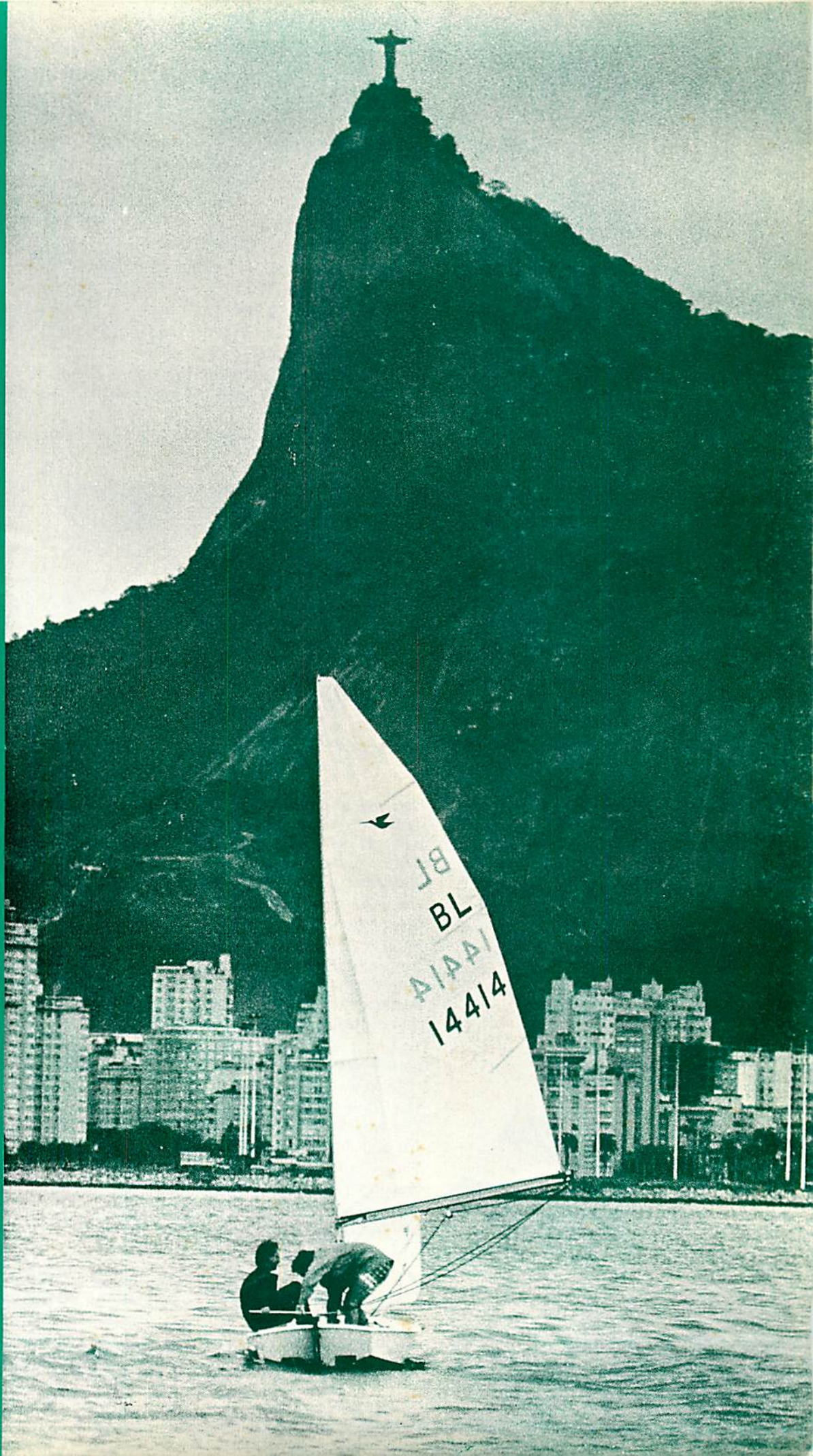


SNIPE  
BULLETIN

DECEMBER 1971



# Cobra Masts

4035-R PACIFIC HIGHWAY SAN DIEGO, CALIFORNIA 92110  
PHONE (714) 295-8887



Cobra Masts have been out since 1969, since then they have been used on Snipes that have captured almost every major Snipe regatta in North America. They were used by the 1969 and 1971 world champion. In 1971 they dominated with 1st, 2nd, 3rd and 4th places.

They were used in winning the 1969, '70 and '71 U.S. Nationals. In '71 they were 1st, 2nd, 3rd, 4th, 5th and 6th.

They were used by the winners of the last 2 Jr. Nationals, in '71 they were 1st, 2nd, 3rd, 4th and 5th.

They were used by the 1970 and '71 North American Champ (Cork).

They were 1st, 2nd, 3rd, 4th and 5th in the 1971 Midwinter Circuit (Nassau, Miami and Clearwater).

In 1972 we are introducing the Cobra Boom. It is very light and provides the stiffness required to keep the leech of the main tight on a reach. Bendy booms waste power.

The 1972 Cobras will also have some new equipment —

## MAST PRICES

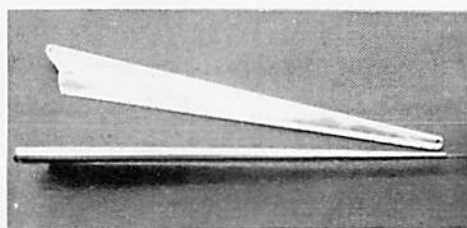
Unrigged with Hardware — Hardware includes goose neck, spreaders and bands. Bottom cup, main halyard sheave and hound fitting with jib halyard sleeve.

**\$200.00**

Rigged with shrouds, halyards, halyard locks, bands, bottom of shrouds must be finished by you to fit your boat.

**\$255.00**

Boom with end plates .....\$32.00  
Rigged Boom .....\$75.00



The spreaders are now of polished stainless steel, they weigh under 8 oz. per pair as compared to 17 oz. of the aluminum type we used before.

Price \$12.00 pair



The gooseneck is all stainless steel. It is much stronger than the old aluminum one. Also it will not freeze up when used in salt air.

Price \$12.00

## ELMS SAILS

Can you buy one set of sails to cover all racing conditions?

Yes if it's an Elms. The new sails that we have been manufacturing the last part of 1971 have proved to be excellent all weather sails. Our 1971 No. 1 model seemed to get faster as the wind increased, so we went to work on it and tried to improve it's light air performance.

We were able to make them considerably faster in light air without hurting the medium and heavy air performance.

The proof comes from the World Championship in Brazil. The conditions were from 45 MPH down to a vacuum. Elms Sails consistently were the best, winning 5 of the seven races and getting 5 of the seven seconds. The over all performance for us was 1st, 3rd and 4th. The second boat used a combination of two sailmakers, main by one, jib by another.

This last year we also got our 5th straight U.S. National Championship. Together with a 4th showing, made our sails the most consistent there. This regatta was very light.

The Juniors had wind up to 20. Elms Sails got 1st, 2nd and 4th.

The Nassau Midwinters were heavy. Elms Sails got 7 straight firsts, capturing 1st and 2nd in the championship.

These sails were all 1971 No. 1's except for the 3 boats that did well in the Worlds. They had 1972 models. Their performance would warrant you buying the new all purpose Elms Sails in 1972.

We are calling them the 1972 No. 1.

PRICE — \$185.00 with window and glass battens, bag and no.

Plus Royalty (U.S. only) — \$5.00 per sail, \$10.00 per suit

# ELMS SAILS

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# Voice Of The People

## ASK AND YOU SHALL RECEIVE

In the September Bulletin you asked for letters to the Editor, well here is my contribution:

At the U.S. Nationals each year, (Annapolis represents my third in a row) considerable importance seems to be attached to an "Annual SCIRA meeting" during which all in attendance seemingly participate in important decisions reached by the Board of Governors. My experience during the last 3 nationals is that all the decisions had already been reached in an earlier meeting by the board, and we participants seem to be the sounding board for these decisions.

What I would like to do in this editorial is bring to the people of SCIRA the decisions as I heard them and voice my arguments. It is sufficiently early after the Nationals that perhaps reversals can be made, if there exists the disagreement that I saw at Annapolis. Secondly, I would like to make some suggestions for SCIRA government which may help to minimize these problems in the future.

Two major items were apparently voted on by the board and the decisions are firm.

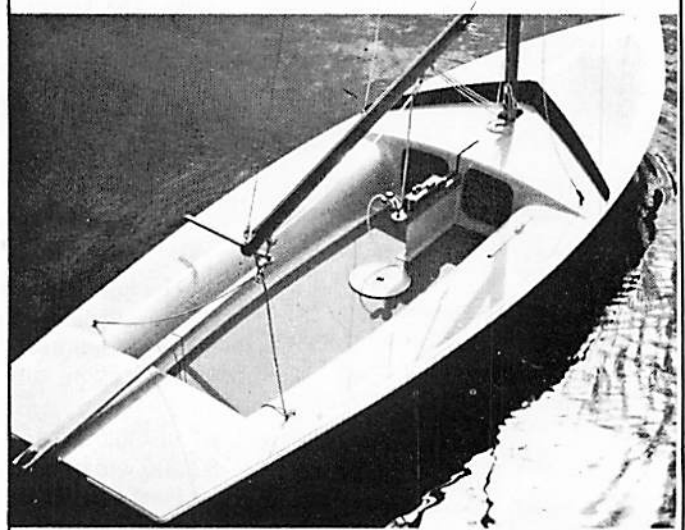
- 1) The board has already decided on the 720 Rule, at least for the U.S. Nationals next year.
- 2) The board has decided to shorten the nationals.
  - (a) The top 3 places in each district championship are automatically qualified for the Heinzerling, and do not need to qualify in the Crosby. (If all 3 do not attend the privilege cannot be passed to the next highest.) This allows for up to 21 possible Heinzerling Qualifiers.
  - (b) The Heinzerling will be expanded to 32 entries, be shortened to 5 races, and those top 3 from the District need not show until the Heinzerling is due to begin.
  - (c) The Crosby series, to qualify for the Heinzerling, will be a minimum of 3 races, maximum of 4, and could be for as few as nine Heinzerling openings.

My general gripe is, we who felt we were reasonably in the know, of our fleet and district happenings, had these decisions announced to us for the first time at Annapolis. Bamm! No warning! No fleet or district discussion, but a Board of Governors decision! It would seem that the board while attempting to do what is best for SCIRA may not be responsive to the voice of the people at least from the commotion at Annapolis. I have some suggestions to reduce this communications gap, but first I would like to air what I think is wrong with the decisions.

- 1) On the 720 rule, many of us are finding that people are taking greater and greater risks when the 720 is in effect. Also, many more are calling for competitors to "Do a 720" than would have protested normally. While one may elect to fight the protest and not do the 720, protest committees tend to be biased toward the protestor if the 720 possibility existed.
- 2) One of the joys of sailing the nationals is each year is the chance to compete against the greats. I may not be able to displace the top 15-20 qualifiers, anyway, but at least I have a chance to compete with them and learn. With the new ruling, most of our top skippers need not even show up until the Heinzerling, and perhaps some 2nd or 3rd place guy from a less competitive district gets in without a fight. So, here I am competing for as few as 9 spots, in 3 or 4 races, and maybe no chance at all to compete with the top men.

With the Nationals reduced to 8 or 9 races, it could be shortened to a one week series (we race 5 in our district in a 3 day week end). When the Nationals are held on the coasts or

## NEW SELF RESCUING HULL



WATER TIGHT SELF-BAILING COCKPIT

WRITE FOR INFORMATION

**VARALYAY BOAT WORKS**

1868 W. 166 STREET

GARDENA, CA 90247

Florida, who is going to want to drive thousands of miles for 9 possible slots (you won't know how many until you get there), 8 or 9 possible races, and the possibility that you won't be able to sail with the top competition? As I said, the lure of the Nationals to me is the top competition, lots of racing in a compact period, and a chance at the Heinzerling series.

My positive suggestion to this is: The number of qualifiers be expanded to 32. The District Champion be automatically qualified for the Heinzerling provided he sails the Crosby series. Keep the 5 and 7 race series.

My positive suggestions for the Board of Governors methods of decision are as follows:

- 1) At least the 6 members at large be increased to seven and be elected one per district by the District officers and Fleet Captains.
- 2) Items to be voted upon by the board be limited to those items previously discussed at the district level.

While those limitations may mean that SCIRA is a bit slow in acting due to the communication lag, perhaps we won't be so surprised at the decisions reached. Maybe those decisions then truly will represent "The voice of the People".

Tom Rolfes  
Acton Fleet #515

Editor's Note: The reason for shortening was the complaints received by the Board about the length of time required to attend the Nationals. The length of time and the number of races has been changed in the past and can be changed again but is definite for the 1972 regatta. Another series will be sailed for those already qualified, at the same time as the Crosby series.

# SNIPER BULLETIN

THE INTERNATIONAL SNIPER CLASS

DECEMBER 1971

Vol. XX No. 11

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### SUBSCRIPTION

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### CHANGE OF ADDRESS

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

## THE COVER

The scene is Rio de Janeiro showing Ralph Conrad and crew Pedro Reinhard sailing in from a race of the World Championship. In the background is the statue of Christ the Redeemer on top of Corcovado. The beautiful photograph was taken by Enrico Leinharas Dantas of O Globo, Rio's largest newspaper. Enrico titled it Devine Protection and it is certainly in keeping with the season.

## DUES

The new schedule of dues for the U.S., Canada, Bahamas and Bermuda are listed below. Please note that there is no longer a fiberglass royalty but there is a boat number fee regardless of the material used in building. In other words, a fee of \$25.00 will be required for a number.

Fleet Charter Fee	\$10.00
Regular Membership	10.00
Co-Owners	7.50 each

## CREW COPIES

The Board of Governors has decided no copies of the BULLETIN will be issued to crew members. This was done for reasons of economy. If anyone wants his crew to receive the BULLETIN he can send in a subscription for him. The cost is only \$3.00 per year and is certainly a bargain. Where else could you hire someone to take that kind of abuse for such a trifle? No, he would not be considered a professional.

## OLYMPICS

An interesting comment was made by Axel Schmidt, three-time World Champion. He felt that as long as there were no other similar type boats in the Olympics, Snipe would not be affected. However, if one of the others did make it Snipe would be badly hurt.

## SCIRA OFFICE MOVES

After January 1, 1972 the SCIRA office will no longer be in Florida. The Executive Secretary and family are returning to Tennessee for personal business reasons. Please address all mail after that date to PRIVATEER ROAD, HIXSON, TENNESSEE 37343, U.S.A.

## THOUGHTS WHILE SAILING

We have now attended our first Snipe World Championship and were impressed almost beyond words. After returning from the U.S. Nationals, attempting to answer all the mail, put out two BULLETINS and then get ready to be gone a couple of weeks we were in a rather exhausted state. We needed a vacation. Alas, it was not to be. We arrived in Rio at 0900 and by 1100 we were on the Race Committee boat for the South Brazilian Cup Regatta. We did not stop until a couple of days before it was time to return home.

However, the rewards were abundant. Foremost, we had a chance to meet Snipe sailors from all over the world. Most everyone spoke English which appears to be the common language. Those that did not always had a friendly smile. Snipe sailors are the same throughout the world. (The first clue was that race committees are prime targets for venting one's emotions.) It was an excellent opportunity to listen to the problems of sailors in their countries and also, to explain the problems existing in your country. This was not limited to contestants since many National Secretaries were in attendance.

A number of problems existed with the organizational aspects of the Regatta. Apparently, a number of people who had agreed to assist in certain tasks were nowhere to be found. This is, of course, not exclusive to Rio. San Roman, the National Secretary of Brazil and Regatta Chairman did a magnificent job.

Rio de Janeiro was wonderful. Between races, conferences and meetings starting after dinner (dinner was late, late, late) we were able to see a few of the sites. Rio is very cosmopolitan and the people were extremely friendly, courteous and accomodating. Informality was the rule and it took only a few days to feel right at home. Rio is a city of over 4 million people and located among mountains and seashores. It has wild taxi drivers (more VW's there than in Germany) and has the most beautiful women in the world.

We made new friends, learned a lot and enjoyed every minute of it. If future international regattas are anything like this one we will be well satisfied.





On the  
Lighter Side  
FOUL WEATHER GEARING

or

Economic Principles of Wet Weather  
Sailing

By Supercrew

From necessity I had to approach sailing gear from a poor-man's point of view. After all that money spent on boat and rig, there was about 97¢ left for my coming out party. My first suit of foul weather gear was a 97¢ plastic, men's size large ensemble from the local tire store. It fit my 5'2", 112 pounds like a Cal 48 spinnaker would fit a Snipe. I tore it into uselessness leaning against a dock post before I ever got on the boat. There was one consolation about being wave-wet and frozen---I was too cold to even cry.

Next I ordered, from a well-known mail order catalogue, heavier gear, rubber lined denim. Lucky me, it came in men's size SMALL. It cost \$5.00 and I felt very optimistic that I had the problem licked. No way. Rubber that was moderately flexible in the warm locker room became heavy and stiff on a cold Snipe. I spent an entire day climbing very slowly uphill over the daggerboard with 30 pounds of wet ballast attached to my body. Yuk.

The next folly was rubber covered nylon "fishing rain-wear", also via catalogue. I had to admit after watching the rubber crumble in the creases and glue the arm and leg openings together that perhaps my approach lacked something basic. I had spent nearly \$30.00 on useless gear along with four miserable years of thawing and drying and cursing men's sizes.

Being resourceful and about to become a year older, I hastily wrote all my close relatives:

Dear Sweet \_\_\_\_\_,

I have found a lovely yellow pants suit that I want more than any clothing I have ever seen. If you will send money for my birthday, perhaps I will be able to put it in layaway.

Love,  
Margaret

Upon receiving the two checks, I withdrew the difference from Michael's college fund; and for the first time became the owner of a WOMAN'S size SMALL, real, genuine foul weather gear. It was plastic laminated to Egyptian cotton and absolutely stunning.

I wore this outfit for two years and to a yacht club annual awards banquet before I began to dream of greater expenditures. This began last February on a 35-40 day. The temperature was 35° and the wind was howling along at 40 knots. To get the warmth I had to have to stay alive. I looked like a rerun of Nanook of

THE BATTLE OF GUANABARA BAY

Before you have read very far in this issue you will find references to the day of the "Big Wind" in Rio. This was the second day of racing and after the race was started the wind reached 45-50 knots. Boats flipped right and left, only about 3 did not capsize. No small (and not many large) racing boats are designed to stand this kind of conditions. It is certainly a credit to the Snipe Class that there was little damage done to boats and equipment and none to the crews. As Ted Hains said, it was unfortunate that Snipe was the only boat on the course since by comparison we would have looked golden.

Problems did arise. Several boats did not have their boards tied in tight enough. Consequently, when they capsized the board slid all the way out. This makes righting and sailing away very difficult. It can be dangerous for the crew to attempt to replace the board. Of course, this is an easy one to solve in that all one has to do is to make sure the board is tied in where it won't come out.

The second problem is with older boats that are not self-rescuing. When they fill with water it is virtually impossible to bail them out until you get to shore. A rescue boat can only handle one of these at a time. Unless the weather is very warm the crew will suffer from over-exposure. The answer to this is to have some sort of flotation such as air bags and holes in the transom.

Last but not least is the flotation in boats that are self-rescuing. In order to accomplish this objective, at least some flotation has to be built into the bottom of the boat. The more self-rescuing, the more possibility of turtling. At Rio, the Bruder boats were almost impossible to

the North. My security blanket for 40 knot sailing, my agility, was gone and I repeated the 23rd Psalm 452 times before we finally quit.

As I waddled and squished up the hill to nirvana, my attention was transfixed upon a true wonder. There cavorting upon a scow, was a woman, smiling and supple. Her gala attire was a neoprene wet suit, and she looked like a happy Mack truck. Ah ha! Her feet were toasty, and she moved with such abandon that I was instantaneously struck with jealousy and envy.

Yesterday I wrote another letter, taking advantage of the Christmas season: Dear Sweet Mother-in-law,

I have found another scrumptious pants suit in basic black. ....

Margaret Boswell  
Austin, Fleet #505

recover after they turtled. They had no flotation in the sides and the floor was flat. Joetg Bruder indicated that he was dissatisfied with their performance and intended to redesign the cockpit. However, these boats did pass the requirements since one of them was tested.

Brazil had invited several outstanding people to attend and serve as officials. One of them was Jonathan Janson, vice president of the IYRU. After the boats were all in or accounted for a meeting of the officials was held. Mr. Janson was vexed and irate over the performance of the boats.

Janson felt that we should have a rule requiring the centerboard to be tied in so that about 12 inches extended from the keel when the board was in its highest "up" position. This is just plain common sense and there should need to be no rule. However, the Board of Governors is considering just such a rule. Before next year nearly everyone must alter their boat - cut off 6 to 8 inches of the line used to tie in their board!

The difficulty with altering the flotation requirement in self-rescuing boats lies in the fact that we do not know what to do. As Ted Wells says, "How are you going to have your cake and eat it too?" The more self-rescuing, the more turtling. Even the Centerboard Boat Technical Committee of the IYRU is not sure. They were responsible for the Snipe self-rescuing requirement. Last month's meeting of the IYRU produced a recommendation from them to the effect that a boat with the crew aboard should float approximately level when full of water. (Our present requirement is that it should float 6" above the level of the water.) They also state that when the boat is on its side it shall float "so that the keel is not more than a specified height above the surface of the water". Who knows how much?

The fact remains - we must do something. Certainly, everyone agrees that Snipe must retain its international status with the IYRU. The IYRU Permanent Committee (yes, we were mentioned) has requested that the Centerboard Boat Technical Committee explore our situation and come up with some recommendations. In all probability, this means we will have to come up with a solution which they will either approve or disapprove. In any case, Ted Wells, the Rules Committee and the officers are hard at work on the problem.

Someone remarked that we have now lost the possibility of gaining a slot in the Olympics. This is not necessarily so. If we demonstrate that we are willing to work to improve, and do so, our chances will be enhanced.

# Earl Elms Wins Second World Title

Ralph Conrad, Brazil, 2nd -- Felix Gancedo, Spain, 3rd

Roger Stewart, U.S.A., 4th -- Sonny DeCosta, Bermuda, 5th



Rear Commodore Ralph Swanson presents the Hub E. Issacs Trophy to Earl Elms and crew Craig Martin.



Second Place - Nevill Morley makes presentation to Ralph Conrad (left) and his crew Pedro Reinhardt.

Earl Elms has established himself as the "Gran Marinar" of the Snipe class by winning the Twenty-Fifth World Championship. The biennial event was held in Rio de Janeiro October 11-16 with 22 competitors representing 21 countries. Elms, a San Diego sailmaker and five-time winner of the U.S. Nationals, successfully defended his world title against strong competition. His finishes of 1-2-1-4-2-7-2 for a total of 17 points was 8.7 points better than Ralph Conrad representing Brazil.

The site of the races, Guanabara Bay with the famous Sugar Loaf Mountain in the background was perhaps the most beautiful in the world. Winds were mostly light and tides tricky, thereby providing a challenge to the sailors.

The first race was held in light wind after several hours delay. Elms established an early lead and was never seriously threatened. Pierre Siegenthaler, a resident of Bahamas but a Swiss citizen finished second, his best race. Felix Gancedo of Spain was third. Conrad got caught down in the pack but managed to pick up to sixth.

The second race was started in wind that continued to build. Conrad was leading at the end of the triangle followed by Elms and Stewart. Both overtook Conrad who finished fourth. Stewart was first, Elms second and Horatio Pastori of Uruguay was third.

The third race about to be sailed before noon on Tuesday was postponed on advice of the weather bureau. Winds of 40 knots were predicted within a few minutes and all boats were directed to a sheltered cove. After an hour and a half wait the wind had dropped and so the race was started in 18 knot winds. The predicted wind arrived at the windward sector of the course just as the first boats were arriving at the first mark. Boats began flipping right and left with not more than a third of the fleet remaining on the course. Elms went over three times but still managed to keep going. An interesting quirk was that the heavy wind, estimated at 45 - 50 knots took a good 30 minutes to arrive at the race committee boat. When it did



Third Place Winners: Skipper Felix Gancedo (left) and Antonio Burgos.

the race was abandoned. There were no injuries and the boat damage was surprisingly little considering the force of the wind.

The following day light air and strong current gave the competitors the worst race of the series. Conrad led at the triangle followed by Pastori and Elms. Elms overtook both and finished a half a leg in front of Conrad with Takao Ninomiya of Japan in third place. The wind had shifted and the last two legs were reaches. The marks could not be moved since boats were on both windward and leeward legs of the course.

The races on Thursday were dominated by Stewart and Conrad. Stewart took the fourth followed by Conrad, Gan-



Fourth Place: Roger Stewart (right), United States



Fifth Place: Mickey Adderley, Crew (left) and Sonny De Costa (center) from Bermuda.

cedo and Elms. Conrad won the fifth followed by Elms and Sonny DeCosta from Bermuda third. Elms made a tremendous recovery from the 14th position at the end of the triangle. The sixth race on Friday was won by Conrad followed by Gancedo and Sonny DeCosta. The wind/tide conditions finally caught up with Elms and he took his worst race, a seventh. At this point, Conrad and Elms were tied after considering their throwout race.

The wind had picked up to 15 knots and Elms was boxed in at the start giving Conrad a good position. Surprisingly, Conrad did not cover and held to the starboard side of the course. Elms held to the port side to take advantage of the strong current. Conrad admitted it was a mistake but he was expecting the usual wind shift that never did appear.

An interesting note is that the Snipe Class is coming under increasing interest from outside the class. Joerg Bruder, top Finn sailor, built new fiberglass Snipes for this championship. The boats were very competitive as compared with the few boats brought by their own skippers. England was represented by Rodney Pattison, a three-time World Champion in Flying

Dutchmen. His performance was probably not indicative of his sailing ability since Snipe is slanted towards tactics whereas in Flying Dutchmen it is strictly boat speed.

Officials for the regatta included Edward Stutterheim, President of the Flying Dutchman class and internationally known regatta official, Jonathan Janson, vice-president of I.Y.R.U. and Otto Schlenzka, race committee chairman at Kiel and slated for the Olympics in 1972.

Ralph Conrad, the Brazilian competitor won the right to represent his country in the preliminary series. As teenagers, he and his brother won the Pan Am Games in 1963. His crew was Pedro Reinhard who was Gold Medalist at the 1971 Pan Am Games. Elms's crew was 14-year-old Craig Martin who is sailing his second year with Elms. Twenty-year old Roger Stewart, the U.S. National Champion, had his brother Jerry as crew. Jerry is U.S. Junior Champion. Sonny DeCosta is over 40 years old and has been sailing for only 3 years, the same number of years as Roger Stewart. Young or old there appears to be plenty of talent coming along.

## 25th WORLD CHAMPIONSHIP

Skipper	Crew	Country	Races	Total Pts.	Final Pts.	Pos.
Earl Elms	Craig Martin	United States	1-2-1-4-2-7-2	30.0	17.0	1
Ralph Conrad	Pedro Reinhard	Brazil	6-4-2-2-1-1-11	42.7	25.7	2
Felix Gancedo	Antonio Burgos	Spain	3-5-13-3-4-2-1	51.4	32.4	3
Roger Stewart	Jerry Stewart	United States	7-1-4-1-DQ-6-14	82.7	52.7	4
Sonny De Costa	Mickey Adderley	Bermuda	9-6-7-12-3-3-8	83.1	65.1	5
Horacio Pastori	Felix Le Borgne	Uruguay	12-3-3-15-5-11-6	89.1	68.1	6
Ted Haines	Bill Green	Canada	15-10-6-7-NF-4-3	102.4	75.4	7
Pierre Siegenthaler	Colin Callender	Switzerland	2-14-11-10-8-9-7	98.0	78.0	8
Domingos Borralho	Oruil Russo	Portugal	13-11-5-8-7-5-13	102.0	83.0	9
Basil Kelly	Pedro Wassitsch	Bahamas	8-7-20-5-12-21-4	116.0	89.0	10
Fernando Sanjurjo	Jorge Jaca	Argentina	4-8-18-13-6-10-15	113.7	89.7	11
Takao Ninomiya	Kazuo Hanaoka	Japan	17-9-DQ-6-13-8-10	128.7	98.7	12
Jan Persson	Claus Bulow	Denmark	5-18-9-9-15-15-16	128.0	104.0	13
Viktor Larson	Finn Hanssen	Norway	18-19-14-11-9-12-5	129.0	104.0	14
Per Gothlin	Mats Gothlin	Sweden	14-13-12-17-11-17-9	135.0	112.0	15
Jukka Niiniranta	Pekka Niiniranta	Finland	10-15-16-20-10-16-12	141.0	115.0	16
Rodney Pattison	Peter M. S. Connell	England	11-12-10-16-18-13-NS	144.0	116.0	17
Patrick Von Godtsenhoven	Marc Braillard	Belgium	20-20-8-18-14-19-18	159.0	133.0	18
Vogliini Oreste	Cini Gianfranco	Italy	16-17-19-19-16-14-17	160.0	135.0	19
Carlos Carvalho	Marcio Ribeiro	South Africa	19-NF-15-14-DQ-18-20	174.0	144.0	20
Didier Poissant	L. P. Lamarque	France	21-16-17-21-17-20-19	173.0	146.0	21
Daniel Moreno Grob	Nestor Parra	Columbia	NF-NF-NS-NS-NS-NS-NS	196.0	168.0	22

# World Championship

## SAILING CONDITIONS

The conditions for Snipe racing in Guanabara Bay were very strange for us Scandinavians. In fact it was the worst race area we have ever raced on. Here we are used to open seas with no interference from cliffs & mountains but in Rio the whole body of water was surrounded by mountains. The windward mark was many times placed just under the Sugar Loaf. Then there was that light wind. But OK, if it is steady. As it was the wind often shifted so much that one minute in the wrong spot was enough to go down from a 2nd or 3rd to a 20th or 22nd. (Anyway it was so for us, perhaps we sailed our boat very slow too.)

The reaches were very difficult to race. Little wind and strong current against us. Two or three jibes were often necessary to keep the boat moving. Rodney Pattison once went down from a lead to 18th or 19th on one reach. Sometimes the reaches became windward legs or downwind legs. But that didn't bother USA, Spain, Brazil and sometimes Norway. They just went through the whole fleet. The puffs were rather strong when they came on a line from the high mountains and then disappeared as suddenly as they had come. The windy day with puff of 45-50 knots that phenomenon was rather tricky to handle. That was the reason we capsized twice. On the first reach the wind just dropped dead and we went over to windward. The other time on the second reach there was a real strong and sudden gust which was broader than the usual wind and we didn't manage to let off the sheets quickly enough so we tripped again. The gusts were also very concentrated. One could be staying in no wind at all while another Snipe 15 yards to leeward came rushing in 2 to 3 knots.

The puffs were also very difficult to spot, anyway for us. One reason was that big areas of the race course were covered with oil so the water was completely smooth and yet there were strong winds.

The winds shifted more than 20° during the first lap in many races but there were no "N" signals, just a "C". We suppose that if they had called the races back and restarted because of windshifts of more than 20° very few raced would have been possible to carry through.

One thing that surprises us was that once the RC had flown the C flag before the second windward leg they seemed unable to fly it again before the run. Now when the wind shifted during the second windward leg as it often did, there was no tacking on the final leg. In spite of all this the same boats were in the top: US, Brazil and Spain. They seldom seemed to be on the wrong spots and even if they were they had the speed to advance to the top. We think that boat speed is perhaps more important in shifty winds. Without speed and being — which everyone is more or less — on wrong spots a couple of times you are back in the field.

The most discouraging thing for us Scandinavians was our lack of speed. Especially Jan Persson, Denmark was very dissatisfied. He should be among the top 5. Only on the hard wind day his Skipper and Proctor - B went well.



Per and Mats Gothlin  
Stockholm, Sweden

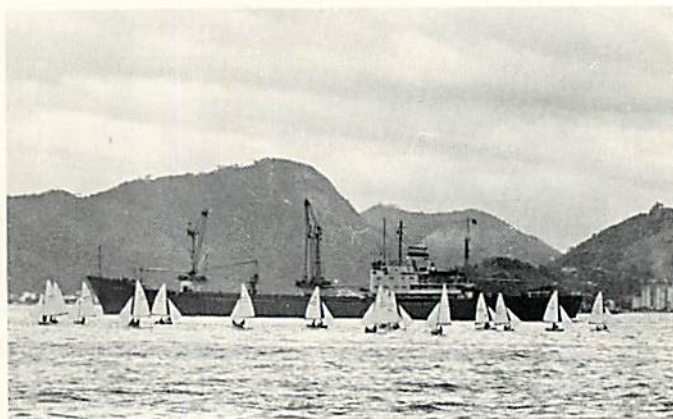
## EQUIPMENT

We left Toronto October 1, and were the first team to arrive in Rio. We immediately inspected the boats and selected the best equipment. We added several fittings, hiking straps and other gear over the next few days as a result of practice racing. Other teams arrived several days later and had to put their boats together hastily.

*Boats and Equipment* Fifteen Bruder boats were available to contestants and countries using the Bruders were Spain, Bermuda, Uruguay, Canada, Switzerland, Portugal, Norway, Colombia, Finland, England, Belgium, Italy and Brazil. Chubasco models were used by Japan and both USA teams. France, Denmark and Sweden used the self-rescuing Skipper Snipes. South Africa and Bahamas used wooden boats that were respectively owned by Nelson Piccolo (world champ 1967) and Axel Schmidt (world champ 3 times). Argentina used their own boat.

The characteristics of the Bruder boats are:

- (1) Maximum cockpit - maximum beam at deck level. This generates more righting moment but there are problems in sailing in very heavy conditions to keep the boat dry.
- (2) Self rescuing - Bruder uses a non-absorbing foam on the floor. Channels are cut to the bailers and flaps installed on the stern to facilitate bailing. One problem encountered was not having foam on the sides which makes recovery very difficult.
- (3) Mast - The section is the minimum permitted by the rules. It is designed to be stiff laterally with maximum bending above the hounds. It weighs less than the Cobra but must be supported by fixed spreaders and tight rigging. Mast control is through a crank on the deck positively fixed to the mast and easily adjustable. The mast is stepped to the keel for better bend control and mast chocks are necessary at deck level.
- (4) Boom - The prototype boat used a triangular laminated boom. It is very light, stiff and the shape is a solution to the end-plate effect. The booms initially used on the WC boats were much too flexible and almost all teams substituted a stiffer one. The boom was controlled by sheeting to the floor and a system of dual travellers. One Traveler controls height





and the other controls the position relative to the centerline of the boat.

(5) Rudder - The rudder was made from laminated Kiri Pine, an extremely light but strong wood. The rudder was glass covered and the tiller attached very firmly.

(6) The Brazilians have a simple yet very effective sheeting arrangement. It is like an inside barber hauler. In light weather a sheeting angle of 5° is possible by allowing the system to go full length. In stronger airs the normal 9 - 10° is possible by pulling in.

(7) Forestay - The forestay was of minimum size and offset to one side of the bow. Thin line was used to attach the forestay to a stop-eye with the idea that all the load goes to the luff-wire. Adjustment of tension and rake was provided by the jib cloth downhaul and purchase to the jib luff wire.

The Chubascos that were used were stock boats. Both Earl and Roger used thick rudders which minimize stalling out, Cobra masts and an adjustable turnbuckle on the forestay. Earl emphasized that the jib luff wire stretches, and with rope on the forestay you can never be sure of your exact rake while sailing. Japan used a Japanese model Chubasco with some innovations. The spreader deflection was adjustable from deck level through an interesting device. They also had several holes for side stay positioning.

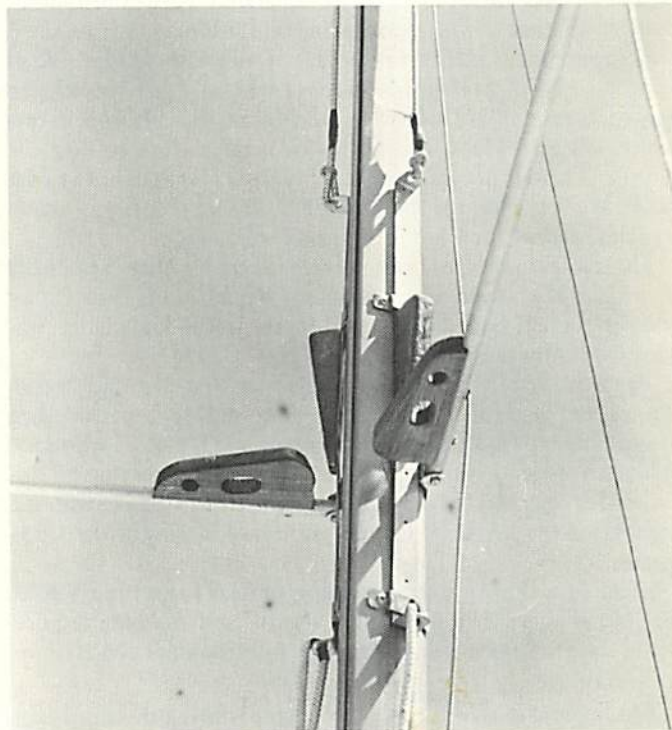
The Skipper Snipes had a French fitting incorporating an 8 to 1 purchase to control mast bend. Proctor masts and Skipper booms were used.

*Sails* Elms' were the most popular sails used in the regatta. The sails are perfectly suited to the Cobra mast and aluminum boom. Norths were used by Spain, Argentina, Bermuda and Canada and seemed to be fast in all conditions. Uruguay, Brazil (main only) and South Africa used Picollo sails. Finland used his own sails. Sweden used Levinsons. Earl used a 4.5 jib and a 3.8 main. The numbers were marked on by felt pen to insure a smooth cloth and decrease porosity. Rodney Pattison tried Bruce Banks sails but had little success and substituted Elms.

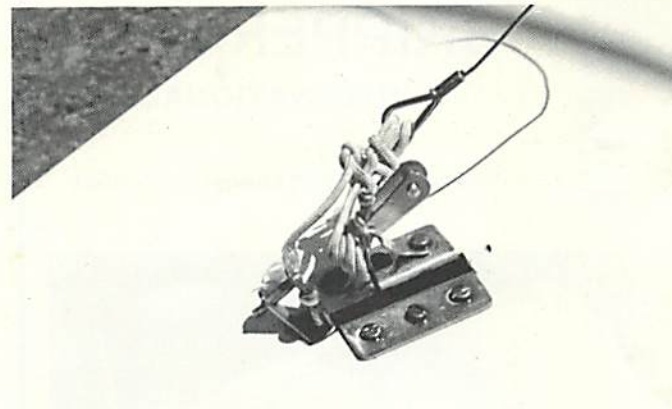
*Teams* Both USA crews and Brazil were extremely confident of their chances. They had spent a lot of time insuring that everything worked perfectly. They wanted to win badly. The Spaniards used the Bruder boat but their first step was to make into a replica of the boat at home. They came well prepared with spare masts and fittings. Rodney Pattison from England was impressed by the calibre of competition, the closeness of the racing and the fact that the boat is suited to the tactician. Several times he felt he was on the wrong side of the course and in his FD would simply be able to boat speed in the right direction. He found the Snipe less forgiving. His tech-

niques downwind were good, but he lacked upwind experience.

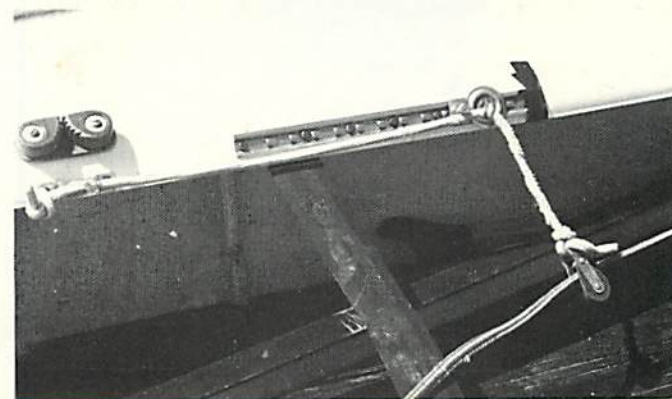
Ted Hains  
Oakville Fleet 321  
Canada



Adjustable spreader on Japanese Chubasco. Photo by Buzz Lamb



Forestay fitting on Bruder Boat. Photo by Buzz Lamb



Sheeting arrangement on Bruder Boat. Photo by Buzz Lamb

## NEEDLESPAR

### Snipe Mast & Boom

MINIMUM WINDAGE · MACHINED TAPER  
NO WELDING · UNIFORM BEND  
1 7/8" DIAMETER AT DECK, 1" AT TOP

BOOM - 2 1/2", ROUND · TAPERED CUT-AWAY  
ENDS ARE LIGHTWEIGHT AND STIFF

SAILS AND SPARS TO MATCH BY

Levinson  
Sails

900 N. OSCEOLA,  
CLEARWATER, FLA. 33515



# World Championship

## AS BASIL SAW IT

The 1971 World's Championship left a lot to be desired from many aspects – some that could have and should have been corrected and some that no one could have controlled – like bad weather – with poor racing conditions.

Without going into a lot of detail and also at the risk of being accused of having sour grapes I will only give this suggestion to future Board of Governors of SCIRA. If you have a choice, do not select large cities or a large Club to host the World's. There is no personal touch with a membership of over 4,000. We felt more in the way of both the majority of members and staff of the Club rather than welcome.

The race committee was ably manned by Otto Schlenzka Chairman, Kiel, Germany, Joaquim Roderbourg, Sao Paulo, Ernesto Reibel, Sao Paulo and others. Local knowledge was conspicuous by their absence.

There were other notable yachtsmen that also assisted in running the regatta. Among these were no less a person than Mr. Jonathan Janson Vice President of the I.Y.R.U. who served as chairman of the protest committee. Also serving on this committee was Mr. Edward Sutterheim from France, who is a member of the I.Y.R.U. Constitution and Racing Rules Committees.

I feel sure that our class is going to hear from the I.Y.R.U. because of these two gentlemen regards self rescuing requirements for all Snipes while racing in International Regattas regardless of age.

The second day of the Championship, during the third race, we had winds up to 50 knots in gusts, coming down through

the mountains. The 3 knot tide was also running against the wind which made the seas build up higher than normal in that amount of wind. I was sailing a wooden Snipe that had its cockpit opened up to the maximum with no flotation or buoyancy built in. Less than a minute after the start we took in two large waves over the bow which our self bailer could not suck out fast enough as more water kept splashing in on the lee side over the narrow deck. We had to ease sheet and reach off to get enough water out so that we could tack onto port. The port tack was not as bad, as we sailed more in the trough of the sea. By the time we got to the weather mark the boat was bone dry. We rounded a poor seventh or thereabouts because you had to count fast as boats were turning over rapidly now. We settled in for what turned out to be more of a run than a reach with no pole, however. Then without warning, one of those gusts hit us from behind – we had our cut-off daggerboard right down, the jib sheet was snatched through Pedro's hands, the boat cut sharply to windward with jib flapping – both of us windward – we heeled and the wind blew us over as we sat there helpless with main and jib flapping, sliding sideways, water coming in over that narrow deck swamping us to lee. There were many more boats in the same or worse condition than us with not enough rescue boats to handle the worsening condition.

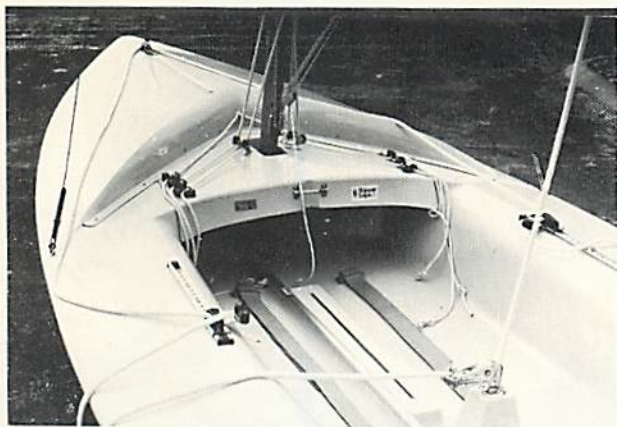
We were left alone long enough to get our sails off and our floating equipment secured when a 38 ft. power boat came to offer assistance. This boat was manned by, among others, Mr. Janson, Mr. Sutterheim, Peter Christie (Bahamas), Mrs. Janson and my wife Paula. What happened from then till we got safely into land, about an hour later, would take too long to give you blow by blow description. However, I would like to say here and now it would have been a lot more fun if we could have righted our Snipe, like I understand Elms had to do no less than three times, and others that had Skipper Snipes or Chubascos, and sailed away (the Bruder Snipe for some reason would not self rescue after filling with water.) When the race committee finally abandoned the race there were only three boats that had never turned over, although about six or seven were still sailing having turned over.

I agree that something should be done. I started when I arrived home by cutting two Chubasco size holes in the transom of my wooden Snipe. This at least will get you afloat immediately after you get under tow, as the water will rush out of the stern. I am now putting styrofoam in the bow, stern



## SKIPPER'S INTERNATIONAL A/S

Bybjergvej 8, DK 3060 Espergaerde, Denmark



European Championship 1968 & 1970, 1st  
World Championship 1969, 3rd  
South European Championship 1969 & 1971, 1st  
North European Championship 1970, 1st  
European Junior Championship, 1st  
7 National Championships in 1971

**THE RESULTS SPEAK FOR THEMSELVES**

WRITE FOR DETAILS AND OUR BROCHURE



Conditions during the "battle" - Pattison (England) left and Ninomiya (Japan). Photo by Enrico Dantes, O Globo

and along the sides to make her float high enough to be sailed away after turning over or filling with water. If anyone has any idea that this will not work please let me know. I realize that the above conditions do not often occur in one's sailing career, but nevertheless, it would be a lot more fun to know you could turn over, fill with water, right your boat and sail away without any assistance. I can assure you it is no fun being towed by a power boat with your boat full of water with the Vice President of the I.Y.R.U. doing the directing. But there is always a first time for everything.

AFTER ALL - "SAILING IS FUN".

Basil Kelly  
SCIRA Past Commodore  
Nassau Fleet 391



"Walking on Water" - Finn Hanssen, Norwegian crew.  
Photo by Enrico Dantes, O Globo



"Taxi!" - Marc Braillard, Belgian crew.  
Photo by Enrico Dantes, O Globo

## RACE COMMITTEE

"Actung! Nue!" BANG!

Earl Elms had crossed the line second in the last race, but first in the series, to cinch the successful defense of his world's title. Horns tooted, whistles blew, cameras flashed, and Earl gave Craig a big bear hug, but aboard the committee boat life went on as usual. Race committee chairman Herr Otto Schlenzka continued to call finishes and the last two boats finished closer together than the first two, almost a photo finish. Every place is important in any regatta and in a world championship they'd better be right.

This polylingual race committee reflected the fact that there were 12 languages spoken by the contestants and officials, not to mention Canadian, Bahamian, Bermudian and three flavors of American: Bostonian, Californian, and Southn'. Ernesto Reibel and Joachim Rudebaugh (North American FD champ) both from Sao Paulo, spoke German, Portugese and English, and helped with committee chores from timing starts to setting lines. Iate Clube Rio's Roberto Azevedo drove the mark boat with help from Joerg Bruder on the last two days. Svend Rantil, Nils Toftgaard, Joao Meneres and Arturo Delgado were on official stake boats. Although I very much wanted a committee boat assignment - that is where the action is - I was resigned to the role of spectator. But on the morning of the first race my press agent (Buzz) convinced the committee that I could be useful in checking in, taking times, finishes etc., so maintaining such a "low profile" that I practically disappeared, I went aboard the boat as a semi-official. Buzz was spotter and checker. Ralph sometimes rode our boat (sometimes a judges' boat) as SCIRA representative. When Ralph was aboard, Berta helped with recalls and kept a running score as the races progressed. Fernando Pedroza also helped with recalls which were the sail letters painted on two foot squares. There were no verbal recalls. Can you imagine verbally recalling J - 18769? In Japanese?

I don't mean to leave the impression that all was grim business aboard the committee boat - but somehow the humor takes on an hysterical note - as when Herr Schlenzka sang us the German version of "Nearer my God to Thee" as a 900 foot tanker bore down on us (and the fleet).

The class was lucky to have Herr Schlenzka, Germany's Keil week race chairman, to officiate for the races. He was always thinking ahead and working for the best possible use of the conditions at hand within the rules. He always checked with the SCIRA representative when there was a question of what was possible under class rules.

Marge Lamb  
Clearwater Fleet 46

## Winning Snipe Sails

CUSTOM BUILT  
SAILCLOTH TESTED FOR UNIFORMITY  
EACH SAIL SPAR TESTED

WRITE FOR SNIPE SAIL LETTER

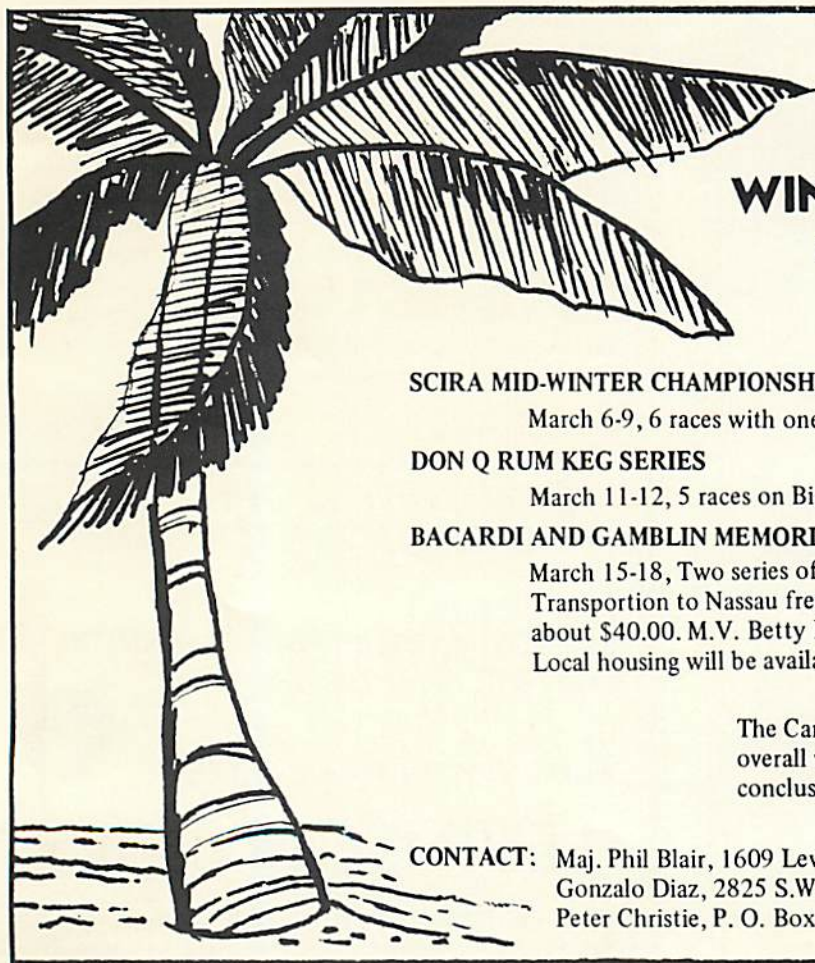


# LEVINSON SAILS

900 N. OSCEOLA, CLEARWATER, FLA. 33515



Anticlockwise: 1) Jonathan Janson, Ralph Swanson, and Nils Toftgaard. 2) Bill Green proves Bruder boat complies with Rule 56. 3) Joerg Bruder. 4) Herr Schlenzka. 5) Ralph Swanson, W. H. Sec. Roberto Salvat, Buzz Lamb 6) Svend Rantil, Sec. Europe & Africa. 7) Marge Lamb & Gen Chm San Roman. Center: Committee boat helps France.



## WINTER RACING CIRCUIT

NEW SCHEDULE SO ALL CAN ATTEND

### SCIRA MID-WINTER CHAMPIONSHIP

March 6-9, 6 races with one throw-out. Clearwater YC, Clearwater, Fla.

### DON Q RUM KEG SERIES

March 11-12, 5 races on Biscayne Bay. Coconut Grove SC, Miami, Fla.

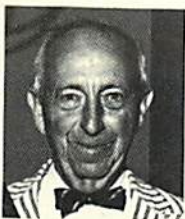
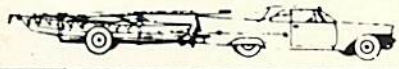
### BACARDI AND GAMBLIN MEMORIAL SERIES

March 15-18, Two series of 3 and 5 races. Royal Nassau SC, Nassau, Bahamas  
Transportation to Nassau free for all boats. You pay for return — about \$40.00. M.V. Betty K departs Miami Mar. 14, returning Mar. 19  
Local housing will be available. If interested write Peter Christie.

The Carribean Winter Circuit Perpetual Trophy for the overall winner at these 3 regattas will be awarded at the conclusion of the circuit in Nassau

CONTACT: Maj. Phil Blair, 1609 Levern, Clearwater, FL. 33515  
Gonzalo Diaz, 2825 S.W. 92 Place, Miami, FL. 33165  
Peter Christie, P. O. Box 1628, Nassau, Bahamas

# Wells Wanderings



by Ted Wells

December 1971

## THOUGHTS ON CAPSIZING

From what I have heard, one unscheduled event in the worlds championship at Rio de Janeiro was a world record for capsizing, with some pretty conclusive proof that the term "self rescuing" is something less than accurately descriptive. I trust that details will show up elsewhere in this publication – all I've heard is that an IYRU Vice President was there and was irked partially because a lot of skippers had difficulties with so called "self rescuing" hulls, but mainly, I gather, because he was determined that Basil Kelly, hanging onto a partially submerged old wooden hull, should leave his boat and be rescued, and Basil told him (the VP) to go rescue someone else – that he (Basil) could take care of himself and wanted to stay with the boat rather than be rescued. Anyway, I was given the job of writing a letter to try to mollify the IYRU.

I sent him copies of Wells Wanderings for July and August, 1970 – which I hereby suggest for review reading by anyone sailing a so called "self-rescuing" hull (I prefer the term "sailaway capability"). The latter implies that the skipper and crew have to know what to do and how to do it. The point I tried to make to the IYRU is that no matter whose hull – or even what class of boat for that matter – proper technique must be used.

In summary – the basics are – tie the board so that there is always something to stand on. Tie a piece of about 5/16 line at least ten feet long to the aft end of the trunk before you leave the dock – its too late after you have capsized.

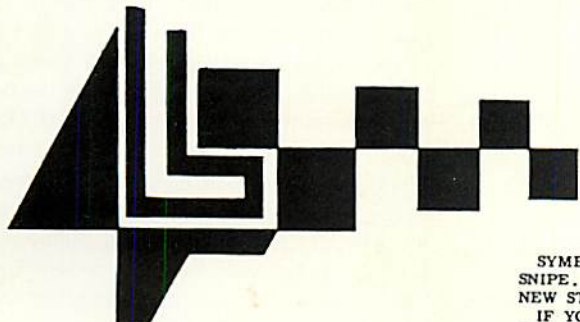
Only two details on "sailaway" technique are not covered in the referenced Wells Wanderings. (Which I hope you have re-read by now) One is when the mast is stuck in the mud, and neither skipper or crew has the diving ability to excavate the mast tip. In this case – use the line mentioned above, passing it over the hull to the side opposite the mast, to a power boat which can pull you broadside far enough to unstick the mast. From there on, follow recommended technique for righting and sailing away.

If the boat turns turtle – any hull with sufficient buoyancy for "sailaway ability" is going to be difficult to right. It will probably take both the skipper and crew, feet against sheer, bracing themselves against the line from the trunk, over the hull. It will of course be necessary to arrest the righting process long enough for one person to get on the opposite side of the boat to insure that the righting process stops when the boat is right side up, rather than keeping on going for another capsize and possible turtling on the opposite side. This I know will happen – I've been there.

Just as I was about to mail the IYRU letter, I happened onto an item in "Sailboat Week" which told of a Finn in the North American Championship which *sank*, losing everything, including a brand new sail being used for the first time. I resisted the temptation to add "You think Basil had problems – how about this guy?" (I sent him the clipping of course.)

## REQUIRED READING

There isn't any way we can require people to read the Appeal Decisions published by the NAYRU – but I can recommend it highly. It really is interesting to anyone racing seriously, and it is amazing how many people know things that just aren't so. An example – appeal 59, on racing rule 52 – said in 1954 that if you hit a mark and could prove that you only hit the ground tackle and this caused the mark to hit you – you were home free. No more. The decision, conformed to current rule interpretations, says the skipper ought to know that there is something between the mark and the bottom, and stay clear. If the mark gets nasty and hits him – he must do his turn around the mark, or protest someone for not giving him enough room.



SYMBOL OF EXCELLENCE FOR THE ALL NEW LEMKE ENGINEERED & DESIGNED SNIPE. QUALITY CRAFTED FOR DISCRIMINATING RACING SAILORS, EXEMPLIFYING NEW STANDARDS OF PERFORMANCE & FUNCTIONAL UTILITY.

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# LEMKE

# MINUTES OF THE NATIONAL SECRETARIES MEETING HELD

OCTOBER 14-15, 1971

The meeting was called to order at 2255 by Rear Commodore Swanson with Nevil Morley as interpreter and Berta Swanson as secretary.

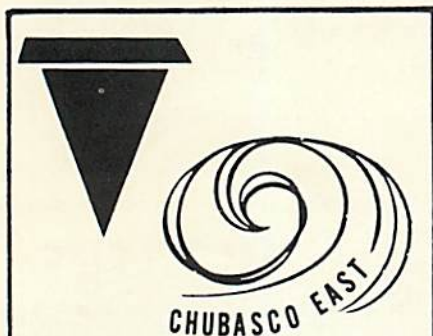
## FINANCES

A financial report was given by Treasurer Lamb with excess of expenses over income of \$571 for 1969, \$5,325 for 1970 and \$1,345 for the first 10 months of 1971. Cash on hand at July 31, 1971 was \$2,216. The deficiency was made up by the U.S. Fund. Time spent by the Executive Secretary is as follows: Bulletin 40%, U.S. affairs 40%, other 20%. Several felt that too much time is being spent on U.S. affairs.

## BULLETIN

Arturo Delgado asked why more non-U.S. news is not printed in the Bulletin. Lamb replied that virtually *all* news that is received is published and that there is a great need for material in the Bulletin.

Rear Commodore Swanson stated that news of important international regattas will replace news of purely local interest as they are received.



*--is turning the  
Midwest upside down---*

Phone: Day 544-2752  
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SPRINGFIELD, ILLINOIS 62707

## WORLD CHAMPIONSHIP IN 1973

Official bids were received from Spain and Yugoslavia. It was pointed out that Yugoslavia will not allow South African citizens to enter their country. For that reason and because Spain had requested for 1971 it was agreed to accept Spain's offer and to recommend to the Board of Governors that it adopt this recommendation.

## NUMBER OF ENTRIES FOR THE WORLD CHAMPIONSHIP

A discussion of increasing the number of entries in the world championships brought out various facets including the ability of the host country to supply boats, handling expenses, etc.

The motion was made by Rantil that each country be allowed to send two boats, only expenses of one paid for and the second paying his own expenses. The motion was seconded. Vote: 10 for, 2 against.

To get the feeling of those in attendance, a vote for three boats was taken. 6 for, 5 against, 1 abstention.

## RULES AND RULE CHANGES

Swanson explained that the new system of no rules changes until 1976 and every four years thereafter has been proposed and is at the moment being voted on by the Board. It was also mentioned that a definite procedure was included to give all members of the Board advance notice of anything to be considered by the Board.

Toftgaard-Hansen proposes closer controls at World Championships. Bruder boats came under a great deal of discussion. Rantil pointed out that even if the Bruder boats did not meet requirements, they were accepted for the series by the Measurement Committee and SCIRA representative, and therefore the series could not be disputed.

## BALLAST

Norway's request to change the method of calculating ballast was discussed. Their request was to allow ballast to be added, the amount to be 80 lbs. less the centerboard weight on a 381 lb. boat. The reason given is that some boats are being built to carry a full 80 lb. board and this gives stronger crews an advantage. Peter Harris pointed out that there was a strong possibility that the hulls on these boats are not meeting the 195 lb minimum. While the acceptance of this

proposed change was not unanimous it was agreed to submit it to the rules Committee.

## DUES AND FEES

The new dues and fees schedule was presented by Rear Commodore Swanson:

	<i>Present</i>	<i>New</i>
New Fleet Charter	5.00	10.00
Annual Fleet Dues	5.00	5.00
Individual Dues	1.00	2.00
Boat Number Fee	2.00	10.00
Rule Book	2.00	3.00
Subscription to Bulletin	2.00	3.00
Sail Royalty (per sail)	-0-	2.50

These were discussed in detail and approved with the exception of the sail royalty. The feeling was that it was impossible to enforce the collection of this item.

Svend Rantil proposed that a decal be issued for the stern of the boat when dues are paid. The decal would indicate the year and be changed each year. Boats without decals would not be allowed to race. This was unanimously approved.

## MISCELLANEOUS

Proposed that the World Championship be held every year. It was generally agreed that this would help advertise Snipe but would require a great deal more work. The vote was 3 in favor, 3 against and 1 abstention.

Nils Toftgaard-Hansen noted that there had been problems with Rule 9 regarding changing of mast, board, etc. during the season. It was noted that most do not follow this rule to the letter and it was agreed that this should be changed to no change after the start of a regatta, in countries that elect to adopt this change.

Svend Rantil commented that the feeling in Europe is that there should be more democracy in the class and in the Board of Governors. All agreed that the U.S. should have a majority of board members, possibly because each U.S. District is equal to other countries in size, therefore, each district should have a board member elected by Snipe men in the district. The board would then elect officers. This would be the first time that there would be true democracy in the Snipe Class.

The possibility of the Snipe being selected for the Olympics was discussed. While some had reservations, it was agreed that a full effort should be made towards this end. Each country was asked to find out who their IYRU representative is and seek his help in promoting Snipes.

## CLASSIFIED

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.

**FOR SALE: SNIPE TIE-TACS & SCATTER**  
S. Solve your gift and award problems. Detailed replica of a Snipe 13/16" high in trailing silver, crafted by nationally known painter. ONLY 5.50 each. Check to Snipe Dept 409, c o Chas. Chambers, 5429 East 1st St., Indianapolis, IN 46220.

**NOTICE, DAYSAILORS:** We are closing out our fiberglass covered, plywood center keel capped spruce masts - \$77. Prepaid. Varnished, laminated Vee shaped spruce booms \$2.50 packed F.O.B. Pre paid with order for \$5. or more. Post Woodworking Shop, 2020 1st St., Tempe, AR 85281.

**FOR SALE-SAILS.** Several slightly used or experimental Snipe mains for \$50, jibs \$30 each. All with lots of sailing left in them. Earl Elms, 4035 R Pacific Hwy, San Diego, CA 92110.

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