

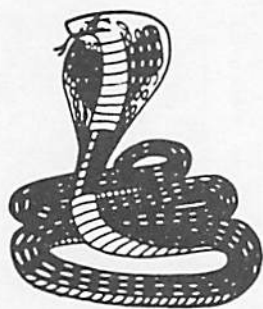
SNIPE
.....
BULLETIN



DECEMBER 1973

Cobra Masts

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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.

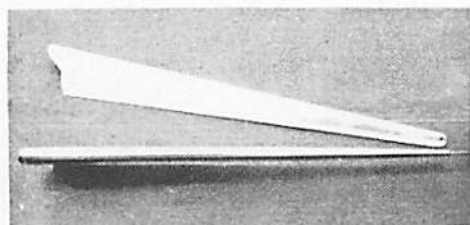
They were used by the winners of the last 2 Jr. Nationals, in '71 they were 1st, 2nd, 3rd, 4th and 5th.

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).

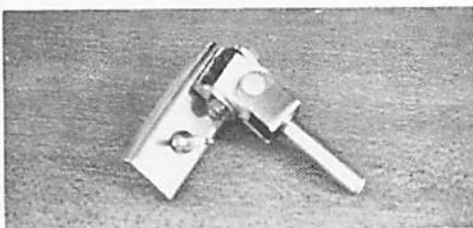
In 1972 we are introducing the Cobra Boom. It is very light and provides the stiffness required to keep the leech of the main tight on a reach. Bendy booms waste power.

The 1972 Cobras will also have some new equipment —



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.

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

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THE COMMODORE SAYS

Instead of writing this high above the Atlantic as we returned from Spain (the movie was too good to ignore), I am high above the clouds on my way to the Hallowe'en Regatta in Atlanta, GA. Somewhere, down below, Bert is zooming along the highway with 2 boats in tow. Everyone should go to the "Hallowe'en" at least once!

We just returned 12 days ago from Malaga, Spain where we attended the XXVI Snipe Class World Championships, and participated in crowning the new World Champion, Felix Gancedo of Spain, and his crew, Rafael Parga. Felix proved that concentrated practice and steady competition could pay off, and SCIRA is especially proud of this sailor who did it all with his leg in a heavy cast because he had broken it three weeks prior to the Regatta. He performed consistently well with a first, second, two thirds and a ninth. Denmark, Sweden, Brazil and the U.S. were all extremely close at one time or another and we saw some fine competition. "Well done!" Felix and Rafael.

Immediately upon arriving in Spain, Bert and I, together with Marge and Buzz Lamb, rented a car and spent a few days touring some of the beautiful mountain areas of Southern Spain and the Costa del Sol. We made stops at Marbella, Ronda, Seville, Cordoba, Granada, Motril, and back to Malaga. The beauty and grandeur of this countryside impressed us greatly, and we appreciated the cordiality of the people.

Back in Malaga on Saturday, we found the measurement committee under Ted Wells and Jose Guasch, with capable help from Chuck Loomis and 3 members of the Club Real, had all of the boats measured, and with a few minor exceptions which were easily corrected, ready to sail.

Boarding the RC boat as SCIRA Representative, I found that we were surrounded by Snipe sailors, Chairman Marcial Sanchez (who represented Spain at the world's in Nassau) was an extremely competent R.C. man who did his best to give the sailors good races under some very trying weather conditions - (typical regatta weather - too much wind and then none at all.)

One of his committee, Fernando Bolin is the immediate past National Snipe Secretary of Spain and I thank him for

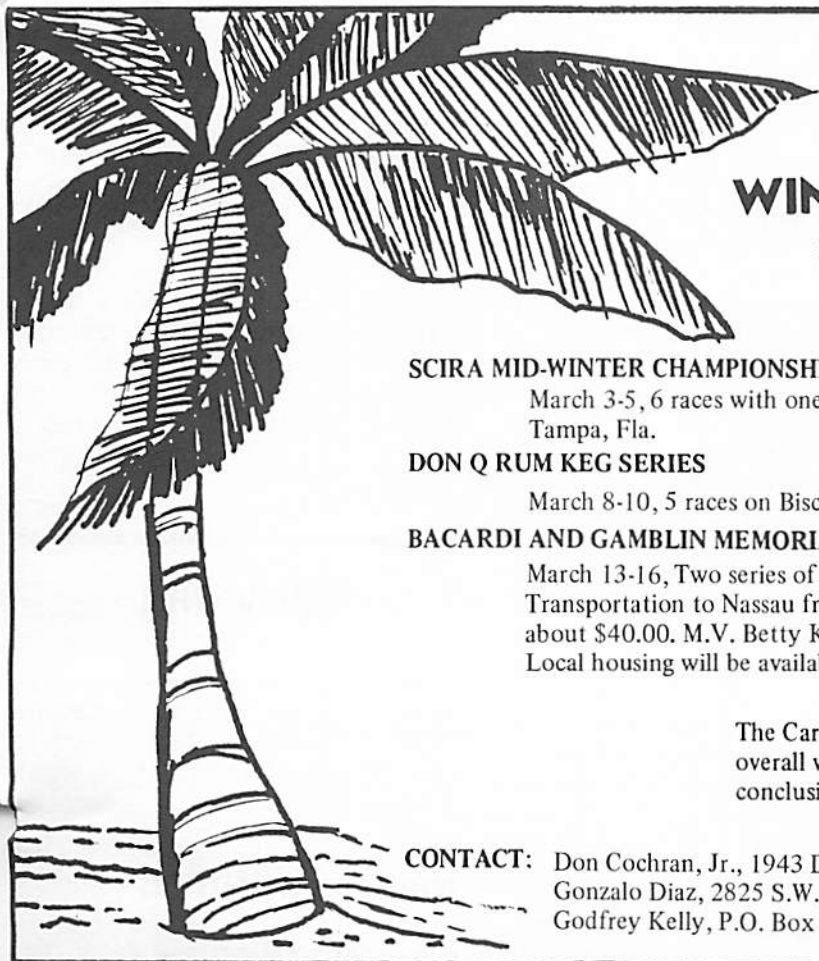
acting as my interpreter. The skipper of the R.C. boat, DM Ebro, was Capt. Manuel Nadal, a Snipe sailor from Majorca. If he handles his Snipe the way he handles his mine sweeper, then he is a great sailor.

The organization and planning for this championship was exceptional. Arturo Delgado is to be congratulated for his excellent planning and the Club Real Mediterraneo served tremendous meals, had great entertainment, and made the sailors feel welcome. On behalf of all may I say "muchas gracias" to everyone concerned for your very warm hospitality, and the friendship which you extended to us all.

It certainly was great to renew friendships with sailors and "Snipers" from all over the world. As I have said many times before, Snipe sailors are as great a group of people as I have ever had the privilege of knowing.

*Ralph M. Swanson
SCIRA Commodore*

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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

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SNIFE BULLETIN

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

DECEMBER 1973
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THE COVER

The cover photograph shows Snipes sailing at the World Championship with Malaga in the background.



THOUGHTS WHILE SAILING

Three years have elapsed since SCIRA acquired its present Executive Secretary. Many changes have occurred during this time but Snipe sailing has not really changed. Three years ago we were entangled in weight-reduction in the U.S. as well as in other countries. The office was not functioning, for all practical purposes. The BULLETIN was not being published. Things looked rather bleak. But now SCIRA is moving along beautifully. We are continuing a steady growth, not only in new boats but in active membership. Nearly every SCIRA country is reflecting this trend.

To whom can we attribute this resurgence? We have had good leadership but while essential, it is not the sole answer. Then who?

I am convinced that it is the entire membership, working individually and collectively to ensure that we have a top-notch organization.

Their work may not be obvious. On the fleet level the fleet captain spends a great deal of time figuring point scores, collecting dues, helping get new members and proding old ones. And he incurs everybody's wrath when he makes a mistake.

And how about regattas? Have you ever stopped to think how much work goes into one? This involves announcements, registration, food, housing, rescue boats, race committees, etc. It takes a lot of people doing a lot of work.

On a different level: do you know how many letters Ted Wells answers every week? I don't, but I have a pretty good idea from the number of copies he sends to me plus answering my questions. Add

this to writing a monthly column for over 20 years and you have many man-years of work. Another example is Svend Rantil. Snipe sailors from all over the world have seen him at regattas, but do you know he spends about one and a half hours a day on SCIRA work?

If one looks one can see people working for the class. This was never more evident than at the World Championships in Malaga. Nearly all the 22 countries represented sent 2 contestants. National secretaries for most countries were present and those that were not had sent representatives. There were more members at the Board of Governors' meeting than at any time in our history. And what was more impressive was the large number of people there just to watch the races, cheer for their teams and just to enjoy being a member of the Class.

I really do not know what makes all these people so devoted. But I do know that they are the why of SCIRA. And if you really want to see the class in action, plan on attending one of these affairs sometime. I am sure you will be as amazed as we are. And certainly you will enjoy every minute of it.



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THE SCORE

Twenty-two numbers were issued last month and it put us in striking distance of 21000. Argentina led the list with 12 followed by Brazil with 5, the U.S. with 4 and 1 for Sweden.

Numbered SNIPES — 20987
Chartered Fleets — 730



Rafael Parga, crew and Felix Gancedo, skipper with broad smiles. The photograph was taken just after they heard the final gun signifying the end of the regatta. Taken by Terry Whittemore, Past Commodore of SCIRA.

Felix Gancedo is new World Champion

Per Brodsted is Second and Eric Thorsell Third

Felix Gancedo of Spain won this year's top regatta and had taken the coveted Commodore Hub E. Isaacks Trophy to Europe for the first time since Paul Elvstrom won it in 1959. Felix and his crew, Rafael Parga were the most consistent and unquestionably the outstanding sailors in the twenty-sixth running of the event. Their finishes were 3-9-3-2-1 in the 5 of 7 scheduled races held in the Mediterranean October 12 – 20. Brothers Per and Steen Brodsted of Denmark were the heavy weather sailors and finished second. Eric Thorsell of Sweden was third followed by the U.S.'s Earl Elms, the defending champion. Paulo Paradedá from Brazil rounded out the top five.

Gancedo used a piece of equipment unique in a championship regatta – A BROKEN LEG – in a cast. It was unintentional, of course, (beware of motorcycles) as was a case of the flu. In spite of these “go-slows” Felix sailed an almost flawless series. Watching this fine sailor tack in light or heavy wind was a sight to behold.

Although winning only one race, the Spanish team was always in the top except for the second race when nearly the entire fleet missed the “M” flag. At

that point they were in third place but dropped to 9th. They were 3rd in one of the races called because of time; the other called-race found them in the lead. Their starts were always good and they used good tactics throughout the races.

Gancedo is 33 years old, married and has two children. He manages the family department store in Malaga. Sailing for 18 years, he has participated in the Olympics, but is primarily a Snipe sailor. He finished 8th in the Worlds in Luanda and 3rd in the previous championship in Rio. Last year he won the European Championship in Oporto, Portugal. His boat is named GRAN NUMA after the big lion in Tarzan. After winning a race Felix manages a roar that would do credit to any lion.

The regatta was sponsored by the Spanish Yachting Federation and the Real Club Mediterraneo in Malaga. Everything was run efficiently and no problem was too large for them. The hotel was only two blocks from the club which was situated on the beautiful Mediterranean Sea. Launching facilities, boathouse, lockers and central regatta office were across the street on the well-protected harbor. The boathouse had a snack bar and the main dining room was

in the clubhouse. The food was delicious and a band plus flamenco dancers provided entertainment every evening.

The races were held in the Mediterranean Sea on the Costa del Sol. The expected light to moderate conditions prevailed in only one race. Two races were held in 20 mph or better and two in 15 mph. Big swells accompanied all four of these races and proved to be a disadvantage to those unused to them.

The first race was started in winds of 12 mph but building. Gancedo got the start and took an early lead but lost it off the wind to Thorsell and U.S. champion Dave Ullman. The building winds favored the big Danes who were in the lead by the second windward mark. Elms showed his style by working his way to 2nd from 11th at the first turn. Gancedo was still in 3rd and this was the order of finish. The last beat produced a classic tacking duel between Elms and Gancedo. It was broken off just in time to keep Brazil's Boris Ostergreen from taking them both.

The winds continued to build for the second race and again the Danes took the lead followed by Pierre Siegenthaler and Gancedo. The leeward mark was replaced

(Continued on Page 6)

New World Champion...

(Continued from Page 5)

by a boat with the "M" flag which most of the fleet passed without noticing to round a previous leeward mark. Thorsell had done his homework well, read the "M" flag, rounded the boat, and picked up a number of boats. Downwind, he displayed brilliant deceptive tactics by staying close to the fleet and breaking off at the last minute to round the "M" flag boat, which the leaders still had not recognized as the mark, and caught the rest of the fleet, holding them off on the final beat to win the race. Ostergreen was second followed by Penny Simmons of Bermuda. Since the leaders were closer to the wrong mark they were badly hurt, Brodsted finishing 12th and Gancedo 9th for his worst race of the series.

The second day's races were called because of winds of 30 knots.

The third race was the lightest of the series with winds of 8-10 knots. Ullman, Paul Paradedo of Brazil and Gancedo all got good starts and proceeded to open a wide gap between themselves and the rest of the fleet. Light-weight Ullman led for most of the race but Paradedo caught him on the last beat to win. Gancedo was third. After four general recalls, the race committee abandoned all attempts to get in another race for the day.

On the fourth day the fleet assembled and all that appeared was rain - no wind at all. The next day the rain had stopped but the wind was very light. A race was started but was called because of the time limit. In the second start, Gancedo got an early lead followed by Paradedo and Brodsted. This was the order of rounding at all windward marks as well as at the finish.

Quick thinking by the race committee enabled them to get in another race. They set up another course, using the adjusted finishing line as the starting line for the next race. With heavier winds, the Danes again took the lead with Gancedo not far behind. It was a battle between these two with Brodsted winning out. Sigenthaler finished third.

An attempt was made on the make-up day to get in the final two races. A start was made but the wind quit altogether and time ran out, thereby eliminating the possibility of a throw-out race. Thus the 26th World Championship ended and the roar from GRAN NUMA was barely audible, being drowned out by the cheers for the new champion.



Arturo Delgado, Spanish National Secretary and many others congratulating the new champion.

XXVI SNIPE CLASS WORLD CHAMPIONSHIP 1973

Skipper/crew	Country	Finishes	Points	Finish
Felix Gancedo/Rafael Parga	Spain	3-9-3-1-2	29.4	1
Per Brodsted/Steen Brodsted	Denmark	1-12-11-3-1	40.7	2
Erik Thosell/Claes Nordwall	Sweden	8-1-4-9-5	47	3
Earl Elms/Donnie Bedford	U.S.	2-7-5-5-7	49	4
Paulo Paradedo/Carlos Goncalves	Brazil	13-6-1-2-10	49.7	5
David Ullman/Peter Connally	U.S.	5-17-2-4-6	55.7	6
Boris Ostergren/Leo Penter	Brazil	4-2-9-25-8	71	7
Giorgio Brezich/Giorgio Ferin	Italy	11-4-6-10-16	74.7	8
Eugene Simmons/Larry Lindo	Bermuda	6-3-10-17-13	75.4	9
Sergio Morin/Sergio Michel	Italy	7-8-8-14-9	76	10
Paulo Santos/Fernando Silva	Portugal	10-11-17-7-4	77	11
Pierre Siegenthaler/Colin Callender	Bahamas	14-5-28-16-3	91.7	12
Gustav Krafft/Peter Krafft	Sweden	17-16-7-6-21	96.7	13
Peter Bjurstrom/Hakan Bjurstrom	Finland	16-14-12-11-25	108	14
Horacio G. Pastor/Felix Leborgne	Uruguay	15-21-31-8-14	119	15
Jan Persson/Harald Holstein	Denmark	9-10-dq-12-15	123	16
Antonio Basilio/Nuno Vilareal	Portugal	12-15-26-15-26	124	17
Viktor Sinding-Larsen/Finn Hanssen	Norway	18-13-18-33-20	132	18
Stefan Winqvist/Half Renvall	Finland	30-22-23-24-19	148	19
Pedro Garra/Federico Lattourrette	Uruguay	19-ns-13-13-32	149	20
Ted Haines/David Belford	Canada	23-23-21-32-22	151	21
Cristiano Pontes/Jose Pontes	England	25-ns-27-18-11	153	22
Jeff Lenhart/Eric Krebs	U.S.	20-19-dq-19-18	153	23
William McP. Christie/Godfrey Kelly	Bahamas	29-26-25-23-24	157	24
Richard D. Belvin/Alan R. Thompson	Bermuda	41-ns-14-20-12	159	25
Patrick Van Godtsenhoven/Jerry Stewart	Switzerland	34-25-19-28-29	165	26
Jim Belford/Phyllis Belford	Canada	31-29-16-27-28	166	27
Nardeli Petar/Sirola Branko	Yugoslavia	21-nf-34-22-27	170	28
Peter Davies/Peter Wright	England	32-28-15-35-37	177	29
Kazuhiko Fujii/Tetsuo Okimoto	Japan	37-33-22-21-34	177	30
Nils Monstad/Christian Ahlbeck	Norway	22-ns-34-31-30	179	31
Fernando Sanjurjo/Fernando de Aldecoa	Argentina	26-24-30-nf-33	186	32
Graux Danny/Charles Debontridder	Belgium	24-18-dq-26-nf	187	33
Fernado Masso/Alberto Fernandez	Spain	28-30-29-dq-23	187	34
Luis E. Orella/Jorge R. Jaca	Argentina	26-32-33-34-35	190	35
Gilles Durand/Gerald Brossard	France	33-36-dq-29-17	192	36
Cervenik Marjan/Mrak Jancez	Yugoslavia	nf-27-32-30-31	192	37
Michel Celerier/Mme. Celerier	France	38-ns-20-36-nf	198	38
Carlos F. Carvalho/Christopher Laxton	So. Africa	36-20-36-40-36	198	39
Christian LaRoye/Mme. Marion Hauzeur	Belgium	35-31-35-37-38	206	40
Jairo Parra/Jairo Martinez	Colombia	40-36-38-39-39	222	41
Roberto Londono/Juan Manuel Meira	Colombia	39-ns-37-38-40	226	42

Another View of the Worlds

Since I was fortunate enough to be involved in three areas of the 26th Snipe Class World Championship held in Malaga, ye olde Editor asked me to write down some of my impressions and experiences.

My most lasting impression is that the Real Club Mediterraneo did an absolutely superb job in organizing and running the championship. Obviously, they spent a great deal in providing: room and board for the skippers and crews; entertainment every night including a dance band, Flamenco dancers, and a visit to a small bullring; large spectator boats for visiting sailors; and a group of hard-working receptionists, who never stopped trying to be helpful.

More important was the large number of involved people who seemed genuinely glad to see us and who did everything they could to make our stay a pleasant one. I returned home thinking that when the U.S. puts on the world championship we will have a very difficult job in doing as well as the Real Club Mediterraneo.

My first area of involvement started when I ran into Ted Wells at the boat house on Friday morning and innocently asked if I could be of help. With all of the people scurrying about, I felt sure that all of the measuring work was being taken care of, and I was safe in offering to help. Ted quickly shattered that dream and said I could help Chuck Loomis, Bill Buckles and Dr. Bob Mitchell in measuring all of the masts, booms, and centerboards — "and don't forget to check an occasional rudder." On 42 boats this takes a while and we finally finished up Sunday morning about noon.

We found few problems with this area of measuring until he began checking on mast length on the twenty Skipper boats furnished to crews not able to bring their own boats. There we discovered that all of the masts were approximately 1/2" too long and had to be cut off. Apparently the cut-off jig at the factory was 1/2" too long. Otherwise the Skipper boats were beautifully built and well rigged. Erling Olsen and Nils Toftgaard of Skipper boats obviously worked very hard getting those boats ready for the championship.

My second area of involvement began when Buzz Lamb mentioned one day last summer that the Spanish Sailing Federation had asked for a U.S. Representative on the protest committee and would I be interested in the job. I said I would take it if no one else wanted it, thinking surely someone better qualified than I would step forward. The better qualified ones kept quiet and I found myself on the protest committee along with Chairman Dr. Angel Riveras, Past Commodore of SCIRA; Roberto Salvat, Secretary of the Western Hemisphere; Eduardo Queiroz, Secretary for Europe and Africa; and Nils Toftgaard, Secretary for Northern Europe. Of this group, two spoke only English in common with the rest, the chairman spoke English and Spanish fluently and two spoke Spanish and some English.

We decided a total of six protests, three of which I will discuss here.

Before the second race, a wind shift occurred which required the race Committee either to set a new windward mark, or move the leeward mark. They chose to furl the flag on the original leeward mark and set out an "M" flag mark closer to the reaching mark. An "M" flag means "Round or pass the object displaying this signal instead of the mark which it replaces." Now if you're like me, that bit of information would have come as a complete surprise, but you would expect that national champions sailing in a world championship regatta would have studied up on their IYRU flag signals. You would have been wrong. All but two of those national champions sailed on to the original mark, ignoring the flag "M" and the shorter course it allowed. The two short course boats finished first and fourth, quite an improvement from their middle-of-the-pack positions near the end of the first lap.

Naturally someone decided to protest under Rule 12 "Yacht Materially Prejudiced by An Action of the Race Committee". The protesting boat admitted he had seen the "M" flag and that the flag on the original mark had been furled. After listening to the

protesting skipper and the chairman of the Race Committee we disallowed the protest. We sympathized with the boats that sailed too long a course, but we felt that the Race Committee had acted properly.

The second interesting protest occurred in the third race when a starboard tack boat claimed that he had to bear off to miss a port tack boat near the windward mark. The starboard tack boat then hit the mark, rerounded it properly and protested the port tack boat for making him bear off. After listening to testimony from both skippers and two witnesses we asked them to leave the room while we deliberated. I think most of us were inclined to uphold the protest, but before voting on it we learned that a local TV cameraman had TV films of the

(Continued on Page 8)

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Another View...

(Continued from Page 7)

race. We adjourned to a private showing, and were treated to a grandstand view of the whole incident substantially as the starboard tack boat had described it. We upheld the protest. So far as I know it may be the first time TV films have been used to decide a protest.

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The third noteworthy protest was filed by the Race Committee after the third race under Rule 73.2(a) "Disqualification without protest", for a violation of Rule 67.1 "Contact between Yachts racing." The race Committee saw two boats collide. Neither boat dropped out nor filed a protest. After listening to the Race Committee chairman and after talking to the two skippers, who admitted the contact, we felt we had no choice but to disqualify both boats. It was fairly clear in this case that Rule 67.3 concerning unavoidable minor contact did not apply, but I think this rule is going to cause much grief to protest committees in the future trying to decide what is "minor" and what is "unavoidable."

In my spare time I attended two meetings of the Snipe Rules Study Committee composed of Chairman Flavio Caiuby, Nils Toftgaard and myself. This committee was set up to re-write the Rules into a more simplified form and recommend possible changes to the SCIRA Rules Committee. Our committee was able to get quite a bit of work done and we do think it is possible to simplify the rules and at the same time define a more truly one-design boat. Flavio and I

are both running radius-of-gyration tests to see if we want to recommend inclusion of this type of measurement in the revised rules. None of our recommendations can go into effect before Jan. 1, 1976, so if any readers have any thoughts on the rules simplification or changes please let us hear from you.

To sum it all up, I'll just pass on the impressions I had during the opening Flag Raising Ceremony. The sun was just setting across the Malaga harbor and a stiff breeze was whipping the flags as each one was raised to the accompaniment of that country's national anthem. Twenty-two countries from around the world had sent competitors, officials and spectators to participate in the twenty-sixth Snipe World Championship Regatta at this magnificent yacht club and racing facility on the Mediterranean Sea. As the sun sank out of sight behind the hills, I couldn't help but wonder what Bill Crosby would think of his little boat now. I think he would have been proud of it.

Dan Williams
Fleet 142

SKIPPER SNIPE SALUTES

THE WORLD SALUTES

SKIPPER SNIPE

1ST - 2ND - 3RD - WORLD CHAMPIONSHIP



SKIPPER'S
INTERNATIONAL A/S

Bybjergvej 8, DK 3060 Espergaerde, Denmark




Felix Gancedo, Skipper
Rafael Parga, Crew



K. Sourtti, Skipper (holding cup) and Juna Hyttinen, Crew, representing Finland, accept their trophies as winners of the first Snipe World Junior Championship held at San Remo, Italy, August 29 - September 2. Rear Commodore Svend Rantil is shown presenting the trophy which was donated by Mrs. Emma Lasinio (background to Svend's right) in memory of Captain Vieri Lasinio. 18 nations were represented by the 30 Snipes present. (Photo by Pablo Rossi, Foto Blynat.)

World Junior Championship

Skipper/Crew	Country	Races	Points	Finish
K. Suortti/Juna Hyttinen	Finland	3-3-6-5-6	44.8	1
G. Zaoli/Costa Luigi	Italy	9-1-5-9-5	50	2
F. Beltrame/M. Parladoro	Italy	2-2-9-10-7	50	3
F. Diaz/G. Villen	Spain	11-18-3-3-1	52.4	4
A.G. Tizon/S. Bonilla	Spain	1-16-7-6-8	60.7	5
C. Larranaga/E. Ollero	Spain	4-sq-2-2-2	66	6
G. Stewart/T. Johnson	U.S.	10-4-1-17-14	67	7
J.M. Belles/J. Crozet	Spain	17-9-10-1-12	72	8
G. Voike/B. Furlan	Yugoslavia	13-5-16-12-3	74.7	9
N.R. Martin/D. Williams	England	6-19-11-20-4	87.7	10
M. Hermansson/T. Nillson	Sweden	12-6-8-24-10	89.7	11
P. Primon/F. Primon	Italy	5-14-17-11-19	95	12
A. Teles/F. Jesus	Portugal	24-15-18-14-9	100	13
T. Knudsen/Bo Langmann	Denmark	7-7-sq-16-13	114	14
C. Martin/D. Belanich	U.S.	15-8-12-22-23	115	15
J.S. Martinez/MCabezos	Spain	sq-21-4-8-13	117	16
J. McCall/D. Brauer	Argentina	8-29-sq-4-17	129	17
H. Palm/C. Mellon	Canada	24-20-19-21-16	130	18
M. Cipolli/G. Bongiovanni	Italy	18-28-23-15-20	134	19
E.D.M. Caiuby/L. R. Camps	Brazil	29-18-33-18-21	139	20
P. Savaria/N. Martin	Monaco	25-27-15-25-18	140	21
V. Talone/K. Barnstorf	Portugal	16-24-27-13-rt	143	22
G. Magliocchetti/Stella	Italy	19-11-13-rt-np	145	23
G.C. Minaglia/R. Parenti	Italy	20-25-28-19-26	148	24
J. Abisambra/M. Abisambra	Colombia	23-22-20-rt-22	150	25
R. Moreira/A. Corona	Portugal	rt-33-14-7-27	150	26
D. Belford/D. Kneulman	Canada	31-12-26-23-29	151	27
J. deSmul/P. deSmul	Belgium	32-10-24-rt-24	153	28
E. Tzvetcoff/F. Cunat	France	21-32-30-26-30	169	29
T. Aasland/K.E. Zimmer	Norway	26-26-25-27-np	173	30
F. Teles/G.M. Savarise	Portugal	27-37-36-29-15	174	31
G. Lucchesi/P. Parigi	Italy	30-17-22-np-np	177	32
A. Godino/C. Verzegnassi	Italy	28-31-21-rt-np	182	33
E. Roncallo/P. Ricolfi	Italy	35-23-35-30-32	185	34
G. Durand/E. Durand	France	33-30-29-np-25	186	35
S. Le Bour/A. Le Bour	France	34-35-32-28-28	187	36
R. Flats/R. Weh	Austria	22-26-31-np-np	197	37
R. LeBour/H. Louan	France	36-38-37-np-31	211	38
G. Puccini/S. Bruzzone	Italy	sq-34-34-np-np	219	39



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North American Championship winners: L to R (only skippers names available) rear, Dave Bouchuyt, Griff Hall, John Johns, Jerry Thompson, and the winner Don Hite holding the Birney Mills Trophy.

Don Hite Wins Close North American Title Series

The Birney Mills Memorial Trophy, emblematic of the North American Snipe Championship was up for grabs to a good fleet racing off Oakville, Ontario. Over fifty boats competed in the six race (one drop), three day event. Despite the

squalls, holes and bad shifts, the fast sailors always managed to find their way to the top.

Don Hite with an 8,1,3,2,1, was first closely followed by Jerry Thompson and John Johns. After the top three, the next dozen were closely bunched. Jim Belford won the McGuiness Trophy as the top placing Canadian, in 8th place.

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NORTH AMERICAN CHAMPIONSHIP

Top 10 of 54 boats

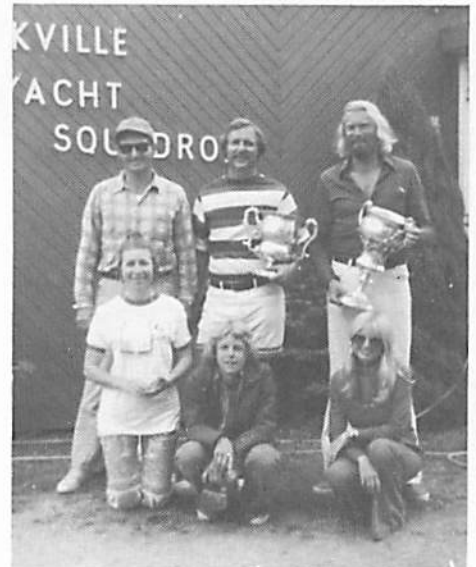
Boat	Skipper	Club	Finishes	Points	Finish
19267	Don Hite	Lake Angelus, MI	8-1-3-2-1	22.7	1
17387	Jerry Thompson	Akron, Ohio	4-4-1-6-6	38.4	2
20006	John Johns	Ann Arbor, MI	1-5-6-4-5	39.7	3
18044	Griff Hall	Annapolis, MD	10-2-1-8-9	48	4
16333	Dave Bouchuyt	Chautauqua, NY	3-8-25-8-11	71.7	5
19055	Larry Johnson	Annapolis, MD	9-7-5-13-13	76	6
9884	Penny Simmons	Bermuda	6-25-2-7-10	77	7
20690	Jim Belford	Oakville, Canada	7-2-17-17-12	80	8
19386	Terry Timm	Ann Arbor, MI	23-19-5-10-4	88	9
19062	Mike Zalzal	Cincinnati, OH	7-3-11-16-28	91.7	10

NORTHEASTERNS

Top 10 of 68 boats

Skipper	Club	Finishes	Points	Finish
Don Hite	Lake Angelus, MI	11-3-1	22.7	1
Jerry Thompson	Akron, OH	1-8-6	25.7	2
Charlie Webster	Rochester, NY	3-2-13	27.7	3
John Johns	Ann Arbor, MI	14-5-5	40	4
Larry Johnson	Annapolis, MD	5-16-12	50	5
Anne Crook	Oakville, Ontario	2-25-20	60	6
Terry Timm	Ann Arbor, MI	31-11-4	62	7
Mike Kinghorn	Indianapolis, IN	19-18-8	63	8
Fred Thurston	Sea Cliff, NY	39-9-3	63.7	9
Walt Rempert	Grosse Pointe, MI	4-26-18	64	10

Northeasterns Winners: L to R, rear, Charlie Webster, Jerry Thompson, and Don Hite. Crews kneeling in front.



held in conjunction with the North Americans on Saturday and Sunday. Entries from New York and Michigan swelled the fleet to 68. The fleets sailed as one division for both championships, and the top three were Don Hite, Jerry Thompson and Charlie Webster.

The racing was extremely close and different sailors found their way to the top in individual races. To cool the fleet out, a Bacardi party was thrown on Saturday and a streetcar equipped with a tape deck provided the music.

The winning boats had no unusual equipment. Most of the top boats were Chubascos with the 6½" cut-off board, Cobra masts and booms and sails by North or Elms. What distinguished the top skippers was their uncanny knack of

being on the right side of the course. Often, a sailor buried on the start or in a poor spot a quarter of the way up the beat, would minimize his losses, take his licks, duck a few sterns, but get over to the favored side of the course. In contrast, the less experienced sailed to maximize their gains. They would be in good position, but by being greedy, would sail to one side of course and in most cases, disaster.

Thanks to all who helped organize and run the regatta. The club is small and each volunteer was asked to do a lot. The event came off successfully despite the less than cooperative weather.

*Ted Haines
Oakville Fleet No. 321*

Basic Snipe Sailing Manual

Intended for beginning Snipe, crew, and wives, this excellent manual (6" x 9") is a glossary of nautical terms with a sketch applicable to Snipe; knots with illustrations; handling the boat; tacking; running; reaching; jibing; heave-to; capsizing; all simplified rules; thumb nail tactics; check list; important Snipe measurements. A most valuable handbook — still not complicated. 75c @ copy — 10 for \$6.00. From SCIRA only.

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MICHIGAN STATE CHAMPIONSHIP

Hite Successfully Defends Michigan State Title

The Gull Lake yacht Club was host to the Michigan State Snipe Championships on August 4-5. Don Hite, the defending champion, was successful in his defense of his title. He was followed in the regatta by Roger Turner and Ray Croasdale, both of the host Gull Lake Fleet.

The start of the first race was delayed several times due to the lack of wind. When the race was finally started the wind was gusting up to about 3 mph. Bub Leonard from Diamond Lake took an early lead in this race and held on until about 1,000 yards from the finish. At this point the wind shifted 90 degrees and pushed Turner and Croasdale over in first and second respectively while Leonard came in third.

The second race was delayed until Sunday in the hope of better wind which, thankfully did arrive. This race saw Don Hite assume his winning form while

Boat	Skipper	Club	Finishes	Points	Finish
19267	Don Hite	Lake Angelus	9-1-1	15	1
18010	Roger Turner	Gull Lake	1-9-3	20.7	2
17511	Ray Croasdale	Gull Lake	2-4-5	21	3
16953	Jeff Troeger	Diamond Lake	4-2-6	22.7	4
16103	Dick Schmidt	Barton Pond	8-3-2	22.7	5
19299	Bud Leonard	Diamond Lake	3-6-7	30.4	6
12099	Chuck Vreeland	Wall Lake	14-5-4	38	7
19388	George Drake	Lake Angelus	6-7-8	38.7	8
18329	Dave Harthrop	Grand Rapids	10-8-9	45	9
17395	Steve Orr	Detroit River	11-11-12	52	10
19711	Tom Athenes	Diamond Lake	5-13-17	52	11
17215	Tick Tickner	Gull Lake	13-10-15	56	12
15400	Dick Crookston	Gull Lake	16-15-11	60	13
13200	Pete Charnley	Grand Rapids	7-19-20	64	14
20303	Dave Schafer	St. Joe	12-14-21	66	15
17470	Skip Remter	Detroit River	dnf-12-13	67	16
20644	John Crookston	Gull Lake	dnf-18-10	70	17
20881	Robert Barer	Barton Pond	17-21-14	70	18
14241	Thomas Tyan	Wall Lake	15-20-18	71	19
17509	Bill Woodworth	Gull Lake	18-17-19	72	20
17765	Bill Hawk	Gull Lake	dnf-16-16	78	21
8593	Dave Barnes	Wall Lake	19-23-22	82	22
7377	William Wiersma	Wall Lake	20-22-23	83	23
19386	Terry Timm	Barton Pond	dnf-dns-dns	90	24

Turner finished a dismal ninth. Ray Croasdale finished fourth in this race to find himself tied for first overall with Jeff Troeger of Diamond Lake who finished second in the race.

The third race was sailed immediately following the second. This race was again won by Don Hite who had to come from behind to beat Dick Schmidt of the

Barton Boat Club who led most of the race. Roger Turner recovered in this race to finish third and place second overall. Ray Croasdale finished fifth to end up third, while Jeff Troeger came in sixth to end up fourth overall.

*Roger Turner
Gull Lake Fleet No. 190*

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Wells Wanderings



by Ted Wells

DECEMBER 1973

A letter from Ted mailed from New York on October 31 on his arrival on the SS France states that his and Marge's five day trip from Paris to the poorhouse by car through Normandy to Le Havre where they boarded the France, will be completed when TWA delivers them to Wichita on the 31st - where he doesn't anticipate having any spare time for a while so he asked me to publish the following report which he made to the Board of Governors' meeting in Malaga:

RULES COMMITTEE REPORT

Except in case of emergency, no change in rules may be made until Jan. 1, 1976. Rulings on interpretation of the intent of the rules, where no specific rule applies, may be made by Circular Letter by the Rules Committee. Proposals for changes shall be submitted as provided in the Constitution.

Suggested changes submitted so far cover:

1. Standardize on one shape for the centerboard, and eliminate the pivot board.

2. Increase the size of the jib window to 2 sq. ft.

Circular Letter rulings providing the tolerances where none exist now have been without controversy except those on chine radius and flatness of cross section of the bottom and sides. There is some feeling that the presently proposed standards are not tight enough; suggested tightening of these tolerances would be:

Chine Radius: 3/4" station 1 forward tapering to 1/8" station 2 aft

Flatness of sections: 1/8" per foot maximum deviation from a straight line on any cross section.

There have been complaints that the present ballast allowance of 9 kilos (20 pounds) plus the difference between 16 kilos (36 lbs.) and actual centerboard weight is too restrictive. Of all boats weighed here, the maximum permitted ballast would be 13 kilos. There has been wide spread disregard for the

current rules on maximum ballast permitted, and its placement. There has also been widespread disregard of the requirement that boats be measured before a card is issued. We have had no further communication with the IYRU Centerboard Technical Committee concerning flotation and "sail away ability". I have not been able to come up with any better requirement than on Rule 56. Their (IYRU) proposals would effectively prevent what they supposedly wanted to accomplish - namely "sail away ability".

In the February 1971 Snipe BULLETIN, I wrote a report on measuring moment of inertia about the pitching axis (the only important one). The method outlined solves 3 basic problems in measuring moment of inertia, namely (1) low cost. (2) easy duplication of results world wide. (3) good accuracy.

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The largest problem is establishing a standard for minimum moment of inertia and enforcing these standards. The relatively simple measuring standards we have now are widely ignored so why should we expect any better adherence to new more difficult ones.

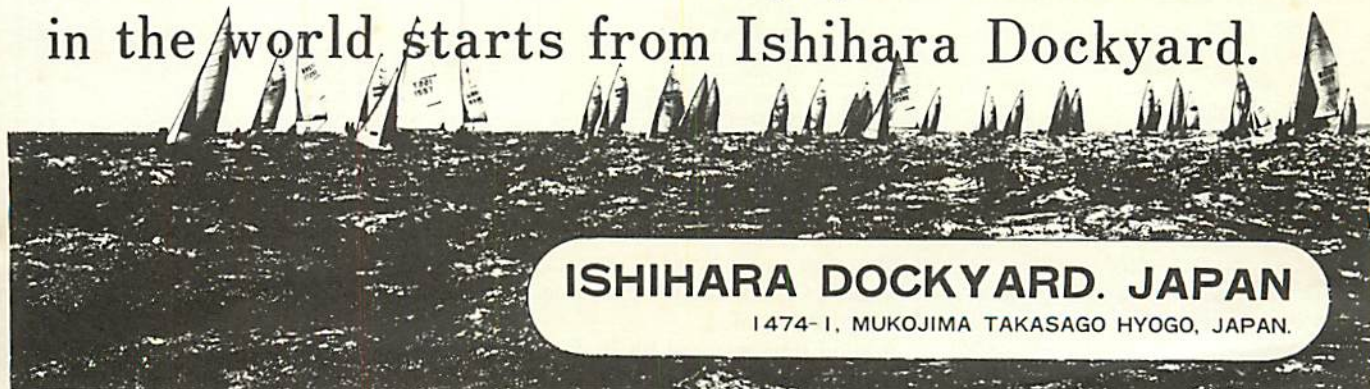
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Bermuda News

Simmons Wins Round Bermuda Race

The 1973 Round-Bermuda Race organized by the Snipe fleet at Spanish Point Boat Club was a test of skill and endurance for those hardy skippers and crews who took part.

Winners in just 8 hours and 12 minutes were Penny Simmons and Larry Lindo in Simmons Snipe, Little Undine. Lindo was skipper of last years winner.

The clockwise course was determined by the southeasterly breeze in the morning, but about a quarter of the way around the wind began to haul to the south and later the southwest. Simmons had a quarter of a mile lead at St. Catherine's followed by Sonny DeCosta and Ricky Wright in Tina II, and Richard Todd and Roger Ladson in Ho-HO. Sonny lost out to Richard when he went too close inshore and lost the wind. Jimmy Amos and David Furtado in Spindrift moved into third at this point.

As in most sailboat races, the weather didn't cooperate. The changing wind

dissipated hopes for a fast reach along South Shore and off St. David's Head the heavy swell was goaded by a 12 knot wind. After four hours on the water, Simmons was tacking away from from Devonshire Bay and Ray Pitman and Eugene Barnes, moved into second after standing well out to sea through a sequence of heavy rain squalls. A dying breeze made progress from Wreck Hill to Commissioner's Point extremely slow. Pitman suffered most as DeCosta, Todd and Amos narrowed the gap, but were unable to make any impact on Simmons big lead. Pitman had to be content with 5th after the final haul across the channel to the finish back at Spanish Point Boat Club. The amazingly close finish: 1. Simmons/Lindo, 8:12:30; 2. DeCosta/Wright, 8:25:02; 3. Todd/Ladson, 8:25:10; 4. Amos/Furtado, 8:25:32; 5. Ritman/Barnes 8:25:33; DNF Brown/Tatem, and DeSilva/Mullin

*from the Royal Gazette
Ron Hunt*

Bermuda Nationals

The Bermuda National Champions for 1973 are Penny Simmons and crew Larry

Lindo. Runners up are Dicky Belvin with crew Alan Thomson. Both will attend the World Championships in Malaga.

*Carlos Bosch
National Secretary, Bermuda*

DeCosta Joins Australian Sailors

Bermuda lost one of its popular sons of the sea when Sonny DeCosta departed for Australia, taking his family with him. The Snipe fleet will miss him particularly as he has been one of their most enthusiastic members.

In 1971 he was National Champion and finished in 5th at the World Championship in Rio. Last year he represented Bermuda in the Western Hemisphere championships. He was also winner of the last Firefly class championships and is the current Bermuda Sunfish champion. It goes without saying that Sonny will be living next to the sea in Australia — in Queensland. It's a safe bet he'll be handling a tiller there before long.

*Ron Hunt
The Royal Gazette*

Successful Open Regatta Held at Green Lake

Twenty-four boats participated in the Wisconsin-Minnesota Open Regatta at Green Lake, Wis., Aug. 11-12. Don Casey, sailing with his wife Chris, led the fleet to two firsts Saturday in shifty 10-18 mph winds. Andy Zeratsky, also from the host fleet, was never far behind, and finished with 2 seconds.

Saturday evening everyone enjoyed the Green Lake fleet's beer and buffet picnic dinner while rehashing the days racing.

Sunday's race allowed everyone a chance to practice their tacking, as the light, shifting winds resulted in every leg of the race being part windward and part something else. Casey didn't let this phase him as he finished 1st, a whole leg ahead. Back in the fleet, however, was a

different matter, as reaching boats, almost planning, were overtaking boats close hauled and almost becalmed. Harlan Wilkinson, Crystal Lake captured second. Zeratsky was third.

A good time was had by all. Everyone hoped the wind would be a little steadier

next time and looked forward to renewing acquaintances at the next regatta.

*Ken Kinas
Fleet No. 129
Green Lake Yacht Club*

WISCONSIN-MINNESOTA OPEN

Boat	Skipper	Club	Finishes	Points	Finish
20666	Don Casey	Green Lake, Wis.	1-1-1	0	1
20587	Andy Zeratsky	Green Lake, Wis.	2-2-3	11.7	2
18647	Jim Pyott	Burnham Park, Ill.	5-3-6	27.4	3
17762	Jill Carver	Green Lake, Wis.	3-5-8	29.7	4
19714	Harlan Wilkinson	Crystal Lake, Ill.	8-8-2	31	5
18047	Peter Rodgers	Green Lake, Wis.	7-12-7	44	6
17164	Van Elston	LaCrosse, Wis.	4-15-9	44	7
19380	Gunnar Stickler	LaCrosse, Wis.	6-6-16	45.4	8
20314	Harald Schmid	LaCrosse, Wis.	12-7-10	47	9
19715	John Stanley	Crystal Lake, Ill.	14-4-13	47	10
7371	Lawrence Vandervele	Green Lake, Wis.	15-16-5	53	11
17726	Mary Jane Bumby	Green Lake, Wis.	24-11-4	55	12
10201	Ken Kinas	Green Lake, Wis.	9-9-22	58	13
15353	Gib Zeratsky	Green Lake, Wis.	11-10-19	58	14
16310	Jim Horn	LaCrosse, Wis.	17-13-12	60	15
17689	Wolfgang Baumann	LaCrosse, Wis.	10-14-20	62	16
18320	Alan Casey	Green Lake, Wis.	22-17-11	68	17
11677	Janika Vandervele	Green Lake, Wis.	20-18-14	70.70	18
17691	Phil Hoaglund	Crystal Lake, Wis.	16-21-15	70	19
15280	Paul Campbell	Crystal Lake, Wis.	19-19-18	74	20
18312	Terry Loughlin	Green Lake, Wis.	13-23-21	75	21
11700	Jeff Bumby	Green Lake, Wis.	18-20-23	79	22
17231	Geoffrey Chatterton	LaCrosse, Wis.	21-24-17	80	23
16344	George Kreuter	Green Lake, Wis.	23-22-dns	87	24

Sea Cliff Series Honors G. Becker

Fred Thurston captured first place with 8.7 points in the George Becker Memorial Regatta, held at Sea Cliff Yacht Club, June 30 - July 1. Dana Schnipper captain of Fleet No. 4, followed with 16.7 points, while Bob Saltz placed third with 27.4 points.

Nine boats sailed the five-race series which was held in memory of the late George Becker, Commodore of SCIRA (1945).

The three Saturday races of the Becker series were sailed in shifty, light-moderate winds. In the first race, Thurston recovered quickly from an early start, rounded the first mark second, and led the rest of the way. Bob Saltz slipped from an early lead to fifth, while Schnipper, also over at the start, captured second. Linda Becker, granddaughter of the late Commodore, finished third.

The second two races, sailed in increasingly brisker winds, were dominated by Schnipper, who battled Thurston and Saltz around the course.

The fluky wind conditions persisted on Sunday. Thurston regained his

position while the rest of the fleet constantly shifted places, yards behind.

In the fifth race, John Nicholson led until the last windward leg when Thurston slipped past him to steal first.

Fred Thurston	1-3-2-1-1	8.7
Dana Schnipper	2-1-1-3-4	16.7
Bob Saltz	5-2-3-2-3	27.4
Andy Zimmerman	4-4-4-4-6	43.7
David Lawson	ns-5-5-6-5	55.7
Linda Becker	3-6-nf-8-7	57.1
John Nicholson	ns-ns-ns-ns-2	59
Ben Howe	6-7-nf-7-7	64.7
Fred Ables	ns-ns-ns-5-ns	66

Joan Lawson
Sea Cliff Fleet No. 4

Towle, Legere Take Mass. Bay Honors

Thirty-five Snipe skippers showed up at Cottage Park YC on August 4 only to find pea soup fog and no wind. As conditions "improved" they bravely set out to spend a frustrating afternoon replete with 180 degree wind shifts and tides that were stronger than the wind. They came back on Sunday to enjoy one of those rare days that all of us should have more of in a lifetime. Clear skies, low humidity and steady westerlies of 10-12. Two races were easily sailed before the 12:30 cut off time.

As usual, regardless of the conditions, the top skippers rose to the top even though each had a bad race. The "twins" from Winchester Boat Club again walked off with the top spots. Normie Towle and Tom Legere showed that they are the class of the class in this area. Tom led after the Saturday races but Norm came on strong to take the first place trophy. Ray Smith, back in the class after several years, showed that he has forgotten very little and finished a close third.

A large crowd enjoyed the New England Seafood dinner Saturday night: lobsters, steamers, chowder and corn, extremely well handled by Fleet Captain Randy Wood and his committee.

All but the fog are invited back for next year.

The top ten are as follows:

Norm Towle	Winchester	9-1-1-3	20.7
Tom Legere	Winchester	1-2-7-9	31
Ray Smith	Cottage Park	2-6-2-12	35.7
Fred Thurston	Sea Cliff	3-5-6-13	46.7
Joe Petrucci	Cottage Park	13-3-6-7	49.4
Chuck Loomis	Cottage Park	4-16-3-10	51.7
Ed Corbett	Cottage Park	11-7-4-15	59
John Kelley	Cottage Park	5-4-9-21	60
Ed Lally	Cottage Park	7-8-10-11	61
Jack Gannon	Winchester	19-25-5-1	66

Chuck Loomis
Massachusetts Bay Fleet No. 244

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FOR SALE: Eichenlaub No. 20220, excellent condition, all go-fasts, No. 12883 fiberglass, max cockpit, low trunk, self-rescuing. Either boat with or without trailer, sails. Scott Cline, 4 Arnold Dr., Chattanooga, TN 37412. 615 624-8107.

FOR SALE: Chubasco No. 19885, Dark Blue, Excellent Condition, all go-fasts, sails included. call; 615 867-4630 or write: Bryson Lesley, Box 608, Chattanooga, TN 37401.

LOFLAND No. 16326 - Trailer - 2 suits sails - \$850.00. Wally Broadhead, 347 Lee St., Crystal Lake, IL 60014. 815 459-4585.

18425 - LEMKE (With Chubasco Like Interior), Very competitive, full race equipment, compass, new North Sails, minimum weight, Proctor EX mast, Blue/white hull, trailer, asking \$1,350. John Nelson, 2305 Noble, Springfield, IL 62704. 217 546-0803.

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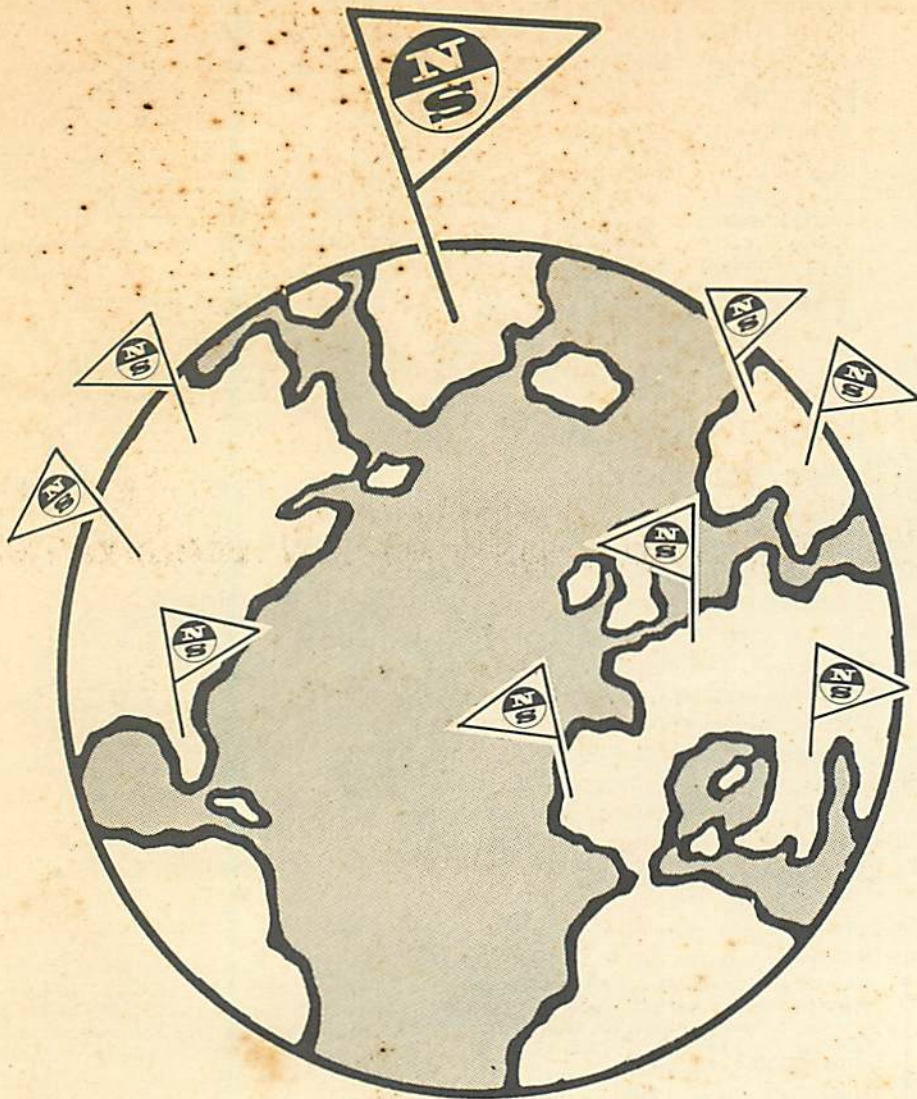
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