

# ***SNIPE*** ***BULLETIN***

VOL. XIV - SEPTEMBER 1964 - No. 4



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## Voice Of The People

JOIN THE NAVY AND SEE THE SNIPES!

" I just wanted to let you know that, although the service has whisked me off to Japan, I am still in Snipes, - thanks to a letter of introduction from a very good friend of mine, Ted Wells.

My father and I sailed with Ted for 12 years right up to the time I entered the service. When I came to Japan, I hadn't been here two weeks when I received my BULLETIN and a letter from Ted. It introduced me to the company who sails Dragons mainly and who incidentally, have 3 skippers in the Olympic Games in Tokyo. They were very gracious and helpful in introducing me to Mr. Ishiwaka, who is the Snipe Secretary for the Tokyo area. Though he couldn't speak a word of English and my Japanese isn't the best, we made out with the help of the only Snipe crew who speaks any English in the area.

The next weekend, he gave me his boat and crew (the one who speaks English) and I sailed the weekend away. I was invited up again; this time he wanted to have me crew for him. Unfortunately, my ship had to leave for the Phillipines and I could not make it.

However, the first weekend I am back in Japan, I am heading straight for the yacht club and more Snipe sailing. These people are very wonderful to me and they have the SNIPE BUG as bad as I do. To a guy who is 6,000 miles from home for 3 years, it's a wonderful feeling to see familiar Snipe sails fluttering in the wind and to know that the owners will welcome you as one of them. The boat and organization have thus accomplished a wonderful situation in international relations throughout the world. Can any other class equal this? I am sure one will see more Snipes throughout the world than any other class of sailboats.

I thank the day when I was 8 years old and Dad said, " Get in the boat. You're going to crew!"

Denis A. Williams  
USS Washtenaw CTY (LST 1166)  
FPO, San Francisco, California.

P. S. SNIPERS ARE THE SAME THE WORLD OVER!

CLEARWATER YACHT CLUB BLOWS A HORN

" We all had a wonderful time at the National Regatta and feel the sailors at the Mission Bay Yacht Club deserve special thanks for a job well done. A very well planned and executed regatta all the way, and I know it was a lot of hard work on the part of many that made it so successful.

Francis and I, Danny Flaherty, and Bruce Colyer with his new wife stayed over one day and went to see Disneyland. It was well worth it. After 5 (mostly hot) days on the road together, we arrived home safe on Friday about 6 PM. All of us and 2 Snipes made the long trip O. K. and without incident. We are certainly glad we did not miss this National Regatta and we are especially proud of Dan as the new Junior National Champion and the fact that he represented the Clearwater (Fla.) fleet, sailing "Honey" (ole 6995) so well, has a special meaning for us. Something none of us will ever forget.

You may be interested to know that Dan Flaherty lives at Clearwater Beach very near to the Clearwater YC. He learned to sail with the local Pram fleet and showed so much interest in Snipes that he was awarded co-ownership of the CYC Snipe "Melody III" about 3 years ago. He is 17 now and will be a Senior at Clearwater High School in September. He will continue to sail "Melody III" for as long as he can actively race her.

We think the CYC has an excellent Junior Champion record, having earned the title a total of 6 times by 5 Champions; namely, James Cochran 1938, Morris Whitney 1951-1952, Ken Lippincott, Jr., 1958, Bruce Cochran 1960, and Dan Flaherty 1964. Francis has a new junior skipper in training now for the Peoria regatta next year. "

—Naomi Seavy.

# Nice sailing, Basil Kelly, in your Lippincott... taking third place in the Worlds

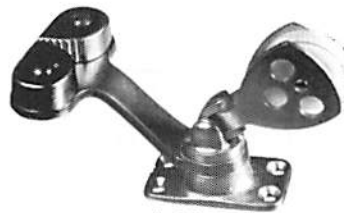
That was a superb performance you gave us in France. It took a masterful fusion of boat, sails and skipper to beat out the other greats of the Snipe class.

Your achievement is further proof that Lippincott Snipes will continue to perform outstandingly in Class boat competition. Come on, the rest of you Snipe sailors! Get in on the fun. Race a Lippincott yourself this season.

In wood or fiberglass Lippincott builds them, stronger, lighter, smoother and finer to the latest championship off-sets available. For detailed information on complete Snipes, Comets, Lightnings, Stars and Blue Jays . . . or spars, fittings, repairs etc., write or phone . . .

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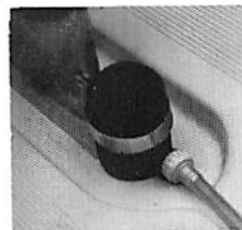
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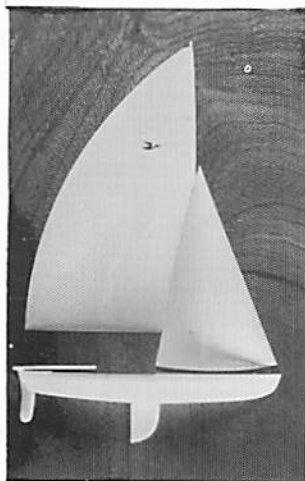
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# SNIPE BULLETIN

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## The Cover

**TWO GOOD STARTS, BUT DIFFERENT!** The top picture shows perfection, with all 26 boats hitting the line at once like a rank of soldiers. The bottom photo shows a "gang-up" at the port or leeward end of the line. Either this bunch got there a little early, or figured the favored end (by 5 degrees) was the best position, which could result from a sudden slight shift after the 5 minute gun. The fact that the fleet was pretty well divided when the gun went off bears evidence that it was a good starting line.

—San Diego photos by Ron Stockett

## — THE SCORE —

Numbered SNIPES — 15213

Chartered Fleets — 589

With the issuance of 27 new numbers in August, the total for the year is now 543, which brings 1964 into 4th position in the 33-year score list. With one more month to go, looks like we might work up to third, at least.

The U. S. got 15 of these boats, while Turkey took 5, Portugal 4, and England 3. Incidentally, 9 of the U. S. boats were wooden hulls, of which 7 were built by amateurs.

No new fleets were chartered during the period.

## The BULLETIN Deadline

Once again attention is called to the sentence in the mast - head printed at the top of this column in every issue of the BULLETIN which reads, "Forms close on the 10th of the month preceding publication."

In recent months, there has seemingly been considerable confusion and resultant unhappiness over the necessity to get copy for all notices and regatta ads in this office in plenty of time for desired issuance. After receiving one order on the 8th of July for expressed publication in the July BULLETIN, and when the sender expressed surprise and disappointment that it was too late, it seemed apropos to state again that such a miracle can't be done - copy should have been in by the 10th of June at the latest. In this particular case, an ad for a regatta did not get published, to our mutual regret.

Please make it a rule to send copy in a month ahead of time instead of a month behind time, for it is impossible to change printing schedules as too many people are involved.

## You Are Invited to Help

Recently a Sniper commented on the fact that the BULLETIN contained too many write-ups of local regattas and not enough genuine Snipe news of interest to Snipers all over the world. He said that after 10 years, he reads just enough to find out who won. He promised to try to remedy the situation by sending in some interesting material - which offer was received with the greatest of pleasure. Perhaps you, too, can help improve the BULLETIN. It is a class paper for your use as well as for the dissemination of news. The invitation to help is always open.

## 1964 SCIRA General Meeting

It is customary to hold a general SCIRA meeting during the U. S. National Regatta. This was held at Mission Bay Yacht Club Thursday A. M., August 8th at 9 o'clock. Commodore Bud Hook presided with about 150 attending including Board Members Rear Commodore John Wolcott, Dr. Bob Shaeffer, John Jenks, Ted Wells, and Birney Mills.

Reading of the Ft. Worth and Chicago minutes was passed. Here are brief highlights and recommendations made for future Board consideration and action:

(1) Secretary-Treasurer Mills gave a brief 10-month financial summary showing general SCIRA receipts slightly higher than last year with all bills paid and \$10,354.38 cash in bank accounts; in addition, the USA Snipe Fund now has a balance of \$2471.29 and all obligations owed by USA Snipers finally paid during the year. BAPS sales returned \$1160.95 to the treasury, reducing that account from the original \$5704.26 to \$2484.42. Royalties on fiberglass hulls about the same as last year. Steady improvement predicted with money now available for future class promotion.

(2) Rule Book issued in new format and much work still to be done to perfect the product.

(3) Ted Wells announced: (a) that serious consideration was being given to recommendation made at Bendon that the rule book be changed and issued every 2 years instead of annually; (b) mast hole dimensions in the deck were made more or less arbitrarily, but following advice given by experienced sailors and builders. Could be changed an inch or so one way or the other, if deemed best; (c) in the matter of bending booms, general approval was given to leaving present rules the way they are; (d) policy on measuring fiberglass hulls made after January 1st 1965 will be that no minor variations of any kind will be allowed, and no exceptions will be made on these hulls. They should be built to the middle of the plans and not to edge of tolerance; if off anywhere, they will not be approved or allowed to race under any circumstance. All his statements met with approval.

(4) Louis Nelms was assured that the \$25.00 royalty fee was still applicable and could only be changed by the Board, which had not done so yet. He suggested elimination of this fee along with the proposal that anyone could build a boat out of any material instead of restricting fiberglass hulls to professional builders. Huggins expressed opinion that amateurs making fiberglass hulls did not make them stiff enough.

(5) Varalyay stated present tolerances at stations 1 and 2 were too small.

(6) Switching of crews in sanctioned local and district regattas should be more fully covered.

(7) Fleet standings should be figured on a local sailing season basis instead of calendar year limitations now existing.

(8) Colyer moved, seconded by Huggins, that fiberglass royalties be eliminated and that an even number fee be charged for all boats regardless of material used. Unanimous approval.

(9) No numbers be issued until hulls are measured and approved as genuine Snipes. No decision.

(10) Minimum combined weight for skipper and crew dis-at length. Old arguments. Voted to continue as is.

(11) Moved by Huggins, seconded by Seavy, that the previous immediate national champion be allowed to defend his title in the Heinzerling Series without any additional qualification, thus making total entries 24 + 1. Passed.

(12) Long familiar discussion on throw-out in the Crosby Series. Bixby moved, seconded by Ramel, that all 5 races be counted. Lost. Throw-out one race except DSQ - carried. Close votes made both issues inconclusive.

(13) Ted Wells will furnish an article on Snipe rigging for a series to be published by One Design magazine.

(14) Commodore Hook announced following committee chairmen: Nominating (composed of former commodores)- Floyd E. Hughes; Boundary - Eddie Williams; National Regatta Sites - John Wolcott; new Rule Book Revision - Steve Taylor, with members, Birney Mills, Herb Shear, and Ted Wells.

Invitation for all members to attend Annual SCIRA Meeting in Indianapolis January 30th, 1965. Adjourned at 10:45

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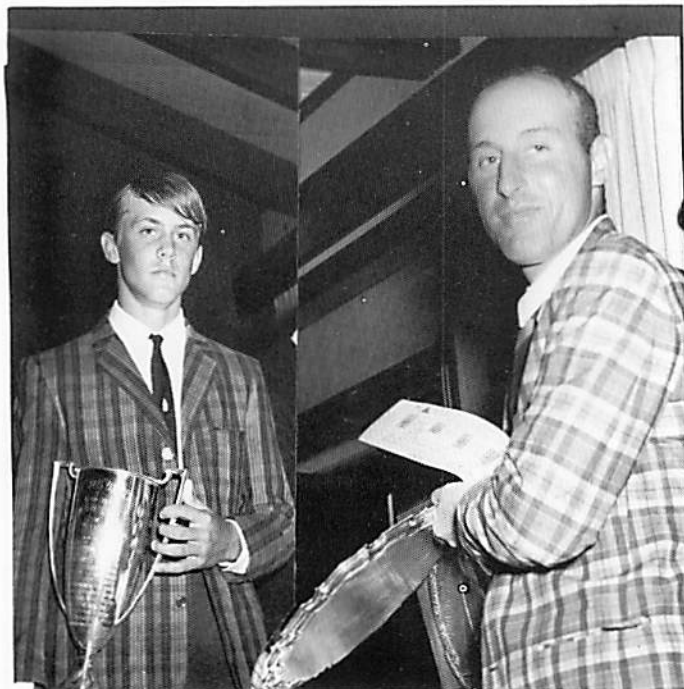
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1868 W. 166 ST. — GARDENA, CALIF.

# —Michigan Sailors Win National Snipe Title—

GERALD JENKINS TAKES THE HEINZERLING TROPHY AWAY FROM CALIFORNIANS WHO WIN THE NEXT 6 PLACES  
HE ALSO WINS THE GRIFFITH HIGH - POINT SCORE TROPHY

SLAUSON BOWLS GO TO HUGGINS TEAM IN SECOND PLACE AGAIN - DOUGLAS DE SOUZA TAKES THIRD SPOT  
LEW BEDFORD SAILS 5 PERFECT RACES TO GET THE CROSBY SERIES — DON ADAMS EASILY WINS THE WELLS



THE NEW SNIPE CHAMPIONS -- 15-year old Dave Tippett of Dearborn, Michigan, holds the PLYC 110 Trophy given to the champion crew. Jerry Jenkins (right) of Grosse Pointe, Michigan, takes time out from gathering up his many trophies to turn and look at the camera.

Last year, for the first time, the name of Gerald Jenkins popped up in the entry list for the U. S. National Championship Regatta. He attracted a little attention when he placed an easy 5th in the Crosby Series, but his modest 17th in the Heinzerling made him just another contestant. But those who knew that the 36-year old real estate operator from Grosse Pointe, Michigan, was the 1959 National Champion in the Thistle Class figured that, with a little more Snipe experience, he would be heard from some day — and that day came just a year later at Mission Bay.

Sailing a new wooden Eichenlaub in a consistent series of 1-2-3-6-4, Jerry got an early jump on the other 23 entrants and then staved off a determined attempt by defending champion Bob Huggins to hang on to his title. But Bob's 9-4-2-2-1 added up to 7035, just 124 points behind, and Jerry and his 15-year old crew, Dave Tippett of Dearborn, Mich., became the 1965 National Champions. And another newcomer to the class, Douglas de Souza of Mission Bay YC, also a champion in other classes in recent years, closely pursued Huggins all week and ended up in a solid 3rd place. Bob knew he had competition!

60 skippers from 12 different states descended on San Diego to race for the honors at famed Mission Bay Yacht Club from July 31st to August 8th. It was the biggest of the 5 national championships ever held by SCIRA on the West Coast.

The field was divided into 6 fleets of 10, each fleet to sail against each other one once in a round-robin series of 5 races for the Crosby Series; then 1 race to be dropped to determine the top qualifiers for the main Heinzerling Trophy.

After all boats and sails had been certified by the measurer, the Crosby Series got under way Sunday Aug. 2. These 5 races were all sailed on the same course - 2 laps around a triangle which measured .8 miles per leg and then an extra windward leg to finish on a beat. Theoretically, this kept the 60 boats with a division of 20 boats each for each leg.



THE CROSBY WINNERS - Commodore Bud Hook stands between winning skipper Louis Bedford of Mission Bay, as he gets a firm grasp on the Crosby Bowl, and his crew, Tom McLaughlin, also of Mission Bay.

This was a good series of races, for the winds varied from light and fluky at the start to brisk 8-10 knots and a moderate ground swell at the finish. There were, consequently, the usual combination of good and bad races, but with one exception — Lew Bedford of Mission Bay YC accomplished the unheard-of feat of winning all 5 of his heats for a perfect score of 8000 points, the first time anyone has ever done that in a Crosby series. And he won in very convincing fashion, for he locked horns with Bob Huggins, defending champion, and won a brisk tacking duel on the final beat for his first triumph; so thoroughly blitzed his flight in the 2nd that he finished 12th in the flight ahead of him which left 10 minutes earlier; came from behind to get the lead on the run in the 3rd; led all the way around in the 4th; had his toughest battle with de Souza, Harris, and Ullman all away around the course, finally squeezing in ahead of de Souza on the final beat. This remarkable record made him the overwhelming favorite for the big prize. "We start all over again tomorrow," was his reaction after his sizzling performance.

More emphasis was put on Bedford's showing due to the caliber of his competition, for the entry list was loaded with famed sailors: Huggins, Seavy, Schenck, Wells, and Wolcott are all former Snipe National Champions; former Junior title holders, Jerry Thompson, Scott Allan, Greg Harris. From other classes came Earl Elms, current Penguin senior champ, and Dave Peterson, junior Penguin champ; Carl Eichenlaub, Jr., runner-up last year and Lightning titlist now; Jenkins 1959 Thistle champ; 13 past district champs—a real formidable list!

The 1st Heinzerling Race was sailed Wednesday morning over an Olympic course in light, shifty winds of 6-7 mph and a slight rolling wave action. Most starters favored the windward end of the line, but Huggins and Elms chose the leeward end. Jenkins started right out to show he had his mind made up to win and was 1st at the windward mark, followed by Huggins and Nelms. They sailed that way around the triangle and then

# 1964 SCIRA NATIONAL CHAMPIONSHIP CROSBY SERIES

Column C gives total score for all 5 races; H shows standings after dropping one race with v indicating the top 24 qualifiers for the Heinzerling Series.

BOATS	SKIPPER	CLUB	RACES					Pts.	C	H
14593	Law Bedford	Mission Bay	1	1	1	1	1X	8000	1v1	
3518	Bob Huggins	Stanford, Calif.	2	1	1	4	4X	7459	2v3	
14676	Gerald Jenkins	Detroit, Mich.	8X	3	3	3	1	7021	3v4	
14150	Earl Elms	MBYC	1	15X	2	2	1	6918	4v2	
14800	Scott Allan	Newport	10X	4	5	1	2	6747	5v5	
12377	Greg Harris	MBYC	7	2	7X	3	4	6646	6v8	
14495	Doug De Souza	San Diego	6	11X	5	1	2	6542	7v6	
13933	Louis Nelms	Fort Worth, Texas	2	8X	7	6	4	6360	8v11	
10567	John Jenks	San Francisco	4	7	8X	5	3	6354	9v12	
14372	Paul Tooby	Newport Harbor	2	5	12X	3	6	6327	10v9	
9011	Bob Schaeffer	Los Angeles	4	7	4	7	7X	6206	11v15	
12054	Elden Campbell	Alamitos Bay	15X	1	9	4	3	6113	12v10	
14300	Kim Besenberg	Newport Harbor	1	14X	2	10	7	5967	13v13	
14489	Dave Ullman	Newport Beach	7	3	daq	2	3	5965	14v7	
14441	Lanny Coon	Newport Harbor	6	8	2	9	9X	5883	15v18	
6025	Ted Wells	Wichita, Kan.	5	10X	5	6	8	5867	16v17	
6995	Francis Seavy	Clearwater, Fla.	12	6	1	dnf	2	5671	17v14	
13020	Al Lovinson	Indianapolis, Ind.	3	5	14X	11	5	5665	18v16	
14684	T. Tillotson	San Francisco	8	9	6	5	10X	5595	19v24	
13030	Bruce Colyer	Miami, Fla.	11	2	11X	6	9	5570	20v22	
14683	Bob Miller	San Francisco	9	10	8	2	11X	5495	21v25	
13531	Bill Kilpatrick	Oklahoma City	16X	4	4	4	14	5461	22v19	
14283	Ken Karnes	Mission Bay	5	16X	3	10	9	5350	23v20	
9497	John Wolcott	Quassapaug, Conn.	4	5	16X	6	13	5299	24v21	
10792	Jim Warfield	San Francisco	17X	2	8	7	11	5242	25v23	
14544	Ron Stockett	Mission Bay	5	12X	5	11	10	5223	26v27	
14481	Jim Amos	San Francisco	3	11	15X	12	5	5157	27v26	
10818	Phil Nieman	Chicago, Ill.	11	7	9	12X	7	5077	28v30	
12505	Dave Peterson	Mission Bay	3	4	13	16X	13	5006	29v28	
13935	Jack Steeles	Los Angeles	10	6	10	9	16X	4796	30v32	
14675	Stan Swartz	Mission Bay	19X	11	6	8	8	4787	31v29	
14490	Lee Thompson	Akron, Ohio	9	3	18X	8	16	4711	32v31	
11771	Tim Hogan	Newport Harbor	14	15X	11	8	6	4619	33v34	
14149	Chas. Merrill	Alamitos Bay	9	15X	13	13	5	4564	34v35	
14641	Jerry Thompson	Alamitos Bay	17X	9	10	11	8	4550	35v33	
13863	Bix Bixby	Alamitos Bay	13	13	9	17X	6	4393	36v37	
13211	Al Cline	Mission Bay	11	6	7	dnf	17	4298	37v36	
15202	Carl Eichenlaub	Mission Bay	14	18X	4	15	11	4203	38v38	
14059	Duane Hines	Lake Merritt	13	12	14	5	18	4179	39v39	
11438	Carlos Mattson	Lake Marced	7	13	17X	13	14	4029	40v40	
12888	Joe Ramel	Lee's Summit, Mo.	8	17X	15	16	10	3937	41v43	
13232	Don Adams	Alamitos Bay	19X	16	10	9	13	3878	42v41	
14682	John Norheim	San Francisco	6	19X	18	13	12	3863	43v42	
12978	Bob Williams	Wichita, Kan.	12	8	17X	15	15	3858	44v44	
3421	Robt. Jones	Los Angeles	15	13	11	14	15X	3765	45v46	
11219	Art Jones	Los Angeles	10	10	17	14	18X	3756	46v46	
8080	W. Gleckler	Alamitos Bay	14	12	13	14	17X	3658	47v47	
14656	Ed Hornung	Lake Marced	13	20	3	10	dnf	3630	48v48	
12660	Bud Hook	Indianapolis, Ind.	12	17	12	18X	12	3628	49v49	
12001	Tom Steward	Dallas, Texas	15	9	18X	15	15	3581	50v50	
13934	Arch Hignan	Los Angeles	dnf	14	16	12	18	3165	51v51	
14330	Lee Kellerhouse	Chicago, Ill.	18	14	16	18X	14	3141	52v52	
11888	D. Williamson	Fort Worth, Texas	18	16	12	19	19X	2963	53v54	
15025	Bob Elwell	Kansas City, Kan.	16	19	14	16	20X	2904	54v55	
15215	Bill Buckles	Deatur, Ill.	18	18	19X	17	16	2743	55v56	
13021	Bruce Lockwood	San Francisco	17	18	16	20X	20	2612	56v57	
12970	Dave Andre	MBYC	16	17	19	dnf	12	2526	57v58	
14400	Harold Horn, II	Lincoln, Neb.	19	19	20X	17	19	2469	58v53	
14110	Bill Floyd	Coronado, Calif.	dnf	dnf	19	19	17	2426	59v59	
12968	Worth Ross	Reno, Nevada	20	20	20	18	dnf	2336	60v60	

Nelms took over on the 2nd beat, pushing Jenkins back into 2nd while Dave Ullman moved up behind Huggins as the wind died down to a drifter. Dave continued hot on the run, passing both Jenkins and Huggins, but couldn't catch Nelms. But on the final beat, Jenkins outgassed Nelms and his other challengers by taking a long port tack north and laying the finish line. Greg Harris meantime moved up to 3rd place while Huggins dropped back to 9th. Ullman and Elms were 4th and 5th.

Increasing cloudy skies with the same light winds marked the start of the 2nd race. This one was all Greg Harris, for he jumped out at the start, led by a nice margin at the 1st mark, and opened up on every leg. He seemed to know where the wind would come from next and he performed skillfully in his effort to beat the time limit of 2 1/2 hours, crossing the finish line in 2 hrs. 22 min. well ahead of the next boat. Nelms and Jenkins pursued him and had a little battle of their own until Huggins, who had a poor start, came up from way back nowhere and squeezed into 2nd place at the 2nd windward mark. This was the order on the run, but on the beat home, Jenkins displayed his best form and got a coveted 2nd, while Dr. Bob Schaeffer, who suddenly appeared from nowhere on a long starboard tack, grabbed 3rd from under Huggins and Nelms.

The same weather conditions of light shifty winds prevailed during Thursday's two races, with a little less roll. But some new faces appeared among the leaders, although Jenkins and

Huggins managed to stick in the first 5 in both events. In the 3rd race, Jenkins was leading when he cleared the weather mark for the final run and beat to the finish, but he yielded to Huggins at the leeward mark. When a question of overlap arose, both came out flying protest flags and Dave Ullman and Doug de Souza benefitted by slipping ahead for 1st and 2nd spots with Huggins, Jenkins, and Schaeffer behind them. When Jenkins' protest was upheld, Huggins got a DSQ and Jenkins moved up to 3rd. This eventually proved to be a critical point in the final outcome.

The 4th race saw a gradual lessening of the wind and the light weather sailors took over. While this was to Huggins' liking, Earl Elms stepped in and wired this one right from the very start, and finally finished 45 seconds ahead of Bob. Bob meantime struggled to keep ahead of de Souza, fighting him all the way, finally taking a badly needed 2nd place and thus picking up some ground lost by his DSQ, for Jenkins finished in 12th spot, his worst race of the series. As the wind lessened to nothing, effects of the current (reported as about 1 knot in this area) increased, and many positions changed as trouble developed in laying the finish line. Schaeffer was 4th and Seavy 5th.

Overall standings at this point with 3 races to go saw Jenkins retaining his lead, Dave Ullman 2nd, Schaeffer 3rd, Earl Elms 4th, Greg Harris 5th, de Souza 6th, Huggins 7th.

Friday saw a decided change in weather conditions and the day's two events. The 1st race (5th) was favored with brisk 12-16 mph winds with a stiff chip opposing the boats. There were many smiles on some faces and one man was especially happy, for it reminded him of his home waters on the Gulf of Mexico. So Francis Seavy simply sailed away fast from all the rest of the fleet to an easy triumph. But Bob Huggins was fighting to put boats between him and Jenkins and managed to end up ahead of de Souza, Elms, and Nelms with Jenkins in 6th place. At the reaching mark, a wisp of 6 to 8 Snipes tried to catch Seavy and there was quite a mixup. Huggins and Lanny Coon came out of it flying protest flags. Bob was upheld in this case and his fine 2nd made the gap with Jenkins a little smaller.

Winds deserted the fleet that afternoon (6th race) and this was Huggins weather. He fought a fiery duel with de Souza all the way around the course with Scott Allan occupying a ringside seat in 3rd place. But he couldn't shake off Jenkins, who protected his lead over Huggins by hanging doggedly on to 4th place. Bob Schaeffer was 5th.

After dropping one race for the best 5, Jenkins had 7159 points for a 124 points lead over Huggins, which meant Bob had to beat him by 2 or 3 boats to successfully defend his title. The 7th and final race Saturday promised to be a dandy!

But it was not to be, High winds whisked a curtain down prematurely when a churasco with winds up to 35 knots struck the fleet just before the start. The race officials canceled the event and declared the regatta over.

## 1964 SCIRA NATIONAL CHAMPIONSHIP COMMODORE CHARLES E. HEINZERLING TROPHY SERIES

BOATS	SKIPPER	CLUB	RACES						Pts.	Fin.
14676	Gerald Jenkins	Detroit, Mich.	1	2	3	12X	6	4	7159	1
3518	Bob Huggins	Stanford, Calif.	9	4	daq	2	2	1	7035	2
14495	Doug De Souza	San Diego YC	10	16X	2	3	3	2	6891	3
14489	Dave Ullman	Newport Beach YC	4	10X	1	6	8	7	5439	4
14150	Earl Elms	MBYC	5	13	6	1	4	15X	6274	5
9011	Bob Schaeffer	Los Angeles YC	dnf	3	4	4	15	5	6154	6
12377	Greg Harris	MBYC	3	1	10	16X	7	10	6122	7
13933	Louis Nelms	Ft. Worth, Texas	2	5	8	17X	5	14	5931	8
6995	Francis Seavy	Clearwater, Fla.	13	24X	13	5	1	13	6995	9
10792	Jim Warfield	San Francisco	11	6	16X	10	11	8	5075	10
14800	Scott Allan	Newport Beach	17	20X	5	15	10	3	4953	11
14593	Law Bedford	MBYC	7	7	17	9	dnf	11	4812	12
14372	Paul Tooby	Newport Harbor	14	14	7	8	17X	16	4328	13
13020	Al Lovinson	Indianapolis, Ind.	6	9	20	19X	14	12	4303	14
6025	Ted Wells	Wichita, Kan.	8	11	19	7	dnf	19	4113	15
14441	Lanny Coon	Newport Harbor	16	8	9	14	daq	18	3996	16
14684	Tom Tillotson	San Francisco	15	19X	14	11	16	9	3954	17
10567	John Jenks	San Francisco	18	18	12	13	9	21X	3707	18
9497	John Wolcott	Quassapaug, Conn.	12	15	15	20	12	22X	3475	19
14300	Kim Besenberg	Newport Harbor	19	17	18	dnf	19	6	3298	20
12054	Elden Campbell	Alamitos Bay	23	12	11	18	20	dnf	2994	21
13531	Bill Kilpatrick	Oklahoma City	22X	21	21	21	20	2425	22	
14283	Ken Karnes	MBYC	20	22	dnf	dnf	21	17	2067	23
13030	Bruce Colyer	Miami, Fla.	21	23	22	22	18	dnf	1975	24

In the meantime, 33 skippers competed in the consolation (Continued 2nd column top page 8)

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(U. S. NATIONAL CHAMPIONSHIPS continued)

bracket Wells Trophy Series, sailing the same courses under the same weather conditions 10 minutes behind the Heinzerling flight. And once again, one man - Don Adams of Alamitos Bay — almost duplicated Bedford's feat of 5 wins in the Crosby, for he compiled a score of 1-2-1-1-1 for 7921 points, or 1334 points ahead of Stan Swartz in 2nd place. No one competitor hung on his stern to give him a hard time and he bested them all in turn.

The Wells group had a little trouble with the schedule, as their second race had to be abandoned when winds died down to nothing and postponed until Saturday; in the 4th race, an adverse current at the windward mark swept 6 boats into the mark and automatic disqualification. The same current played havoc at the finish line (then stronger than the breeze) with many position changes. Then their 6th race which started early Saturday morning was just about finished when the regatta was called off. Thus they got in only 5 races and all 5 counted in the final scoring.

## 1964 SCIRA NATIONAL CHAMPIONSHIP WELLS SERIES

BOATS	SKIPPER	CLUB	RACES	1	2	3	4	5	Pts.	Fin.
13232	Don Adams	Alamitos Bay	1	2	1	1	1	1	7921	1
14675	Stan Swartz	Mission Bay	4	1	4	6	9	6	6587	2
13935	Jack Steele	Los Angeles	7	8	20	3	2	3	5651	3
14330	Lee Kellerhouse	Chicago, Ill.	5	9	9	18	3	3	5317	4
14149	Chas. Merrill	Alamitos Bay	21	4	8	2	14	5	5108	5
11771	Tim Hogan	Newport Harbor	12	3	2	16	16	6	5056	6
12970	Dave Andre	Mission Bay	8	18	3	4	dnf	4	4600	7
14544	Ron Stockett	Mission Bay	3	12	14	5	dnf	4	4479	8
14641	Jerry Thompson	Alamitos Bay	9	5	24	21	4	4	4378	9
12660	Bud Hook	Indianapolis, Ind.	19	6	5	dnf	7	4	4305	10
14059	Duane Hines	Lake Merritt	26	7	10	8	12	4	4272	11
13863	Bix Bixby	Alamitos Bay	2	23	dnf	9	5	5	4246	12
14481	Jim Amos	San Francisco	11	dnf	11	11	8	8	3853	13
13211	Al Cline	Mission Bay	16	17	6	7	dnf	7	3751	14
13021	Bruce Lockwood	San Francisco	13	15	19	12	10	10	3746	15
3421	Robert Jones	Los Angeles	18	10	12	28	6	6	3725	16
8080	W. Glecker	Alamitos Bay	22	11	13	13	13	13	3613	17
14490	Lee Thompson	Akron, Ohio	10	dnf	16	10	11	11	3511	18
11219	Art Jones	Los Angeles	6	21	7	20	dsq	3	3466	19
12001	Tom Steward	Dallas, Texas	17	16	17	15	dns	2	2453	20
15215	Bill Buckles	Decatur, Ill.	23	20	21	17	19	19	2225	21
10818	Phil Nieman	Chicago, Ill.	dnf	13	25	19	18	18	2089	22
12888	Joe Ramel	Lee's Summit, Mo.	20	24	22	22	15	15	2056	23
14110	Bill Floyd	Coronado, Cal.	dnf	25	15	25	22	15	1585	24
12978	Bob Williams	Wichita, Kan.	27	14	dnf	22	dnf	15	1536	25
14656	Ed Hornung	Lake Merced	14	dnf	dns	14	dns	15	1522	26
11888	Dick Williamson	Fort Worth	29	26	23	26	17	17	1494	27
14682	John Norheim	San Francisco	24	19	17	dns	dns	13	1349	28
13934	Arch Higman	Los Angeles	30	28	dnf	23	20	11	1136	29
15025	Bob Elwell	Kansas City, Kan.	31	27	26	27	21	11	1117	30
12505	Dave Peterson	Mission Bay	15	dnf	dnf	dns	dns	9	921	31
15202	Carl Eichenlaub	Mission Bay	25	22	dnf	dns	dns	6	698	32
14400	Harold Horn	Lincoln, Neb.	dnf	29	dnf	dns	dns	3	261	33
11438	Carlos Mattson	Lake Merced	28	dns	dns	dns	dns	1	169	34
12968	Worth Roas	Reno, Nevada	32	dns	dns	dns	dns	1	81	35
14683	Bob Miller	San Francisco	dns	dns	dns	dns	dns	0	36	

After the battle clouds all blew away with Saturday's storm, it was found that not only did Jerry win the Heinzerling Trophy, but also the Griffith Trophy which goes to the sailor who accumulates the highest total of points for all races sailed during a national regatta. Bedford was considered a cinch for this one with his head start of 8000 from the Crosby, but added to his 5101 in the Heinzerling, he had only 13101; Jenkins had 7021 and 8000 (6 races) for 15021 while Huggins got 2nd with 14750.

Carl Eichenlaub handed the 2nd place Slauson Bowl back to Bob, who has had it more times than anyone else. Ellie got the newly donated Eleanor Williams Trophy, awarded to the woman obtaining the highest points in the regatta. Trophies were awarded at a gala banquet Saturday night.

This was a most outstanding regatta in every particular. It lived up in every way to all the advance information and predictions. Ross Harris, General Chairman, had ample and most efficient committees working for him - nothing went amiss and everything was on hand when wanted. Steve Taylor again headed the race committee and outdid (if possible) his excellent performance at Ft. Worth. The site, the buildings and the accommodations, the fine sailing waters, and the entertainment and social program coupled with grand hospitality combined to produce a sure-fire hit. It will be long remembered by all those fortunate enough to have been there.



# California Loses Junior Title

DANNY FLAHERTY TAKES IT BACK TO FLORIDA!



COMMODORE HOOK has just presented trophies to the new champions - Dan Flaherty holding the Duffy Bowl (left) and his crew, Charles Atha.

Last year at Ft. Worth, Danny Flaherty of Clearwater, sailing as a skipper for the first time in a SCIRA junior championship regatta, was a disappointed young man when he failed to get possession of the Duffy Bowl even though he turned in a top performance. He lost to Scott Allan by 72 points (about one boat) in spite of a DSQ in one race.

But this year, with Scott overage, Danny, as the favored contender, picked up a local boy as crew and dashed away his frustration by conclusively defeating 35 other contenders with a fine score of 1-1-11-1-8 for a total of 6789 points, giving him a gap of 803 points between Brian Thomas of the host Mission Bay YC. Larry Stockett was 3rd - 258 behind Thomas.

This was by far the largest and best junior championship that SCIRA ever had with over double the usual number of entries. True, most were from California, but 5 came from other states and one of them (Dan) took the bacon home from a highly touted and respected field of local West Coast junior sailors. A great victory for Florida!

5 races were sailed on two days, Friday and Saturday July 31st and August 1st. Danny started right out with the gun to get that bowl and he won the first two races sailed over triangular courses near the Naval Electronics Laboratory in the Pacific Ocean off Mission Bay. The wind was fickle and never moved over 12 mph, usually in the middle range of 7-9 mph. Danny sailed the middle of the course, and his wire-to-wire performance was challenged by two Californians. Brian Thomas and Larry Stockett, both of MBYC, were not far behind him in the first race, and although Flaherty led Thomas by 70 seconds at the 1st windward mark, Stockett cut that lead to 6 seconds in the final run and pushed Flaherty all the way on the final beat to victory.

In the 2nd race, Stuart Robinson of Alamitos Bay was Flaherty's duelling partner and again the Floridian outran the threat on the final beat, as the two turned the last mark virtually bow-to-bow. Stockett ran into trouble on this race and got a damaging DSQ.

However, in the 3rd and last race of the day, things took on a little different aspect when Flaherty, playing the shifty winds, made a series of good tacks in the wrong direction and found himself back in 11th spot while an entirely different group — Andy Towles of Oklahoma City, Tom Tillotson of San Francisco, and John Laun of Newport Harbor — took over the coveted top 3 places. And when Stockett followed with a 4 and Thomas a 5, things looked a little dark for him. But Stockett's DSQ made Thomas with his 3-3-5 the No. 1 challenger to Flaherty.

Saturday's back-to-back races were over the same courses

with a little stronger winds and here Danny pulled out all the stops by winning the 4th race handily over Tom Tillotson of San Francisco, and when Thomas chalked up a 10th, his lead overall became even greater. In the 5th race, Flaherty relaxed a little, but his 8th place covered Thomas in 12th very nicely. Dave Robertson of MBYC and Paul Tooby of Newport Harbor won 1st and 2nd respectively. Larry Stockett, with a 2-dsq-4-3-4 sailed the most consistent series of anyone - his DSQ really hurt!

All-in-all, the juniors put on a very fine show and attracted a lot of attention and favorable comment. They gained a lot of experience and had a good time, besides, with well-planned junior entertainment. They left enthused to "try it again", as all felt that could do better if they had the chance. A good portent for the future of SCIRA!

## U.S. JUNIOR CHAMPIONSHIP

BOATS	SKIPPER	CLUB	RACES	1	2	3	5	6	Pts. Fin.
8598	Dan Flaherty	Clearwater, Fla.		1	1	11	1	8	6789 1
14501	Brian Thomas	MBYC		3	3	5	10	12	5986 2
12374	Larry Stockett	MBYC		2	dnf	4	3	4	5728 3
15202	Tom McLaughlin	MBYC		12	4	10	8	7	5416 4
14283	Ken Karnes	MBYC		19	7	7	9	3	5264 5
12505	Dave Peterson	MBYC		9	8	16	11	1	5238 6
14544	Steve Stockett	MBYC		22	5	12	6	6	4948 7
12054	Stuart Robertson	Alamitos Bay		8	2	13	18	9	4947 8
13599	John Laun	Newport Harbor		7	9	3	22	10	4946 9
14300	Kim Desenberg	Newport Harbor		6	13	21	4	13	4562 10
13531	Andy Towles	Oklahoma City		13	14	1	32	5	4490 11
14372	Paul Tooby	Newport Harbor		21	19	15	5	2	4377 12
14684	Tom Tillotson	San Francisco		10	12	dnf	2	15	4048 13
14493	Mark Hughes	Newport Harbor		14	11	2	15	dnf	3851 14
14304	Carlton Seaver	Newport Harbor		18	10	8	14	20	3749 15
11771	Tim Hogan	Newport Harbor		5	14	24	16	11	3126 16
8637	Carl Schumacher	Newport Harbor		17	dnf	19	7	17	2816 17
13197	Mike Golden	MBYC		4	dsq	9	26	ddf	2659 18
12001	Craig Coltharp	Dallas, Texas		16	dnf	6	21	24	2564 19
14959	Frank Balthis	Newport Harbor		dnf	6	25	19	21	2401 20
14847	Warren Wheaton	Lake Merritt		20	18	23	23	14	2347 21
14110	Bill Floyd	Coronado		dns	15	18	13	27	2185 22
13878	Bill Symes	Newport Harbor		23	16	17	20	28	2135 23
14481	Jim Amos	San Francisco		dnf	20	20	17	16	2119 24
14606	Conrad Gleich	MBYC		11	17	dsq	dnf	19	2021 25
11768	Dennis Silva	San Francisco		31	24	14	25	26	1599 26
12162	Byron Coates	ABYC		27	dnf	dsq	12	22	1459 27
12375	Eddie Butler	MBYC		15	dnf	dns	dnf	18	1255 28
11532	Jim Callahan	Coronado		25	25	26	27	25	1189 29
6916	Howard Wright	Los Angeles		26	23	27	24	29	1178 30
14490	Carl Anderson	Akron, Ohio		30	22	22	29	32	1068 31
12712	David Ryan	Indianapolis, Ind.		24	dnf	dnf	28	23	856 32
14154	Linda Bartlett	Coronado		33	21	29	30	31	829 33
14063	Steve McClougherty	MBYC		32	dnf	28	31	30	496 34
14296	Chuck Driscoll	SDYC		28	dnf	dns	33	33	322 35
14853	Robert Ward	MBYC		29	dnf	dnf	34	dnf	292 36

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# Wells Wanderings



by Ted Wells

## NEVER NEVER LAND

I don't remember where the original "Never Never Land" was, but I know where it is now and has been for the last several years - it is where the United States National Championship of the SCIRA is taking place!

I first made this discovery at Barnegat Bay in 1951. The invitation said, "Come sail on beautiful Barnegat Bay where the breeze always blows from the southeast and never goes above 15 miles per hour." It never got out of the north and almost never went under 25 miles per hour. I still remember someone going into a patch of seaweed on a screaming plane (board all the way up) and coming out with no rudder.

In San Diego they never have drifters and the current is never over half a knot. The twenty or so contestants in the Heinzerling Series who already had their throw-out race and had their eyes glued on their watches hoping Ace Harris wouldn't make the time limit seemed to think the fourth race was close enough to a drifter to them. Also, the two well-known very capable skippers whom I shall let remain anonymous, who finally caught up with the finish line after an hour and fifteen minutes chase starting from a distance of 50 feet, seemed to feel the current was more than half a knot or the wind was less than a blast — or both, at the finish of the 6th race.

Also, according to the pre-race dope, the wind never blows from the south or southeast (it did, more than half the time); and the shifts are never to the south (they were about half the time). In fact, the wind never shifts - it is always steady on strength and direction - the direction only changing slowly northward during the day. Actually, it was the same old game - Shore - Sea - or Shifts??? The decision whether to sail up the shore, go out to sea, or play shifts and go up the middle was vital. A wrong guess cost at least eight places and could cost twenty-three places. (In the 6th race, I went out to sea on the first beat and arrived at the windward mark in a solid 24th place. The second beat, I tacked on shifts going up the seaward side of the middle and picked up fourteen boats. The third beat, I tried the same thing and beat only those who did the same thing—those who went up the shore picked up a nice 30 degree shift—in addition to avoiding most of the effect of the current which had apparently increased very markedly in the vicinity of the windward mark in the preceding half hour.)

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## UNSCIENTIFIC SAILBOAT RACING

Some people can come up with a good logical scientific explanation for anything that happens, and there were plenty of happenings at San Diego that could stand some explaining. Lew Bedford had five 1sts in the Crosby, then couldn't get out of his own way. Carl Eichenlaub (who almost won in Texas last year) sailing on his home waters this year, was about half way down in the Wells Series! John Jenks and John Wolcott also did not live up to expectations; and Don Adams came to life in the Wells Series, but should have stayed in bed during the Crosby. Explanations, I don't have. Just not in the right place at the right time; zigging when they should have zagged, I guess. Or, they just didn't go fast enough - I don't know.

## RULE 42 - AND APPEALS 68 AND 96.

There were three protests in the Heinzerling Series which cast considerable light on these subjects.

In the first one, Bob Huggins clear astern at the reaching mark, and on the starboard tack, thought that Jenkins in the boat ahead was not entitled to jibe immediately in front of him, and hit him either during the jibe or shortly thereafter as Jenkins was rounding the mark. Result: DSQ for Huggins. Appeal 96 has nothing to do with this case. Paragraph 42.2(a) of the proposed 1965 rules clarifies this situation stating, "A yacht clear astern shall keep clear in anticipation of and during the rounding when the yacht clear ahead stays on the same tack or jibe." The present rule is not as clear but means the same thing.

In the second protest, there were two boats clear ahead of the third one, but about two boat lengths out from the reaching mark as a result of a bit of luffing. When the inside one of the two outside boats (Scott Allan) had approximately reached the mark, he jibed and headed for the mark on a port tack, followed by Earl Elms, astern and to leeward. The third boat (me) coming to the mark on a starboard tack started yelling, "Starboard!" and could have hit the port boat about five feet ahead of the transom, but didn't. The Protest Committee pointed out that Appeal 96 clearly applies to overlapped boats only, and there had been no overlap until the outer boats altered course and jibed. There was the usual wide difference of opinion as to who was where when the overlap was established and the Committee decided that I could not prove my overlap was established in time to be given room at the mark, and that this was the real question — not Appeal 96. No contact, no agreement on facts, and no DSQ.

In the third protest, four boats were approaching the reaching mark more or less abreast, fairly far apart laterally, and each clear ahead of the boat immediately inside of it. Lanny Coon, in the outside boat, jibed first and headed for the mark. The next two boats went behind him, and Lanny hit Bob Huggins in the inside boat as Huggins was rounding the mark, and protested. Again Appeal 68 was really not involved, as the real question was when Huggins' overlap was established. Appeal 68 stated that a boat which reaches the mark or alters course to round it at a distance "substantially more than her overall length" laterally from the mark cannot claim that a boat inside of it established its overlap too late to be entitled to room. Result: DSQ for Lanny.

MORAL: Even when you are sure you are right, don't hit anybody. The DSQ you cause may be your own!

## SUMMARY

This was a most interesting National Championship; pleasant temperature, generally good breezes, extremely well organized and executed in every detail; good food, excellent entertainment, extremely capable measuring, race, and protest committees, leaving only one thing to complain about — for eight-hour stretches, either Snipe decks or skippers' behinds need more upholstery. Each year I intend to do something about this, but don't. I should be able to sit on a hard seat again in a week or two. I still think it is nice to be able to come in between races.

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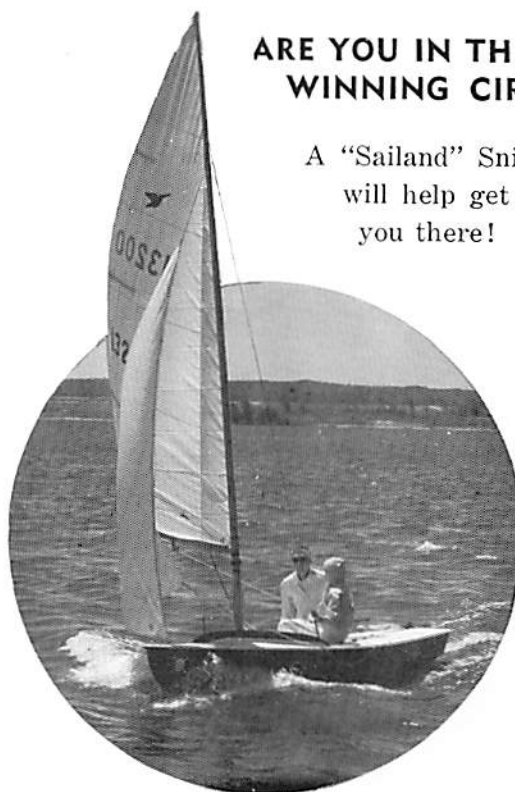
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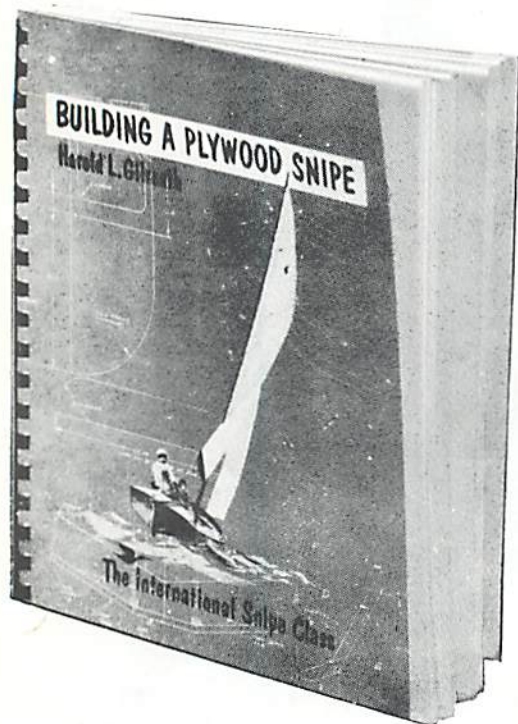
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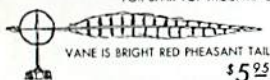


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