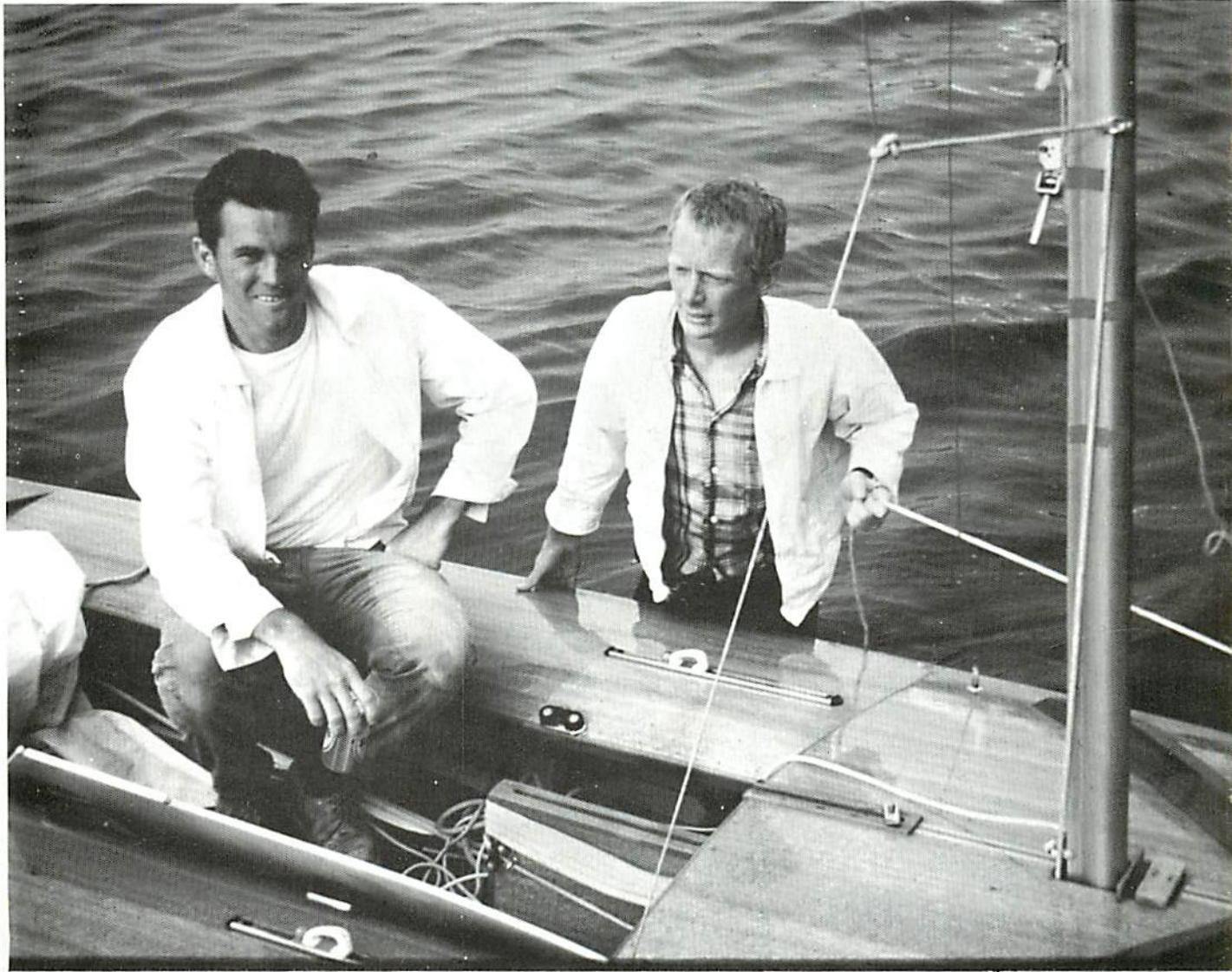


Snipe **BULLETIN**



SEPTEMBER 1966

Vol. XVI No. 4

Application of the Snipe Emblem

1966 U. S. National Championships

Now racing.

LOFLAND

CUSTOM BUILT SNIPES

FOR

1966



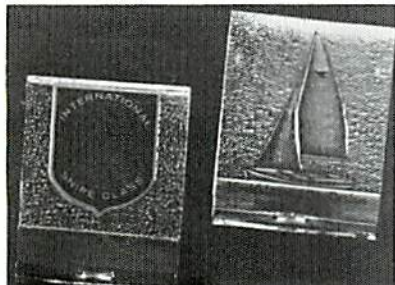
* AS OF 6-30-66

316 PA 2-3406 — 1C317 WEST HIGHWAY 54, WICHITA, KANSAS — 67209

NEW SNIPE EMBLEM

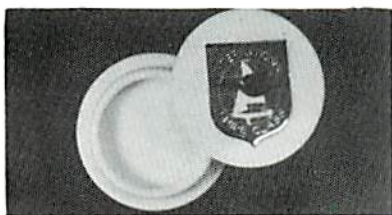
Pursuing the policy of publicising SCIRA as much as possible in every manner, further use of the new official emblem is announced as promised in last month's BULLETIN.

Now it adorns book matches and bottle caps as pictured below:



The match covers are of heavy silverized stock with the emblem in color on one side and an embossed Snipe on the other. They sell for \$1.50 for a box of 50 books, or 3¢ each. They are all boxed for mailing.

The bottle caps are a novelty which is not only very useful, but quite eye-catching when in place. Made of pliable plastic which fits snugly and efficiently. They sell at 25¢ each or 5 for one dollar.



So now SCIRA has for your use the official emblem (see the covers of the August BULLETIN or the 1966 Rule Book) in felt and washable cotton pocket patches, stickers, decals, matches, and bottle caps. That makes 6 different items which individually sell for a total of \$8.50, but for purposes of getting acquainted, a special sample kit consisting of 1 felt and 1 cotton patch, 3 decals and 3 stickers, 5 bottle caps, and 1 box of matches will be sold for the discount price of \$7.00. This is your chance to look them over and consider using them for souvenirs or prizes for distribution at regattas. A substantial graduating discount is also offered on fleet orders for large amounts: 30% discount for 2 dozen of any one item; 35% for 4 dozen; 40% for 6 dozen or more. An illustrated price list and brochure is now being prepared for future use.

Also, don't forget that we still have items listed in the past (1) the bright red Snipe embroidered on dark blue felt surrounded by yellow braid measuring 2 1/2" by 1 1/2" especially nice for caps or small areas where the more elaborate official emblem is not preferred - \$1.00 each.

(2) a high quality baked-enamel screw button for yachting caps with a crossed anchor emblem. This is a dark red Snipe on a blue pennant with white enamel background and all outlined in gold. Can be worn in coat lapel or used for jewelry purposes. They sell for \$1.50 each.

(3) Colored postcards showing Snipes racing in a Western Hemisphere Regatta in Bermuda with appropriate Snipe and SCIRA information on the back. Very attractive at 20 for \$1.00.

Don't be bashful about displaying any of these fine items. They are not "junky" in any sense of the word and you will be proud to have them. And if you have any suggestions for other articles which might be added to the above list, your ideas will be greatly appreciated and might be adopted as part of this campaign.

A reminder: Patches are \$2.00 each; decals and pressure stickers sell for 35¢ each, or 3 for \$1.00.

BATTENS MADE FOR RACING

Finest Quality Tapered Varnished Ash.

Set of 3 for Snipe — \$2.25 prepaid

Send Check or M.O. to **DON BLYTHE, BATTENS**

804 Euclid Avenue Jackson, Miss. 39202

Successful Sails
Are The Result
of Continual
Development.

*We Do
This!*

1965 WINNERS

Clearwater Midwinter

U. S. National Championship
1st, 2nd, 3rd

Dist. 4 Championship
1st, 2nd, 3rd

Dist. 3 Championship
1st, 2nd, 3rd

LEVINSON SAILS
900 N. OSCEOLA AVE. CLEARWATER, FLA.

Marc Teurlay

PRESENTS TO YOU HIS NEW
FIBERGLASS SNIPE

- SELF-BAILER
- ELEGANT
- COMFORTABLE

PRICE WITHOUT SAILS ON BOATS —
N.Y., Boston, Philadelphia, Baltimore - \$900
Quebec, Montreal - - - - \$923
Los Angeles, San Francisco - - - \$940
Cleveland, Detroit, Chicago - - - \$986

AGENTS

PORTO RICO and VIRGIN ISLANDS

SIRENA MARINE CENTER

P.O. Box 562

Hato-Rey, Porto Rico

SCANDINAVIA

AKTIEB OLAGET ROBERTS
Orebro, Sweden

E^{TS} TEURLAY

Face 103 Quai de Queyries
BORDEAUX, FRANCE

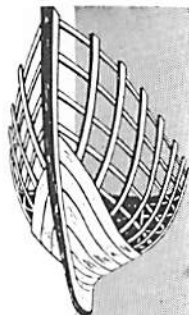
BOAT LUMBER

For Fine Boat Building and Repairs

SITKA SPRUCE • MAST & SPAR GRADE
 PHILIPPINE MAHOGANY • HONDURAS
 MAHOGANY • WESTERN RED CEDAR •
 WHITE CEDAR • TEAK • CYPRESS • OAK
 • LONG LEAF YELLOW PINE • ETC.

Fir and Mahogany Plywood for marine use—lengths up to 16 feet; Bruynzeel Marine Plywood, solid Regina Mahogany throughout. Quality unsurpassed. Most all sizes in stock.

Ripping and planing to order



We are specialists in all types and sizes of imported and domestic boat lumbers. We ship anywhere—at surprisingly low prices. Send 10¢ today for valuable manual "How to Select the Right Boat Lumber" plus complete lumber and price list.

M. L. CONDON CO. Boat Lumber Specialists Since 1912
 278 Ferris Avenue, White Plains, N. Y. White Plains 6-4111

COMPLETE SNIPE FITTINGS

MASTS - BOOMS - RUDDERS

MASTS Built To Bend To Fit Your Sails

THE FAMOUS

NOW MADE OF STAINLESS STEEL



MAIN SHEET JAM
 —our speciality—

Patent no. 2-627,834

DUFFY and ROBERTS

1810 S. Orchard Knobb Chattanooga 4, Tenn.

\$15.00

WANT TO IMPROVE YOUR PERFORMANCE
 IN LIGHT AIR RACING?

ATTACH A

TILLMAN - TELLER

to the bow of your boat

Price \$19.95
 Postage Paid

174 St. Clair Ave.
 Elkhart, Indiana 46514

New Sails **\$105.**

4oz Dacron Main & Jib, Bag, Battens, Jib hanks



\$4.50 pair
 TEL-O-TAILS attached to port and starboard sailboat stays. Excellent in light air or a blow. Better than cigarette smoke in a drifting match.

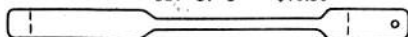


GYRO-WINDFEATHER
 FOR SPAR TOP MOUNTING



VANE IS BRIGHT RED PHEASANT TAIL \$5.25

LAMINATED FIBER GLASS
SAIL BATTENS
 4 OZ. PER SET — UNBREAKABLE
 SET OF 3 — \$10.50



\$5.95 pair
 WIND-TELLS—Red and green plastic vanes. Attach to port and starboard stays. Fine needle bearing for sensitivity. Balanced and accurate

Shamrock Sails

BOX 659, VENICE, CALIF. 90293

SNIPE BULLETIN

The SNIPE BULLETIN is edited and produced monthly by Birney Mills, Executive Secretary.

Address all correspondence to:

Snipe Class International Racing Association,
 655 Weber Ave., Akron, Ohio 44303, U. S. A.
 Subscription Rates.

\$2.00 Per Year.

\$2.00 of the amount of membership dues in SCIRA are paid for a year's subscription to the Snipe BULLETIN.

Forms close on 10th of month preceding publication. Material received after that date will not appear until a later date. Printed in the U. S. A. at Akron, Ohio. Second-class postage paid at Akron, Ohio. Contract advertising rates on application. Notify Snipe BULLETIN of change in address, giving both old and new addresses complete.

The Cover

You are looking at the new U. S. National Champions of the International Snipe Class. Earl Elms, skipper, rests after the final victory while Jon Wegand, crew, (naturally in the water!), prepares for the haul-out. Both young men (in their mid-twenties) live in San Diego, California, and are employees of the North Sail Co. They will be the first team representing the United States in the upcoming Western Hemisphere Races.

THE SCORE

Numbered SNIPEs — 16583

Chartered Fleets — 625

We needed only 2 numbers to bring our present year total up to 473, the 34 year average of numbers issued. We got 31, so, with one more month to go, we will have a satisfying (if not record-breaking) year. Only one boat went outside the United States, and that one to Canada.

During the same period, we established 3 new fleets.

Portugal has another new Snipe Fleet. Charter 623 was issued to the Clube Naval do Funchal at Funchal on the lovely Isle of Madeira for a fleet of 5 boats. Now, when touring Snipers stop at this popular Atlantic resort and garden spot, they might see a Snipe race or international regatta in progress. Let's sail over and spend a couple of months sailing there this winter!

Looks like the Western Hemisphere Regatta in Uruguay this December will be a tremendous success, for now Colombia, for the first time, is an official member of the SCIRA family of nations. After several months of promotion, Sr. Daniel Moreno Grob finally got enough Snipes together to apply for a charter, and the Flota Snipe de Bahia Gaira was granted Charter 624. Emilio Faillace is the first Fleet Captain, while Dan Moreno has accepted the position of National Secretary for Colombia. His address is Apartado Aereo 127, Barranquilla, Colombia, S. A.

When a new lake in Oklahoma was opened up to sailing recently, the members of Sequoyah Fleet 68 faced the choice of moving or "staying put." After weighing all pros and cons, there was still no agreement, so the fleet decided to split into two groups. The ones wanting to move, headed by Tom Hammermeister, applied for a separate charter. So Charter 625 went to the Tulsa Fleet with Tom as FC. His address: 1850 E. 52nd Place, Tulsa. There should be some good interfleet competition there in the future.

"And One Boat For All"

Demand for this new and interesting sailing film has been excellent and all is going fine except for one thing - the schedule agreed upon at time of contract must be strictly observed. If you fail to forward the film promptly as instructed, it means someone misses his showing through your carelessness, and the whole schedule is upset. It has happened twice already. Make sure you do your part - don't mess it up - keep everyone happy!

ON AGAIN—OFF AGAIN—ON AGAIN

In some racing classes, it is a recognized practice to wear extra clothing in order to gain added weight which may be shifted to advantage while racing.

While seldom seen in the Snipe Class, it will interest all to know the outcome of a protest filed against the helmsman of Finn #114 for wearing seven sweat shirts for the sole purpose of absorbing water, thus increasing the helmsman's weight and the stability of the boat.

Finn #349 protested under Rule 22, parts 1 and 2. The ruling of the Protest Committee was appealed, and finally reached the NAYRU in April 1966. Below is their decision on Appeal No. 109:

DECISION OF THE PROTEST COMMITTEE

The application of Rule 22 to this situation depends, we believe, on the definition of the word "ballast." The pertinent definition in Webster (Third Edition) is:

"A relatively heavy substance used to maintain a ship at its proper draft or trim or to improve its stability (as rock stowed in holds or water in tanks)."

We hold that any substance, including water, taken aboard or shifted during a race, in any manner, for the express purpose of altering the trim or stability of a yacht is in violation of Rule 22. Since the water absorbed by the seven sweat shirts worn by #114 was stated and admitted to be for this purpose, No. 114 is disqualified.

This decision is made in full realization of the problems that may be involved in determining whether or not an article of clothing is worn for a particular purpose.

DECISION OF THE LMYA APPEALS COMMITTEE

This committee agrees with the decision of the Protest Committee.

The appellant's letter of September 1965, argues more for a change in the rule than for a different interpretation of the rule. The rules of the Finn Class were not a part of the Race Instructions and hence the point as to whether they permit the use of wet clothing as ballast is not the issue.

The decision of the Protest Committee is upheld and Finn No. 114 is disqualified.

DECISION OF THE APPEALS COMMITTEE

It is clearly established from the facts that the wearing of seven sweat shirts was for the purpose of increasing stability. Despite this, we feel that in the framing of Rule 22 ballast was conceived as items of heavier density than clothing and/or items separate from persons on board. Clothing being worn, regardless of the purpose, is part and parcel of the wearer and therefore acquires the characteristics of live ballast, the shifting of which is permissible. Were the individual wearing lead, a life-jacket so water-soaked that it is no longer buoyant, or other unquestionably unsafe or exceptional accoutrement, we would rule otherwise, but the practice employed in the protest before us should not be considered as in violation of Rule 22 unless class rules specifically prohibit it.

Since rules of the Finn Class (see NAYRU rule 1.5) do not at present so prohibit, we sustain the appeal and reinstate Finn No. 114.

J. Amory Jefferies, Chairman
Appeals Committee
North American Yacht Racing Union

JOIN THE U.S.I.S.A. NOW

The U. S. International Sailing Association (USISA) exists for the purpose to see that international competition is open to our best sailors - not just those able to afford the expense. It means providing training fleets for basic Olympic classes and properly staffing our Pan American and Olympic teams with alternates and officials.

Funds for these endeavors come solely from USISA membership dues and contributions from yachtsmen, yacht clubs, and organizations which subscribe to these aims. As a Pan American Class, SCIRA is a Sustaining Member. But individual memberships at \$10.00 are the mainstay of the organization. Get an application blank from USISA, 37 W. 44th St., New York, N. Y.

DEXTER THEDE

Grand Rapids Yacht Club
Michigan State
Champion
'64 and '65



Two Snipe Class Champions

JERRY JENKINS

Crescent Sail Yacht Club
Grosse Pointe, Mich.
'64 National Champion
'64 Dist. #3 Champion
'64 Ind. State Champion
'65 Slauson Memorial
Trophy Winner
Runner-up '65 Ohio State
Championships



BOSTON
MT. CLEMENS, MICH.
Sailmaker for the Champions

Both Champions
used Boston-developed
sails exclusively

BOSTON YACHT SAIL CO.
38807 HARPER AVENUE
MT. CLEMENS, MICHIGAN 48044
PHONE 313 — 468-1488

FITTED SNIPE COVERS

Proven designs of heavy Army Duck treated with the best mildew water repellent obtainable. Extras include a bolt rope around edges for added strength, brass grommets, and snaps with double thickness stress points. Satisfaction guaranteed!

- | | | |
|---|--|---------|
| 1. COCKPIT COVER— | Over the boom—snap closed front - mast collar to keep rain out with boom tip cover | \$25.00 |
| 2. COVER FOR ENTIRE DECK— | Similar to No. 1 Snaps or ties under rub rail including snaps for boat | \$50.00 |
| 3. OVER BOOM, FULL DECK AND SIDES COVER | —With draw rope in bottom edge | \$75.00 |
| 4. TRAILING COVER— | Covers deck & sides with mast up or down. Has mast collar which closes opening when trailing | \$50.00 |
| 5. WINTER COVER— | Covers deck and sides but with no openings. | \$50.00 |
| 6. TRAILING COVER— | Choice of styles, similar to No. 4 or 5, with separate bottom cover | \$85.00 |
| 7. BOTTOM COVER— | Overlaps deck with draw cord | \$35.00 |
| 8. MAST COVER with Red Flag— | For protection when trailing | \$10.00 |

K & D Supply Co.

Shipped Postage Paid

Phone EM 6-3167

501 Ashworth Rd., Charlotte 7, N. C.

When skippers demand the BEST...

CAM CLEAT — SINGLE CAM

Compact, stainless steel casting.

Highest corrosion resisting cam.

For ¼" to ½" lines Cat. 961.



ROLEDGE

RACING FITTINGS

I. L. STEPHAN • BEVERLY 7, N. J.

—Earl Elms Captures National Snipe Championship—

CALIFORNIAN MAKES CLEAN SWEEP OF BOTH SERIES. TAKES CROSBY RACES BY ONLY 2 POINTS, THEN GOES ON TO WIN HEINZERLING AND GRIFFITH HIGH-POINT TROPHIES. ALAN AND HARRY LEVINSON GET SECOND PLACE SLAUSON BOWLS. SEAVY IN THIRD. BERKLEY DUCK III OF INDIANAPOLIS IS WELLS VICTOR.



THE MOST TEST - This is the view that most of the spectators (and contestants) got most of the time at the Nationals - Earl Elms and Jon Wegand in 16103 going around a mark well ahead of their pursuers.

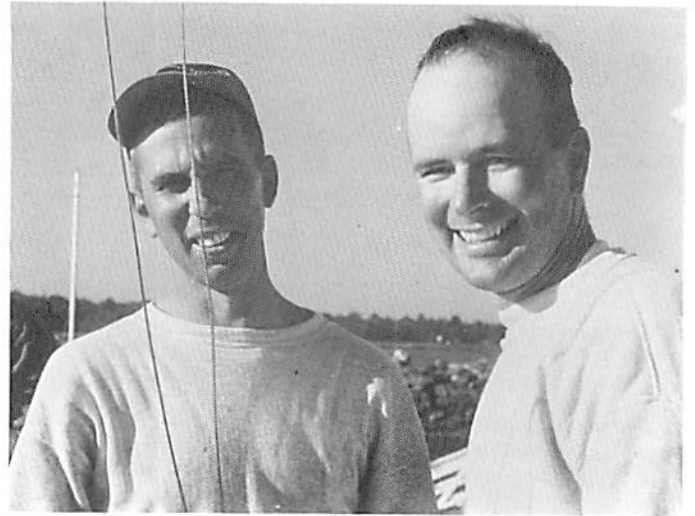
A relative newcomer, tall, rugged 26-year old Earl W. Elms of the Mission Bay YC, San Diego, Cal., is the new U. S. National Champion of the Snipe Class.

Although he has been sailing since he was 10 years old, Earl did not join SCIRA until 1963, bringing with him an impressive record of sailing on the West Coast. He got off to an auspicious start, taking 2 fourth places in his first national championship regattas (San Diego and Peoria), and gained some experience by experimenting with 2 or 3 different hulls. Finally, last Fall, he really got interested and built his own wooden Snipe. As an employee of North Sails Co., he cut his own sails, and so, when the new season opened in January, he was ready to go with an Elms boat, Elms sails, and Elms skipper - and go he did! along with a 25 year-old fellow employee, Jon Wegand, (who tips the scales around 115 lbs.) as crew. They have been sailing together as a team for 2 years. So his fellow sailors on the West Coast were not surprised when he sailed away with relative ease to get top U. S. honors, for he had virtually cleaned up in all the local regattas he had entered this Spring.

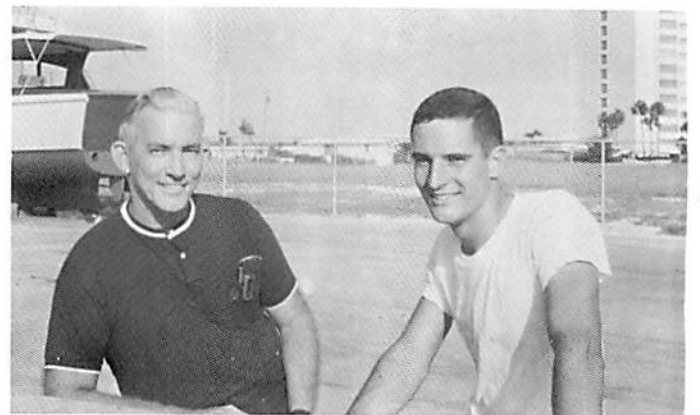
Due to a combination of unfavorable weather and the dropping of a completed race when a protest against it was upheld, the scores of all five completed races had to be counted for the final standings without the privilege of dropping one. Elms won 3 of these 5 races and, combined with a 2 and a 5, got a total of 7617. Allan Levinson of Indianapolis, Ind., had his brother Harry crewing for him, as Harry, 3 times National Champion, did not chose to defend his title this year. While they didn't win a race, they sailed consistently in their usual brilliant manner to accumulate 6930 counters for second place, with third spot going to Francis Seavy of Clearwater, Fla., who enjoyed the services of Daniel Flaherty, 1964 National Junior Champ and 1965 National Champion Crew, as his crew.

Hosted by Fleet 124 of the Chautauqua Lake YC at Jamestown, N. Y., the regatta was held July 31-Aug. 6 on Lake Chautauqua. 84 skippers from 17 states and the Bahamas comprised the most outstanding field in history, including a past national and international champion, 5 past senior title holders, 5 ex-junior champs, 1 who has held both titles, and SCIRA Commodore Basil Kelly, himself holder of many sailing honors. This was the largest number to participate in this event, surpassing the previous record of 78 also established at Chautauqua in 1958.

12 races were scheduled during the week - 5 for the Crosby qualifying series and 7 for the final Heinzerling Championship. The group was divided into 6 fleets of 14 boats each, making 28 boats on the starting line of each of 3 divisions. Assigned distinguishing colors, each fleet raced each other once in the 5 race series to determine the top 24 contenders for the championship title. The first 24 highest point scores (after dropping one race) determined the choice.



THE LEVINSON BROTHERS - This famous team of Snipe sailors captured 2nd place. Harry (right) 3 times a National Champion, crewed for his brother Alan. - Ted Cronyn Photo.



THIRD PLACE WINNERS - Veteran Francis Seavy and his young crew, Dan Flaherty, both of Clearwater, Fla. Danny was 1964 Junior Champ and crewed for Harry Levinson when they won the National Championship at Peoria last year.

Due to the contour of the lake and the large fleet, a modified Olympic course was chosen - twice around an equilateral triangle with mile legs and then finishing on a 7th leg to windward for a 7-mile course.

Weather conditions for the 5 race Junior series just concluded had been excellent with truly brisk winds enabling the schedule to be right on time, but starting Sunday morning, fickle Nature provided a week of frustrating sailing weather, generally dead until late in the afternoon and then just about time for only one race. The exception was Tuesday, when after completing only one race on Sunday and one on Monday instead of the 4 scheduled, a brisk wind followed by a storm produced 3 races completed in one day - a very trying and difficult ordeal under the circumstances. But again the wind dropped off and dead doldrum set in Thursday with no races at all. It was 4 P. M. Friday before another wind rose to start a race; then 2 were sailed back-to-back and sailors finally got back to the club about 8 P. M. The same situation prevailed Saturday, the final day, except they got back about 6:30 P. M.

The entire fleet, ready and eager for the first Crosby race Sunday, got a taste of what was in store for them when they sat around until late in the P. M. when a fickle wind finally whipped into action and they got under way. Elms immediately set the pace and tone of the regatta by edging out fellow member Dave

Peterson for first in his division. Francis Seavy and Lars-Erik Nilsson, a Swedish Snipe champion now sailing at Cowan Lake, Ohio, were in similar spots in their divisions.

Monday was almost an exact replica - after sitting around about 3 hours in almost motionless boats, winds finally came up from the northwest. Again Elms maneuvered to win by a comfortable margin over Bud Raffee, still another fellow member from Mission Bay who had also placed 2nd in the first race. Seavy watched Tom Nute's transom cross the finish line.

Tuesday came up with promises of strong winds and changing weather, which did arrive. In this 3rd race, (before the storm), Elms and Seavy had decisive 1sts, and Raffee again was 2nd. Later, in rain and wind up to 25-30 mph out of the west, races 4 and 5 were sailed. Elms sailed his worst with a 3-1; Seavy got another 1-2; and Raffee 2-2. Elms with 4 firsts and 1 third thus won the Crosby Trophy with 7844 points, just 2 points ahead of Seavy with 3 firsts and 2 seconds for 7842 - it couldn't be any closer. Raffee, with his remarkable 2-2-2-2-2, was in third place.

CROSBY SERIES

Column C shows total score and standing for 5 Crosby races; H shows standing after dropping one race / ; ✓ indicates top 24 Heizerling qualifiers.											
BOAT	SKIPPER	CLUB	RACES	1	2	3	4	5	PTS.	C	H
16103	Earl Elms ✓	Mission Bay, Calif.	1	1	1	✓			1 7844	1	1
6995	Francis Seavy ✓	Clearwater, Fla.	1	2	1	1	2		7842	2	2
15278	Bud Raffee ✓	Mission Bay, Calif.	2	2	2	2	2		7605	3	3
12505	Dave Peterson ✓	Mission Bay, Calif.	2	4	2	1	4		7380	4	5
12375	Lars-Erik Nilsson ✓	Cowan Lake, Ohio	1	✓	3	4	1		7309	5	4
16333	Jerry Thompson ✓	Alamitos Bay, Calif.	3	3	3	✓			7149	6	6
13020	Alan Levinson ✓	Indianapolis, Ind.	✓	3	5	1	4		6934	7	7
9446	John Hurley ✓	Bay State, Mass.	2	4	4	4	✓		6927	8	8
16228	Tom Nute ✓	Mission Bay, Calif.	3	1	5	5	✓		6861	9	9
16421	Dave Ullman ✓	Newport Beach, Calif.	5	✓	4	2	5		6571	10	10
9100	Norman Towle ✓	Winchester, Mass.	5	3	1	8	10		6390	11	11
16488	Basil Kelly ✓	Nassau, Bahamas	6	1	10	8	3		6319	12	12
10111	Gonzalo Diaz ✓	Miami, Fla.	3	6	7	✓	3		6293	13	13
14177	John Mardock ✓	Mass. Bay, Mass.	6	2	✓	7	6		6151	14	15
14676	Jerry Jenkins ✓	Detroit River, Mich.	4	10	2	4	15		5896	15	14
16422	Herb Shear ✓	Mission Bay, Calif.	13	10	6	3	8		5503	16	17
10390	Les Larson ✓	Chautauque, N.Y.	4	6	12	6	12		5501	17	19
16025	Ted Wells ✓	Wichita, Kansas	9	14	4	7	8		5367	18	20
14692	Charles Loomis ✓	Mass. Bay, Mass.	5	12	5	3	20		5318	19	16
10182	Tom Legere ✓	Winchester, Mass.	7	7	18	6	7		5318	20	18
13010	Joe Zambella ✓	Mass. Bay, Mass.	14	8	6	6	9		5292	21	22
8418	Dan Elliott ✓	Alamitos Bay, Calif.	10	15	3	2	18		5227	22	21
13200	Dexter Thede ✓	Grand Rapids, Mich.	8	9	13	9	6		5146	23	24
16112	Pedro Ferrero ✓	Miami, Fla.	13	7	12	11	3		5125	24	26
10567	John Jenks ✓	San Francisco, Calif.	8	10	8	12	8		5069	25	28
11908	Robert Blomquist ✓	Cowan Lake, Ohio	17	4	12	15	1		5062	26	23

Detailed scores not furnished for Crosby contestants listed below									
BOAT	SKIPPER	CLUB	Pts.	Fin.	BOAT	SKIPPER	CLUB	Pts.	Fin.
13931	Louis Nelms	Fort Worth, Texas	4950	27	8131	James Levlor	Quassapaug, Conn.	2335	56
13021	Bruce Lockwood	San Francisco	4758	28	16129	Bud Hook	Indianapolis, Ind.	2315	57
14505	Jim MacKenzie	Onandaga, N. Y.	4597	29	15353	Andy Zerateky	Green Lake, Wis.	2157	58
13105	Henry Goldstein	Peoria, Ill.	4314	30	13412	Bob Lane	Annapolis, Md.	2106	59
15400	Rit Sower	Peoria, Ill.	4294	31	14850	Ray Talus	Lake Mohawk, N.J.	1956	60
9497	John Volcott	Quassapaug, Conn.	4299	32	14367	Dr. R. Galpin	Detroit River, Mich.	1914	61
16375	Roger Turner	Gull Lake, Mich.	4294	33	15564	Dr. G. Stickler	La Crosse, Wis.	1892	62
13631	J.P. Wheeler	Dallas, Texas	4243	34	11600	Paul Berlein	Newport, N.Y.	1756	63
15223	Robert Hill	Fotocac River, D.C.	3999	35	8677	R. Longmeyer	Lake Mohawk, N.J.	1714	64
13027	W. Spike Boston	Grosse Pointe, Mich.	3597	36	13302	Robert Donald	Annapolis, Md.	1692	65
13858	Mark Schoenberger	Cowan Lake, Ohio	3573	37	8423	Julius Kroeger	Onandaga, N.Y.	1521	66
11291	Gerald Zimmerman	Sea Cliff, N.Y.	3536	38	14115	Charles Rose	Loon Lake, N.Y.	1514	67
12900	Alvin Ruge	Chautauque, N.Y.	3539	39	16132	E.K. Yantze	Cowan Lake, Ohio	1475	68
13674	Ed Van Dusen	Winchester, Mass.	3478	40	13349	M. Hesselachwerdt	Grand Rapids, Mich.	1445	69
7876	Ferr Havre	Menasset Bay, N.Y.	3475	41	12712	David Ryan	Indianapolis, Ind.	1421	70
13013	Sam Norwood	Atlanta, Georgia	3435	42	13019	Richard Chaastan	Indianapolis, Ind.	1374	71
16250	Fritz Gray	Cuba Lake, N.Y.	3181	43	1222	Robert Wightman	Kauka, N.Y.	1337	72
14702	W. Taylor Brown	Annapolis, Md.	3085	44	12999	Ralph M. Swanson	Winchester, Mass.	1292	73
15316	D.S. Cutler	Cuba Lake, N.Y.	3041	45	9872	Ralph W. Swanson	Winchester, Mass.	1208	74
16396	Berkley Duck	Indianapolis, Ind.	2991	46	12646	Don Hesselachwerdt	Grand Rapids, Mich.	1154	75
12111	Selford Russell	Chautauque, N. Y.	2559	47	13383	Russell Chase	Bay State, Mass.	1134	76
15025	Bob Elwell	Lake Quivira, Kansas	2556	48	15640	Carl Zimmerman	FLYC, Akron, Ohio	1105	77
12900	Larry Wheeler	FLYC, Akron, Ohio	2927	49	11389	Howard Fletcher	Olcott, N.Y.	986	78
12008	Tom Rose	Loon Lake, N.Y.	2863	50	16137	Mark Cooper	Lake Mohawk, N.J.	976	79
13999	Russell Hill	Winchester, Mass.	2850	51	8437	Fred Jordan	Kauka, Lake, N.Y.	974	80
14114	Tom St. John	Quassapaug, Conn.	2824	52	14356	Mike Mitchell	Cuba Lake, N.Y.	922	81
14387	John S. Johns	Barton, Mich.	2812	53	16400	Bob Sighas	Cowan Lake, Ohio	910	82
14285	Bruce Shurtz	Gull Lake, Mich.	2602	54	11300	Cathy Curran	Chautauque, N.Y.	770	83
15510	W.H. Schwarz	San Francisco, Calif.	2310	55	14490	Henry Young	FLYC, Akron, Ohio	588	84

The Heizerling Series started Wed. A. M. in direct contrast to the strong choppy ordeal on Tuesday, for it was sunshine with west-northwest winds varying between 10 and 16 knots. Ideal sailing weather and on time!

In the 1st race, Elms got an excellent start and led Norman Towle of Winchester, Mass., by 40 secs. at the 1st windward mark with Seavy 3rd and Levinson 4th. But at the reaching mark, Seavy had moved up into 2nd followed by Levinson and Earl's lead was 12 secs. Francis sustained his march, and at the 2nd windward mark, he was in 1st place - 33 secs. ahead of Elms, in turn being hard-pressed by Levinson. They finished in that order.

That afternoon, in increasing winds, Elms again got out in front early and this time he held this spot all the way around, winning over Seavy by 21 secs. "Buzz", sailing in his 10th Nationals, demonstrated Levinson "know-how" by maneuvering "Winifred" from 11th place around the 2nd mark to push them across the finish line when he got a fine 3rd place.

Thursday was a wash-out - a looking glass lake. Boats remained at the ready all day and sailors sat around until 3 guns were fired at 4:30 P. M.

Friday morning was a continuation, but about 4 P. M., a wind of 5 knots with rare gusts up to 10 did come up, action began, and Elms, following a recall, immediately took over the lead by 37 secs. over Kelly at the first mark. Gonzalo Diaz, former Cuban National Champ now from Miami, joined in the chase, passed Kelly, but couldn't catch Elms, who finished 100 yards ahead of him. Levinson was 5th while Seavy fell way off the pace with a 14. This was the 3rd race, and the 4th followed immediately.

Now a new winner appeared as Elms sailed his worst (5) race. Nilsson got the gun; Seavy continued in the dumps with a 16, but Levinson finished strong with a nice second. At the end of 4 races, Elms led Levinson by 312 points, who in turn was 1230 over Seavy. Nilsson was only 10 points behind Seavy in 4th place.

With only 4 of the 7 scheduled races sailed in 3 days, it looked real bad when calm weather greeted the sailors Saturday morning. It was evident the standings would be affected by how many races could be sailed, for many wanted the privilege of a dropout at 6 races. Lack of wind again held up action until mid-afternoon when a good wind finally came up and two races were sailed back-to-back. Levinson won the first race with Elms in 10th and Seavy 13th; some quick figuring resulted, but results were discarded later, for Elms and Seavy protested this race on the grounds of a poor starting line caused by a windshift of more than 10 degrees and the race was thrown out and eliminated from the scoring, thus dashing the hopes of those looking for a throwout.

All Elms had to do in the final race was to finish within 6 boats of Levinson to cinch the title, and this he did in a convincing fashion by winning the race in a burst of glory. He got to the windward mark ahead of Nute with Levinson and Seavy well back in the fleet. At the 2nd windward mark, he led by 1 min. 20 secs., but Seavy had worked up to 4th and Buzz 5th. The final order was Elms, Nute, and Seavy with Buzz 6th.

So Elms and Wegand won by 7617 points - 687 over Levinson and 1698 over Seavy, two of SCIRA's finest sailors. It was a smashing victory!

1966 SCIRA NATIONAL CHAMPIONSHIP COMMODORE CHARLES E. HEINZERLING TROPHY SERIES

BOAT	SKIPPER	CLUB	Races	1	2	3	4	5	Pts.	Fin.
16103	Earl Elms	San Diego, Calif.	2	1	1	5	1		7617	1
13020	Alan Levinson	Indianapolis, Ind.	3	3	5	2	6		6930	2
6995	Francis Seavy	Clearwater, Fla.	1	2	14	16	3		5919	3
12375	Lars-Erik Nilsson	Cowan Lake, Ohio	6	7	19	1	8		5554	4
9100	Norman Towle	Winchester, Mass.	5	9	6	14	7		5430	5
16488	Basil Kelly	Nassau, Bahamas	8	16	3	7	13		5096	6
16333	Jerry Thompson	Alamitos Bay, Calif.	18	8	4	6	12		5053	7
10111	Gonzalo Diaz	Miami, Fla.	17	18	2	3	11		4970	8
9446	John Hurley	Massachusetts Bay, Mass.	4	4	12	12	dnf		4652	9
16421	David Ullman	Newport Beach, Calif.	9	10	18	8	10		4654	10
14177	John Mardock	Massachusetts Bay, Mass.	12	13	11	20	4		4335	11
15278	Bud Raffee	Mission Bay, Calif.	21	14	13	4	9		4306	12
12505	Dave Peterson	Mission Bay, Calif.	7	dns	17	9	5		4052	13
16228	Tom Nute	Mission Bay, Calif.	10	20	23	15	2		3923	14
11908	Robert Blomquist	Cowan Lake, Ohio	16	7	7	10	20		3759	15
13200	Dexter Thede	Grand Rapids, Mich.	15	15	8	18	15		3646	16
13010	Joe Zambella	Massachusetts Bay, Mass.	dsq	6	10	11	dnf		3631	17
14676	Jerry Jenkins	Detroit, Mich.	11	5	20	12	17		3574	18
16422	Herb Shear	Mission Bay, Calif.	14	11	16	17	14		3559	19
16025	Ted Wells	Wichita, Kansas	13	12	9	dsq	dnf		3194	20
14692	Charles P. Loomis	Massachusetts Bay, Mass.	20	21	24	12	19		2455	21
10390	Les Larson	Chautauque Lake Y.C.N.Y.	19	dnf	15	21	18		2413	22
8418	Dan Elliott	Alamitos Bay, Calif.	22	22	22	19	16		2192	23
10182	Thomas J. Legere, Jr.	Winchester, Mass.	23	19	21	23	21		1932	24

In the meantime, sailing a like course under similar conditions on another part of the lake, 59 teams competed in the 5 race Wells Consolation Series. Many of these sailors disliked the decision to start them all in one group on one line instead of splitting into fleets and divisions as done in Peoria, for they felt the threat of "sudden death" in such a large fleet greatly lessened the chances of an evenly fought contest. If a man got stuck just once in the back of the fleet, he was through if there were no throwouts (and as it happened, there weren't!).

But Berkley Duck III of Indianapolis, Ind., didn't seem to let mere numbers bother him at all, for he put together a remarkably low score in 4 races - 2-8-2-1 with his worst race of only 18. That gave him 15220 points or 165 over ex-National Champion John Wolcott of Quassapaug, Conn., with 15035. Tommy St.

(CONTINUED top of next page)

John of Nauagtuck, Conn., led until he got a 17 in the 3rd race while Al Bugbee of Chautauqua and John Jenks of California also got good starts. But races in the 'teens overcame them and Mark Schoenberger of Cowan Lake, Ohio, got a good third overall. Louis Nelms of Ft. Worth, Texas, sailed very consistently with a 2-4-8-5 and a bottom of 16 for 4th place.

1966 SCIRA NATIONAL CHAMPIONSHIP WELLS SERIES

BOAT	SKIPPER	RACES	1	2	3	4	5	Pts.	Fin.
16396	Berkley Duck		2	8	2	18	1	15220	1
9497	John Wolcott		13	1	12	2	4	15035	2
13858	Mark Schoenberger		10	4	1	15	3	14930	3
13933	Louis Nelms		16	2	4	8	5	14700	4
14114	Tom St. John		1	6	17	4	8	14619	5
13021	Bruce Lockwood		3	15	3	1	18	14293	6
10900	Alvin Bugbee		6	7	14	11	10	13251	7
10567	John Jenks		5	3	dnf	10	2	12591	8
15353	Andy Zeratsky		17	13	21	3	12	11605	9
11600	Paul Betlem		14	dnf	5	12	6	10787	10
13027	Spike Boston		31	29	8	13	7	9953	11
16250	Fritz Gram		9	11	11	38	33	9017	12
15025	Bob Elwell		25	31	9	21	15	8616	13
13105	Harry Goldstein		19	23	32	5	26	8410	14
15400	Kit Sommer		11	dns	10	39	9	8289	15
15701	Robert Schaeffer		33	12	33	7	25	8181	16
13302	Robert Donald		34	24	15	17	17	8086	17
11291	Gerald Zimmerman		4	18	36	34	21	8052	18
15510	W.H. Schwarz		7	dnf	24	9	30	7966	19
8677	Robert Longnecker		22	36	23	16	16	7640	20
16400	Bob Bigham		15	20	26	33	23	7250	21
14505	James MacKenzie		dnf	17	7	14	dnf	7186	22
16129	Bud Hook		dnf	5	51	6	31	7165	23
15316	D.B. Cutler		24	dnf	6	26	27	7022	24
14387	John Johns		8	10	53	dnf	22	7004	25
7876	Pierre Havre		29	16	28	dnf	13	6518	26
12646	Don Hesselschwerdt		38	25	35	22	14	6231	27
16325	Roger Turner		26	37	22	37	24	5267	28
8151	James Lawler		18	42	43	30	20	5176	29
15484	Gunnar Stickler		52	21	18	29	37	5130	30
13631	J.B. Wheeler		12	9	dns	dns	dns	5105	31
13349	Mark Hesselschwerdt		36	35	19	20	dnf	4867	32
14356	Mike Mitchell		39	50	13	31	29	4833	33
14285	Bruce Shurtz		24	28	44	25	34	4772	34
13999	Russell Cook		28	22	39	32	35	4611	35
12900	Larry Wheeler		43	41	16	19	dns	4513	36
8437	Fred Jordan		44	34	45	23	19	4482	37
11389	Howard Fletcher		42	14	20	dns	dns	4251	38
13874	Edward Van Dusen		20	47	28	dsq	36	3595	39
14115	Charles Rose		35	43	50	24	28	3579	40
15940	Carl Zimmerman		45	27	31	28	dns	3401	41
12223	Robert Wightman		51	32	34	27	39	3310	42
13019	Dick Chastain		48	44	dnf	dnf	11	2976	43
15223	Robert Mills		32	33	30	dnf	43	2919	44
14702	Taylor Brown		37	26	29	dnf	dns	2834	45
8423	Julius Kroeger		30	19	dnf	dns	dns	2734	46
12999	Ralph Swanson		40	40	25	dnf	40	2628	47
16337	Mark Cooper		27	30	48	dsq	45	2546	48
13013	Sam Norwood		23	38	dnf	dnf	dns	1991	49
12712	David Ryan		41	48	41	dnf	32	1819	50
14367	Richard Galpin		49	54	38	36	41	1747	51
9872	Ralph Swanson		50	39	40	44	42	1696	52
15412	Bob Lane		53	53	47	41	38	1253	53
14490	Henry Young		55	dns	37	40	47	1249	54
12208	Tom Rose		47	49	42	45	44	1246	55
10101	Belford Russell		dnf	45	46	35	dns	1161	56
11300	Cathy Curran		dsq	46	52	42	46	893	57
14850	Raymond Tallau		54	52	49	43	48	767	58
16152	E.K. Yantes		46	51	54	dnf	dns	383	59

The Wells fleet went out on the lake at 9 A. M. Friday and sat there all day. Too far away from the club to sail in in the light and calm winds, lunch was delivered to them by boat. They were a tired out bunch when they finally got in that night. All who participated in the Wells series said they got a lot of experience, most of which boiled down to "never again in so large a fleet".

Again, performance of the Californian sailors in the Snipe Nationals stood out. 11 made the long trip and 8 of them qualified - 13% of the total entries comprised 33% of the Hein-

zlering entries - and it was a happy bunch that escorted the big trophies back to the West Coast.

Trophies were awarded at a gala banquet Saturday night. Beatrice Nilsson got the Eleanor Williams Trophy, awarded to the woman obtaining the highest point score in the regatta.

This was a satisfying regatta which lived up to advance anticipation. Only sour note was the weather, and, of course, nobody could.....! 10 fleets in District V cooperated with manpower and money with the host club CLYC, and General Chairman Red Garfield did his usual efficient job. He had fine District and local committees working for him, while Steve Taylor, with Warren Duerr in charge of the Wells series, handled the races expertly. It was an event which will not be soon forgotten by any who attended.

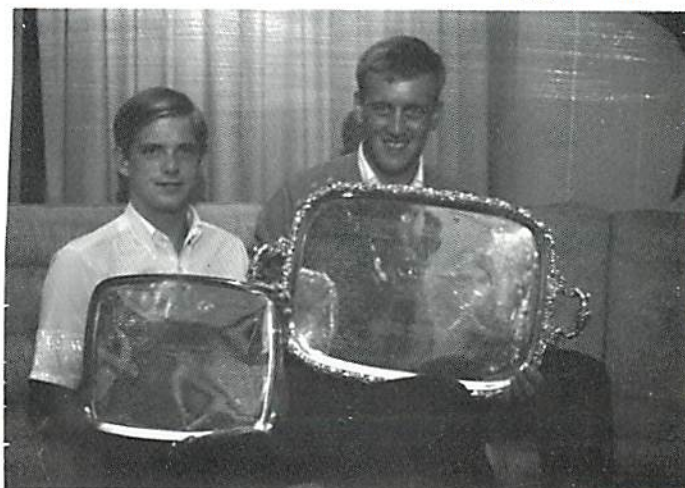
— B.M., with a bow to Bob Brink of the Jamestown Post-Journal



THE WELLS SAILORS were taken for a nice ride Friday A. M.



AND THIS IS WHAT THEY SAW when they got there.



BUT BERKLEY DUCK III (right) and John Lindquist thought it was worth it as they take a firm grasp in the Wells Trophies.

Brother Team Wins Junior Title

TROPHY GOES TO MICHIGAN FOR THE FIRST TIME



1966 U. S. NATIONAL JUNIOR CHAMPS - 17-year old Mark Hesselschwerdt had his brother Bill, 14, crewing for him.

Mark Hesselschwerdt, a senior at the Grand Rapids High School who has been sailing for 6 years as a member of the Diamond Lake (Michigan) Snipe Fleet 137, won the coveted Junior title from 19 other contestants when he sailed a 5 race series of 1-6-6-2-1 for a total score of 7171, and a nice margin of 717 points ahead of 2nd place Dick Thuma of Winchester, Mass. Mark had crewed in this regatta before, but this was his first time as skipper. His younger brother, Bill, crewed for him.

But the victory was not as easy as indicated, for Thuma, 16 years old and in his first regatta, actually sailed a 4-1-1-1-3, but when his 2nd race score was thrown out on a protest involving a port-starboard situation, he was relegated to 2nd place overall.

20 junior teams from 10 different fleets sailed 5 races in 2 1/2 days under nearly ideal conditions. The course covered 6 miles with each craft making 2 trips around a 3 mile triangle. Good winds prevailed each day in each race, varying from a relatively mild wind up to 20 mph during the period. It was a good test for the "kids".

The first race Thursday morning in a fair breeze saw Hesselschwerdt lead all the way and come home 100 yards ahead. Kenneth Galpin, also with his 15 year-old brother as crew and from Michigan, almost didn't make it when his jib halyard broke just before the start, but a quick repair job saved the day and he finished 2nd. Dick Thuma and John Swanson, both from Winchester, Mass., were 3rd and 4th respectively.

The 2nd race that P. M. was sailed under much more difficult conditions with winds, shifting occasionally, whipping up to 16-18 knots at times and putting 3 boats out of action.

Thuma easily won this event, but a protest against him was allowed and the top spot devolved upon another Michigan sailor. John Johns from Ann Arbor. Likewise, another leader, John Swanson, suffered a severe blow when he was disqualified after locking masts with Hesselschwerdt. Since there are no throw-out races in this series, a DSQ really hurts. Ken Galpin moved up to 2nd and Hesselschwerdt dropped to 6th. Galpin, with his two 2nds, was in top space, while 2 other Michiganders, Hesselschwerdt and Johns, were in 2nd and 3rd at this point.

The wind threatened to give the fleet quite a time of it Friday A. M., coming in at 20 mph just before the start, but gradually settling down to 10-12 mph. Thuma bounded right back with a 1st, Johns 2nd, and John Swanson 3rd. Hesselschwerdt repeated his 6th place and Galpin dropped to 7th.

That afternoon saw fairly steady 8 mph winds with an occasional strong gust making for good sailing. But this turned out to be an eventful affair, for filing of four protests gave the Protest Committee a long night's work to determine final standings. Four boats were disqualified as a result, but the one

filed by Thuma against the leader, Ken Galpin, for right-of-way involved the final standings when it was upheld and Galpin got a DSQ. Thuma led the race at every mark and on the 3rd leg, had a margin of about half a mile. Galpin closed it up on the second windward leg and led momentarily, but Thuma recovered and won by 15 yards, while Hesselschwerdt, carefully avoiding trouble, recovered from his 2 sixes to get a nice 2nd. So, at the start of the final race Sat, A. M., 4 of the top sailors - Galpin, Thuma, Swanson, and Johns - all had DSQs against them.

This last race was a fair test with winds up to 18 mph, and the Hesselschwerdt brothers, smelling victory, sailed beautifully, coming from 2nd on the last two legs to ride past the final mark with a sizeable lead over Jeff Young of Keuka, N. Y. Thuma and Swanson were right behind for 3rd and 4th places - and that was the regatta! The winners were presented trophies and other prizes were handed out at a special junior banquet and party Saturday night.

As usual, youthful enthusiasm made this an outstanding good regatta - and one that participants will not soon forget. There were more arguments than usual (none at all in Peoria last year and only 3 in 37 boats at San Diego), but this can be expected, for inexperience and inadequate knowledge of racing rules will produce such situations. But this is why we start them young, so they will learn what actual racing is all about.

- B. M., with thanks to Bob Brink

FINAL RESULTS - 1966 U. S. National Junior Championship

Chautauqua Lake - Jamestown, N. Y. - July 28-29-30

BOAT	SKIPPER	Club	RACES	1	2	3	4	5	Pts.	Fin.
13349	Mark Hesselschwerdt	Grand Rapids, Mich.		1	6	6	2	1	7171	1
13005	Richard R. Thuma	Winchester, Mass.		4	dsq	1	1	3	6454	2
12999	John M. Swanson	Winchester, Mass.		3	dsq	3	8	4	5787	3
14387	John Johns	Ann Arbor, Mich.		11	1	2	dsq	6	5646	4
10111	Agustin G. Diaz	Miami, Florida		10	4	4	13	7	5639	5
14367	Kenneth Galpin	Birmingham, Mich.		2	2	7	dsq	10	5559	6
9872	Ralph W. Swanson	Winchester, Mass.		5	10	10	6	9	5467	7
8570	Patricia Garfield	Jamestown		8	5	8	9	16	5174	8
13105	Rodney Goldstein	Peoria, Ill.		6	dnf	5	5	12	5142	9
12223	Jeffrey Young	Muncy, Pa.		14	3	11	dsq	2	4994	10
12534	Ann Canterbury	Peoria, Ill.		7	8	13	7	16	4810	11
10899	Fred Gunkler	Lakewood		18	7	19	3	11	4513	12
16401	Frank Levinson	Indianapolis, Ind.		12	9	12	dsq	5	4402	13
14924	Bill Witle	Webster Groves, Mo.		9	dnf	16	4	13	4206	14
8573	Craig Seger	Jamestown		19	14	9	12	8	4167	15
15710	Scott H. Flora	Peoria, Ill.		17	11	17	11	17	3528	16
11300	Cathy Curran	Lakewood		13	dnf	14	10	19	3442	17
9925	Stephen Walkerman	Lakewood		16	13	18	14	14	3396	18
10908	Erik Johnson	Jamestown		14	12	15	15	20	3363	19
16220	Robert Stackhouse	Lakewood		20	dns	20	16	18	2036	20

SNIPE BOAT KIT

Send for new free 70 page boat kit and accessory catalog including the SNIPE.

Complete ready-cut Snipe Boat Kit Everything except sail & hardware—\$349

Ready-cut Snipe Frame Kit includes frames, rails, deck beams, etc.—\$165

Semi-finished round hollow Snipe mast, \$60

Semi-finished Snipe boom—\$17.00

TAFT MARINE WOODCRAFT

Department SBD • 636-39th Ave. N. E.
Minneapolis 21, Minnesota

BUILDING A by Harold L. Gilreath PLYWOOD SNIPE

A 99 page DO-IT-YOURSELF book with 98 pictures, diagrams, and sketches with complete plans to build a champion boat along with details for outfitting and rigging—\$7.95 postpaid.

SCIRA 655 WEBER AVE. AKRON 3, OHIO

1965 Season High-Point Scores

Here are the rest of the point scores which we were unable to print last month when space ran out.

You will recall that Earl E. Troeger, Jr., of the Birch Lake Snipe Fleet 304 in Michigan made a clean sweep when he won both high-point score trophies - the International Reichner Trophy and the U. S. National Minneford trophy. Earl sailed 15 races from June 20th to August 24th at this summer vacation spot with an average of 8 contestants in a race. He got 14 firsts and 1 second for a total score of 1744.

Joe Becker of the Sequoyah YC Fleet 68 of Tulsa, Oklahoma, was a not-so-close second with 21 points separating his score of 1723 from the winner. He sailed 18 races with average of 7 competitors and likewise got 14 firsts, but had a couple of seconds and thirds to go with them. Eugene Simmons of Spanish Point Fleet 361 in Bermuda was third with 13 firsts and a second and 6th in his 15 races for 1719. The next spots were occupied by Tom Legere and Tommy St. John, III, those two top New England sailors constantly in regatta news as winners and always at each other's throats.

The proposition made a couple of years back that each country send in the listing of their top 20 or 25 sailors in competing for the Reichner Trophy is still a good one, but has not been too well received. Some countries do not send in race results of point score races to their National Secretary, but this could easily be undertaken and the top winners reported. Would add considerable meaning to the present contest, which is the oldest in SCIRA.

1965 SEASON HIGH-POINT SCORES

BOATS	SKIPPER	CLUB	No. of RACES	Pts.
10587	Casey Gertz,	Loon Lake, N.Y.	9	1375.3
15399	Buz, George & Frank Koenig,	Lake Worth, Texas	5	1375.2
6978	Jack Glodfelter,	Wichita, Kansas	27	1374.9
11315	Brian Ferrigo,	Cuba Lake, N.Y.	9	1374
11908	Bob Blomquist,	Massachusetts Bay, Mass.	7	1372.5
15316	Don Outler,	Cuba Lake, N.Y.	13	1372
12503	John Miller,	Newport, N. Y.	17	1371
14356	Mike Mitchell,	Cuba Lake, N. Y.	6	1370.8
7381	Robert Harris,	Annapolis, Va.	8	1370.3
13549	Joe Fauver,	LaGrosse, Wisconsin	12	1370
12712	Dave Ryan,	Indianapolis, Ind.	20	1370
12574	J. Meaden,	Glen Lake, Mich.	8	1369.8
14847	Waren Wheaton,	San Francisco, Calif.	39	1369.8
12091	Roberto Marques Nunes,	Rio de Janeiro, Brazil	7	1368.5
14993	Marc Cochran,	Valdosta, Ga.	10	1367.8
13517	Bob Rice,	Pine Beach, New Jersey	19	1367
15777	George Schwenk,	Lake Quassapaug, Conn.	7	1366
13519	Ray Steelman,	Pine Beach, New Jersey	21	1365.8
15661	Robert Henderson,	Lincoln, Nebr.	17	1365.6
5609	A. Sipari,	Kotka, Finland	16	1365.3
13487	John Moore,	Olearwater, Fla.	9	1363.4
11559	Phillip Blair,	Olearwater, Fla.	15	1363.3
8128	E.L. Stanley,	RHYC, Barrie, Canada	9	1363
11929	Arnaldo Monteiro Lopes,	Rio de Janeiro, Brazil	5	1362.2
14201	Harold Brammer,	Wichita, Kansas	36	1361.5
3596	A. Coutant,	Galway, N.Y.	15	1361
12561	Jack/Shirley Coffelt,	Lake Washington, Calif.	5	1360.6
12886	Jack Mace,	Pine Beach, New Jersey	15	1360
13636	John Fox,	LaGrosse, Wisconsin	8	1360
6229	T.B. Daniels,	PLYC, Akron, Ohio	10	1358.7
11449	William Requarth,	Decatur, Ill.	10	1358
12966	Danny Angelides,	Sierra, Nevada	6	1356.6
14142	Steve Foe,	Indianapolis, Ind.	11	1356
10300	Per Brodsted,	Skanderborg, Denmark	7	1355.3
12395	E. Wright,	Galway, N. Y.	19	1355
12713	G.A. Hatfield,	Wichita, Kansas	20	1354.1
13700	Wm. Shapira,	Chicago, Ill.	15	1354
14769	Bob/Jim Bigham,	Cowan Lake, Ohio	23	1352
15714	A. VonGleich,	Lake Mohawk, New Jersey	20	1351.6
8512	B. Ronning,	Jakobstad, Finland	18	1351.1
15759	Walter Fleming,	Crystal Lake, Ill.	20	1350
9995	G. Young,	Privateer, Tenn.	10	1349.3
14683	Bob Miller,	San Francisco, Calif.	27	1349.1
14978	Reuben Ross,	Rocky Mt. Colorado	5	1348
15716	J. Hallam Dawson,	Chicago Corinthian, Ill.	7	1346.8
10200	Oral Beber,	Crystal Lake, Ill.	11	1346
15299	Paul Burris,	Wichita, Kansas	7	1345.2
14804	Alan Hickman,	Torch Lake, Wisconsin	8	1345.2

11403	Yavuz Balkoc,	Kalanis, Turkey	5	1344
10062	Tom Wurster,	Diamond Lake, Mich.	15	1343
15660	Emerson Jones,	Lincoln, Nebr.	15	1342
8038	E.T. Lindquist, Jr.,	Newport, N.Y.	19	1337
14059	Duane Hines,	San Francisco, Calif.	39	1335
7885	Phil Paul,	Lake Quassapaug, Conn.	20	1334
12717	David Schwindler,	Queen City, Mo.	5	1333.4
13595	Peter Bruun,	Pioneer, Denmark	5	1332
15475	Fred Rammes,	Peoria, Ill.	24	1331.7
8700	Brian Lockwood,	Lake Mohawk, New Jersey	12	1331.6
8436	Robert Fugit,	Wichita, Kansas	31	1330
11198	Opv. Koskull,	Helsinki, Finland	11	1329
15717	Ed. Petroski,	Shawnee, Kansas	12	1328.8
12556	Owen Akerman,	Peoria, Ill.	15	1328.5
11759	Fred Brennan, Jr.,	Miami, Fla.	9	1327
13629	Francis Dasher,	Cowan Lake, Ohio	20	1326
10178	Meredith Rice,	Pine Beach, New Jersey	16	1325
12441	J. Johnson,	Privateer, Tenn.	8	1324
12558	John Headlund/Don Kalis,	Seattle, Wash.	8	1323.1
14177	John Murdock,	Massachusetts Bay, Mass.	8	1323.1
6979	William R. Shaw,	Sequoyah, Okla.	12	1323
7021	O. Brown,	Winchester, Mass.	22	1321.9
15498	Fred Dang,	Glen Lake, Mich.	10	1321.9
10378	R.B. Rose,	Galway, N.Y.	17	1321
12965	George O'Brien,	Sierra, Nevada	6	1320.8
11313	Burt/Guy Perry,	Diamond Lake, Mich.	17	1320.4
12222	B.J. Ansley,	PLYC, Akron, Ohio	14	1318
11373	John McLain,	Peoria, Ill.	14	1314.5
8549	J. Nuotio,	Helsinki, Finland	15	1312
8661	Bob Sheldon,	Chicago, Ill.	9	1310
8046	Frank Whitman,	Pine Beach, New Jersey	22	1310
14014	Skip/Orie Wade,	Atlanta, Ga.	17	1308
10639	Robert Larson,	Lincoln, Nebr.	12	1307
7926	G. Wahlstrom,	Jakobstad, Finland	22	1306.5
15205	Geo. Ference,	St. Simon's, Ga.	7	1306
12054	Dick Rose,	San Francisco, Calif.	35	1305
11047	George Wehner,	Chicago Corinthian, Ill.	5	1303
4741	Bill Hidge,	Lake Mohawk, New Jersey	5	1301.6
13522	William Kebes,	Pine Beach, New Jersey	22	1301.4
10640	Marion F. Arter,	Sequoyah, Okla.	12	1301.1
10963	Keats Vining,	Grand Rapids, Mich.	19	1299.7
7435	Derek Peters, Sr.,	Atlanta, Ga.	8	1299.5
10007	Patricia Lou Hanna,	Newport, N. Y.	9	1298.6
11422	R. Buckingham,	Indianapolis, Ind.	10	1298
11712	Eduardo Frias Filho,	Rio de Janeiro, Brazil	5	1297.6
11944	Charles Fowler,	Miami, Fla.	10	1297.3
9900	Jane Anderson,	PLYC, Akron, Ohio	5	1296.8
13868	E. Shanley/T. Raphael,	Winchester, Mass.	33	1295.9
13034	Ed. Moore,	Lake Mohawk, New Jersey	19	1295.6
15596	Jim Dondero,	Torch Lake, Mich.	8	1295.2
14892	J. Busch,	Glen Lake, Mich.	9	1294.5
11518	Nick Longworth,	Indianapolis, Ind.	20	1294
13803	J. Tjellesew,	Copenhagen, Denmark	8	1293
12775	Steven Fisher,	Newport, N. Y.	19	1293
11065	Dave Burns,	Potomac, Wash. D.C.	11	1292.3
11292	Bruce Patterson,	Manhasset Bay, N. Y.	9	1292.3
15484	Harvey Cochran,	Rocky Mt., Denver, Colorado	8	1291
3849	Gastrin & Strengell,	Helsinki, Finland	13	1290
13311	Carl Lauterbach,	Newport, N. Y.	11	1288.6
13479	W. Henderahot,	Oakville, Canada	5	1288.2
5107	Harvey Gossell,	Crystal Lake, Ill.	16	1288.1
15658	Bob Hunt,	Lake Lotawana, Mo.	22	1286
12557	Erich Treidel,	Rocky Mt., Denver, Colorado	5	1286
14415	Alcizio C. Silva,	Brasilia, Brazil	6	1285.6
15109	Susan Walker,	Annapolis, Va.	8	1285.1
8503	R. Hernberg,	Helsinki, Finland	22	1283.5
12948	Frank Suesz,	Cowan Lake, Ohio	13	1283.1
15050	Jill Ramel,	Lake Lotawana, Mo.	18	1282
14734	Bob Dodda,	Cuba Lake, N. Y.	7	1281.9
13311	Scott Scudder,	Newport, N. Y.	9	1281.1
13012	Larry Goebel,	Cowan Lake, Ohio	17	1279
11318	Carl Edstrom,	Cuba Lake, N.Y.	5	1278.8
10456	Arthur Karpf,	Manhasset Bay, N. Y.	5	1278.2
11960	Steven Travis,	Rio de Janeiro, Brazil	7	1277
11160	Jim Porter,	Grand Rapids, Mich.	10	1276.9
11566	Fabio Rabello,	Brasilia, Brazil	7	1276.7
13190	P. Baillie,	Oakville, Canada	5	1276.6
15084	John Gaskins,	Lake Lotawana, Mo.	19	1275
11948	Ed Anderson,	Torch Lake, Mo.	7	1270
5552	B. Rosenqvist,	Helsinki, Finland	19	1269.6
13577	Harry Back,	Skanderborg, Denmark	6	1269.1
10050	Joseph Shopis,	Lake Quassapaug, Conn.	23	1268.1
14766	Earl Nygren,	Lake Lotawana, Mo.	12	1268
15148	Fred Bracon, Sr.,	Miami, Fla.	11	1267
15697	Arnold Lundmark,	Cowan Lake, Ohio	13	1265.5

13188	Bill Heidman, Grand Rapids, Mich.	22	1265.1
6940	Carlos Roman, Miami, Fla.	8	1262
4598	Tom Suerth, Peoria, Ill.	5	1262
9898	Darrel Crocker, Wichita, Kansas	7	1261
14003	Marjianne Vander Horst, Cuba Lake, N. Y.	6	1260.8
14375	Sue Hansen, Diamond Lake, Mich.	19	1260.6
14131	C. G. Haldin, Jakobstad, Finland	18	1256
10368	John Pilon, Chicago, Ill.	15	1255
12004	Chuck Peters, Peoria, Ill.	5	1251.8
13021	Bruce Lockwood, San Francisco, Calif.	41	1251
15492	Luther Rollins, Atlanta, Ga.	15	1249
15119	Richard Zukowski, Crystal Lake, Ill.	7	1247.4
14920	Vic Wittert/Dave Wittert, Chicago, Ill.	9	1247
13082	Dick Dimes, Massachusetts Bay, Mass.	9	1247
15710	Ted Flora, Peoria, Ill.	15	1246
13016	McCandless, Winchester, Mass.	18	1245.8
13005	R. Thuma, Winchester, Mass.	25	1245.6
8505	M. Niemela, Kotka, Finland	12	1245.1
9190	H. Riska, Helsinki, Finland	6	1244.8
13645	Tom Blum, Lake Lotawana, Mo.	17	1244
14207	John Ertle, Chicago, Ill.	6	1244
13018	Fran Gilfoyle, Massachusetts Bay, Mass.	8	1243
11866	C.E. Rhonemus, PLYO, Akron, Ohio	10	1242.9
13448	Myron Michael, Lake Lotawana, Mo.	8	1242
14692	Chuck Loomis, Massachusetts Bay, Mass.	8	1241
14850	Raymond Tallau, Lake Mohawk, New Jersey	17	1240
10958	Dick Sidell, Grand Rapids, Mich	10	1239.6
16092	Preston Cobb, Valdosta, Ga.	6	1239.3
8522	E. Orava, Kotka, Finland	16	1238
15301	Don Campion/Dick Wegforth, Chicago, Ill.	8	1237
14714	Demetre Calimeres, Brasilia, Brazil	6	1235.8
9315	Richard Duxbury, Lincoln, Nebr.	17	1235.4
13037	G.K. Parke, PLYO, Akron, Ohio	21	1230
11268	S. Keary, Oakville, Canada	6	1228
12434	H. Kjeldsen Hansen, Skanderborg, Denmark	7	1227
7192	Harvey Phillips, Newport, N.Y.	15	1227.1
14805	Ross Hickman, Torch Lake, Wisconsin	8	1225.6
13808	Jens Norregard, Fredericia, Denmark	6	1225.5
11177	Ian Stewart, Spanish Pt., Bermuda	10	1225.2
11464	M. Jones, Glen Lake, Mich.	10	1222
9170	Antonio Riva, Potomac, Wash.D.C.	6	1221.1
10660	Curt Schroeder, Indianapolis, Ind.	13	1221
13666	J. Ake, Glen Lake, Mich.	7	1215
8300	Hardy Brothers, Massachusetts Bay, Mass.	6	1214
7878	W.W. Luff, PLYO, Akron, Ohio	25	1213.8
15182	Eric Rasmussen, Torch Lake, Wisconsin	7	1213.3
13836	Reed Lott, Diamond Lake, Mich.	15	1211.8
13011	Scott Overton, Lake Mohawk, New Jersey	15	1211.2
14655	Myron Issac, Chicago, Ill.	9	1208
13189	Bob Frahm, Grand Rapids, Mich.	12	1206
8794	Frank Fehsenfeld, Grand Rapids, Mich.	14	1204
11862	Steve Hazeltine, Massachusetts Bay, Mass.	7	1203.7
15391	Paul Seager, San Francisco, Calif.	9	1203.7
15005	Mike Goll, Massachusetts Bay, Mass.	8	1199.6
14019	C.A. Wikman, Jakobstad, Finland	14	1199.1
7999	Tom/Bill Fehsenfeld, Grand Rapids, Mich.	13	1198
15107	H. Cross, Oakville, Canada	5	1196
12144	Bill Christensen, Torch Lake, Wisconsin	7	1195
14481	Jim Amos, San Francisco, Calif.	17	1192
13480	Paul Potter, San Francisco, Calif.	20	1191
8500	K. Dannholm, Helsinki, Finland	13	1190
14144	Rex Ely, Cowan Lake, Ohio	21	1187.5
11824	Bill Petre, Cuba Lake, N. Y.	6	1187.3
13999	R. Cook, Winchester, Mass.	11	1186.3
15517	Don Moore, Seattle, Washington	2	1186
12442	Pratt/Dow ning, Glen Lake, Mich.	9	1184
13775	Bud Edwards, Cuba Lake, N.Y.	9	1180
5576	C.T. Krogus, Helsinki, Finland	12	1178.8
15667	Gil Chase, Cuba Lake, N.Y.	11	1178.2
15304	Norman Beisswenger, Indianapolis, Ind.	23	1178
12440	Skip/Sid Baxter, Grand Rapids, Mich.	22	1177.6
15121	John Selbach, San Francisco, Calif.	14	1177.4
15093	Mary Scott, Lake Mohawk, New Jersey	10	1176.4
12757	Bud Williams, Cuba Lake, N. Y.	10	1176.1
14939	Lars Oudrup, Fredericia, Denmark	6	1172
15086	Giles Hamlin, Cuba Lake, N. Y.	6	1170
15214	Dean Miller, Cuba Lake, N.Y.	5	1168
15685	John Eilers, Jr., Cowan Lake, Ohio	5	1164
8590	Dave Dunlop, Diamond Lake, Mich.	19	1161
14682	Snoop Norheim, San Francisco, Calif.	30	1160.5
11754	Ken Daniels, Cowan Lake, Ohio	15	1160.3
14017	C. Carpelan, Kotka, Finland	14	1159
13873	John Post, Lake Quassapaug, Conn.	16	1156
9031	B. Meikle, PLYO, Akron, Ohio	27	1154.6
11284	George Eduardo Machado, Rio De Janeiro, Brazil	5	1154.4
6768	Jacob Stockinger, Lake Quassapaug, Conn.	13	1153

FAST SAILS . . . from the Johnson loft are backed by 30 years sailmaking experience. Our subtle improvements —no gimmicks—keep owners of "Red Arrow" sails in peak competitive form — year after year. Join the happy trend to Johnson!

Good news for Snipe owners: we are now in our new St. Petersburg loft, with more efficient space and a larger staff to handle your particular requirements for racing sails. Write or phone for our quotation.



clinton johnson *Sailmaker*
 13185 49th STREET NORTH
 ST. PETERSBURG, FLORIDA 33732
 PHONE (813) 527-4378

WE DESIGN FOR MORE BOATSPEED!

'66 RACING RESULTS

1st Northeastern International Championship

1st U. S. National Championship Wells Series

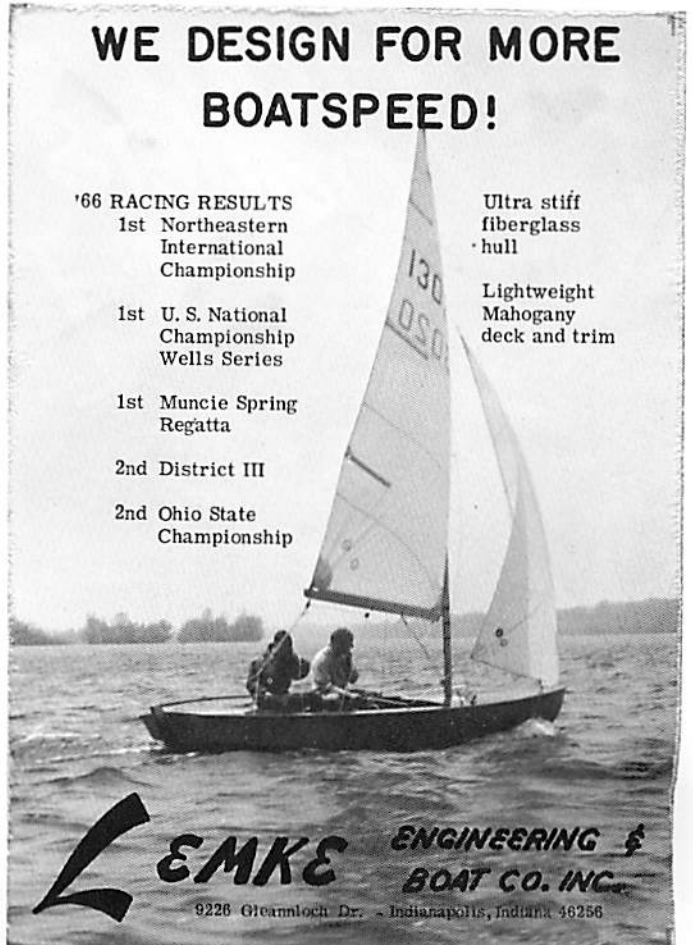
1st Muncie Spring Regatta

2nd District III

2nd Ohio State Championship

Ultra stiff fiberglass hull

Lightweight Mahogany deck and trim



LEMKE ENGINEERING & BOAT CO. INC.
 8228 Glanloch Dr. - Indianapolis, Indiana 46256

Varalyay **BUILT SNIPES**

THE CHOICE OF 12 NATIONAL CHAMPIONS

NOW AVAILABLE

**Our NEW FIBERGLASS HULL with the lines of our
FAMOUS WOODEN HULL of PROVEN PERFORMANCE**

Sandwich Core Hull for Wooden Stiffness but
Fiberglass Maintenance (optional extra)

Complete & Ready to Sail Semi-Finished

VARALYAY BOAT WORKS

1868 W. 166th ST.

GARDENA, CALIF.

Elvström bailers

LARGE \$16 5 3/4" **MEDIUM \$16**

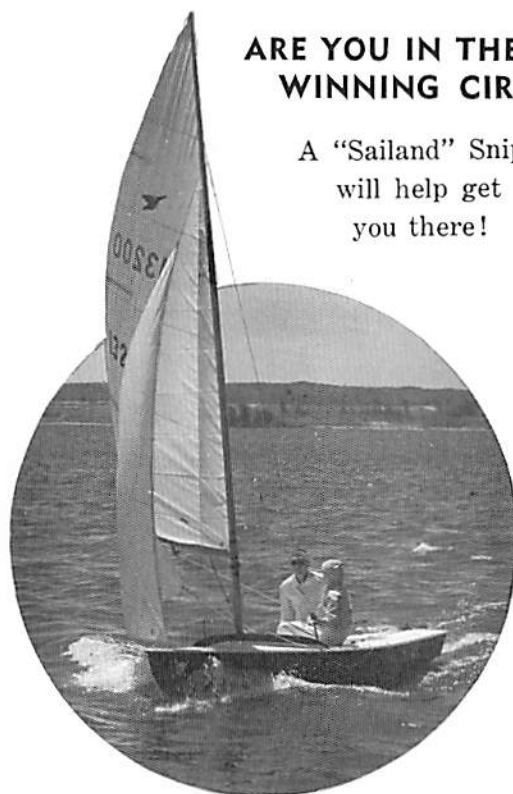
STAINLESS STEEL

MINI \$9 3 3/4"

See your Marine Dealer or order direct from stock in USA - J.O. ULBRICH, 89 Wyoming Road, Paramus, New Jersey - Tel. 265 - 1157

Please address inquiries for sails direct to

ELVSTRÖM SAILS 
RUNGSTED · DENMARK



**ARE YOU IN THE
WINNING CIRCLE?**

A "Sailand" Snipe
will help get
you there!

LEON F. IRISH CO.

4300 Haggerty Rd.

Walled Lake, Mich.

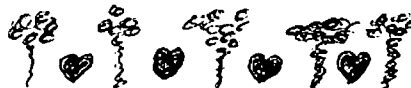
WRITE FOR FULL INFORMATION AND PRICES

12774	James J. O'Hara, Newport, N. Y.	15	1148	8585	Dave Miller, Diamond Lake, Mich.	17	934
14135	E. Piirainen, Kotka, Finland	14	1146	15414	Pete Broeman, Cowan Lake, Ohio	11	922.6
14398	Owen Cassidy, Peoria, Ill.	10	1145	14937	Ole Stephansen, Fredericia, Denmark	8	922.3
4158	George Tomlinson, Cowan Lake, Ohio	12	1144	8482	E.K. Wilkko, Helsinki, Finland	5	920
13314	Carl Rapp, Peoria, Ill.	7	1143	14970	Link Brooks, Cowan Lake, Ohio	5	916
13869	W. Eddy, Winchester, Mass.	17	1140.6	12069	R. Raikkonen, Helsinki, Finland	17	905.2
15113	A.D. Armour, Oakville, Canada	5	1140.4	12961	Sweeney/Canty, Massachusetts Bay, Mass.	7	905.1
13670	Cliff Boyce, Grand Rapids, Mich.	22	1140.4	13427	John Veneklaesen, Grand Rapids, Mich.	10	901
7383	Dick Edmonds, Cowan Lake, Ohio	6	1139.8	11621	Ted Lahti, Torch Lake, Wisconsin	5	885
11618	R.J. Handwerk, PLYC, Akron, Ohio	16	1139.1	9425	Harry Booth, Grand Rapids, Mich.	17	874
14481	Tom Amos, San Francisco, Calif.	19	1135.6	14484	Stan Cohen, San Francisco, Calif.	36	866
9102	Chip Curtis, Grand Rapids, Mich.	24	1135.4	15467	Ernie Esch, San Francisco, Calif.	24	863
10528	Taininen & Torneblom, Helsinki, Finland	19	1134	2740	Joe Thomas, Grand Rapids, Mich.	5	855
14696	Don Yost, San Francisco, Calif.	30	1132	7484	G. Ahman, Helsinki, Finland	9	846
12998	Bill Brummond, San Francisco, Calif.	16	1120	9728	John Baxter, Grand Rapids, Mich.	11	833
15186	Pete Daily, Torch Lake, Wisconsin	5	1115.8	6288	Gordon Towill, San Francisco, Calif.	7	830
12051	Martin Perry, Wichita, Kansas	7	1115.4	13984	H. Pohoell, Helsinki, Finland	17	826.2
5555	T. Weber, Helsinki, Finland	13	1114	11371	Bob Smith, Cowan Lake, Ohio	6	826.2
9736	R. Swanson, Winchester, Mass.	25	1113	11191	M. Enegren, Kotka, Finland	8	816.7
7433	Charles Robertson, Cowan Lake, Ohio	8	1112.1	11520	Harry Dason, Grand Rapids, Mich.	8	816.3
10778	A. Holler, Peoria, Ill.	9	1112.1	4531	Jorgen Blom, Skanderborg, Denmark	6	804
15436	Claus Bulow, Copenhagen Denmark	5	1112	15954	Chris Sawyer, San Francisco, Calif.	12	803
12499	George Doyle, Massachusetts Bay, Mass.	9	1111	10398	Dick Vanderveen, Grand Rapids, Mich.	10	792
15590	Ray Cooley, Shawnee, Kansas	9	1110	14941	Orla Quitzau, San Francisco, Calif.	24	788
12569	R.G. Flawn, Oakville, Canada	6	1109	8525	P. Stckelberg, Helsinki, Finland	9	785
15719	George Colvill, Cowan Lake, Ohio	7	1106	7817	J. Borgstrom, Helsinki, Finland	14	777
8494	P. Vatenen, Helsinki, Finland	13	1102	13815	Tommy Jensen, Skanderborg, Denmark	5	776
11900	Al Kroeger, Miami, Fla.	3	1099	3994	Pete Charnley, Grand Rapids, Mich.	15	772
14047	Raymond Boucher, Lake Quassapaug, Conn.	16	1097	14136	E. Kurui, Kotka, Finland	11	767
10037	Jim Herzog, Cuba Lake, N.Y.	5	1096	5560	S.E. Owren, Helsinki, Finland	15	760
11211	C. Parke, PLYC, Akron, Ohio	23	1093	5601	R. Nyman, Helsinki, Finland	8	758
14271	J. Fitzpatrick, Oakville, Canada	6	1088	9297	Craig Booher, Grand Rapids, Mich.	5	713
15349	Harry Hall, Atlanta, Ga.	6	1088	14763	George Brown, San Francisco, Calif.	12	711
10065	J. Harrar, Winchester, Mass.	10	1086	6739	Roy Holsinger, San Francisco, Calif.	35	694
14511	Jay Corson, Lake Mohawk, New Jersey	13	1085	15425	P. Lund, Odense/Kerteminde, Denmark	5	672
14130	P. Wik, Jakobstad, Finland	10	1083	5559	T/S Brandt, Helsinki, Finland	7	669
13641	Warren Pilling, Grand Rapids, Mich.	10	1082	12050	I. Olsson, Helsinki, Finland	17	668
13592	Georg Kj. Hansen, Skanderborg, Denmark	5	1081	7922	P. Launonen, Kotka, Finland	6	650
7628	Frank Rappleyea, Newport, N. Y.	6	1070	14291	Bob Walrath, San Francisco, Calif.	27	641
12519	R.J. Hallisey, Winchester, Mass.	16	1067	7665	I. Hanninen, Helsinki, Finland	6	598
11909	R. Preston, Winchester, Mass.	22	1059	5553	J/O Dahlberg, Helsinki, Finland	12	569
11769	Fred Kennedy, San Francisco, Calif.	28	1057.6	12049	G. Gripenberg, Helsinki, Finland	10	559
11188	H. Holm, Kotka, Finland	5	1054	11438	R. Neel, San Francisco, Calif.	8	546
15449	U. Bjork, Helsinki, Finland	11	1051	15423	K. Aaulshoj, Odense/Kerteminde, Denmark	5	538
9909	L.R. Hoffman, PLYC, Akron, Ohio	12	1044	9387	K. Vesterinen, Helsinki, Finland	5	530
15168	Skip Oriddle, Cowan Lake, Ohio	5	1041	8527	Siponen/Ala-Harkonen, Helsinki, Finland	11	527
15291	Susan Williams, Miami, Fla.	3	1040	9003	Lester Kinnamon, San Francisco, Calif.	18	525
15510	G. Schwarz, San Francisco, Calif.	7	1039	10947	Len Grover, San Francisco, Calif.	9	511
13591	Klaus Lehnakjold, Skanderborg, Denmark	6	1030.3	10173	Zeke Chase, San Francisco, Calif.	6	503
8039	P.C. Allison, PLYC, Akron, Ohio	13	1030.1	11194	T. Palotie, Helsinki, Finland	6	484
15584	Don Van Pelt, Torch Lake, Wisconsin	7	1028	13460	Oh. Niemimiki, Helsinki, Finland	8	478
14673	John Montgomery, Grand Rapids, Mich.	14	1027	7333	Dick Hart, San Francisco, Calif.	7	467
6774	David McAfee, Grand Rapids, Mich.	7	1022.4	12581	P. Aarnio, Helsinki, Finland	6	408
13434	Larry Dietter, Cuba Lake, N. Y.	5	1022.2	10534	A. Lemstrom, Helsinki, Finland	8	359
15106	I. Crook, Oakville, Canada	7	1019				
12230	G. Borggard, Winchester, Mass.	9	1018.6				
7131	Herb Wurster, Diamond Lake, Mich.	17	1018.5				
15030	Jens Christiansen, Kolding, Denmark	6	1017				
7116	Jim Wolf, Diamond Lake, Mich.	17	1009				
10031	H. Nyberg, Helsinki, Finland	20	1006.5				
13864	Harold Hartger, Grand Rapids, Mich.	7	1006.1				
15026	Bjorn Peterson, Kolding, Denmark	6	1004				
14357	Ted McClure, Cuba Lake, N. Y.	6	100				
11178	E. Metsa, Kotka, Finland	10	1001				
3827	J. Paatela, Helsinki, Finland	21	996.6				
7083	Dick Grant, Grand Rapids, Mich.	22	996.4				
15764	Gary Michael, Lake Lotawana, Mo.	5	996				
15961	Steve Galida, Lake Mohawk, New Jersey	8	995				
11768	Dennis Silva, San Francisco, Calif.	21	991.6				
10281	Marsh Jenkins, San Francisco, Calif.	23	991.6				
8519	K. Lonnqvist, Helsinki, Finland	20	987				
12759	Haven Jones, Grand Rapids, Mich.	16	986				
15440	Harald Holstein, Pioneer, Denmark	6	983.5				
10240	R.D. Richards, Grand Rapids, Mich.	22	983.3				
11317	Jeff Bradley, Cuba Lake, N.Y.	8	983.1				
13492	John Elliott, Winchester, Mass.	6	982.2				
14015	K.R.T. Alraksinen, Helsinki, Finland	7	982.1				
14936	Bj. Loersen, Fredericia, Denmark	5	974				
14565	Oscar Petterson, Copenhagen, Denmark	6	967				
11174	Bob Dobson, Cowan Lake, Ohio	11	965				
11388	Keith Weller, Grand Rapids, Mich.	12	964				
15886	T. Palotie, Helsinki, Finland	8	962				
15121	Caros Mattson, San Francisco, Calif.	34	957.1				
14678	T. Doble, Oakville, Canada	5	954				
12700	Tom Harrick, PLYC, Akron, Ohio	12	952				
14590	George Nash, San Francisco, Calif.	13	947				

If you wonder how a man can sail in 8 races and finish up with only 359 points, the solution is easy - it means he has been sailing in a large fleet with 20 to 35 contestants in a race. That situation exists in San Francisco and evidently accounts for some Finnish scores.

It emphasizes again the chief weakness of this fleet interchange of point scores for comparative purposes. If the man who scored 359 had come in last in every race in a 5 boat race, he could never score less than 1225 points, even if he didn't finish. And the man who did score 1225 in a small fleet might be the bottom man with 359 in a large fleet. Also, if a good sailor races against 4 medium performers he can win easily in all 15 races with a perfect score of 1750 and make a clean sweep of the trophies. It appears that scores should be weighted according to number of entries or boats beaten in a race. Often discussed in the past, no action has ever been taken, for it appears the advantages to the Class of this custom of reporting fleet activity outweigh the evident objections.

A BIRTHDAY CARD TO "YE EDITOR" from You Know Who!



MOTTO FOR VIRGOANS, "Guard well thy speech, and choose words that do not sting, lest in your tender heart, dull remorse may cling!"

Wells Wanderings



by Ted Wells

OH HAPPY SUMMER VACATION!

The Nationals have probably never been too high on the list of ways to spend a summer vacation and at the same time promote domestic felicity, but the routine of the ten-hour day on the boat, getting up early, then hurrying up and waiting, with dinner at ten P. M. when the restaurants give you dirty looks, seems to be becoming routine more often than not in recent years. It has been suggested that the Juniors sail last so they can't use up all the wind. Or maybe even someplace else, like Indianapolis where they can't even hope for wind.

This year several features added zest for the sailors - patches of weeds, sometimes really large; weed seeds which dried on the boat as if they had epoxy on them; the barefoot boy (and girl) launching system; and a rain squall immediately preceding the second of three races sailed in the rain one day. Basil Kelly just did make the starting line for this race as a result of mutiny (inspired by good judgment rare in a twelve-year old) on the part of his son and crew, Steven. Quoting Basil quoting Steven, "Daddy, that ain't no place for a little boy. It ain't safe out there."

SCIENTIFIC CONFUSION

There are two schools of thought on use of tolerances on Snipe hulls to provide a faster hull - those that think you can affect performance significantly, and those who think you can't. And among those who think you can, there is a wide difference of opinion as to how to do it. The most extreme is the old Mills with a very long waterline, flat keel and low chines, way below present tolerances. Next there is the newer Mills-Levinson hull, which has a flat keel and low chines also, with chines somewhat lower than present tolerances permit. Most people agree that the very old Mills has advantages in rough water, higher winds, and off the wind in marginal planing conditions, but is at a disadvantage in light winds. Harry Levinson has certainly made out alright with the slightly less extreme version, regardless of wind.

The new look this year is the flat keel with chines as high as possible, one version having all of them high, the other dropping them toward the stern. One of these versions won, so it is in!

There are currently three versions of fiberglass hulls, the original which is right in the middle of the tolerances; another which is patterned as closely as possible after the Mills - Levinson hull and still stay within the present tolerances; and one for which Buzz Levinson's Lippincott hull was used as the plug from which the mold was built and which is supposed to exactly duplicate Buzz's hull. One of these was sailed by Buzz's son Frank in the Juniors and Buzz talked me into sailing it the last day.

Up to this time I had done well to windward when the wind blew, and the more the better. Off the wind, I didn't do as well and the lower the wind, the worse. This has more-or-less been the story of my life for several years regardless of what boat I was sailing, so I borrowed Buzz's boat. Unfortunately, all I learned was something I already knew, namely, that I can't get into a strange boat rigged for different sails, and prove anything. I've tried it before and should know better. Vice-Commodore Bob

Schaeffer had the same experience; he flew in from California, borrowed Red Garfield's boat with Red's daughter for crew, and missed the silverware in the Wells series, although he is a very good skipper.

To add to the confusion: Everyone knows (this is a joke, son!) you must have a Proctor E mast to win. Earl Elms had one, but he could have won with anything to hold the sail up. He had a good hull, good sails, sailed skillfully, and had a better guessing average than anyone concerning when to head for shore and when not to. Leslie Larson, local past National Champion, got the word after winning most of the local area trophies with a good wooden mast earlier in the season and he put on a Proctor E mast for the Nationals. From that time on, he couldn't get out of his own way except in two drifters, one of which ran out of time and the other was thrown out because of a bad starting line. The advantages (if any) of a Proctor E mast lie in the way the bend is controlled by the spreaders. No wind - no bend. Only aerodynamic drag from the spreaders which isn't pushing forward.

So, if you think this is a confusing article with no conclusions, you are absolutely right! The only conclusion on which I am absolutely sure is the one in last month's WW - the difference between doing everything right and doing everything wrong is a very small one, but with big consequences. I am hoping to learn more this fall, starting with a trip to Muncie, Indiana, just to try that boat of Buzz' again. Some people never learn!

Just a thought which doesn't make any sense. Do you suppose the water really knows and cares about what is next to it - and prefers paint and varnish to gelcote? Or likes it less and pushes it out of the way? In a rearward direction?

A Most Important Notice

SCIRA RULES COMMITTEE

CIRCULAR LETTER #2 - Pertaining to 1966 Rule Book

For several years, some sailmakers have ignored Paragraph 63, which prohibits any means of artificially stiffening the leech, and Paragraph 72, which states that no headboard shall be used in jibs. The original use of the reinforcing material at the head of the jib to create a headboard effect did not result in much benefit and was ignored, but later sails had exaggerated headboards, and some even used the same method to increase area at the tack and clew.

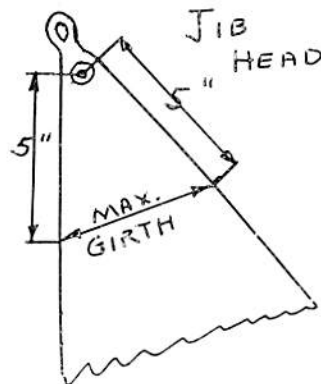
In order to minimize the cost and inconvenience to Snipe owners, the Board of Governors has agreed to accept old jibs without recutting if the girth measured as shown on the sketch below does not exceed 5". Jibs having a girth greater than this must be recut immediately. This acceptance of old jibs is with the understanding that sailmakers will promptly cease making such jibs. On all future jibs, the roach on the leech and foot shall form a uniform curve with constant radius, tangent to a 3/4" radius centered at the grommet in the head, and a 1" radius centered at the grommet in the tack and clew. The maximum girth measurement for new sails shall be 4" at the head, measured as shown below. All sailmakers have already been warned concerning this letter, so they shall be prepared to comply promptly.

Sincerely,

Ted A. Wells

Chairman
International Rules Committee

August 25, 1966



WANTED AND FOR SALE DEPARTMENT

CLASSIFIED ADS. Used Boats and Equipment

Why not try an ad here for only five cents a word, at a minimum charge of \$2.00? **RESULTS WILL BE GOOD!** These small ads are accepted on a cash basis only, so send a remittance for the proper amount with your order.

RUGGED ALUMINUM WHISKER POLES - buoyant, light, strong. Shaped half-moon rubber pad clings to the mast, yet cannot gouge or scratch the varnish. Large, clothes-pin type jaws grasp the jib sheet hard enough to jibe the pole, yet release instantly. \$20.00 Postpaid.

We also make buoyant, light, aluminum tubing **UPHOLDERS** for dagger boards. 18" uplift, enough to retract the point of the board within the trunk. \$3.50 Postpaid.
Clarence Borggaard, The Boat Shop, 391 Riverside Ave., Medford, Massachusetts 04416.

LOOK! LOOK! - You can win a beautiful Custom Built laminated Vee Plank Snipe Boom. Furnish us with proof you have placed First or Second in a District or National Regatta during 1965 or 1966 while sailing with a Post Mast, laminated of clear sitka spruce. Our new mast is furnished with Holt-Allen shive cages, a string to pull your halyards through, and loose stav tangs. Average weight of deck-stepped mast is 15-1/2 pounds with 2" deflection. Priced at \$121.50 F. O. B. Post Woodworking Shop, 2020 East 1st St., Tempe, Arizona. 85821. Phone: 967-6751

FOR SALE: SNIPE 11701. LOFLAND FIBERGLASS. Two suits Ulmer dacron sails; dry-sailed; trailer; stainless steel fittings. **MUST SELL \$900.00.** John Hokenson, 452 Riverside Dr., Apt. 36, New York, N. Y. Write or call: 212-864-3287.

FOR SALE: VICTOR MILLS SNIPE 12750. Fiberglassed hull; deck and other accessories mahogany; Ulmer medium dacron sails; trailer with lights; aluminum centerboard. New condition and excellent record. Ready to sail for \$875.00. J. H. Flack, 4787 Pennswood Dr., Dayton, Ohio. Tel! 513-233-7657.

FOR SALE: SNIPE 13015. Built by Lippincott for 1961 World Championship Races at Rye, N. Y. Good condition. Three championships locally. Ulmer sails. Mahogany deck. Bronze daggerboard. Trailer. Price \$850.00. Tim Crouse, 827 Washington St., Gloucester, Mass. 01950.

FOR SALE: CUSTOM FIBERGLASS SNIPE 12121. Rigid hull 425 lbs. with aluminum board and 15 lbs. ballast. "Bendy" keel stepped mast. Richards and Racelite hardware. Stainless wire and Sampson braid rigging. Elvstrom bailer. 1965 North mediums. Always dry-sailed. Perfect condition and good racing record. \$950.00. Terry Gilkinson, 649 Sussex lane, Crystal Lake, Ill. Phone: 815-459-4398

FOR SALE: BOTVED FIBERGLASS SNIPE 10361. 425 lbs. 3 years fleet champion; stainless daggerboard; lifting sling, boat cover; varnished mahogany deck. Measurement certificate. 2 suits dacrons by Ulmer and Watts. \$1050.00. Trailer available. Si Label, Cradle Rock Rd., Pound Ridge, New York. Tel: 914-PO4-4253.

WILL TRADE: NEWPORT FIBERGLASS FINN, fully equipped including Elvstrom racing sail; two masts; two booms; bailers; flaps; trailer, etc., for a Top-Notch fiberglass SNIPE in Midwest or West coast. Returning from Vietnam in February. Capt. Michael Flannigan, HHD, 4TC, APO San Francisco, Cal., 96307.

FOR SALE: VARALYAY SNIPE 14114. Fiberglass hull. Beautiful ribbon mahogany deck. 1966 Hild sails. Excellent racing record. Brand new mast and boom. Fiberglassed rudder; self-bailer. Always dry-sailed. Weighs 425 lbs. Trailer with new tires; boat cover, tie-downs for trailing. All Racelite fittings. Price \$1350.00. Has to be seen to be appreciated. Also included extra mast and boom. Boat was not raced in 1964. Tommy St. John, III, 131 Timothy Rd., Naugatuck, Conn. 06770.

FOR SALE: ONE TAFT SNIPE, 1 year old, fiberglassed, plywood construction. \$800.00. Call or write: J. F. Hulsemann, 381 Elder Lane, Winnetka, Illinois. HI 6-5651.

FOR SALE: SNIPE 11752 - Excellent racing condition. Wood; dry-sailed; minimum weight. Two suits dacron sails; trailer; tie-downs; cover; limber laminated wood mast. Fully equipped for racing. Request reasonable offer. D. Brant, 6 Oakland Dr., Port Washington, L. I., N. Y. Tel: PO7-5439

FOR SALE: ELECTRIC BILGE PUMPS - Bails while you sail! Pumps 200 gallons per hour at a 3" head. Weight 1-1/4 lbs. Size-4" high, 3" diameter. Runs on a 6 volt battery. Low current draw. Price \$14.95 C. O. D. or send your check or money order with your order and I will ship prepaid anywhere in the continental United States. Thomas S. Pearson, 15528 Myrtle St., Harvey, Illinois.

BUILD YOUR OWN TRAILER. You can get blue-prints and a detailed instruction sheet for two different types of trailers which were especially designed by Snipers to fit a Snipe. Just send \$1.25 to SCIRA, 655 Weber Ave., Akron, Ohio 44303.

DO YOU NEED A NEW MAST? Get a complete set of plans for the CHAMPION round mast for Snipes designed by Ted Wells and build your own. 4 sheets of blueprints with all details for hardware and rigging for only \$1.00 per set. From SCIRA, 655 Weber Ave., Akron, Ohio 44303.

CLOSE OUT BARGAINS FOR SALE: Short sleeve Snipe sweat-shirts. Limited quantity - so hurry! They're going fast. Powder blue or navy. Regular price \$3.25 now only \$2.25 postpaid. Your sail numbers for 25c extra if desired. Send color, size, and check to SAIL TOGGS, P. O. Box 11089, Cincinnati, Ohio, 45211.

SOMETHING TO BUY OR SELL? This column is for YOU! Someone always has what you want - and wants what you have!

SANCTIONED SNIPE REGATTAS -

SEPT. 23-24 CRACKER BARREL Regatta, D-4 Two-boat Team Championship, Chattahoochee SC, Lake Harding, Georgia. J. C. Hogg, 1800 Malco Dr., West Point, Ga.

OCTOBER 8-9 GEORGIA STATE Championship, Valdosta YC, Long Pond at Twin Lakes, Ga. Garnett Puett, P. O. Box 397, Hahira, Georgia 31632

OCTOBER 22-23 HOSPITALITY Regatta, Jackson YC., Ross Barnette Reservoir, Jackson, Mississippi. Harvey Mitchell, 1225 Buckley Dr., Jackson, Miss.

NOV. 5-6 HALLOWEEN Regatta, Atlanta YC, Allatoona Lake, Atlanta, Georgia. Dr. Luther Rollins, 3015 Mornington Dr. NW, Atlanta, Ga.

don't get caught with your flap down

It's not too early!
plan to attend
Jackson Yacht Club
- HOSPITALITY REGATTA -
Oct. 22-23



More information : Bryson Lesley
4365 Ridgewood Rd.
Jackson, Miss.

HALLOWE'EN REGATTA

ATLANTA YACHT CLUB
NOVEMBER 5-6



Write to:
Dr. Luther Rollins, 3015 Mornington Dr. NW, Atlanta, Ga.

871 McCally Ave.

Lowry Lamb, Jr.
413 Georgia Ave.
Chattanooga, Tenn. 37403

37403

**YOU DON'T
NEED SORCERY!**

When You Get an "Invitation"
to Step In and See the
PROTEST COMMITTEE —



YOU NEED

that famous little SCIRA RULE BOOK!

Then you won't have to rely on luck, charm, or black
magic trickery to get yourself out of a mess.

Prepare Yourself With a Copy of
PRINCIPAL SAILING RULES of the NAYRU

by Fearon D. Moore

Graphically Interpreted

This 13th Edition contains 16 pages of diagrams and
illustrations of Rules in effect until 1969. Send 50¢
for a single copy or \$5.00 for 20. Include another
\$1.00 for the official IYRU-NAYRU Rule Book, if wanted.

Published and distributed exclusively by the
SNIPE CLASS I. R. A., 655 Weber Ave., Akron 3. O.

NEW SNIPE FILM

NOW AVAILABLE FOR DATES OF YOUR CHOICE

Made at the 1965 U. S. National Championship Races at
Peoria, it is an excellent presentation of Snipe sailing
in particular, and is also a fine promotional feature for
all sailing as a hobby. EVERYONE SHOULD LIKE IT!

A 16 mm. color-sound 26-minute show for \$10.00
You pay transportation charges one way.

Write to SCIRA and ask for

"AND ONE BOAT FOR ALL" By John
Biddle
(All music and TV rights cleared and owned by SCIRA)

LOFLAND

**NEW FIBERGLASS SNIPE
DELIVERY FROM STOCK**

SABOT PRAMS

DN ICE BOATS - SARN'S FITTINGS

The Dinghy Float

71 NORWOOD AVE., UPPER MONTCLAIR, NEW JERSEY 07043

201 - 744-0970

A SCHOCK built SNIPE placed 3rd in International
competition . . . at the Canary Islands!

Champions hoist SAILS by SCHOCK



For perfection in entire fiberglass construction, Buy the SCHOCK built Snipe.

501 29th Street
Newport Beach,
California

SAILS
BY SCHOCK

Write for brochures
and our dealer
nearest you.

BOAT BUILDERS
Schock CO.

3502 Greenville
Santa Ana
California