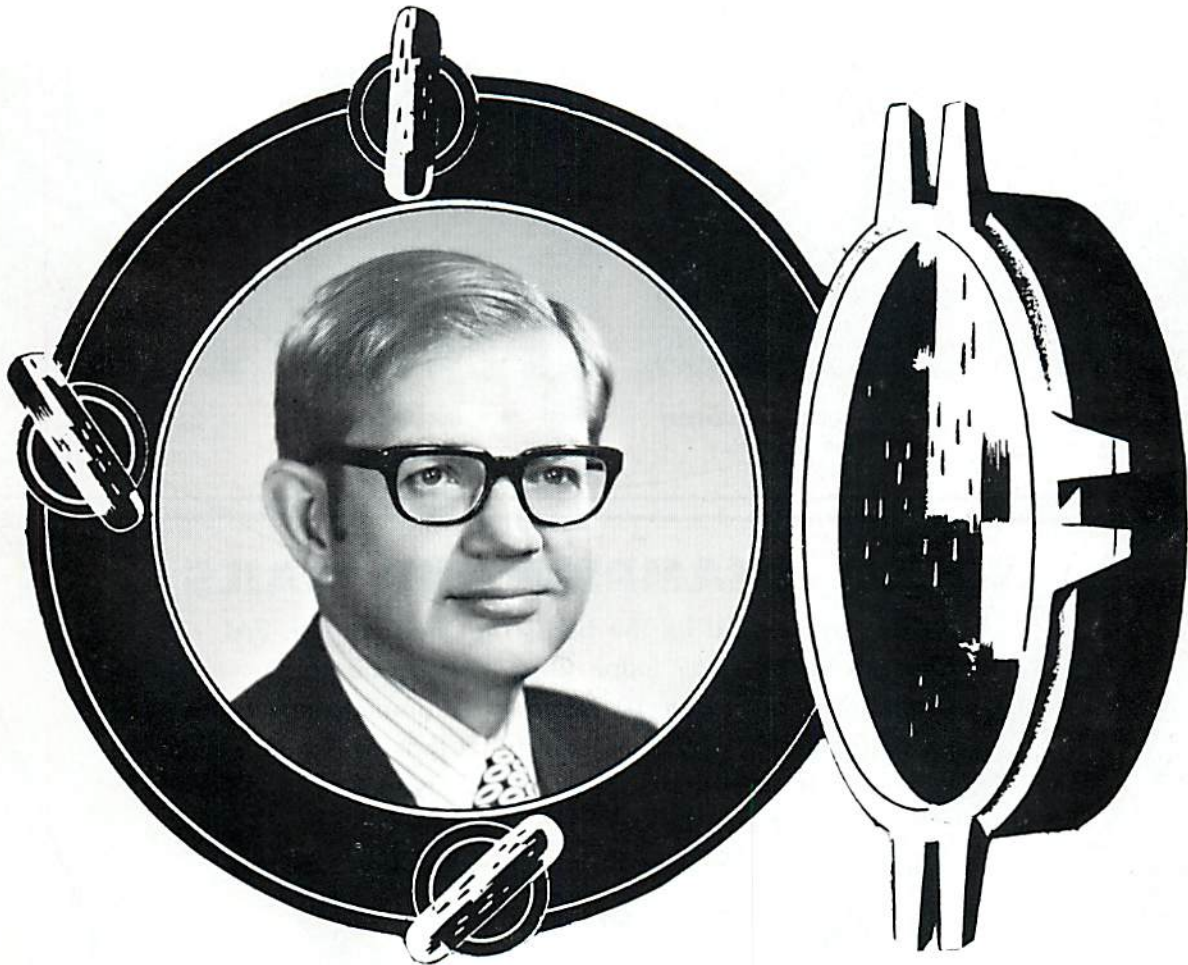




# SNIP E BULLETIN

FEBRUARY 1971



WILLIAM M. KILPATRICK  
1971 COMMODORE OF SCIRA



# Cobra Masts

4035 Pacific Hwy. San Diego, Calif. 92110 Phone (714) 295-8887



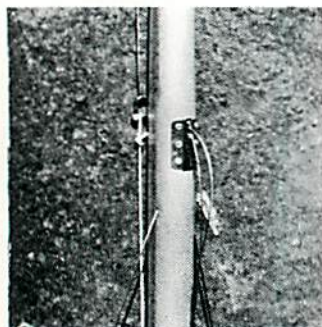
Finally there is a superb American mast — extruded, tapered and rigged for Snipes.

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

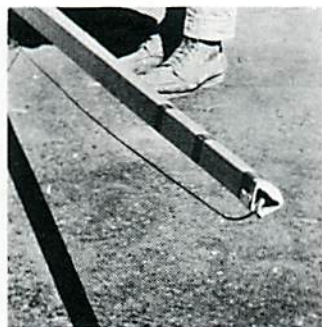
If you are replacing your old mast or getting a new boat, make sure it is with a Cobra. Why? Because—

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

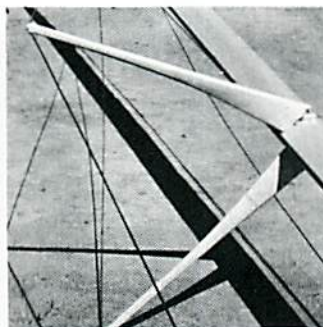
For Instance—



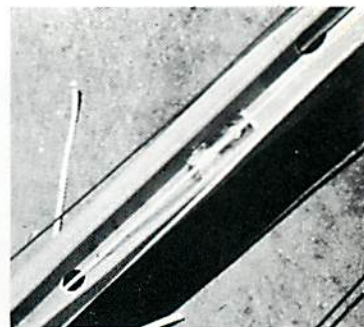
Special Hound fittings. No windage, everything on one, setting inside mast.



Super taper, considerably more than X models.



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



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

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Elms Sails were used on the boats that finished 1st, 3rd, and 6th in the 1969 Snipe Class World Championships. We also won 10 National Championships in 1969. This would indicate to us that we can deliver the finest Snipe sails available anywhere in the world. Improve your 1970 performance. **ORDER**

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CHAMPIONSHIP  
SAILS  
NOW!**



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Telephone (714) 295-8887

## Voice Of The People

### APPRECIATION FROM BERYL

I would like Birney's friends in SCIRA everywhere to know how deeply I appreciate their many kind expressions of sympathy.

I know how much his association with the Snipe Organization meant to him - and everything that made his life happier is a comfort to me now.

Thank you for your thoughtfulness.

Beryl Mills

### PRINCIPAL SAILING RULES IS OLD FRIEND

If that wonderful booklet is still available, may I have the up-to-date version of Principal Sailing Rules of the N. A. Y. R. U. Graphically Interpreted by Fearon Moore.

I have used the 1961 edition with a great deal of pleasure & want to say it has been of immeasurable help. The contribution of your Snipe Association & certainly Mr. Moore have made, regarding the availability of this booklet, to sailing enthusiasts, has undoubtedly made better sailors of all of us. Thank you.

Everything since 1961 has gone up and since your booklet was underpriced to begin with I am enclosing a dollar to cover costs.

Bob Kronenberg  
108 E. 81st. St.  
New York, NY 10028

### LOVE THAT BOAT

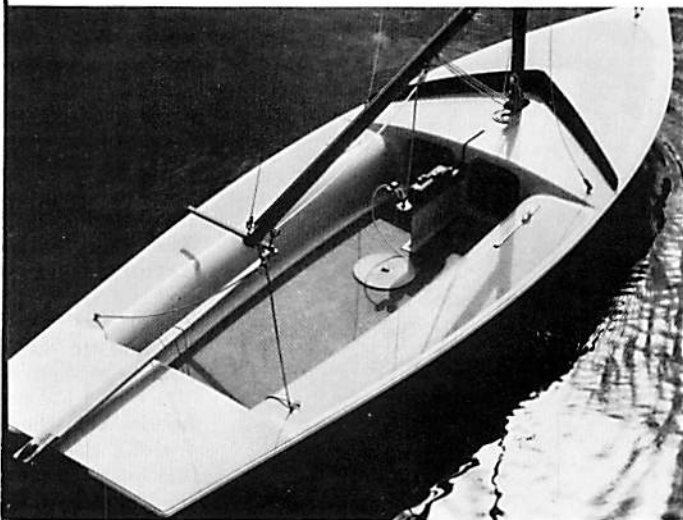
I have just completed my first season of sailing, and while I didn't get to go as often as I wanted, its 100 miles to the closest water. I have had a hell of a time in Snipe 13916, and I am in love with her. I might add I am 62 years old. Why I waited so many years I don't know but in the few years left I hope to redeem some of the lost time. Yours for better Sniping.

Robert Wylder  
Box 369  
Denver, Iowa 50622

### ATTENTION JUNIORS! JUNIOR CONTEST!

The editors of YACHTING announce the opening of their fourth annual article contest for junior sailors under the age of 18. Articles should be approximately 1,000 - 1,500 words and be concerned with some phase of your sailing experience and activity. The subject matter can vary; the important thing is that the material be well presented, be your own work, and be of interest to sailors your own age. All manuscripts should be typed (double-spaced) and may include drawings or photographs. Each should be accompanied by your photograph and a letter telling your age, school, sailing background, and interests. All manuscripts become the property of Yachting Publishing Corp., and the editors retain the right to publish any manuscript, with payment made at our regular rates. In addition to this, the first three places will receive gift certificates for nautical equipment. Submissions must be received by April 15 and should be addressed to Yachting Publishing Corp., Junior Yachting Contest, 50 West 44th Street, New York, NY 10036.

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FEBRUARY 1971

Vol. XX No. 2

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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****INTRODUCING THE NEW COMMODORE**

The new Commodore is William M. Kilpatrick of Oklahoma City, OK. He moves up from Vice-Commodore and has served as Rear-Commodore as well as a previous term on the Board of Governors. He is an active Sniper, a real great guy and an asset to SCIRA.

Bill says of his sailing experience, "Started Snipe sailing when I purchased a second hand Snipe in Wichita in 1949. It was sunk and weighed about 900 lbs. This was my first regatta and with Steve Taylor as crew we got two last places and a DSQ. We weren't very good together. Later I talked my wife into crewing and we did a little bit better". His sailing with the Oklahoma City BC Snipe Fleet # 14 has definitely improved since he has won the District 1 Championship (twice), the Southwestern Championship and numerous other regattas. He has attended most National Championship Regattas since 1954 and sails his own big boat at home as well as crewing for others, the latest being the SORC.

Bill has been District 1 Governor and worked on two U.S. Nationals, the first in 1959 and was General Chairman for the regatta in 1967, both at Ft. Gibson Lake.

Bill's wife Joann and 3 children, Ann 19, Mac 17, and Julie 13, all have joined in sailing and working for Snipes and have been a real help to Bill.

He is president of Kilpatrick Bros. Inc. and two Howard Johnson Motor Lodges and has to travel extensively. He has been Chairman of the Board of Directors of numerous civic organizations including United Appeal and the Salvation Army. He still has time to sail a Snipe and work for SCIRA.

**THE SCORE****Numbered SNIPES — 19180****Chartered Fleets — 699**

This feature has been a part of the BULLETIN since the first issue in 1951. Unfortunately, it was omitted last month; it could be stated that the Editor did not know the score.

159 numbers have been issued since the last report. This is no record but does indicate a continued healthy growth. The U. S. got 41, Spain 35, Italy 20, Brazil 15, Portugal 14, Turkey 10, 7 each for Colombia and England, 4 for Norway and 3 each for Sweden and Canada.

Three fleets went to Spain: Liceo Maritimo Bouzas, Club Nautico Villanueva y Gelturu and Club Nautico of Gandia. Sweden got 2: Vaxjo and Boras Segelsallskap. One each went to Brabant in Holland, Setouchi Bay in Japan and Weatherby Lake Snipe Fleet in Kansas City, MO.

**STARTING LINE**

SCIRA has had very good success with sanctioned regattas. Much time and effort has gone into the preparation of the rules and they serve as an excellent guide for regatta and race committee chairmen, in addition to insuring uniformity for Snipe sailors throughout the world. We would like to encourage more fleets to sanction their regattas. Upon examining the application blank for the first time in 5 or 6 years it appeared to have more blanks to be filled than a passport and income tax return combined. An attempt will be made to simplify the form and remove some of the drudgery from life. In the meantime, we recommend that you conduct sanctioned regattas whenever possible.

We hate to close on a sour note but a number of sanctioned regattas apparently have permitted skippers to sail who have not paid current dues or had a Measurement Data Sheet on file. This could be an oversight; surely anyone who has already spent so much money on boat, sails and travel would not deliberately avoid these requirements. However, it puts all of us in a position of permitting free-loaders to sail. Therefore, we recommend that you ask to see all entrant's membership cards.

**A WEIGHTY SUBJECT**

Apparently there has been some interest in the results of the poll taken in the U.S. on weight reduction. Now it can be told. 237 voted For, 522 voted Against the proposal with 2 Undecided. This represents a 63% return which is far above any expectations and indicates the high level of interest and that Snipe sailors take their sailing seriously.

The official weight in the U.S. is now 410 pounds and the majority has indicated their preference to further reduce the weight at the rate of 10 pounds per year to eventually reach 381 pounds.

**BERMUDA RACE WEEK**

Bermuda will be host to a week-long Invitational Regatta April 25 to May 2. Boats will be shipped free of charge from New York, Jacksonville, Halifax, Santo Domingo and Nassau. For more information write Carlos Bosch, P. O. Box 720, Hamilton, Bermuda.

**BIRNEY MILLS MEMORIAL**

A number of Snipers have suggested a memorial to Birney. Birney's home fleet at Portage Lakes Yacht Club has expressed a desire to work on a memorial trophy. Anyone who has any suggestions or wishes to contribute please send them to L. R. Hoffman, Ohio Farmers Insurance Co., LeRoy, OH 44251.



## On the Lighter Side

### DUAL PERSONALITIES

by Ruth Bockelman

What is there about being afloat at the helm of his own boat that changes some personalities so drastically?

Haven't you, too, seen a skipper who is kind and thoughtful and considerate and polite and all those gentle, acceptable things on shore - but when he gets out in his boat, beware! Or a crew who, on shore is mild and dainty and gentle and feminine, but afloat becomes a fiercely competitive, screaming witch.

Probably some of our sailors who are also specialists in human behavior have a scientific explanation for such dual personalities. Perhaps it is because for generations our culture has highly stressed and richly rewarded the winner of competition in all fields. That would make it a cultural behavior.

It occurs to me that modern life requires of all of us a very great deal more restraint and control than could be considered natural for man. And because sailing is a little nearer to the natural state of man, perhaps we feel we can shed some of the inhibitions that are in action on shore.

Maybe it comes down to what you get out of sailing. If it is a release from week-day tensions, the lack of restraint comes in as part of its value.

Perhaps it is that all of us have less endearing personality traits that we are able to keep well hidden under most circumstances.

In any case, you quickly learn which members of your fleet are those of whom you must "beware". And no one can deny that it adds to the interest of the sport of sailing.

### VASCO DA GAMMA

The third Vasco da Gama International Regatta will be held at Leixoes, Portugal, June 19-24, 1971. This is a highly regarded regatta with sailors from 3 continents participating last year. It will be sailed on the same waters as the European Championship for 1972. Six races and a fine program of entertainment are scheduled. For information write to Sport Club de Porto, Molhe Norte, Leixoes, Portugal.

### Every Sailor Needs It — SCIENTIFIC SAILBOAT RACING

— by Ted Wells —

Since 1950, this fine sailing book became the "Sniper's Bible" and proved so popular it was revised and enlarged for a 3rd printing. Not only does it tell how to rig your boat, but how to sail it - and win - as well. At bookstore or direct from SCIRA - \$6.50

**DODD, MEAD & CO.**

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## N.Y. State Open

The New York State Open Regatta was held at Onondaga Yacht Club, Liverpool, New York, on June 27-28 with a total of 25 entrants. Two races were sailed each day in winds ranging from heavy to ideal. The Canadians were well represented and demonstrated their abilities in a convincing fashion by taking the top six places.

Nineteen contestants started the first race on Saturday in winds approaching 25 knots. Gusts and wind shifts took their toll resulting in equipment failures or capsizes for nine of the starters. Ted Hains from Oakville, Ontario showed how to handle a Snipe in heavy air and won in an impressive fashion.

The wind continued to blow hard at starting time for the second race and the field was thinned to 14 starters. However, the wind velocity dropped off shortly after the start to provide ideal sailing conditions. All 14 starters finished with Ben Poulsen and Ed Crook in number one position.

After an excellent dinner, the group was entertained at a party with an orchestra. A few hearty souls stayed past mid-night, but all the exercise earlier in the day encouraged an early bedtime for most.

Sunday was an ideal sailing day with winds around 10-14 knots. Twenty-three boats started both races. Ted Haines had two first places to give him a well-earned first place in the regatta.

E. F. Booth

Skipper	Fleet	Finished	Pts.	Pos
T. Hains	Oakville	1 3 1 1	5.7	1
H. Richards	Oakville	4 2 3 3	22.7	2
B. Poulsen	Oakville	6 1 6 5	33.4	3
J. Belford	Oakville	5 10 5 2	39.0	4
S. Keary	Oakville	dnf 5 2 9	53.0	6
H. Lyness	Onondaga	dnf 4 7 4	54.0	7
E. Booth	Onondaga	7 dsq 9 7	61.4	8
D. Boves	Oakville	2 9 dnf 12	65.0	9
J. Magnuson	Chautauque	8 7 15 17	71.0	10

Top 10 of 25 Entrants

### MEASURING RACK

Those having their boats measured at the U.S. Nationals in Springfield this year may have had their first opportunity to view the operation using the measuring equipment designed by Herb Shear. It is much more efficient than the rack SCIRA used for several years, and it will be used in the future since the old rack has been scrapped.

Herb Shear and Dick Grob spent much time and money in making this rack and then donated it to SCIRA. Our thanks to these two fine gentlemen for their much appreciated efforts.

### Important Change of Address

Again you are reminded to be sure and SEND ALL SCIRA MAIL to:

35 Edgewater Dr., Dunedin, FL 33528

## Dues are Payable Now

### ONCE AGAIN

Section 12 of the Constitution says: If the owner of a measured boat of the class shall fail to pay his dues within one month of the start of his fleet's official racing season, such boat shall become ineligible to race. Such an owner shall lose his membership in the Association and all rights connected herewith.

The Fleet Captain is charged with the proper payment of dues by the members of his fleet, which means that he must see that the boats are properly registered (transferred if necessary, etc.) and measured before sending in any collections for SCIRA membership. He distributes the membership cards and rule books and thus knows the official standing of each boat, and it is up to him to police participants in all official races. He should check constantly to see that all entrants are eligible to race in point score races and sanctioned regattas and make the display of SCIRA membership cards an automatic and mandatory part of the registration of all entrants.

We have a strong organization today because this indirect collection of national dues on a local basis has been practiced for 36 years and strictly observed without any loopholes. Help out your fleet officers by paying promptly, remembering that your organization needs a constant income in order to survive. SCIRA dues are relatively low. Here they are: An individual owner pays \$7.50; if 2 or more people own a Snipe jointly, they are considered as equal owners and each pays \$5.00. In the case of 2 co-owners, the total collected is \$10.00 and not \$12.50 (\$7.50 and \$5.00) as some think.

Printed forms have been furnished by this office for years for use in reporting dues, and they make it much easier for all involved. Many fleets already have a supply, but if you don't, send in a request. And while you are at it, ask for the necessary number of score sheets, plus sanction blanks for use if you are hosting a regatta. All for free - and uniformity makes for good record housekeeping.

### FINE ENTERTAINMENT for Sailors

#### CHOOSE YOUR OWN DATES FOR SCIRA FILM

Made at the 1965 National Championship Races at Peoria, it is an excellent presentation of Snipe racing in particular, and also a fine promotional feature for all sailing as a sport and hobby which has proven interesting to all.

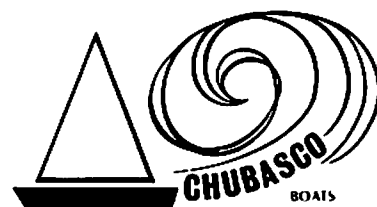
A 16 mm. color-sound 26-minute show for \$10.00

You pay transportation charges one way.

Write to SCIRA and ask for

**"AND ONE BOAT FOR ALL"** By John Biddle  
(Music/TV rights cleared and owned by SCIRA)

### We Build the Fastest Snipes



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NOW IS THE TIME TO GET SERIOUS ABOUT SNIPE RACING FOR 1971



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Regatta results have shown that North Snipe sails are the fastest available. Make sure your Snipe will be fast when the season begins - this year REALLY try harder with new North Sails - by using the order form below or giving us a collect call to order NOW you can insure having the fastest Snipe sails for the start of your racing season.

NAME..... SAIL NUMBER.....  
 ADDRESS..... NAT'L DESIGNATION.....  
 .....ZIP..... NUMBER COLOUR: ...Red ...Green  
 SHIPPING ADDRESS..... ...Blue ...Black  
 .....ZIP..... TELE:(Bus).....(Res).....  
SHIPMENT VIA: ... Parcel Post ... Air Freight ... Carrier Deliver  
 ... Air Parcel Post ... Carrier hold at  
 airport for customer pick-up.  
SAILS DESIRED: Prices include battens, Notify customer at tel.  
 insignia, numbers, royalties  
 and bag. ....

MAIN \$120.00 ea. ... Light-Medium (0-15mph) \*  
 ... Medium-Heavy (10-25mph)

JIB \$80.00 ea. ... Light (0-10mph)\* JIB WINDOW incld.  
 ... Medium (8-20mph) ... Fixed Tack  
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\* Recommended as best all purpose suit.

MAST IS: ... Aluminum: Manufacturer & Section .....  
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 ... Keel Stepped: ... Deck Stepped

BOOM HAS: ... Wire outhaul: ... Sliding outhaul on track.

FOR DEFLECTION TEST ON WOOD MAST: Support mast on horses at top and bottom bands, with tunnel up. Measure, at the jibstay intersection, the amount of deflection caused by a 50 lb. weight hung at this intersection.

TERMS: 50% deposit with order, F.O.B. loft. If you include full payment with order we will pay surface parcel post charges.

THANK YOU FOR ORDERING NORTH SAILS.

# Tini Diaz Wins CORK - 1970



Tini all alone at the reaching mark.



Argyle Campbell gets inside of Fritz Gram.

Photos by Sailboat Racing News

Boat	Skipper	Finishes						Pts.	Pos.
18111	A. Diaz	3	1	1	1	1	1	0.0	1
18048	T. Timm	1	2	3	DSQ	3	2	17.4	2
13479	B. Poulsen	2	5	9	6	2	3	33.4	3
17512	A. Campbell	6	11	2	2	4	9	40.7	4
17516	L. Johnson	5	4	4	7	5	4	44.0	5
10547	H. Richards	8	6	8	5	8	DNS	63.7	6
18650	H. Davis	7	8	6	13	22	7	70.7	7
17546	S. Tupper	13	7	11	9	15	8	78.0	8
16182	T. Hains	12	10	16	15	9	5	80.0	9
6106	D. Keary	18	3	15	8	14	DNF	81.7	10
16699	F. Gram	11	12	5	12	15	DNF	84.0	11
17018	A. Bugbee	15	13	14	4	12	DNF	86.0	12
16103	S. Keary	14	9	17	16	13	6	87.7	13
18501	A. Levinson	10	14	DNF	3	6	DNS	97.4	14
16613	J. Storey	4	16	13	DSQ	7	DNS	106.0	15
15105	W.G. Evans	17	15	12	17	24	DNF	106.0	15
8300	F. Hardy	16	DNF	10	10	11	DNS	114.0	17
16343	D. McKenzie	27	19	18	20	10	DNS	124.0	18
10819	P. Baillie	9	20	21	11	DNF	DNS	126.0	19
15114	F. Hutter	20	18	23	29	27	DNF	133.0	20
11900	L. White	21	21	20	19	23	DNS	134.0	21
15288	D. Bowes	19	25	25	22	17	DNS	138.0	22
10511	A. Winstanley	25	17	29	21	20	DNS	142.0	23
13302	K. Donald	22	22	19	18	DNF	DNS	149.0	24
17134	M. Cooper	24	24	26	25	21	DNS	152.0	25
18344	H. Palm	26	24	28	24	25	DNS	157.0	26
10061	G. Hoffman	29	23	22	32	26	DNS	162.0	27
13027	P. Finaly	23	DNF	DSQ	30	28	DNF	163.0	28
18888	L. Murphy	31	30	33	23	18	DNS	165.0	29
18100	L. Bartlett	DNF	DNS	7	14	DNS	DNS	165.0	29
16882	B. Dinton	28	31	27	27	DNF	DNS	178.0	31
18940	T. Barrett	DNF	DNF	32	26	19	DNS	179.0	32
11392	D. Leslie	30	28	31	35	29	DNS	183.0	33
17165	C. Wright	32	27	30	31	DNF	DNS	185.0	34
12948	F. Suez	DNF	DNF	24	28	DNF	DNS	189.0	35
6103	D. Johnson	DNS	29	35	33	30	DNS	195.0	36
12763	D. Smith	DNS	32	36	35	DNF	DNS	207.0	37
15101	J. Fox	DNF	DNF	34	34	DNS	DNS	208.0	38

The Canadian Olympic Training Regatta at Kingston (CORK) was bigger and better than planned. Over 1,000 competitors came from 9 provinces in Canada, 35 states in the United States as well as the United Kingdom. Austria, Denmark, Australia, Bermuda, Bahamas, and Trinidad competed in the 11 classes. The idea of the regatta is to hold a major series in Canada at a site where the conditions most resemble Kiel. Kingston is located at the eastern end of Lake Ontario about 170 miles from Montreal and 160 miles from Toronto.

An unusual feature of Cork was the reliability of the weather. Statistics show that the mean wind strength is greater than 12 mph 75% of the time and blows from a westerly direction. The weatherman did cooperate and conditions testing both boat and crew were encountered. In the last race the lake was so rough with winds averaging 25 mph and seas about 5' that the keel-boat races were cancelled.

The regatta is a week long with one race each day, a tune-up race and six races in all. One of the best features of Cork is that at the end of each day's racing seminars and discussions are held by the various classes. Snipes held two technical meetings and comments by Argyle Campbell and Buzz Levinson were of interest to all.

Augie Diaz dominated the regatta.

He had good starts, went well upwind, but really gained on the downwind legs. The concentration and attention to sail trim and boat balance on the planing legs was the major difference between Diaz and the others. Diaz fully deserved the win. The competition at the top was excellent and close. Terry Timm from Michigan was a constant threat and sailed excellently. Ben Poulsen was the top Canadian and earned the right to represent Canada at the Pan-American Games in Colombia. Poulsen sailed a steady series and one of the important factors of his success is the teamwork developed between Ed Crook and himself. Argyle Campbell came with his own boat for this regatta. He had an unusual erratic series but admitted that he would have to sail Snipes more often to win again. The husband and wife team of the Johnsons from Annapolis sailed very well and consistently in the heavy weather and placed a deserving fifth.

Diaz used a Chubasco hull, Cobra spar with pullers, a cut-off board and sails by Levinson. His jib was 5 oz and main a heavy 4.5 oz. He and his crew weigh about 280 lbs but in heavy conditions don extra sweatshirts, and just out-hike the competition. Timm used a standard Chubasco hull and Elms sails with a cut-off board. The board did seem to help in the heavy conditions but requires some practice. Keary, the 1970

Canadian Champion and Haines 1969 winner cut their boards and found a tendency for the boat to stall out quickly. Poulsen sails a home-built boat with a Proctor E mast and North sails. He uses a full board and commented that he could point much higher and foot just as fast as Timm and Diaz. He gave up distance downwind. Campbell used an old Chubasco, with a Proctor mast and Elms sail combination. Johnson used a Chubasco with Proctor mast and North sails. He had a cut-off board.

The need for a self-rescuing hull was demonstrated in the sixth race. Several boats capsized and those with open sterns and proper flotation features were able to continue racing.

The wind is the main attraction at Cork. Diaz revelled in it and said that he will be back in '71 and bring along others from Florida.

Cork '71 includes the same eleven classes as '70. Everyone was impressed by the boat speed and sailing capabilities of the Snipe in the rugged conditions. But the Snipe attendance was disappointing in comparison with other classes such as the 14, Fireball and OK. The purpose of this report is to assess the past regatta and spur people to make Snipe the biggest class at Cork.

Ted Haines

# McFadden Wins D-4

DIAZ GETS HOOK TROPHY



L to R: Holding Roberts-Seavy Trophy, Brad McFadden, 1st, Madeline McFadden, 2nd Pete Duvoisin, Jane Duvoisin, 3rd Tini Diaz, Mark Albury, 4th Francis Seavy, Dave McCallum, 5th Gonzalo Diaz, Frank Varona.

The 1970 D-4 Championship was held June 27-28 on 33,000 acre Barnett Reservoir in Jackson, Miss. with Snipe Fleet #604 the host. This fleet, while boasting only 12 boats is nevertheless the largest and most active fleet at Jackson Yacht club and hopes to absorb many of the sailors now sailing in the 12 small fleets there. 36 Snipes, representing 7 D-4 fleets gathered for the very well-run and enjoyable regatta. Those who had questioned the location of this regatta at the western extremity of our large district had to admit they were wrong, as the number of boats sailing was virtually the same as the past several years, each of the Florida fleets was represented, and a big step toward district unity was achieved by the eastern sailors getting to know the Jackson and Memphis fleets better.

Saturday's two races were sailed in 10-15 mph winds under skies just overcast enough to keep down the heat. The shallow lake whipped enough chop to be a challenge to lake sailors, and heavy weather skippers dominated the standings Saturday night. Both of Saturday's races were won by Diaz-es; the first by Augustin, present Jr. National Champ, and the second by his father, Gonzalo,

former Cuban National Champ and 2nd place winner in the Worlds. Francis Seavy who has won 7 D-4 championships, was 2nd in the first race but got buried in the 2nd. Pete Duvoisin, governor of D-4, took a 3rd and 2nd and Brad McFadden of Atlanta settled for two 4ths.

Sunday's race was light and fluky. Chasing the Race Committee barge back and forth over the lake trying to get a line to remain true long enough to start brought memories of last year's Nationals to many sailors. The heavy air sailors cursed, but other than Augie, who sailed into a hole, they managed to hold their own. Brad McFadden ducked through a seemingly non-existent hole between Buzz Lamb and Francis Seavy to cross the finish line 1st and take the regatta. As he had just blown the Southern by failing in a similar maneuver, his nerve must be admired. Francis Seavy broke through his light air jinx for a 2nd, giving him 4th overall. Pete Duvoisin's 4th was enough to hold 2nd place for him Augie Diaz took 3rd overall, giving him (not unexpectedly) the Bud Hook trophy for highest finish by a junior for the 2nd consecutive year.

Peggy Davis

# Harry Levinson New D-3 Champ



Right to left: (a modest) Harry Levinson and Harry Jr. 1st, Bob and Sandy Rowland 4th, Gene and Barbara Lemke 5th, Buzz Levinson and Paul 2nd, Frank Levinson and Mark Johnson 3rd.

On July 17, 18 and 19th Diamond Lake Yacht Club was host to this year's District 3 Championship Regatta. 25 top Midwestern sailors competed for the coveted Chalmers Burns Trophy. The Dunphy Trophy went to the winner of the consolation bracket.

The six race regatta was sailed in weather which varied from clear and sunny to rain and thunderstorms. The steady southwest winds permitted the same triangular windward-leeward course for all six races.

The first three races were sailed to qualify 28 boats to compete for the Chalmers Burns Trophy. The remaining boats challenged for the Dunphy Consolation Trophy.

Former national champion, Harry Levinson, with crew Harry Jr. finished on top for his sixth District 3 title. Brother Buzz and his sons finished second and completing a sweep of the top three spots for the Levinson family was Buzz's son Frankie. Fourth place went to Bob and Sandy Rowland of Cowan Lake while Gene and Barbara Lemke finished fifth.

Bob and Marie Hill of the Acton fleet took top honors in the Dunphy series with Steve and Eric Graebert of Cowan Lake finishing second by six-tenths of a point. John Stanley of Acton finished a strong third.

Saturday night District Three Governor, Bud Leonard presided over the dinner meeting attended by approximately 100 sailors, wives and/or crews.

Harold Slutsky

Skipper	Fleet	Finishes	Place
Brad McFadden	Atlanta	4 4 1	1
Pete Duvoisin	Chattanooga	3 2 4	2
Augustin Diaz	Miami	1 3 9	3
Francis Seavy	Clearwater	2 10 2	4
Gonzalo Diaz	Miami	8 1 6	5
Dan Williams	Chattanooga	5 9 10	6
Don Reeder	Clearwater	7 6 15	7T
Buzz Lamb	Chattanooga	13 15 3	7T
Means Davis	Atlanta	16 17 5	9
Glenn Young	Chattanooga	6 8 26	10
J. D. Drake	Jackson	14 14 13	11
Steve Suddath	Jacksonville	12 11 22	12
Nick Longworth	Memphis	18 16 14	13T
Randy Nord	Atlanta	19 12 17	13T
Bob Green	Atlanta	17 24 18	15
Don Arthur	Chattanooga	25 18 7	16
Harley Hopkins	Jackson	11 22 18	17
Lloyd Cox	Chattanooga	10 5 DSQ	18T
George Lee	Memphis	20 13 21	18T
John McGowan	Jackson	9 DSQ 12	20

Top 20 of 36 Entrants

Below: Pictured R to L: Dunphy Trophy Winners Steve & Erik Graebert 2nd, Earl & David Troeger 4th, Bob and Marie Hill 1st, John & Jill Stanley 3rd, and Geof Andron 5th.





DISTRICT 3 CHAMPIONSHIP REGATTA  
Chalmers Burns Series

Boat	Skipper	Club	RACES						Pts.	Finish
			1	2	3	4	5	6		
12132	Harry Levinson	Indianapolis	11	1	1	2	1	2	6	1
18501	Buzz Levinson	Indianapolis	1	2	2	6	4	1	17.7	2
17-60	Frank Levinson	Indianapolis	1	1	2	5	4	3	18.7	3
18250	Bob Rowland	Cowan	3	2	0	1	3	6	26.1	4
17600	Gene Lemke	Indianapolis	2	13	3	3	10	5	43.4	5
19000	Bill Buckles	Decatur	3	4	5	4	7	0	44.7	6
16956	Tom Townsend	Indianapolis	4	3	11	7	2	12	51.7	7
13837	Tom Wurster	Diamond	10	5	7	4	4	4	55	8
18048	Terry Tims	Lansing	6	4	1	DNF	11	DNF	61.7	9
18660	Stan Salzenstein	Feoria	2	3	1	9	2	DNF	65.7	10

Dunphy Trophy

Boat	Skipper	Club	RACES						Pts.	Finish
			1	2	3	4	5	6		
18120	Bob Hill	Acton	24	12	12	3	10	6	69.4	1
13666	Steve Graebert	Cowan	14	14	9	13	7	2	70	2
12452	John Stanley	Acton	15	10	26	2	13	10	75	3
9432	Earl Troeger	Birch	04	19	10	8	12	3	78.7	4
17465	Geoff Andron	Burnham Park	5	9	DNF	18	4	16	79	5
15280	Paul Campbell	Feoria	10	22	14	4	11	3	80	6
18117	Don Champion	Burnham Park	17	DNF	17	25	1	4	85	7
16402	Steve Sherman	Mmcie	00	19	11	6	16	5	85.7	8
18010	John Deo	Gull	7	21	DNF	7	10	1	87	9
16600	John Gore	Diamond	24	21	14	10	6	8	88.7	10

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I certify that the statements made by me above are correct and complete. (Signed) Lowry Lamb

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## Michigan State Open

A fleet of 33 Michigan Snipes was on the starting line on June 20 at Gull Lake near Richland, Michigan.

**First Race:** Light and variable winds from the southeast were blowing Saturday for the first race. There was confusion at the start as the port end was favored and, of course, that is where all 33 boats tried to start. To further complicate matters, a mix-up in flags at the five minute gun caused a false start. Three and one-half hours later, Bud Leonard of Diamond Lake had played all the shifts and found the right slants to finish first. All was for naught, however, as the race was thrown out because of the flag mix-up at the start.

**Second Race:** Sunday morning brought slightly better winds but still very shifty from the east. Jeff Troeger of Diamond Lake finished first closely followed by Roger Turner, Don Hite and John Johns. Gerry Jenkins, last year's champ, had finished 7th and was still in contention. Bud Leonard finished a respectable 8th.

**Third Race:** The last race was sailed on the same course immediately following the previous race. John Johns, Bud Leonard, Roger Turner and Jeff Troeger fought for the lead for two times around with Jeff Jones of Crescent winning on the last beat followed by Bud Leonard, John Johns and Dave Horthrop of Gull Lake. Roger Turner slipped to 8th.

When the points were added, consistency paid off for John Johns and his crew, Pamela Raymond, with their strong 3rd and 4th place finishes. This was Johns' first Michigan State Championship after being very close to it for the past four years.

The three-way tie for second place was settled by a draw with Bud Leonard winning. (A fair result in view of his great performance in the first race which did not count.)

Leigh Melvin

Boat	Skipper	Fleet	2	3	Pt Fin
17513	John Johns	Barton	4	3	13-1
18899	Bud Leonard	Diamond Lake	8	2	17-2
16953	Jeff Troeger	Diamond Lake	1	11	17-3
18014	Roger Turner, Jr.	Gull Lake	2	8	17-4
17395	Jeff Jones	Crescent	13	1	19-5
18500	Don Hite	Lake Angelus	3	12	23-6
16099	Bill Fehsenfeld	Grand Rapids	6	7	24-7
18048	Terry Timm	Lake Lansing	9	5	25-8
15400	Dan Pender	Gull Lake	10	6	27-9
18329	Dave Horthrop	Gull Lake	14	4	28-10
17394	Jerry Jenkins	Crescent	7	10	29-11
17780	Tim Nichols	Wolf Lake	11	15	38-12
17147	Bruce Shurtz	Gull Lake	16	13	41-13
18918	Berhard Rowe	Diamond Lake	12	18	42-14
17466	Herb Wurster	Diamond Lake	18	14	44-15
18298	George Drake	Lake Angelus	19	16	47-16
18045	Paul Richards	Grand Rapids	5	DSQ	48-17
18910	Joe Fanian	Lake Angelus	17	20	49-18
17765	Bill Hawk	Gull Lake	20	19	51-19
17470	Bob Foster	Gull Lake	23	17	52-20
17511	Ray Crossdale	Gull Lake	DSQ	9	53-21
16508	Terry Stock	Crescent	22	21	55-22
17247	Leigh Melvin	Gull Lake	21	25	58-23
16396	Steve Smith	Lake Lansing	15	DSF	58-24
14601	Dick Crandall	Lake St. Clair	27	23	62-25
12140	Dave Shane	Gull Lake	25	27	64-26
16087	Tom Schaberg	Wall Lake	26	26	64-27
18407	Steve Crandall	Lake St. Clair	DSQ	22	66-28
13434	Harold Spicknall	Lake Lansing	24	DSF	67-29
16386	W. J. Hanselman	Barton	29	28	69-30
18245	Dave Kerpner	Diamond Lake	28	DSF	71-31
13262	Mike Beebe	Gull Lake	DSF	DSF	76-32
18010	Rachel Turner	Gull Lake	DSF	DSF	78-33

## Decatur Regatta

The Commodore Decatur Yacht Club was host to the annual Snipe Regatta sailed June 6-7 on Lake Decatur. Second place was taken by Tom Head of Indianapolis; while Jim Coberly, Decatur, took third; Stan Salzenstein, Peoria, placed fourth and Paul Dovey, Peoria fifth.

Jeff Evans, Springfield, was the winner of a Junior trophy.

The first race, a triangular-windward course, was won by Bill Buckles, Decatur who got the lead at the start and never lost it. Stan Salzenstein, Peoria, was second. Chris Stump and Bob Gordon, Decatur, finished third and fourth, respectively.

The wind dropped from 10-12 mi. during the first race and 8-10 mi. during the second race. Paul Dovey, Peoria, took the lead on the third leg and won sailing away. Tom Head, Indianapolis, finished second and Stan Salzenstein, Peoria, third.

Sunday's race started with a 10-12 mi. wind. Bill Buckles, Decatur, took the lead at the start and won sailing away. Bob Gordon, Decatur, finished second. Tom Head, Indianapolis, finished third.

Bill Buckles, Decatur, sailed two excellent races and had a third going when the jib halyard broke. Bill capsized his boat, repaired the halyard but had much difficulty in righting and bailing his new "sail-away" boat. He finished the race placing nineteenth.

The regatta was favored with good weather and good wind.

Chris Stump

BOAT	SKIPPER	TOWN	Races	1	2	3	Pts., Fin.
18647	Bob Gordon	Decatur	4	5	2	4	186
19520	Tom Head	Indianapolis	7	2	3	4	121
18361	Jim Coberly	Decatur	6	4	4	3	365
18660	Stan Salzenstein	Peoria	2	3	13	3	374
15020	Paul Dovey	Peoria	10	1	7	3	377
19001	Bill Buckles	Decatur	1	19	1	5	368
12656	Chris Stump	Decatur	3	9	8	3	357
18425	Fron Vincent	Springfield	8	7	5	3	354
15023	Ed Frobeck	Chicago	9	6	6	3	347
16532	Frank Castelli	Decatur	5	12	11	3	307
17309	Jeff Evans	Springfield	15	11	9	2	270
16895	Tom Fowler	Springfield	11	10	14	2	290
16511	Tom Jly	Decatur	12	15	10	2	247
16714	Bill Coberly	Decatur	dnf	8	12	2	271
15709	Dave Copton	Decatur	14	15	16	2	218
16401	George Nichols	Decatur	15	14	15	2	208
18887	Tom Sly, Jr.	Decatur	16	16	17	2	132
3224	George D...e	Springfield	17	17	17	2	135
12220	Carol Head	Indianapolis	13	13	20	1	111
16	Herb Dakin	Decatur	19	dnf	18	1	101



Trophy winners grouped with A fleet on left and B fleet on right, skippers standing, crews kneeling. L to R: Steve Sherman and Mark Flynn, 2nd; Ed and Lee Griffith, 1st; Bob and Sandy Rowland, 3rd; B fleet John and Mary Alice Brannon, 1st; Ralph and Kay Townsend, 2nd; Warren Trenary and Mike Tiersch, 3rd. In front Steve Graebert, Cowan Lake, best junior skipper.

## Warfield Tops In D-7

Mirror Mirror on the wall... Who was the fairest of them all in 1970? Well, at the District 7 Championship at Clear Lake, Cal. in June - it was Jim Warfield who topped a fleet of 40 Snipes representing every fleet in the district except Lake Washington #43 at Sacramento. Results were topsy-turvy with none of the first seven boats winning any of the four races in the light wind.

John Rose

Boat	Skipper	Races	pos
16210	Jim Warfield	4 3 6 2	1
18016	Rudy Hornung	9 4 2 3	2
18550	Carlos Mattson	3 9 4 5	3
18900	Bob Miller	6 2 17 10	4
17727	Duane Hines	7 17 5 7	5
10947	John Skinner	11 12 10 4	6
12138	Bob Hunt	20 10 3 6	7
17767	John Rose	2 29 16 1	8
16112	Jorge Brown	1 1 14 NF	9
15669	Bill Ollinger	18 18 8 13	10

Top 10 of 40

## Middlefork Opener

Participation has risen each year of the Richmond Sailing Club's Middlefork Opener regatta for Snipes. At this year's third running of the early-season event 35 boats responded to the starter's gun for the three races held May 3rd at the Middlefork Reservoir. Dr. James Guthrie is commodore. George Howell is Snipe fleet captain and Al Gentry served as chairman of the race committee for the regatta.

George Howell

A FLEET		Races	Pts.	Pos.
Skipper	Club			
Ed Griffith	Acton	2 8	1 17	1
Steve Sherman	Nuncle	4 1	5 18	2
Robert Rowland	Cowan	5 2	4 21	3
Jim Richter	Indianapolis	1 3	13 24	4
Robert Hill	Acton	3 4	7 26	5
Bud Leonard	Diamond Lake	8 6	3 31	6
Steve Graebert	Cowan	12 12	2 39	7
Ruzz Levinson	Indianapolis	6 14	6 43	8
Frank Pontius	Diamond Lake	7 10	9 44	9
Dick Glenn	Chippewa	9 11	10 48	10
Thomas Eastwood	Indianapolis	14 5	14 50	11
Herley Duck	Indianapolis	10 7	DNF 53	12
Bob Lishan	Cowan	19 9	8 54	13
John Stanley	Acton	13 13	11 55	14
Tom Rolfe	Cowan	16 15	7 61	15
Bob Allen	Indianapolis	11 18	15 62	16
Paul Zent	Indianapolis	17 16	16 67	17
Gene Lemke	Indianapolis	15 17	DNF 69	18
Dick Madden	Indianapolis	18 19	17 72	19

B FLEET		Races	Pts.	Pos.
Skipper	Club			
John Brannon	Indianapolis	1 5	3 15	1
Ralph Townsend	Indianapolis	2 4	5 21	2
Warren Trenary	Cowan	6 6	1 23	3
Richard Saunders	Cowan	5 8	4 32	4
Richard Hillier	Chicago	9 10	2 34	5
George Howell	Richmond	10 1	12 34	6
Al Levinson	Indianapolis	4 2	17 34	7
Scott Maddox	Diamond Lake	3 9	8 34	8
Paul Porter	Nuncle	12 3	9 38	9
Michael Lalzal	Cowan	7 13	7 45	10
George Hbler	Richmond	13 12	6 48	11
Riffin Gilbert	Richmond	14 7	10 49	12
Jim Stephenson	Indianapolis	11 11	13 53	13
James Guthrie	Richmond	8 13	14 55	14
Markie Smith	Richmond	15 14	11 58	15
Bob Hakebeck	Richmond	DNF	DNF 66	16

# North European Championship

The VIth North European Championship was held Aug. 21-23 at Karlskrona in the South of Sweden under the leadership of General Secretary for Europe, Svend Rantil.

45 boats represented 5 countries, Sweden, Norway, Finland, Denmark, and Belgium. Unfortunately, Spain and England didn't come which they usually do. Many hotshots were there. Patric van Godstenhoven, Jan Persson, 4th in E. C. 1970 and Eric Thorsell Scandinavian Champ for 1970.

The weather was fine with winds around 15-20 knots the first day and 8-12 the following 2 days.

The Great Dane, Jan Persson, came out on top with 1,1,1, DSQ, 3,4. Jan has been the most successful skipper in North Europe this year. The following 3 places were also taken by skilled old Snipe sailors from Denmark. Everyone was surprised by their boat speed. All Danes used Skipper-Snipe with Proctor B, and mostly Elms sails.

The Swedes who had won most of the championships in Scandinavia the last 3 or 4 years failed. Nordic champ Eric Thorsell was only 6th. He always came into bad positions during the first windward leg and could never catch up to the leaders in spite of very good downwind sailing. The Gothlin brothers finished 7th. They were the only ones able to break the Danish slam before they had a DSQ after a heated protest discussion.

Patric van Godstenhoven, in a borrowed boat did better and better in the series and finished 5th.

The best Finish team was the Bjurstrom brothers, with 9th, but they were not satisfied with their light-wind performance the last day. Their home-made sails are usually very fast in light wind.

The regatta was ended by farewell cocktails and very high-class trophies to the best 10.

Per and Mats Gothlin



Per Skaar and his crew in #13922 hike out on a fast reach in a stiff breeze.



Two of Sweden's champs, Tom Sifvert, 14182 leading, Trygve Liljestrand behind

Boat	Skipper	Country	Finishes					Pts.	Pos.	
18980	Jan Persson	Denmark	1	1	1	DSQ	3	4	13.7	1
18807	Flemming Christiansen	Denmark	5	3	4	1	14	7	35.4	2
18375	Thor Stevns	Denmark	3	6	5	DNF	1	9	42.4	3
18988	Niels Toftgaard	Denmark	8	4	3	10	10	1	43.7	4
18018	Patric van Godstenhoven	Belgium	7	11	7	12	2	2	49.0	5
16619	Eric Thorsell	Sweden	2	5	6	15	DSQ	3	51.4	6
8258	Gothlin Brothers	Sweden	9	2	14	3	DSQ	7	56.7	7
18970	Mogens Larsen	Denmark	4	DNF	2	5	DSQ	5	69	8
17541	Bjurstrom Brothers	Finland	12	15	13	2	6	17	72.7	9
11658	Anders Kvist	Sweden	6	12	17	4	7	18	73.7	10

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WHEN CALCULATING  $I_{CG}$ ,  $D = 103.281'' = 8.6067'$

104

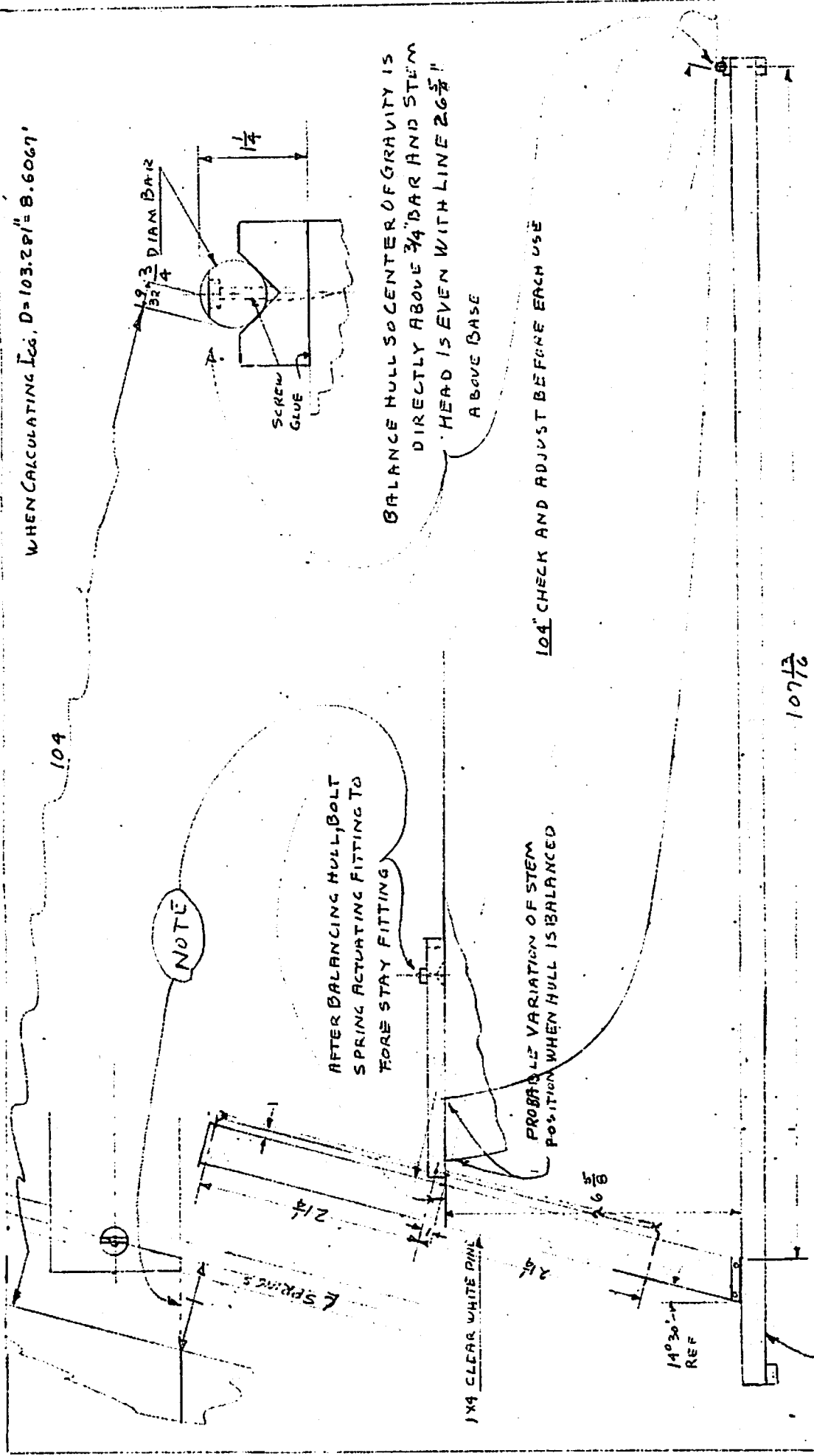
NOTE

AFTER BALANCING HULL, BOLT SPRING ACTUATING FITTING TO FORE STAY FITTING

PROBABLE VARIATION OF STEM POSITION WHEN HULL IS BALANCED

104 CHECK AND ADJUST BEFORE EACH USE

BALANCE HULL SO CENTER OF GRAVITY IS DIRECTLY ABOVE  $\frac{3}{4}$ " BAR AND STEM HEAD IS EVEN WITH LINE  $26\frac{5}{8}"$  ABOVE BASE



$1\frac{3}{4}$  DIAM BAR

SCREW  
GLUE

$1\frac{1}{4}$

$2\frac{1}{4}$

SPRINGS

1 X 4 CLEAR WHITE PINE

$26\frac{5}{8}$

$14^{\circ}30'$   
REF

107 1/2

BASE - 2 X 6 CLEAR WHITE PINE SUGGESTED

SCIRA

MOMENT OF INERTIA CHECK EQUIPMENT

# Wells Wanderings



by Ted Wells

February 1971

## MOMENT OF INERTIA

Mr. Webster says that inertia is the tendency to remain at rest or to continue moving in a fixed direction. Moment of inertia is a measure of this tendency. Since it pertains to motion, the measurement of moment of inertia of any item must be a dynamic measurement. Weighing at various points can only determine center of gravity. Moment of inertia can be calculated - it must be done this way when investigating stability and control characteristics of an airpland in the design stage but this approach isn't very practical on a sailboat. Computer time comes pretty high.

A low moment of inertia will make a boat turn more quickly when tacking and will make it bounce its way better through chop. These are basic engineering premises that can't be argued about. Some builders go to sophisticated extremes (always within legal limits of course) to concentrate weight near the center of gravity. There is great stress at the bottom of the centerboard trunk for instance, requiring heavy reinforcement in this area. It also seems that some foams will gobble up resin like a thirsty camel. Such foams are especially useful for reinforcement of the bottom in the vicinity of the center board trunk. (These techniques are useful only where there is a fairly easily attainable minimum weight).

There are skeptics who say that all this is wasted time and effort. I have been on their side in the past, but I was given the job of developing a means of easily measuring moment of inertia on Snipe hulls. After we know how to measure it, we can decide what to do about setting a minimum. The development budget was unlimited as long as I used my own money and didn't charge anything to the Snipe Class. This contributed to the development of a simple, inexpensive apparatus. Quickly, too.

The moment of inertia of anything can be calculated by timing the period of oscillation of the article in a spring system.

$$I = \frac{CD^2 T^2}{4\pi^2}$$

Where I is the moment of inertia of the object in reference

to the axis about which the object is oscillating, C is the spring constant which is the number of pounds required to stretch or compress the spring one foot; T is the time in seconds for one complete oscillation; D is the distance in feet to the axis and  $\pi$  is 3.146. How it gets into the act is unclear to me.

In any measuring problem, one should always avoid trying to measure small differences between large numbers - the percentage of error will be much better when measuring large differences between small numbers. In the equation above, this means that C should be as small as possible and T as large as possible. Also, The axis chosen should be one that is easily located and therefore easily duplicated accurately when checking a large number of similar but not precisely identical hulls. For my gadget, I chose a pivot point vertically below the center of gravity for the axis. Anybody can tell when a boat is balanced on a 3/4" bar, especially when there is a reference line on the upright member which says "stem head even with this line when hull is balanced on pivot." "I" about the C. G. is directly relevant to pitching in a chop, and is as good as any when considering tacking. Theoretically This should be corrected for the vertical distance from the keel to the center of gravity but this is not necessary, for even a builder with larceny in his heart and a desire to make his value of I test as high as possible isn't going to raise his center of gravity to do it. Instant honesty.

Oscillating the hull about its C. G. means having a two way spring system - which fortunately can be supplied for fifty cents if you go first class or a dime if you want to search the junk yards. Get the least stiff screen door spring you can get. These springs are remarkably consistent as they are made in large quantities by machine. By using in pairs, individual constants average out, and it takes a small number of pounds to get a fairly large deflection. The deflection is measured at the center point whith the springs mounted vertically duplicating their mounting on the upright members of the apparatus. On the springs I used, a weight of about 5 lbs. caused about a 4" deflection. This deflection can be measured to 1/64" if done carefull, and a 5 lb. weight can be weighed in the produce department of a supermarket on an electronic scale to 1/100 ounce with a little interpolation. Taking the time for 50 oscillations on a 1/5 second stop watch gives a likely error of 1/5 second in about 140 seconds, so the possible accuracy is pretty phenomenal.

When we have acquired all this knowledge what do we do with it? This remains to be determined. Preliminary tests indicate that a Snipe hull with lowest I can be brought up to what might be considered a nominal value by adding about 8 lbs. as far forward as possible and another 8 lbs as far aft as possible. What effect this has on tacking efficiency and on bouncing through chop I'm not prepared to predict just now. What I'd really like to have is an apparatus to tell me which way to go to get the next wind shift, and just how much to slack my sheets and bear off in a chop in order to keep people from passing me.

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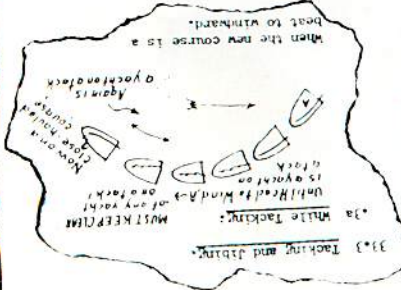
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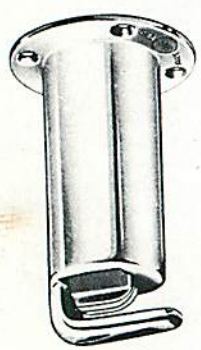


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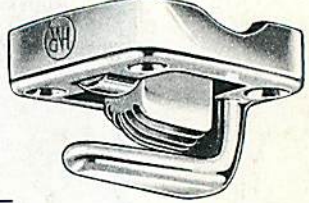
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