adams	Alamitos Bay, Cal.	4x	1	3	2	2	2	7455	2
12999	Wm. Kilpatrick	Oklahoma City, Okla.	7x	5	5	2	1	6	6869	3
8418	Dan Elliott	Newport Harbor, Cal.	3	2	4	8x	3	3	6867	4
10590	Les Larson	Chautauque, N.Y.	4	6x	2	6	2	6	6861	5
12762	Scott Allan	Newport Harbor, Cal.	1	10x	3	3	4	4	6818	6
15935	Louis Nelms	Ft. Worth, Texas	2	3	6	7x	3	3	6790	7
11771	Lanny Coon	Newport Harbor, Cal.	2	3	3	8x	6	6	6783	8
6752	Mike Jager	Newport Harbor, Cal.	6	1	4	4	8x	6	6652	9
12375	Herb Shear	Mission Bay, Cal.	15x	2	1	5	6	6	6426	10
11221	Bruce Cochran	Clearwater, Fla.	4	7	15x	1	1	1	6401	11
11769	Bob Miller	Lake Merritt, Cal.	5	3	6	10x	3	3	6370	12
12453	Don Cochran	Clearwater, Fla.	5	8x	7	1	8	8	6230	13
13599	John Laun	Newport Harbor, Cal.	9x	6	1	6	7	7	6230	14
10567	John Jenks	Lake Merritt, Cal.	1	7	7	3	15x	15x	6140	15
11291	Ray Kaufman	Marhasset Bay, N.Y.	6	5	5	9x	5	5	6137	16
13880	Ron Payne	Indianapolis, Ind.	10x	4	4	8	5	5	6084	17
11768	Jim De Witt	Lake Merritt, Cal.	7	2	12x	2	9	9	6065	18
11000	Ron Grossman	Lake Lotawana, Mo.	12x	4	2	4	10	10	6061	19
12378	Carl Hultgren	Mission Bay, Cal.	14x	6	7	5	5	5	5702	20
11438	Carlos Mattson	Lake Merced, Cal.	1	8	11x	9	10	10	5574	21
13067	Fred Gram	Ouba Lake, N.Y.	8	7	13x	13	4	4	5182	22
12162	George Coates	Alamitos Bay, Cal.	3	9	10	DNF	9	9	5182	23
12888	Joe Razel	Lake Lotawana, Mo.	7	DNF	8	6	8	8	5088	24
12660	Bud Hook	Indianapolis, Ind.	10	8	14x	5	10	10	5036	25
11748	Eugene Grossman	Lake Lotawana, Mo.	3	15x	9	9	12	12	5009	26
12051	R. Caspari	Wichita, Kans.	8	13x	9	12	7	7	4894	27
12022	Bill Buckles	Decatur, Ill.	10	11	12x	10	7	7	4819	28
12345	Dale Boyd	Atlanta, Ga.	14	9	2	12	15x	15x	4791	29
13105	Willard Wright	Seattle, Wash.	12	9	13x	11	6	6	4774	30
7085	Jack Steele	Los Angeles, Cal.	9	4	10	DNF	2	2	4751	31
10832	Gene Grossman	Lake Lotawana, Mo.	9	11	5	13	14x	14x	4733	32
6025	Ted Wells	Wichita, Kans.	6	14	6	11	DNF	DNF	4655	33
12976	Mike Humenick	Lake Merritt, Cal.	13	16x	16	7	4	4	4559	34
13254	Wm. Collins	Indianapolis, Ind.	DNF	13	10	3	13	13	4502	35
12978	Bob Williams	Wichita, Kans.	11	11	8	15x	13	13	4467	36
9011	Bob Schaeffer	Los Angeles, Cal.	16x	10	16	7	9	9	4391	37
10600	Dave North	Seattle, Wash.	9	13	DNF	DNF	12	12	3954	38
7876	John Rose	Seattle, Wash.	5	12	11	DNF	11	11	3937	39
6682	Aroh Higman	Los Angeles, Cal.	15x	12	11	15	14	14	3822	40
12054	E.E. Campbell	Alamitos Bay, Cal.	14x	14	14	14	11	11	3816	41
12577	Greg Harris	Mission Bay, Cal.	13	5	9	DNF	16	16	3728	42
13451	Gene Patrick	Portland, Ore.	15x	15	15	12	12	12	3710	43
11961	Ray Bloug	Los Angeles, Cal.	15	15	13	11	16x	16x	3661	44
13551	Louis Varalay	Los Angeles, Cal.	16	17x	12	10	16	16	3628	45
11900	Julius Kroeger	Silver Lake, N.Y.	12	10	8	DNF	14	14	3620	46
10009	Frank Reismacker	San Antonio, Texas	8	DNF	DNF	4	DNF	DNF	3600	47
12525	Richard Chastain	Indianapolis, Ind.	17x	14	16	DNF	12	12	3540	48
12647	Joanne Stevenson	Mission Bay, Cal.	11	16	15	DNF	11	11	3101	49
7293	Darcy Harwood	Grand Rapids, Mich.	DNF	12	14	DNF	15	15	2775	50
13106	E. Frisch	Springfield, Mo.	16	16	DNF	DNF	DNF	DNF	1250	51

Saturday P. M., the 51 entries from 13 states settled down to the main business at hand -- the all-important Heinzerling and Wells series, with the top 24 boats of the Crosby series going after the big title.

The light winds which persisted throughout the Crosby races were with the sailors again for the first race. A 180 degree shift from a south wind up the lake to a north wind down the lake startled quite a few skippers (including the local boys), but didn't seem to affect the finishing positions, as no complaints were heard. RC Chairman Sunny Vynne had otherwise laid out a perfect Olympic course, which appeared to be much to the liking of the younger skippers, as Bruce Cochran from Clearwater fought throughout the race with Les Larson to finish in that order ahead of John Jenks. Huggins found the competition much rougher and wound up in 13th position. Meanwhile, in the Wells series, Dr. Bob Schaeffer of Los Angeles showed his transom to Dick Caspari and Dave North to clinch 1st in the first race.

Sunday A. M. brought sunny skies and a brisk 15-18 mph wind as an enthusiastic group of Snipers hit the water for a total of three races. Results were scrambled considerably in the Heinzerling races, as almost every one of the top skippers had at

least one race worse than 10th during the day. Winners were Louis Nelms of Ft. Worth, Huggins, and Dan Elliott (junior champ in 1948 and 1950) of Newport Harbor, Cal. With the opportunity of throwing out the worst race, each skipper's position at the end of 4 races was difficult to determine; however, the figures clearly indicate that the most consistent sailor was Les Larson with 2-10-6-2 on Sunday evening.

The best performance for the day in the Wells group was turned in by Ted himself, recording 2-2-10. As in the Heinzerling series, though, almost every skipper had at least one or more bad race below 10th, so their standings were problematical too, considering the throw-out race.

Monday brought a repeat of good winds and weather, and all 51 sailors again enjoyed fine racing. Two races in each series were completed without difficulty. As previously, Sunny Vynne laid out perfect starting lines and courses, which made the sailing that much better. This day proved to be Bob Huggins Day, as he regained stature from a 17th on the previous day to finish 1-2. Other fine performances were turned in by Louis Nelms with 3-4 and Lanny Coon 9-1. Larson experienced some of the trouble that Huggins found earlier in the series -- that it is darned awful hard to fight your way through the fleet once you're entangled in the middle -- and finished 19th for his worst race of the regatta. In the Wells group, Ted strengthened his position with 6-1, and Mike Humenick of Lake Merritt held off all comers by getting 1st in one race.

The 7th and final race was scheduled for Tuesday P. M. after completion of the Snipe Regatta Day at the World's Fair. This delay proved fatal, for winds varied the water and the race was finally cancelled late in the P. M. As the boats were towed into the launching scene by the RC boat, the end of the regatta was celebrated by a round of salutes from the RC cannon, accompanied by blasts from the whistle of "Little Toot", the marker boat.



"LITTLE TOOT" - This scaled replica of a sea-going tugboat is the Corinthian Yacht Club's work horse. It's powerful engine can tow any sailboat on the lake; painted red, white, and black, it attracted the envious attention of all.

Series results are below, but, in passing, we can say that Les and Vic Larson were very popular winners, and everyone felt that they certainly deserved the victory after turning in such a fine, consistent performance throughout the 7 days of racing.

1962 SCIRA NATIONAL CHAMPIONSHIP COMMODORE CHARLES E. HEINZERLING TROPHY SERIES

BOAT	SKIPPER - CREW	CLUB	RACES	1	2	3	4	5	6	Pts.	Fin.
10390	Leslie Larson-Victor Larson	Chautauque, N.Y.	2	10	6	2	19x	7	7	6384	1
3518	Bob & Ellie Huggins	Lake Merritt, Cal.	13	12	1	17x	1	2	2	6346	2
11221	Bruce Cochran-Mike Walcott	Clearwater, Fla.	1	3	23x	6	8	10	10	6159	3
15935	Louis Nelms-Chris Towles	Ft. Worth, Texas	20x	1	14	8	3	4	4	6231	4
13252	Don & Elaine Adams	Alamitos Bay, Cal.	4	DNF	2	5	7	12	12	6183	5
11771	Lanny Coon-Bill Symes	Newport Harbor, Cal.	14x	14	5	4	9	1	1	6018	6
12762	Scott Allan-John Garrison	Newport Harbor, Cal.	5	4	DNF	14	12	8	8	5324	7
13599	John Laun-Tom Hogan	Newport Harbor, Cal.	8	8	9	11	20x	9	9	5126	8
8418	Dan Elliott	Newport Harbor, Cal.	9	DNF	21	1	5	14	14	5049	9
6752	Mike Jager	Newport Harbor, Cal.	19	5	3	16	6	DNF	DNF	4978	10
12999	Wm. & Joann Kilpatrick	Oklahoma City, Okla.	21x	6	12	13	17	3	3	4870	11
11769	Bob Miller-Garlie Barthrop	Lake Merritt, Cal.	11	15	13	2	18x	2	2	4830	12
13888	Ronald Payne-A. Anderson	Indianapolis, Ind.	24x	2	19	3	21	11	11	4749	13
10567	John & Laurie Jenks	Lake Merritt, Cal.	3	9	16x	15	15	13	13	4604	14
11291	Ray Kaufman-Bill Hamay	Marhasset Bay, N.Y.	23	7	7	DNF	18	6	6	4309	15
12575	Herb Shear-Kenny Harris	Mission Bay, Cal.	10	20x	15	9	11	16	16	4189	16
12453	Don Cochran-Dan Fisherty	Clearwater, Fla.	6	19	18	DNF	4	19	19	4091	17
7085	Jack & Marilyn Steele	Los Angeles, Cal.	18	8	10	10	DNF	DNF	DNF	4069	18
11000	Ron Grossman-C. Falkenberg	Lake Lotawana, Mo.	17	11	4	DNF	14	DNF	DNF	3851	19
12888	Joe & Esther Razel	Lake Lotawana, Mo.	22	17	11	20	24x	5	5	3874	20
11438	Carlos & Kay Mattson	Lake Merced, Cal.	12	DNF	10	16	16	20	20	3693	21
11768	Jim DeWitt-Lane Huggins	Lake Merritt, Cal.	16	15	23	7	32x	15	15	3457	22
12378	Carl Hultgren-Ron Stockett	Mission Bay, Cal.	7	16	17	21	22x	17	17	3333	23
12162	George & Bye Coates	Alamitos Bay, Cal.	15	21	20	19	13	21x	21x	2785	24

(Continued top of next page)

1962 SCIRA NATIONAL CHAMPIONSHIP WELLS SERIES

BOAT	SKIPPER - CREW	CLUB	RACES	1	2	3	4	5	6	PTS.	FIN.
6025	Ted Wells-Cash Miller	Wichita, Kans.	18x	2	2	10	6	1		6828	1
12978	Bob & Robin Williams	Wichita, Kans.	9	DNF	1	4	4	8		6451	2
12022	Bill Buckles-Robert Grohne	Decatur, Ill.	12x	8	5	2	2	10		6388	3
12976	Michael & Sharon Humenick	Lake Merritt, Cal.	5	12x	6	9	1	9		6169	4
12051	R. Caspari-Tony Souka	Wichita, Kans.	2	6	DNF	1	DSQ	2		6092	5
12660	Bud Hook-Jim Richter	Indianapolis, Ind.	7	3	11	7	DSQ	4		6025	6
13087	Fred & Larkin Gram	Cuba Lake, N.Y.	10	11	4	5	14x	5		5822	7
10600	Dave & Patty North	Seattle, Wash.	3	14	10	8	3	22x		5667	8
12377	Greg Harris-Ross Harris	Mission Bay, Cal.	13x	5	9	12	8	6		5475	9
12647	Joanne & Stan Stevenson	Mission Bay, Cal.	17x	9	17	5	10	3		5446	10
9011	Bob & Bob Schaeffer, Jr.	Los Angeles, Cal.	1	4	8	14	17x	16		5412	11
13451	Gene & Dee Patrick	Portland, Ore.	11	17	3	18x	5	7		5372	12
11900	Julius & Esther Kroeger	Silver Lake, N.Y.	22x	1	16	11	9	15		4825	13
11748	Eugene & Glad Grossman	Lake Lotawanna, Mo.	6	16x	7	15	11	12		4788	14
12054	E. E. Caspell	Alamitos Bay, Cal.	14	7	20x	17	7	13		4461	15
13234	William Collins	Indianapolis, Ind.	16	10	14	6	DSQ	DNF		3664	16
7876	John & Sharon Rose	Seattle, Wash.	8	20x	18	20	15	17		3511	17
10832	Gene Grossman-Jill Razel	Lake Lotawanna, Mo.	19	21	13	23x	13	20		2854	18
13103	Willard & Evelyn Wright	Seattle, Wash.	DSQ	DNF	15	19	12	19		2710	19
13551	Louis Varalvy-Bill Lebus	Los Angeles, Cal.	DNF	15	21	21	19	14		2611	20
13106	E. Frisch-Virginia Orr	Springfield, Mo.	25x	22	23	22	16	11		2571	21
12525	Richard Chastain	Indianapolis, Ind.	24	18	DNF	13	20	21		2443	22
12345	Dale Boyd-Chris North	Atlanta, Ga.	4	23	DSQ	25	DN3	DN3		2145	23
6682	Aroh & Lee Higman	Los Angeles, Cal.	21	DN3	19	26	18	18		2125	24
7902	Darcy Harwood-Bob Ward	Grand Rapids, Mich.	20	19	12	24	DN3	DN3		2055	25
11981	Ray & Ray Blagof, Jr.	Los Angeles, Cal.	23	DS4	22	16	DN3	DN3		1506	26
10009	Frank Reisenacker	San Antonio, Tex.	15	13	DN3	DN3	DN3	DN3		1460	27

All the sailors and guests rejoined in the evening at the beautiful Seattle Yacht Club for a cocktail party followed by the awards dinner and trophy presentations. Surprise visitors were SCIRA Vice-Commodore Floyd Hughes and family from Omaha, Nebraska. In this relaxed atmosphere, everyone finally had a chance to visit old friends and discuss "that last tack", and the hour was very late before the last goodbye was said.

Several social functions were enjoyed by all the guests, including the excellent salmon barbecue at the Meydenbauer Bay Yacht Club Friday night, and the Puget Sound cruise and spaghetti dinner aboard the M. V. Carolyn M. Sunday evening. Of course, the big highlight was Snipe Regatta Day at the Fair on Tuesday, Aug. 14th. (Story in October BULLETIN -Ed.)

All the contestants felt, by the end of the regatta, that superb racing conditions were established by RC Chairmen Rattray and Vynne, assisted by a hard-working committee including Dick Schusler, Dick Boyd (Commodore of the Atlanta YC), John Headlund, Al Morris, and Charlie Rose, plus considerable extra volunteer help. A top-notch job was done by the Protest Committee under the watchful eye of Jack McKenzie of the Corinthian YC -- each protest was scrutinized to the minutest detail, and decisions were promptly handled and clearly stated. The official measurer, Gene Shelley, using the official SCIRA measuring rack and new weighing scale, left no doubt in anyone's mind that each boat had been gone over with a fine tooth comb, and that each specification was checked to the finest point in accordance with present tolerances. All felt this was the finest job of measuring that had ever been done at a National Championship -- a fine pat on the back for Gene and his helpers.

The 1962 Nationals will stand out in many people's minds as the best regatta held in recent years. Seattle Fleet 444 wishes to acknowledge here the many kind letters which have been received from many participants, praising the regatta and commending us for a job well done.

The best wishes of Snipers all over the United States are extended to the new champion. Every Snipe sailor in this country will be pulling for him in the future when he represents the U. S. in future international championship regattas. It's about time we won something. Good Luck to Them! — John Rose



★ ON THE EQUALITY OF MAN

Fishing is the chance to wash one's soul with pure air. It brings meekness and inspiration, reduces our egotism, soothes our troubles, and shames our wickedness,

It is discipline in the equality of man — for all men are equal before fish. — Herbert Hoover.



PURITAN PIMM* SHEET USED BY CHAMPS!

Each snipe was equipped with Puritan Pimm Sheet in the 1961 World Snipe Championship Regatta, one of the biggest international regattas held outside of Olympic competition. 22-year-old twin brothers, Axel and Eric Schmidt of Brazil, sailed through the waters of Long Island Sound at Rye, New York to win the race. Axel and Eric relied on 3/8" Puritan Dacron Pimm Sheet for the mainsheet, jib sheets, and boom vang, along with Puritan 1/4" Yacht Nylon for the anchor line. Most experienced sailors know that Puritan is the best line to have aboard.



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Pimm Sheet, specially braided and designed for sailing, is known throughout the world, and manufactured exclusively by Puritan Cordage Mills.

A star-studded field of entries was on hand for the races, including defending champion Greg Harris, 1960 champion Bruce Cochran, and Ron Grossman, contender in the past three Junior Nationals. Allan won the big Crosby Trophy in the U. S. Nationals at Old Saybrook, Connecticut, last year.

The results tell Scott Allan's story, and although the tough and experienced team of Bruce Cochran and crew Don Flaherty of Clearwater won two of the five races, they were unable to overcome Allan's consistent sailing and ended up 284 points behind the winner, or about 4 boats. John Laun and Bill Symes, both newcomers to Snipe racing, continued Newport Harbor's domination of the top positions, as they finished the regatta in 3rd and 4th places respectively. This certainly speaks well for a top-notch junior sailing program in that area, for Allan and Laun also placed high in the Heinzerling Series later in the week. Defending champion Greg Harris sailed to first in one race, but ended the series in 7th position after withdrawing in the last race.

A Mercer Island beach party for the juniors was held after the races on Tuesday evening, and, from reports heard the next day, rain failed to dampen the enthusiasm as the visiting sailors battled the local crews to a draw in a big "Twist" session. With the graduation of several of the top skippers to the seniors, many of the juniors returned home all fired up for next year's competition in Texas.

— John Rose.

FINAL RESULTS - 1962 JUNIOR NATIONAL CHAMPIONSHIP

BOAT	SKIPPER - CREW	FLEET RACES	1	2	3	4	5	Pts.	Fin.
12762	Scott Allan-John Garrison	Newport Harbor, Cal.	1	3	3	2	3	7453	1
11221	Bruce Cochran-Don Flaherty	Clearwater, Fla.	3	4	1	7	1	7169	2
13599	John Laun-Tom Hogan	Newport Harbor, Cal.	4	1	7	9	5	6445	3
13878	Bill Symes-Ray Elagoff	Newport Harbor, Cal.	10	8	5	3	2	6111	4
11000	Ron Grossman-Chuck Falkenberg	Lake Lotawana, Mo.	2	5	10	5	6	6299	5
8418	Jon Lounsbury-Gimny Shelley	Newport Harbor, Cal.	9	6	6	4	8	6932	6
12377	Greg Harris-Ken Harris	Mission Bay, Cal.	8	7	4	1	DNF	5890	7
11572	Ron Stockett-Steve Stockett	Mission Bay, Cal.	7	DNF	2	12	4	5571	8
12978	Robin Williams-Mike Williams	Wichita, Kans.	11	11	11	6	7	5081	9
13197	Michael Golden-Larry Stockett	Mission Bay, Cal.	5	2	9	8	DNF	4830	10
10600	Roger Turner-Bob Baker	Gull Lake, Michigan	6	10	14	10	9	4900	11
9011	Bob & Anne Schaeffer	Los Angeles, Calif.	12	9	8	11	DNF	4530	12
12647	Joanne Stevenson-Mike Shear	Mission Bay, Calif.	14	12	12	15	11	3987	13
11623	Scott Rohrer-Harry Whipple	Seattle, Wash.	13	13	16	14	10	3883	14
6786	Bill Hannay-Charlie Barthop	Lake Lotawana, Mo.	15	14	15	13	12	3706	15
10600	Fatty North-Chris North	Seattle, Wash.	16	16	13	16	DNF	2699	16
11447	Margaret Guthrie-Silen Runaka	Seattle, Wash.	DNF	DNF	17	17	13	2465	17
7553	Don Mihlovich-Bob Liston	Seattle, Wash.	17	15	DNF	DNF	DNF	1252	18

JUNIOR TITLE STAYS IN CALIFORNIA

SCOTT ALLAN TAKES 1ST PLACE - BRUCE COCHRAN 2ND.



THE 1962 JUNIOR CHAMPIONS - Scott Allan holds the Duffy Bowl and crew John Garrison the Gilreath Trophy.

The largest fleet of junior skippers and crews in more than three years assembled in Seattle for the 5-race Junior National Championship Series of Aug. 6-7, 1962. And one-by-one, seventeen other junior skippers watched Scott Allan and crew, John Garrison of Newport Harbor, California, demonstrate good, consistent sailing to grab an early lead in the series and then hold off all challengers.

While some sailors noted that "typical" Seattle weather (liquid sunshine) sent everyone scurrying for raincoats and foul weather suits on both days, the juniors progressed through the series with excellent 10-15 winds for all five races, and completed the series without any difficulties and ahead of schedule early Tuesday afternoon. All races were sailed on Olympic courses which were perfectly laid out by Race Committee Chairman Dave North and Karl Hotstetter.

— Every Sailor Needs It —
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— by Ted Wells —

The "SNIPER'S BIBLE" has very recently been thoroughly revised, completely reset, and enlarged by some 20% of new material. This new edition includes all the fruits of Ted's experience since he wrote the first one, a matter of an additional eight years of mighty rewarding sailing.

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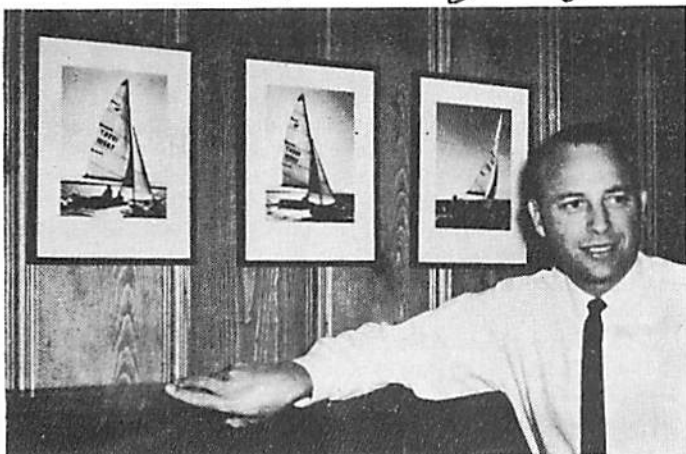
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For those who sailed in this year's U. S. National Championship Regatta at Seattle, there are undoubtedly many and varied items of particular interest which could be reported on. Certainly high on the list for comment would be the unique wind characteristics, and if anyone has the answer to the constantly varying wind patterns of Lake Washington, that person wasn't in evidence, as may be seen by the widely separated finishes of all contestants (even the leaders) from race to race. Also, note that Les normally sails on a small lake, plus Lake Ontario; Bob on small lakes plus Pacific Ocean; Bruce almost always races on Gulf of Mexico, with regatta lakes' experience; while Louis almost exclusively on Midwestern lakes. Thus all had wide and varied sailing experience, and none could claim any special advantage due to location of the regatta. Singularly, I have little basis for comment on the best way to cope with a constantly varying wind pattern, so will confine my remarks to one aspect of this regatta, which I think is of special interest to Snipers everywhere.

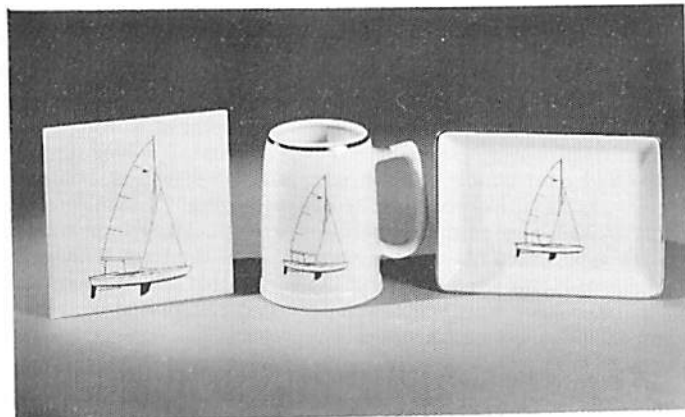
It seems that no matter how much we say so, none of us really believes that there isn't some little thing which can be changed on a Snipe to make it a real winner, some "secret gadget" to provide a little edge in speed or pointing ability over other boats. I have suggested on several occasions that the Snipe, to my mind, just doesn't lend itself to this kind of tinkering as many other class boats do. Taking a good sound hull of near minimum weight and a good suit of sails and you've got as good a chance as anyone in the race of winning a Snipe Regatta. This fact was amply demonstrated this year at Seattle, especially with the boats of the first four places. Les Larson, the new 1962 National Champion, sailed about as standard a Snipe as you could find, a 1955 model wood Varalyay, nearly every dimension right down the middle, with mast nearly straight up and down, no fancy gadgets of any kind. Bruce Cochran's boat, which took 3rd place, is very similar to Les's with the exception that Bruce has a pronounced rake to his mast. Then, of course, there is the perennial 2nd place Nationals, High Point, and Crosby winner Bob Huggins, sailing his home made boat #3518 built in 1939, still with nothing especially unique in its shape or "gadgetry" to make it "go". 4th place winner Louis Nelms was sailing a brand new fiberglass boat which he picked up on his way to the Regatta. Even with a very limited time for tuning, Louis observed that the new boat handled identically with his previous and older wooden boat. On the matter of sails, here again each of the first four boats used standard suits of sails, all from different sailmakers and all with similar good results.

The point of all this to my mind is that the Nationals this year has again demonstrated that you don't have to have a new boat, special sails, or develop some secret gadget in order to be a winner when competing against other Snipes. An old wood boat built years ago, or a new fiberglass will do equally well — provided the tiller is handled by someone of equal sailing ability, and it was simply because Les, Bob, Bruce, and Louis demonstrated superior sailing ability that they came out on top in this big event.

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IMPRESSIONS OF THE 1962 NATIONALS.

By the time we finished racing, or sitting around waiting to race, I didn't have the ambition to make notes on each day's activity or lack of it, so these wanderings will be based on impressions not supportable by documentation.

First, the weather was definitely regatta weather! On the charts accompanying the bid for the regatta, and in conversations before the regatta, it was comforting to learn that the wind only blows from two directions - north and south-southwest. Also, it is clear and warm with a north wind, and cloudy and raining with the south-southwest wind.

The first race of the Crosby series was delayed waiting for the wind to shift away from the northeast, which it never did. We also had east winds, west winds, northwest winds, southeast winds, and south-southwest winds with bright sunshine. The only wind I remember which met all specifications was the north wind which blew in the second lap of the first Heinzerling-Wells Series race. The first lap was sailed with a south wind. The 180 degree shift, which was preceded by a period of drifting, scrambled positions considerably.

The amazing thing was that the Race Committee managed to give us excellent courses and starting lines under these circumstances. They were handicapped somewhat by equipment difficulties on occasion and their job wasn't made any easier by having to anchor buoys in water over 200 feet deep. One bit of regatta weather which was welcomed by those preferring more wind was the fact that four of the first six races were sailed in nice breezes - we even planed in one of them (unheard of in Seattle except in squalls). This, incidentally, was a morning race. The wind is not supposed to blow until afternoon in Seattle, unless it is raining. This was a dandy southeast breeze,

and no rain.

While I am glad to have had the opportunity to show that old Snipe skippers neither die or fade away - they just race for their own trophies - I didn't really plan it that way. (Someone remarked that I had now won all the trophies there were, but kindly refrained from adding that if I was smart, I'd quit while I was ahead). The Crosby Series races, while not really drifters, were certainly light and tricky. In the last race, I decided to do a bit of scientific research, the project being to find out whether Bob and Ellie Huggins really went so much faster than anyone else, or whether he just had a better average on guessing on which side of the fleet to be. (Going down the middle was usually synonymous with going down the drain).

I had a reasonably good start in this race, several lengths ahead of Bob. Shortly after the start, he tacked to port, so I did, too. We both went behind starboard boats. He crossed in front of the next starboard boat and cleared. I didn't want to sacrifice any of my lead on Bob, thereby throwing an inaccuracy into the scientific experiment, so I tried to cross in front of the next starboard that came my way, although it looked as if it would be close. It was! too close! I had an excellent view of the race from outside the course. I still don't know why Bob does so well in light airs.

Another impression that I'm sure everyone had, concerns the technical competence shown by everyone having anything to do with the regatta. The measuring was the most thorough ever; the protest committee worked fast and knew what they were doing; and all arrangements, unless loused up by lack of wind, were right on schedule. As Dave North said, "We didn't ask Old Joe to come - he just did!"

At the Iowa-Nebraska regatta, the shotgun blast announcing the skippers' meeting brought down from the roof of the club, a body which looked exactly like Old Joe. The fact that I managed to win the regatta proves that it was at least one of Joe's better boys who had been brought down, but I'm afraid Seattle knows that Joe is still very much alive.

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SCOTT ALLAN, winner 1961 of the Crosby Trophy.

JOHN JENKS, winner 1961 S.C.Y.A. Midwinters.



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IBM COMPUTER FIGURES RACE RESULTS AND FLEET STANDINGS

NOTHING TOO GOOD FOR IOWA-NEBRASKA FLEET 309!



INSTANTANEOUS RESULTS - Duane Post, IBM expert (center) shows the latest score sheets to Joe Pilling, Fleet Captain (left) and SCIRA Rear-Commodore Floyd E. Hughes, Jr. They are quite impressed!

The Iowa-Nebraska Sailing Association, Snipe Fleet 309, may be enjoying a unique "First" in one-design sailing circles in that our season sailing records are being computed, tabulated, and recorded with weekly posting sheets prepared by an intricate IBM 1401 Computer.

The chore of keeping point score records for 30 Snipes for a season from April until late October can become rather burdensome. As a result of a search last winter for someone interested and qualified (the mathematics seems to defeat many skippers), it was suggested that one of our newest members, Duane Post, an IBM marketing representative, perhaps would take on the job of fleet secretary and the job of keeping the point score records. As a humorous afterthought, the remark was made that maybe he could simplify the work by having it done by computer.

Duane, who spends most of his time working with the giant computers of the Strategic Air Command, is of an inventive turn of mind, and knowing that Olympic scores are kept by the IBM computer, decided to tackle the problem. For those not versed in computer terminology, an important segment of computer use is in the "programming" of the problem. This consists of preparing the problem in all its phases so that it can be placed in the computer on IBM cards in digestible form. A complete point score record has considerable detail and if all skippers are to be happy, it must be complete to the last decimal.

Accordingly, all the pertinent information plus many double check procedures must be programmed for the computer to serve the purpose properly. Duane spent over 40 hours making up the program, and after careful checks, all skippers are convinced of its accuracy.

Once this job was completed, the weekly processing of the results takes only a brief few seconds from the moment the results are fed into the computer, added to the standings on record, computed, and printed into form for posting. The IBM computer is used each week through the courtesy of one of our large national insurance companies with home offices in Omaha. If there are any fleets with access to an IBM computer and are interested in this scoring method, Duane will be happy to assist in setting up the programming.

Floyd E. Hughes, Jr.
(The sample score sheet submitted for 20 boats measures 10 1/2 x 11" and is quite complete and accurate (of course!). But unfortunately (a tip of the hat to IBM), the impressions of the printed characters were a little too uneven to make a good legible offset copy when reduced to BULLETIN size).



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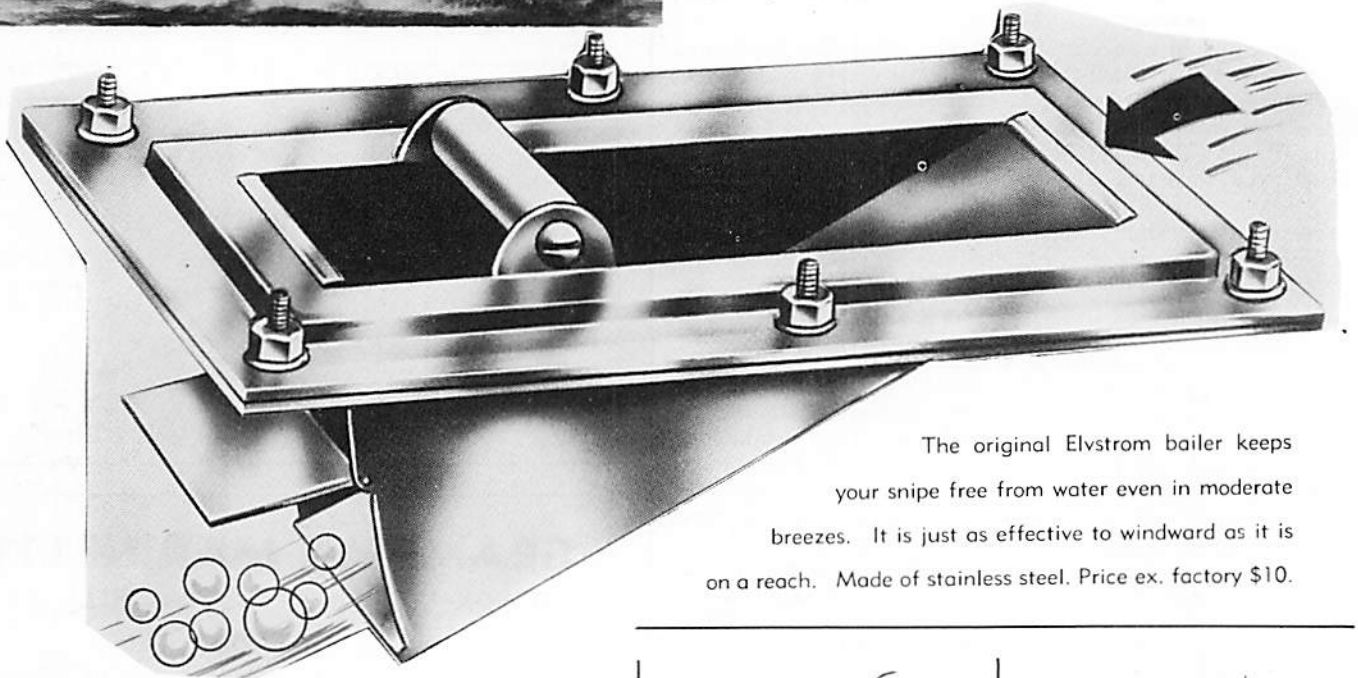
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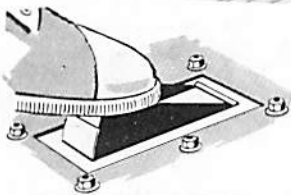
1959 World Championship



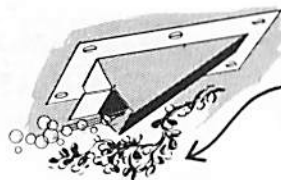
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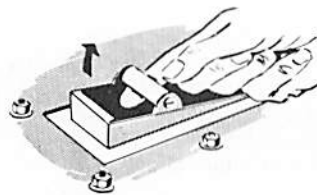
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FOR SALE: 2 SUITS OF FULL CUT ROBERTS SAILS. 1 suit is 3.2 oz. Dacron with full measurements and used one season. \$120.00. The other suit is Orlon in excellent condition with excellent racing history - \$50.00. Fred Brede, 2111 Watkins Lake Rd., Pontiac, Michigan. Phone Orlando 3-4771.

FOR SALE: SNIPE 10230 built by GERBER. Never raced until 1961. The third highest boat from the eastern seaboard to finish in the 1961 Nationals at Old Saybrook, Conn. Equipment includes a beautiful suit of North sails received on Aug. 6th this year and only on the boat once. Also a real good suit of Watts miter-cut sails new in June 1961. 78 lb. bronze daggerboard; A1-Spar aluminum mast new in August 1961; good trailer with tie-downs; winter cover; all running rigging; painted and ready to sail. Price \$1200.00. Russ Allen, 225 Compo Rd., Westport, Conn. Phone CA7-2477.

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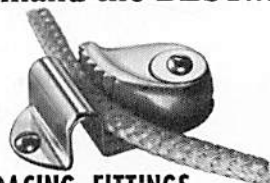
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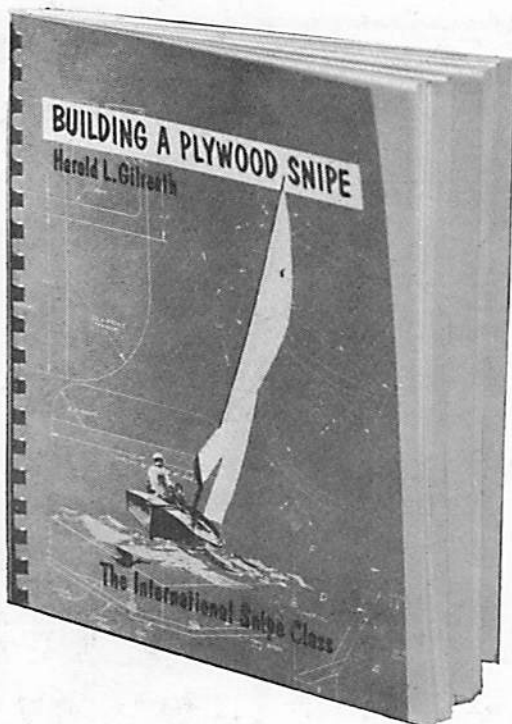
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