

# SHIPE BULLETIN



Yachtsman of the year

Jan Persson / Claus Bülow

AUGUST 1971

# Cobra Masts

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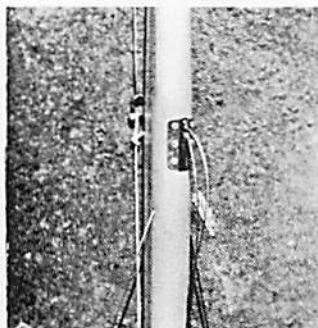
Finally there is a superb American mast — extruded, tapered and rigged for Snipes.

It is proven — having been used to win the world championship along with the U.S. Nationals.

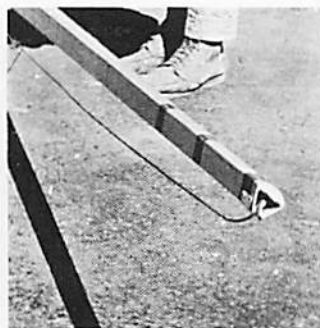
If you are replacing your old mast or getting a new boat, make sure it is with a Cobra. Why? Because—

This mast is an improvement of the aluminum masts in use on Snipes today. The section is not unlike the other popular makes — but we have used our experience of Snipe sailing to come up with some very functional and improved fittings and rigging techniques.

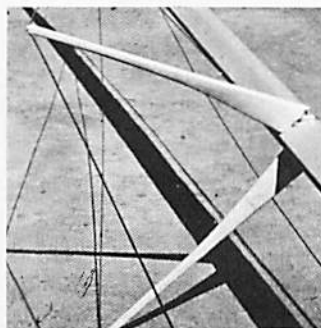
**For Instance—**



Special Hound fittings. No windage, everything on one, setting inside mast.



Super taper, considerably more than X models.



Special new spreaders. Air foil shape incorporates its own shape for a stop.



Halyards inside tube, won't come out of sail groove.

## ELMS SAILS FOR 1971

The winter regattas of Nassau, Miami and Clearwater have always been a testing ground for sail models the sailmakers hope to sell that year. All of the larger Snipe sailmakers or their agents are there, and the competition is fierce.

This year we proved that there are no faster Snipe sails made than ours. In the 17 races sailed the winning Snipe used Elms Sails in scoring 10 firsts, 4 seconds and completing the series with 3, 5, and 9 for 17 races in all.

Our new all purpose sails were used in all but three races. It proved fast in both heavy and light air, which means that you can get one set and cover almost every condition. You will also be able to race in lake competition as well as open sea.

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Order Elms Sails Now — the sails that won the last world championships, 4 U.S. nationals in a row, 2 straight European championships, and 10 other 1970 national championships around the world.

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## As Others See It

### Voice Of The People

Needless to say, you know what lack of respect I have for current yacht racing rules. I think they are unfair, hard to administer, and are disastrous to the spirit of the yachtsman. It fundamentally violates the spirit of racing to decide the fastest man in the court of law.

I have been watching with interest the development of penalties for infractions of the rules and am in agreement with the mark rule for a 360° conversion and the two 360° for the other infractions.

Is it possible for us to start an endorsement in the Snipe Class on these rules changes and possibly have them in force by the 1972 Nationals?

Jack Zink  
Member of SCIRA Board of Governors

Ed. note: For further discussion see article on page 12 and Wells Wanderings.

### NAMES IN THE NEWS



Mr. and Mrs. A. F. Hook

August F. Hook, former SCIRA Commodore and U.S. National Secretary has been awarded the Silver Buffalo, the highest honor of the boy Scouts of America for "outstanding services to youth on a national or international basis." That Bud Hook, donor of the Hook Junior District Trophies, is interested in service to youth is no news to Snipers. We offer our congratulations for this latest award.

### TILLMAN WINS

Linda Tillman won the Adams Cup Quarter-Finals sailed in Lightnings in Augusta, Georgia. She will sail in the Semi-Finals to be held on Old Hickory Lake, Nashville, Tennessee on July 24 and 25, 1971. His and Hers Martini and Rossi Awards would look nice on the mantel.

## STAY AHEAD



### WINNING SAILS

by

### LEVINSON SAILS

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## NEW SELF RESCUING HULL



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AUGUST 1971

VOL. XX No. 7

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#### PUBLICATION INFORMATION

Published monthly by Snipe Class International Racing Association, Incorporated, (not for profit).  
Forms close on the 10th of the month preceding publication. Material received after that date will not appear until later month. Printed in the U. S. A. at St. Petersburg, FL. Second-class postage paid at Dunedin, FL.

#### ADVERTISING

Contract rates furnished upon application.

#### SUBSCRIPTION

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

#### CHANGE OF ADDRESS

Notify Snipe BULLETIN of any changes, both old and new addresses complete with zip code. Allow a month to become effective.

Featured on the cover of this month's BULLETIN is the Scandinavian Yachtsman of the Year, Jan Persson with his crew Claus Bulow. Jan began crewing on a Snipe at the age of 16 and bought his own Snipe in 1964. Now at the age of 26 he has established quite a record, especially when you realize that it includes the first 6 years of Snipe sailing.

- 1964 2nd Danish Championship
- 1965 1st Danish Championship  
9th World Championship
- 1966 1st Danish Championship  
3rd North European Championship
- 1967 2nd Danish Championship
- 1968 1st Barcelona-Valencia Regatta
- 1969 1st Open South European Championship
- 1970 1st Belgian Copper Snipe Cup  
2nd Danish Championship  
4th European Championship  
1st Snipe Gold Cup in Denmark  
1st North European Championship

Jan usually sails Skipper Snipes with Al-Spars and Elvstrom and Elms sails. He works for Peer Brunn building Flipper dinghys. He also races a Sparkman and Stevens one-ton with finishes of 1st and 2nd in Sjallend Races, one of the biggest in Denmark. This year he is crewing for Paul Elvstrom in Solings as well as sailing his own Snipe which he plans to do for many years to come.

Congratulations to a fine Snipe sailor for his well-deserved title of Yachtsman of the Year.

## LETTER FROM

### U.S. SECRETARY

Dear Snipers

As U.S. National Secretary I have attempted to carry on many of Bud Hook's ideas. Bud did a great job keeping things going between the International Secretary and the International Board and Officers and U.S. affairs.

Several Committees now serving are the Brochure, Rule Book Correction, National Site Selection, and Junior Sailing committees.

The Brochure Committee Chairmen are Jim Richter and Basil Kelly. Our Brochure is a colorful, folded hand-out type piece of material, very useful for boat shows and promoting Snipe in general. If you haven't seen one—write to Buzz Lamb for a sample. They are very useful on Bulletin Boards also. As soon as the current supply is exhausted, Jim and Basil have a revised edition ready.

Bud Leonard of Diamond Lake, Michigan, heads the Junior Sailing Committee. He has contacted District Governors concerning the Hook Junior Trophies and how they are being used.

Several months ago Harold Griffith SCIRA Commodore in 1949, wrote that August of this year marked the 25th Anniversary of the first World Championship to be attended by entries from more than one country. He offered to write an article about that event which is featured in this issue. He also sent pictures and results which he removed from the frames at Chautauqua Lake Yacht Club. We thought that this would be of interest to the many Snipe sailors who were sailing at that time. It should also be of interest to the under 30 group to see how many of the participants are still sailing.

In keeping with the international theme, we felt that many are not aware of the efforts put forth by Snipers all over the world. As an example the cover is the same cover that appeared on the November 1970 issue of NORDISKE SNIPE BULLETIN. It is a monthly publication and edited by brothers Per and Mats Gothlin in Stockholm. Admittedly, there is very little that we can read but it is beautifully done. We know how much effort goes into a publication of this type and are sure the Scandinavian Snipers appreciate their efforts as we do.

## Think Snipe

### Every Sailor Needs It SCIENTIFIC SAILBOAT RACING

— by Ted Wells —

Since 1950, this fine sailing book became the "Sniper's Bible" and proved so popular it was revised and enlarged for a 3rd printing. Not only does it tell how to rig your boat, but how to sail it - and win - as well.

At bookstores or direct from SCIRA - \$6.50

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Steve Taylor and Herb Shear were responsible for correction of many errors in the current rule book. (Not Rule changes, as these are the province of Ted Wells and the Board of Governors.)

The U.S. National Regatta is based now on a rotational system. Berkley Duck of Indianapolis is serving as chairman of a site selection committee. He hopes to publicize the rotation order so that Districts can plan properly.

If any of these men contact you please give them your ideas. Or if you have any thoughts they would be appreciated I'm sure.

The Snipe Class is definitely growing again after several seasons of a leveling off and it is only thru the increasing enthusiasm and activity of present members that this is happening.

Buzz Levinson  
U.S. National Secretary



## On the Lighter Side

### FRUSTRATIONS

by Ruth Bockelman

Have you ever noticed how many trying, but usually not disastrous things happen in the sailing season? In geographic areas where boats must be put up for the winter, there must be more of these irritations. We, in the midlands, are sure that sailors in the all-year-round sailing climates keep in trim and do not have many of these experiences.

A skipper stores his boat and equipment so carefully and well that he never does find the spreaders and has to order a new set.

A boat weights in nearly fifty pounds over last year's weight, and is found to have carefully stored gallons of lake water in the airtanks over the winter.

A sailor tows a beautifully conditioned boat to the waterfront on a day that was especially created for the first sail of the season, and finds he has not brought the sails or the life jackets, so the first sail of the season is delayed until another day.

A skipper raises his mast and on fastening the last stay in place, notices that he has failed to remove the red flag, used for trailing, from the tip. Deciding he really doesn't need it as a wind pennant, he proceeds to take the mast down, remove the flag, and begin over.

The skipper and crew who wait too long to order their new boat, pace the dock awaiting delivery, and hope they won't miss too many races.

While out on the lake, a crew very carefully places a bit of equipment on the deck and a sudden puff heels the boat, requiring all weight on the windward side. Both skipper and crew watch ruefully as the bit of gear slides into the lake with a plop.

The first sail of the season is a string of frustrations. The boat is lifted while it is still strapped down to the trailer. A very unstable ride to the dock is taken because the paddling begins without putting the centerboard down. Getting the sails on is a constant fumble because it has been months since all these tasks were done. More than usual friction between skipper and crew occurs, too, on this first sail.

New sailors are a welcome part of every fleet. But one can be shaken by the sight of a skipper and crew who have far too limited experience, taking several small children out on the lake. One wishes them well, and notes with relief that all of them wear life jackets.

# PACIFIC CHAMPIONSHIP

## Chile Holds The First One

### FIRST PACIFIC CHAMPIONSHIP - Snipe Class Races

Skipper	Country	1	2	3	4	5	6	7	Pts	Fin
R. Haas	Argentina	1	14	1	2	1	1	1	3	1
F. Caiuby	Brazil	2	NF	4	1	2	2	2	20	2
R. Salvat	Argentina	4	1	3	3	5	3	6	35	3
J. Fernandez	Argentina	6	3	9	4	4	7	5	56	4
D. Bartolussi	Argentina	3	4	11	5	6	5	9	60	5
J. Rawlins	Chile	9	10	2	7	8	4	4	61	6
N. Favret	Argentina	10	2	8	8	7	8	8	72	7
R. Alonso	Argentina	7	NF	5	6	3	DQ	3	75	8
G. Isturis	Argentina	8	9	7	DQ	9	9	7	85	9
E. Rawlins	Chile	14	7	10	12	10	10	10	95	10
O. Sedano	Argentina	5	18	17	10	11	NF	13	109	11
A. Arango	Argentina	12	NF	6	13	NS	6	19	114	12
A. Elgueta	Chile	17	8	16	17	15	12	12	116	13
L. Herman	Chile	NS	NF	14	11	12	11	11	118	14
A. Gonzalez	Chile	18	11	16	9	18	15	16	123	15
E. Dallera	Argentina	11	17	13	16	DQ	13	20	126	16
R. Viancos	Chile	15	13	15	14	NS	18	22	133	17
J. Tirado	Chile	16	16	21	DQ	13	16	15	133	18
J. Rojas	Chile	13	NS	12	15	14	NS	NS	137	19
G. Lagreze	Chile	20	15	19	19	17	14	18	138	20
D. Garib	Chile	19	NS	18	NS	16	19	14	146	21
M. Castillo	Chile	21	5	20	20	NS	NS	NS	149	22
J. Melnik	Chile	22	6	DQ	DQ	DQ	17	17	151	23
J. Vargas	Chile	24	12	NS	18	NF	NF	21	155	24

Chile's first International Championship, January 24th through 30th, 1971 was won handily by Roberto Haas and his crew Manuel de la Orden from Argentina. They sailed Luis Orella's "Cid" to an impressive victory with finishes of 1-1-2-1-1-1. The Snipe Class Pacific Championship, held at Vina del Mar attracted 24 contestants from Argentina, Brazil and Chile. The boats had to be brought by land over the high Andes.

As SCIRA official we had the luck of having Mr. Roberto Salvat, Secretary of

the Western Hemisphere. He also sailed in the regatta finishing third in the standings.

The weather conditions for the one preparatory and 7 official races were very good with west and south-west winds between 10 and 15 knots, and waves between 3 and 15 feet.

The preparatory race was won by Flavio Caiuby from Brazil, who was second in the general standings with 2-4-1-2-2-2. His boat is "Boca Oca II" and his crew is his son Eduardo. Third place went to Western Hemisphere Secretary Robert Salvat in "Charango II" with 4-1-3-3-5-3. The best Chilean boat was "Wind" skippered by Juan Rawlins with his brother Cristian as crew, with a sixth that would have been fourth but for four places lost in the last leg of the 5th race.

Chairman for the event was German Pflingsthorn, SCIRA National Secretary for Chile, who was ably assisted by Luis Montalbetti and members of the Vina del Mar Yacht Club. The official events, parties and awards dinner were attended by a very nice group of young people who expressed their interest in coming back to Chile for the II Pacific Snipe Class Championship.

The new skipper who fails to quite round up into the wind on approaching the dock, crashes into it with a bang.

Skippers who cannot race because they have not qualified by having sails measured, boat weighed or dues paid must feel intense frustration.

All these trying things are erased from memory on a day which provides a good wind, bright sunshine, an able crew, and skill and knowledge make it possible to cut through the water as if on wings.

# THE FIRST INTERNATIONALS



Lake Chautauqua showing Chautauqua Lake Yacht Club, docks and large spectator boat.

Bill Crosby had no idea what he was getting himself into when he designed the SNIPE 40 years ago in 1931. In 1932, when this design had already found sailor acceptance he founded the Snipe Class International Racing Association and Hub Issacks donated the trophy which is still the top prize for the International Snipe Champion.

This trophy was in competition (except war years 1943-44) from 1934 through 1945, involving only U.S. Snipe Champions. There was never a foreign entry, in spite of the fact that many foreign Snipe Fleets were chartered and sailing during this period.

Early in 1946 Bill Crosby and the Board of Governors designated Chautauqua Lake Yacht Club, Lakewood, N. Y. to hold the internationals.

The largest number of Snipes to compete in the so-called internationals up to this time had been 28 and while Chautauqua was not out to set a new attendance record it was decided that if SCIRA was to be international that our foreign Snipes better get with it and send some sailors.

With this in mind a small folder was printed by CLYC and mailed to every Snipe Fleet in the world letting them know that a terrific regatta was to be held on Chautauqua Lake and it was expected that they would send a representative.

37 fleets took this seriously - 33 from all parts of the U.S. (only one from each fleet) and one team each from Geneva, Switzerland; Rio de Janeiro, Brazil; Lisbon, Portugal; and St. Johns, Newfoundland.

While all this action was going on Bill Crosby knew that something was happening and he was notified that he'd better put in an appearance for the week of August 21 and bring Commodore Heinzerling, which he did.

The championship according to the deed of gift was decided in 3 races at that time. Bob Davis with his father Ken as crew, representing the Balboa, California Snipe

Fleet, won the Hub Isaacks trophy with 2 firsts and a fourth.

The final race had no more than been completed when the foreign skippers had a meeting and called in the chairman of the Race Committee. They made it very clear that sailing against 33 boats from the U.S. was strictly not their cup of tea.

The Race Committee summoned Bill Crosby and Commodore Heinzerling, apprised them of the situation and told them to appoint a skipper to represent the U.S. and one boat from each country would have a race at once.

Eric Hauschild and his crew from Lake Mohawk, New Jersey were elected to sail for the U.S. and he won the first really international Snipe race. An aside, Red Garfield crewing for Switzerland's Dr. DuPan took the good doctor around the course the wrong way, which earned him a compass at the final banquet.

Bob Davis was presented the Hub Isaacks trophy, which from that time forward has only been awarded to the champion in international competition, specifically one boat from each country.

With this turn of events, Commodore Heinzerling, who is an artist and designer, created and presented to SCIRA the Heinzerling trophy emblematic of the National Championship for the U.S.A. It has been competed for annually since 1947.

When these facts were made known, Bill Crosby had an immediate invitation to hold the 1947 Internationals on Lake Lemman, Geneva, Switzerland. Palma de Mallorca, Spain requested 1948 and the SCIRA Board of Governors voted to hold the 1949 races in the U.S. Bill Crosby made arrangements to have this event at Larchmont, the oldest U.S. Yacht Club, with races to be sailed on Long Island Sound. Another aside, this experience will never be forgotten by Snipers Hayward, Wells, and Griffith.

Needless to say everyone had a ball at Chautauqua. Among other things the Chautauqua fleet chartered the only surviving steamboat on the lake for the races. It was licensed to carry 350 passengers and each race found 100 to 200 spectators aboard. LIFE sent a photographer for 2 days (never used the pictures), PATHE NEWS sent a camera man for 2 days, many other news media were represented and race results went out on the AP wire. Boating magazines including Rudder, Yachting, Sea, the Pacific Yachting Magazine, Yachting Brasileiro (3 consecutive issues in Spanish) all carried glowing stories of this championship including our own Jib Sheet.

Chautauqua Lake Yacht Club Snipe Fleet 124 lays claim to 3 outstanding contributions to the Snipe Class International Racing Association:

1 - Actually making the Snipe Class international in every sense of the word in 1946. With great publicity Snipe took on new stature.

2 - The 1946 Championship brought together not only Snipers who had already performed great service to SCIRA, but also a great number of them who were to provide leadership in the future. Among them: Chet Miller, SCIRA Commodore 1942-43, who was instigator and part time editor of Jib Sheet until it was succeeded by Snipe Bulletin in 1952; Charles Heinzerling 1946 SCIRA Commodore - and these future SCIRA Commodores: Don Simonds 1947-48; Harold G. Griffith 1949 (Chairman of the 1946 Internationals); John T. Hayward 1951; Carl Zimmerman 1953; Ted Wells 1954; Eddie Williams 1955; Alan Levinson 1959; Red Garfield 1960. (Birney Mills, SCIRA Executive Secretary 1953-1970 was here in 1946 and on numerous other occasions.)

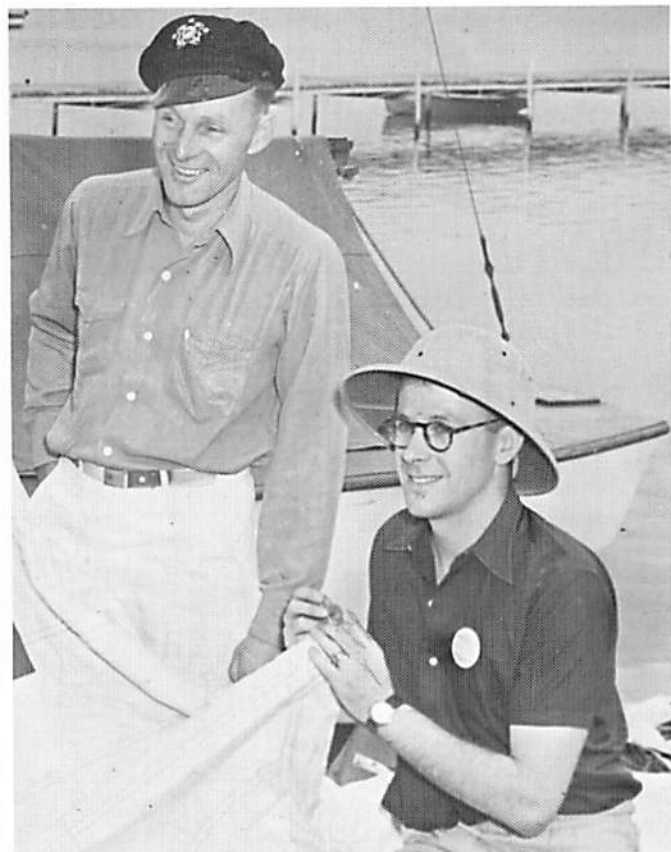
3 - The suggestion that one Snipe for every 5 in a fleet be permitted to sail in the Nationals was passed by the board and continues in effect. It led to the Crosby, Wells and Griffith trophies.

As a final aside, Chautauqua Lake has held 3 National Snipe Championships since the 1949 Internationals - 1949, 1958, 1966 - and each one had the largest number of starters up to that time. The Chautauqua Snipe Fleet had at least one representative in every National Championship beginning in 1942 thru 1969 and had one National Champion, Les Larson with his dad Vic as crew in 1962.

by Harold Griffith  
Chairman 1946 Internationals  
SCIRA Commodore 1949



Bob Davis taking firm hold of the Hub Isaaks Trophy which he won with his dad Ken as crew. Griff is happy thinking the event is almost over.



Griff with Dr. Martin DuPan from Geneva, Switzerland.



SCIRA 1946 Commodore Charles Heinzerling with Ed Kent, chairman of CLYC patrol and Leslie Powers, treasurer for the Regatta

# INTERNATIONAL AND JUNIOR NATIONAL RACES

INTERNATIONALS		FIRST RACE	SECOND RACE	THIRD RACE	FINAL STANDING	SKIPPER	CREW
NUMBER	BOAT PRCV						
2341	Geneva Y. C. Switzerland	11	11	25	2036 14	Dr. Raymond Du Pan	Red Garfield
2638	Miami Y. C. Florida	32	14	DNF 37	812 30	Johnny Montanari	Charles Branning
3144	Olcott Y. C. (N.Y.)	13	21	DNF 37	1200 25	"Doc" Moyer	Howard Fletcher
3322	Cedar Pt. Y. C. Conn.	22	7	22	1878 15	Patricia Hurley	David Graham
3518	Balboa Snipe Flt., Calif.	1	1	4	4569 1	Bob Davis	Ken Davis
3741	Dallas Snipe Flt. Texas	25	34	16	930 29	Diok Gozzaldi	Hugh Jamieson, Jr.
3777	Loon Lake Y. C. (N.Y.)	27	4	24	1854 16	Ed McHenry	Wally Pinch
3852	Lake Mohawk Y. C. (N.J.)	37	18	15	1221 24	Eric Hauschild	Kenneth Persak
3929	Canandaigua Y.C. (N.Y.)	33	9	37	1104 26	George Bridgman	Eleanor S. Bridgman
3977	Sea Cliff Snipe Flt. (N.Y.)	28	24	19	942 28	Ed von Wolfersdorff	Chapman Martin
3987	Lake Merrit Snipe Flt. Calif.	2	12	3	3806 3	Bob Carrick	Bob Klein
4140	Winchester Boat Club, Mass.	14	23	7	2209 12	Don R. Simonds	Don C. Simonds
4141	Chicagog Corinthian Y.C. Ill.	15	13	23	1784 18	Kenneth Schmid	Joseph Thompson
4186	Youngstown Y. C. (N.Y.)	34	31	29	293 36	Clarke Cassidy, Jr.	Allen Spafford
4225	Wichita Sailing Club, Kan.	12	DSQ 38	2	2371 10	Ted Wells	A. N. Lippett
4228	P.L.Y.C. #110 Akron, Ohio	3	6	12	3510 4	Carl Zimmerman	Joan Dawson
4440	Kentor Harbor Y.C. Ohio	30	17	9	1721 19	Newton D. Baker III	John Dixon
4497	Clearwater Y. C. Florida	4	8	17	3034 5	Guy Roberts	Ted Kemensky
4556	Corpus Christi Y. C. Texas	23	26	13	1333 22	Billy Wicker	Bob Vettors
4557	Eagle Lake Y.C. Mich.	8	15	20	2206 13	Curtis Gerber	Maxine Gerber
4569	Detroit River Y.C. Mich.	5	16	8	3010 6	Vic Schneider	Fred Fessel
4578	Privateer Y. C. Tenn.	10	28	31	1236 23	Don Munson, Jr.	W. Don Munson
4584	Sequoyah Y. C. Okla.	7	3	DSQ 38	2609 9	John T. Hayward	John M. Henry
4767	Diamond Lake Y. C. Mich.	36	32	27	302 35	Bill Borough	Virginia O'Boyle
4842	Money Island Y. C. (N.J.)	35	33	18	629 31	John F. Stillmun, Jr.	Edna Mae Stillmun
4905	Rio de Janiero, Brazil	31	25	30	477 34	Dirk van Eyken	Ljuba van Eyken
5115	9-Mile Point Y.C. (N.Y.)	19	20	14	1654 20	Tom Hanna	Jack Hanna
5256	City Island Snipe Flt. (N.Y.)	16	5	21	2321 11	Ray Kaufman	Harry Klein
5525	Chautauqua Lake Y.C. (N.Y.)	9	2	5	3841 2	Vic Larson	Augie Erickson
5627	Sodus Bay Y. C. (N.Y.)	24	30	28	579 33	Don C. Laurer	Fred Johns
5635	Wawasee Y. C. Indiana	17	10	6	2762 8	Frank Levinson	Allan Levinson
5670	Avalon Y. C. Newfoundland	29	35	DNF 37	196 37	Don Clouston	George Jost
5834	Fleet #197 Lisbon, Portugal	20	27	11	1537 21	Francisco De Andrade	Francisco Quina
5867	Clear Lake Snipe Club, Iowa	26	29	26	594 32	John V. Hayward	Lewis Spaethe
5894	Newport Y. C. (N.Y.)	18	22	10	1851 17	Ernie Coleman	Ruth Coleman
5895	Corinthian Snipe Flt. Calif.	6	DSQ 38	1	2834 7	Marr Grounds	Pierre Havre
5933	Lake Lotowona, Missouri	21	19	32	979 27	Ed. W. Williams	Eleanor Williams
<b>JUNIORS</b>							
1900	Youngstown Y. C. (N.Y.)	15	14	14	2134 16	Don Allen	John Hubbs
2838	Miami Y. C. Florida	9	7	8	3269 7	Johnny Montanari	Charles Branning
3949	Lake Mohawk Y. C. (N.J.)	2	4	4	4259 3	Geo. J. Michel, Jr.	Hans Blocklin
3947	Canandaigua Y. C. (N.Y.)	13	9	6	3033 9	Henry Rohrer, Jr.	Dick Hargrave
3987	Lake Merrit Snipe Flt. Calif.	1	1	1	4800 1	Bob Carrick	Bruce Baldwin
4225	Lake Merrit Sail. Club, Calif.	4	2	2	4411 2	Pierre Havre	Haven Kuttner
4250	Detroit River Snipe Flt. Mich.	8	12	12	2771 11	Jerry Jenkins	Ronald Sutton
4568	Detroit River Snipe Flt. Mich.	5	6	7	3677 5	Sandy Free	Bruce Davenport
4578	Privateer Y. C. Tenn.	7	15	13	2616 13	Don Munson, Jr.	Jimmy Garner
4767	Diamond Lake Y.C. Mich.	11	11	15	2476 14	Dick Brotherson	Nancy Richardson
5115	9-Mile Point Y. C. (N.Y.)	16	16	10	2211 15	Jed Hanna	Bill Sweeney, Jr.
5526	Chautauqua Lake Y. C. (N.Y.)	12	10	11	2762 12	Beebe Russell	Manley Johnson
5627	Sodus Bay Y. C. (N.Y.)	14	5	9	3049 8	Don C. Laurer	Fred Johns
5635	Wawasee Y. C. Indiana	6	13	3	3453 6	Harry Levinson	Mary Hough
5895	Corinthian Y. C. Calif.	10	3	DSQ 17	2982 10	Marr Grounds	Timothy Kay
5896	Corinthian Y. C. Calif.	3	8	5	3829 4	Elaine Kirchmann	Randy Hough





CLYC Commodore Griff with Snipe designer & SCIRA Secretary Bill Crosby.



George Jost crew and Don Cluston skipper from St. Johns, Newfoundland.



Vic Larson holding rudder with his crew Augie Erickson from Chautauqua Lake Yacht Club - finished second.



Right, left to right: Francisco DeAndrade, Lisbon, Portugal. Ljuba and Dirk van Eyken, brother and sister team from Rio de Janiero, Brazil. and Francisco Quina, crew for Andrade, Lisbon, Portugal.

# FELIX GANCEDO WINS PALMA DE MALLORCA

## SPANISH CHAMPION STILL TOPS

For the twenty-first running, the "Palma de Mallorca Trophy" has been held.

This year a record entry was achieved, with 91 participants, both Spanish and foreign. Three fleets from Denmark were represented along with 17 Spanish fleets.

Among the foreign participants were the leading Danish yachtsmen Nil Toftgaard-Hansen and Jan Persson, winners of the Gold Cup in '69 and '70.

The 85 Spanish participants included Felix Gancedo, the present Spanish Champion and number three in the European Snipe Championship, Carlos Larranaga, the Spanish Junior Champion, Juan Costas.

On the first day it proved only possible to run one of the two races scheduled, since the wind did not settle down the whole afternoon, and there was a succession of calms.

In the morning there were weak breezes from the South and the full time limit was required to complete the race.

On the final stretch against the wind a hard struggle for first position took place between skippers Zandrera, Persson and Nils, the winner being Pablo Zandrera, followed by Persson, Gancedo, Galmes and Nils, etc.

The most noteworthy feature of this second race was the contest of strength between Felix Gancedo of Malaga and Jan Persson of Denmark, both of whom had such a lead over the other participants in the first stretch that they were able to ignore them. Felix Gancedo came in first followed by Persson, Costas, Blom, Delgado, the National Secretary of the Snipe Class, etc.

The wind in this second race was NW, 3-3½, with gusts reaching force 4½.

The third race was run with a NW wind, but this time of much lesser force, 2-3, which became almost completely becalmed half way through the final stretch.

The favorites clearly got the upper hand although second place went to Iturrioz, whose performance was sensational. The contest in this race was among Gancedo, Persson, Costas and Nils, with Gancedo coming in first as the virtual winner of the Trophy, followed by Iturrioz, Nils, Costas and Persson.

The fourth race was run with a NW

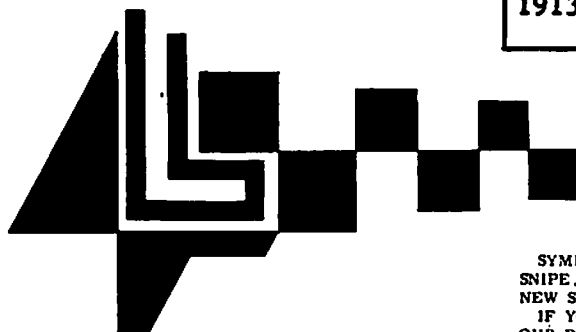
wind, force 2-3, veering round to the West.

The positions were disputed by the same participants as in the previous races, Gancedo going out to mark Persson, skipper of the "Sebastian IV", and his most dangerous rival. Once again Gancedo came home first, followed by Costas, Persson, Belles, Zandrera, etc.

In short, masterly performances by Gancedo-Burgos who at the present time are unrivalled in Spain. Their triumph in the fourth race was the third victory running, and carried off this year's Trophy.

*M. Fernandez*

XXI TROFEO PALMA DE MALORCA								April 1971	
Boat	Skipper	Top 20 Club	Of 80				Pts.	Fin	
			1	2	3	4			
15742	F. Gancedo	Malaga	3	1	1	1	0	1	
19320	J. Persson	Espergardo	2	2	5	3	11	2	
18018	J. Costas	Blanes	6	3	4	2	16	3	
14622	P. Zandrera	Blanes	1	16	10	5	26	4	
	N. Toftgaard	Skovshoved	5	8	3	13	29	5	
16540	R. Iturrioz	Cadiz	9	10	2	37	34	6	
17869	F. Oliver	Palma	27	6	7	10	40	7	
19126	A. Belles	Barcelona	18	9	R	4	47	8	
18000	A. Delgado	Madrid	30	5	20	8	50	9	
18286	A. Suris	Barcelona	11	14	8	22	51	10	
17051	C. Larranaga	Cadiz	16	15	11	7	51	11	
17079	H. Costas	Blanes	31	7	9	20	54	12	
15544	M. Estela	Palma	8	25	26	6	56	13	
19136	L. Galmes	Palma	4	NS	19	28	57	14	
17851	A. Cella	Barcelona	14	17	18	12	61	15	
17423	M. Nadal	Cartagena	42	19	15	9	61	16	
16539	A.de Vierna	Cadiz	10	R	23	11	62	17	
18282	J.Naverette	Barcelona	13	18	13	39	62	18	
14558	J. Oleson	Espergarde	21	11	16	33	66	19	
19135	P. Cardona	Palma	7	23	21	32	69	20	



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## FINAL RESULTS OF 1971 NATIONALS - March 13-21 Fleet 514

Boat	Skipper	1	2	3	4	5	6	7	Pts	Fin
14777	Pedro Garra	3	1	1	1	1	1	1	0	1
12566	Horacio Garcia	2	2	10	5	2	6	2	38	2
16067	Jose Llaguno	7	2	3	7	5	9	4	52	3
12707	Ricardo Mignone	4	6	2	11	14	2	10	58	4
12706	Nelson Torres	6	11	4	2	6	NF	3	72	5
12780	Orosman Pingaro	10	9	6	3	11	8	7	75	6
12709	Fernando Thode	1	DQ	8	4	10	4	DQ	76	7
14899	Jose Torre	9	3	5	13	12	DQ	9	82	8
12096	Carlos Gomez	5	7	14	14	7	7	8	83	9
12926	Jose Luis Murguia	11	12	11	9	4	12	6	86	10
12093	Heber Ansorena	8	5	15	10	18	10	5	87	11
15285	Jaime Mezzera	NF	18	9	16	3	3	11	88	12
16581	Horacio Carabelli	13	8	DQ	8	15	5	13	97	13
12711	Eduardo Thode	18	15	12	6	8	11	DQ	105	14
12020	A. Brignoni	15	16	7	22	9	14	NF	118	15
17096	Yamandu Fernandez	17	10	20	20	16	16	12	127	16
12781	Francisco Figueroa	12	14	17	12	NS	15	ns	133	17
14113	Manfredo Finck	16	20	13	23	17	19	15	136	18
13512	Fernando Suarez	14	13	21	21	NF	13	NF	141	19
13513	Guillermo Pineiro	20	NF	18	17	NF	18	16	148	20
12782	Antonio Valecka	NS	NS	16	19	13	17	NF	149	21
12708	Gilda Wiedemann	19	19	23	18	19	20	NS	154	22
14112	Aldo Faedo	NF	NF	22	SQ	NF	21	14	164	23
12778	Jose Rios	NS	17	19	15	NS	NF	NS	166	24
18849	Alvaro Exposito	NS	SQ	NF	NS	NF	22	NS	188	25
12094	Ruben Borrelli	NF	NS	NF	SQ	NS	NS	NS	194	26
16580	Jorge Wiedemann	NF	NS	NS	SQ	NS	NS	NS	195	27



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# An Alternative for Total Disqualification

by Ted Tolson

For numerous years many one-design racing skippers have contended that disqualification for a racing rules infraction, often minor, is too severe a penalty. These expressions, undoubtedly, led to the present practice of permitting and providing for a "throw-out race" in many important sailing contests. More recently, various other types of proposals have been made and tried for penalties short of disqualification for infractions of the racing rules.

During the recent Winter Thistle Championship, a Silver Chevron Regatta sanctioned by the Thistle Class Association and hosted by the St. Petersburg Y.C., an experiment, based on the principal of permitting an offending yacht to exonerate herself by making two full 360° (720°) turns, was tried. Procedures and requirements were made a part of the Race Instructions by the Race Chairman as follows —

*In the event of an alleged infraction of the NAYRU Racing Rules in Part IV, either yacht acknowledging fault may exonerate herself by making two full 360° (720°) turns. This shall be subject to the following conditions and limitations.*

1. The yacht allegedly committing an infraction MUST be notified IMMEDIATELY after the incident or the yacht claiming an infraction will lose its right to file a protest.

2. Upon fulfillment of requirement # 1. (Notification), the yacht or yachts acknowledging fault MUST immediately, on the same leg of the course, make her turns and while so doing shall not have any rights until the course she was on, when the infraction occurred, has been resumed.

3. If an alleged infraction occurs before the STARTING Signal, the offending yacht shall make her turns AFTER the Starting Signal and BEFORE crossing the Starting Line.

4. If an alleged infraction occurs at the Finish Line, the offending yacht shall make her turns on the final leg of the course before being officially finished.

5. For the purpose of applying this penalty, "a leg of the course" shall be deemed terminated when two (2) boat lengths from the Mark bounding that leg and the next leg shall be deemed to commence at this point except for the final leg which is terminated when the Finish Line has been cleared.

6. If neither yacht acknowledges fault, a Protest may be filed in accordance with Rule 68 and the Race Instructions.

7. The foregoing in no way exonerates a yacht from liability.

8. Upon completion of a race the report form on the Official Bulletin Board must be completed setting forth the following, —

Protestor Yacht #	Protested Yacht #	Action Taken by Protested Yacht	Skipper's Initials
----------------------	----------------------	------------------------------------	-----------------------

The foregoing proved to be a most satisfactory and successful experiment. Contestants seemed both, more willing to call rule infractions and, to readily acknowledge fault when in error. Scoring was expedited and results could be quickly posted after each race without the long delays frequently caused by protest hearings. The level of sportsmanship and good feelings between contestants and between contestants and race committee was at the highest level I have ever witnessed for a regatta of this stature.

There were 61 entries. A five race series was scheduled but only four races were completed due to a severe storm and low pressure area that passed over northern Florida and up

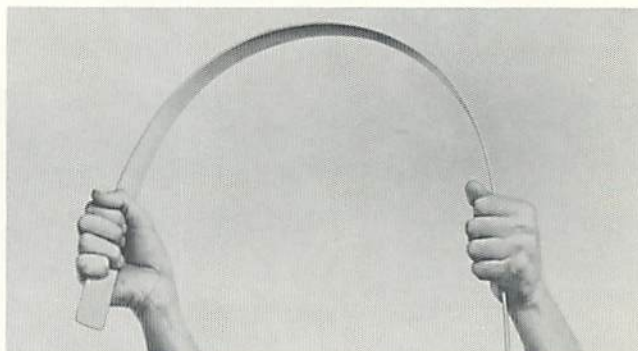
the eastern seaboard. Two races were run in strong southerly winds of 18 to 22 m.p.h. with higher gusts and two races, in northwesterly winds of 18 to 26 m.p.h. with very frequent gusts exceeding 32 m.p.h. and wind directional variations between N.W. and NxW.

I noted one instance where the penalty was enforced for a rule infraction before the start and, two immediately after the start. The Observer on the Weather Stake Boat described to me an instance where a yacht which had touched the Weather Mark and was in the act of complying with Rule 52 interfered with a yacht rounding the Mark and, to exonerate herself for this infraction, had to do two more 360° turns — this established the record for the regatta, 1080°. In addition the penalty was enforced in six other instances.

Two of the yachts in the first five, including Peter Barrett the winner, accepted penalties under this system. Were it not for this trial, both of these contestants might have been completely eliminated from contention — rather severe after having travelled 1500 miles to race.

Initially, I would judge the experiment a success and, would recommend its further trial. I intend to use and develop it whenever permitted to do so. Of course, like any other innovation, it will have to be tested over a wider range of conditions and problems, if any, will have to be corrected. However, it looks promising so why not try it and let me know your reactions?

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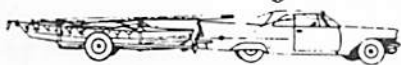
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# Bells Wanderings



by Ted Wells

August 1971

## INCIDENTAL INTELLIGENCE

In the District II Championships on Lake Travis (near Austin, Texas) we had, on Sunday, a very long Olympic course, with a good breeze (more on this later). About half way up the third beat, which seemed like three miles and wasn't actually much less, there was a loud Boinggg!!! . . . , the boat straightened up so quickly it almost threw Mike in the water, and the end of the boom had a very naked look.

My main sheet rig had consisted of a becket block at the end of the boom, which cuts the number of fittings attached to the boom end to one instead of two, but also doubles the load on this one bail—and the pop rivets attaching it to the boom. As I should have learned from sad experience long ago (1948 Nationals) aluminum, in contact with stainless steel in the presence of salt water, develop intergranular corrosion and eventually something goes SPLIT, (the nut holding the tiller to the rudder in 1948 when I was in first place in the series, in the last race, and the pop rivets holding the bail and the becket block onto the boom at Austin).

Dick Caspari says this method of attachment is permanently Okay in fresh water, but if you sail on salt water at all, you should replace the rivets every year. I guess he is right. Mike and I finished the race under much reduced power and fortunately the only people who could beat us out of a series third were even farther back. I'm replacing pop rivets tonight.

This same race brought to light another bit of incidental intelligence. This is that a race committee using a pontoon boat with a canopy cannot get an accurate check on wind velocity. This first became apparent at the Iowa-Nebraska Regatta last year. The wind velocity, measured on the bow of the pontoon boat, was about 25 mph, but the skippers mutinied—they reached out to the starting line, made a few passes back and forth, and just went back to the dock until things calmed down, which they finally did. Just barely.

At Lake Travis, after the race I asked George Becker what the wind was. He said 16 mph steady, gusting to 20. This was measured from the bow of a pontoon boat and I am sure it was low, as we had a broad reach that was over a mile long and we never once stopped planing. At times the plane was a little woozy and at others somewhat wild, and on fresh water, this takes at least 18 mph for the woozy planing and 20 for steady, uneventful planing. Planing on relatively smooth water doesn't get really exciting until about 25 mph, and wild at 30.

The explanation of the discrepancy in readings is that the canopy—even if you are standing in front of it—deflects the faster air above it, leaving the wind speed gadget in an area of lower velocity. So—be skeptical of any wind velocity taken from the bow of a pontoon boat.

## Racing Rules—Starboard Marks

I have a letter from a skipper who feels that another skipper played a dirty trick on him at a mark to be left to starboard.

He wants to know if what was done was legal, and what he could have done to avoid getting clobbered.

In his case—two boats are approaching the windward mark, not overlapped, both on starboard tack, and just laying the mark. The leading boat—call it “L”—continued beyond the mark far enough so that the following boat—“F” could tack around the mark, then tacked to port. The only trouble was the “F” did not tack—she kept going and nailed “L” on a straight port-starboard situation. Now for the questions:

In this case—there is nothing to compel “F” to tack. What she did was perfectly legal. There is probably nothing the skipper of “L” can do from a tactical standpoint to keep “F” from passing him—all he can do is minimize the loss. The best bet would be to approach the mark to leave it as close by as possible (recommended in last month's article to leave a port tacker as little opportunity as possible to sneak behind) then luff up sharply on reaching the mark. “L” is clear ahead and can luff as she chooses, but must be careful not to go beyond head to wind until “F” is out of the way. This manouver will probably cause “F” to tack as soon as possible on reaching the mark, as “F” is an overtaking boat and must keep clear. It is possible that “F” would be forced to fall off behind “L” to clear the mark, and if “L” can luff long enough, she might be able to go to port herself without “F” claiming a violation of the tacking close aboard rule—but this is pretty iffy (this manouver would be a violation of rule 34 if the other boat was on port tack).

## Alternatives to Disqualification

Alternatives to disqualification for rule infractions have been discussed for years. Some classes have used, or experimented with, graded penalties. I have had no experience with these, but I would imagine the arithmetic might get a little tricky. The IYRU and NAYRU have taken one big step in the change in rule 52.1 (G) which provides for an extra rounding of a mark which has been hit. Why not go a bit farther?

For instance—where a skipper has been informed he is being protested and where he is doubtful about beating the rap (such as a port-starboard situation, failure to respond to a luff, an unintentional forcing of an overlap too late, or tacking too close aboard) why not permit him, at the earliest opportunity, to do a 360° turn? (Or 720° if that is not considered severe enough). There could be two grades of rule infractions perhaps—one worth 360° and one worth 720°, although this added sophistication might not be worth the confusion, at first at least. After all—when considering the alternatives to sudden death, anything is an improvement.

Rule 72.1 says “When the race committee . . . is satisfied that a yacht has infringed any of these rules or the sailing instructions . . . she shall be disqualified unless the sailing instructions applicable to that race provide some other penalty.” This seems to leave the door wide open to perfectly legal experimentation with other penalty systems. Maybe we should try something new in some of our sanctioned regattas? SCIRA was about ten years ahead of everyone in moving windward marks to salvage Olympic courses—we might as well start something else new.

(Apparently the Thistle class has beaten us on this one as they tried the 360 degree whirl last year and the 720 degree this year. By the time this article appears in print, it is probable that the Racing Rules Committee of the NAYRU will have accepted a recommendation for the 720 degree whirl for the 1972-76 version of the rules.)



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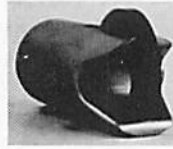
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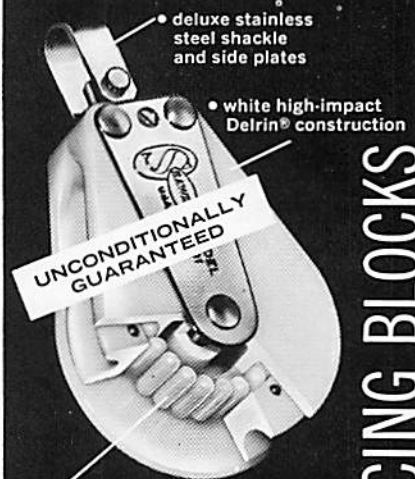
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**AUGUST 15-20 CANADIAN SNIPE CHAMPIONSHIP.** Petpeswick Yacht Club, P.O. Box 21, Musquodoboit Harbor, Nova Scotia, Canada.

**AUGUST 21-22 HOOSIER HARVEST REGATTA.** Muncie SC. Prairie Creek Reservoir. Muncie, IN. E. C. Barb. Chiquapin Way, Muncie, IN

**AUGUST 21 - 22 CHAMPAGNE REGATTA.** Keuka Lake, Fred A. Jordan, 936 Boughton Hill Rd., Victor, NY 14564.

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**SEPTEMBER 18-19 ONONDAGA OPEN.** Lake Onondaga, Ike Lawton, 7471 Thunderbird Rd., Liverpool, NY 13088

**SEPTEMBER 18-19 MISSOURI YACHT CLUB.** Lake Lotawana, Marian Peterson, L 12 Lake Lotawana, Lee's Summit, MO 64063.

**SEPTEMBER 18-19 MASSACHUSETTS BAY OPEN REGATTA.** Cottage Park Yacht Club, Justin Rex Cottage Park Yacht Club, Winthrop, MA 02152.

**SEPTEMBER 25 - 26 CRYSTAL LAKE REGATTA.** Crystal Lake Yacht Club, Herbert Brokhof, 410 Nash Rd., Crystal Lake, IL 60014.

**OCTOBER 2 - 3 OXFORD INCIDENT.** Acton Fleet, Tom Rolles, 3786 Quante Ave., Cincinnati, OH 45211.

**OCTOBER 8-17 WORLD CHAMPIONSHIP REGATTA.** late Clube Do Rio de Janeiro, Jose Evaristo San Roman, Rua Mexico, 41-19<sup>o</sup> - ZC 39, P.O. Box 2212 - ZC 60, Rio de Janeiro, Brazil.

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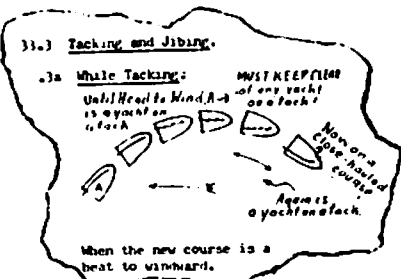
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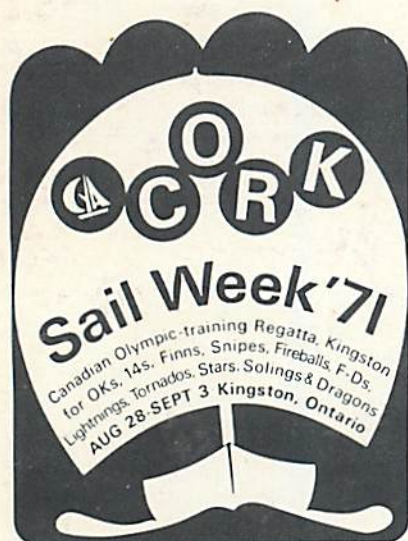
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