



***SNIPE***  
***BULLETIN***



FEBRUARY 1972

# Cobra Masts

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



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

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

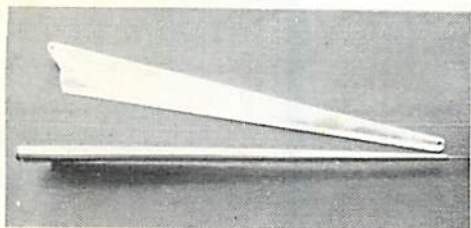
They were used by the winners of the last 2 Jr. Nationals, in '71 they were 1st, 2nd, 3rd, 4th and 5th.

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

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

In 1972 we are introducing the Cobra Boom. It is very light and provides the stiffness required to keep the leech of the main tight on a reach. Bandy 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.  
Price \$12.00

## MAST PRICES

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

\$200.00

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

\$255.00

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

## ELMS SAILS

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

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

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

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

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

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

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

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

We are calling them the 1972 No. 1.

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

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

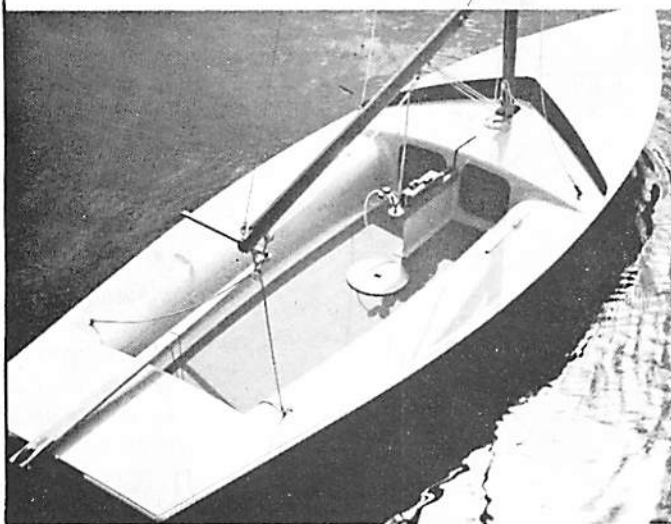
# ELMS SAILS

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

## Regatta Schedule — Europe & Africa

- \*\*\* April 29/  
May 1 — XVIII COPPER SNIPE CUP OSTENDE  
North Sea Yacht Club — Ostende  
**BELGIQUE**
- April  
29/30 — SÖRLANDSSNIPEN  
Grimstad  
**NORWAY**
- May  
6/7 — COPPA ALBERTI  
Circolo Velico — Santa Margherita Ligure  
Genova — **ITALIA**
- May  
12/14 — COPPA BARBANERA  
Società Triestina della Vela  
Trieste — **ITALIA**
- \*\*\* May  
19/21 — PERPETUAL CHALLENGE TROPHY «GALEB»  
Yacht Club Galeb  
Rijeka — **JUGOSLAVIJA**
- May  
20/22 — «FOREST D'ORIENT»  
Cercle de la Voile  
Haute-Seine — Troyes — **FRANCE**
- May  
20/22 — WHITSUN REGATTA  
Landskrona Yacht Club  
Landskrona — **SWEDEN**
- May  
21/22 — WHITSUN-REGATTA  
Helsinki  
**FINLAND**
- May  
27/30 — REGATA INTERNACIONAL DE VALENCIA  
Real Club Náutico de Valencia  
**ESPAÑA**
- \*\*\* June  
2/4 — REGATA INTERNACIONAL DE BARCELONA  
Real Club Marítimo de Barcelona  
**ESPAÑA**
- June  
3/4 — INTERNATIONAL OPEN MEETING  
Stone Sailing Club  
River Blackwater — Essex — **ENGLAND**
- June  
3/4 — WIIBROE CUP  
Espergærde  
Copenhagen — **DANMARK**
- \*\*\* June  
22/28 — TROFÉU VASCO DA GAMA  
Sport Clube do Porto  
Leixões — **PORTUGAL**
- \*\*\* June  
23/25 — NORTH EUROPEAN CHAMPIONSHIP  
AND VITUS BERING CUP  
Horsens — Jutland — **DANMARK**
- June  
23/25 — MID-SUMMER REGATTA  
Hjo Yacht Club  
Lake Vättern — **SWEDEN**
- \*\*\* June 27/  
July 1 — FINNISH CHAMPIONSHIP  
Pori  
**FINLAND**
- July  
1/2 — V GRANDES RÉGATES INTERNATIONALES  
«PORT OCEANE»  
Le Havre — **FRANCE**
- July  
1/2 — SUMMER SNIPE CUP AND JUTLAND  
CHAMPIONSHIP  
Kolding — **DANMARK**
- July  
8/9 — OPEN MEETING  
Northwich Sailing Club  
Winsford — Cheshire — **ENGLAND**
- July  
14/16 — COUPE GOYEN  
Club Nautique d'Audierne  
Audierne 29 S Brittany — **FRANCE**
- July  
7/9 — HELSINKI-REGATTA  
Helsinki  
**FINLAND**

## NEW SELF RESCUING HULL



WATERTIGHT SELF-BAILING COCKPIT

WRITE FOR INFORMATION

**VARALYAY BOAT WORKS**

1868 W. 166 STREET GARDENA, CA 90247

## Winning Snipe Sails

CUSTOM BUILT  
SAILCLOTH TESTED FOR UNIFORMITY  
EACH SAIL SPAR TESTED

WRITE FOR SNIPE SAIL LETTER



## LEVINSON SAILS

900 N. OSCEOLA, CLEARWATER, FLA. 33515

July  
14/16 — HANKO REGATTA  
Hanko  
**FINLAND**

\*\*\* July  
15/22 — EUROPEAN & AFRICAN CHAMPIONSHIP  
Clube de Vela Atlântico  
Leixões (Porto) — **PORTUGAL**

July  
20/23 — GAMLAKARLEBY CENTENARY RACE  
Kokkola  
**FINLAND**

\*\*\* July  
29/30 — SILVER SNIPE REGATTA  
Gothenburg Snipe Club  
Gottskär (South Gothenburg) — **SWEDEN**

July  
29/30 — CANNON REGATTA  
Stavsnäs Snipe Fleet  
Stavsnäs (near Stockholm) — **SWEDEN**

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# SNIFE BULLETIN

SNIFE CLASS  
INTERNATIONAL RACING  
ASSOCIATION

FEBRUARY 1972

Vol. XXI No. 2

## S.C.I.R.A. OFFICERS

### Commodore

Richard L. Tillman  
1609 Boone Hall Drive  
Charleston, S.C. 29407

### Vice Commodore

Ralph M. Swanson  
44 Swan Road  
Winchester, Mass. 01890

### Rear Commodore

Stuart L. Griffing  
1087 Meredith Drive  
Cincinnati, Ohio 45231

### Executive Secretary and Treasurer

Lowry Lamb  
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Hixson, Tenn. 37343

## RULES COMMITTEE

Chairman: TED A. WELLS  
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Wichita, Kansas 67230

## EDITOR

Lowry Lamb

## EDITORIAL & BUSINESS OFFICE

Address all correspondence to:  
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## ADVERTISING

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## SUBSCRIPTION

\$3.00 per year. \$3.00 of the amount of dues in SCIRA are paid for a year's subscription to the SNIFE BULLETIN.

## CHANGE OF ADDRESS

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

## THE COVER

Number 19327 is a boat in a hurry! Skipper Jimmy Marshall and crew Peter Davies, England's National Secretary, are shown sailing on the River Blackwater at Stone Sailing Club, Essex.

## THE COMMODORE SAYS

The Winter time, at least in the northern hemisphere, is a time for organization. Many SCIRA fleets are having winter meetings. Some meet regularly on a monthly basis, others plan a special winter dinner meeting. It is a time to renew friendships and relive exciting moments of the past season's racing. After all, isn't this the reason we sail, to enjoy friends and mutual experiences?

Winter gives the opportunity to plan the Spring and Summer racing schedule. There are many things to attend to: Have new officers been elected? Do the Fleet Captain and Measurer know their duties and responsibilities? Are dues paid? Are new boats measured? Are various committees appointed for the regattas you have planned? Some of the essentials to consider are: race, protest and regatta committees, publicity and housing, trophies and launching, registration, scoring and food. Now is the time for everyone to take part in planning and organizing the fleet activities. One can find just as much enjoyment from this aspect of our sport as from sailing itself. The key to a strong fleet is the behind scenes organization—the more fleet members involved the better!

Have readers of the Bulletin noticed the trend in the latest issues? The August Bulletin featured the first Internationals as well as Spain's and Chile's Championships; September and October covered the Colombian and U. S. Nationals; November and December the Pan American Games and other International events and the December Bulletin the World Championships.

The Bulletin is international in scope and is the single most factor in keeping the class together and informed. It can also be used as excellent publicity for the class by simply showing it to prospective members, leaving a copy at the yacht club, marina etc for people to pick up and read. National Secretaries should make every effort to see that as many fleet members as possible get the Bulletin. Lets have more articles and ideas from the membership and lets take advantage of the off season by getting our fleets organized for what promises to be a most active and fun-filled year.

Dick Tillman  
Commodore

## THOUGHTS WHILE SAILING

One of the big subjects of discussion in Snipe circles (other than the 720<sup>0</sup>) is the Olympics. As you are aware IYRU has eliminated their old classification of "A" and "B" boats. "A" boats were those already in the Olympics plus boats judged modern and high performance. "B" included all other boats. Since Olympic classes were chosen from "A" and Snipe was a "B" boat we have never been one of the chosen few. Now that IYRU has changed their method of classification to keel, centerboard and multihull, we feel that Snipe has a chance.

The Class Policy and Organization Committee of IYRU will meet in the late Spring and recommend classes to the IYRU Permanent Committee. Their recommendations are not binding and the final decision is the Permanent Committee's. This august body is made up of 23 representatives from geographical areas throughout the world. If Snipe is to be chosen they must gain favor from these members. SCIRA is now formulating plans to contact them.

The United States has two representatives, Bob Bavier and George Hinman. The opinion of most observers is that we cannot make it unless these two vote for Snipe. We trust they will vote for us.

SCIRA can benefit greatly by becoming an Olympic Class. Even those of us who are not personally interested in trying out for the Olympics can appreciate the growth that would ensue. Snipe has had an enviable growth record, an average of 500 boats for 40 years. We are continuing in this growth and I have no fears about the future. Olympic status will definitely enhance this growth. It will also permit countries that sail only Snipes to be able to participate in THE prestige athletic event of the world.



SEE PAGE 13.....

## NEW OFFICERS

The current officers of SCIRA as chosen in the recent election of officers and Board of Governors are as follows:

Commodore, Richard Tillman, Charleston, SC.

Vice-Commodore, Ralph Swanson, Winchester, MA.

Rear-Commodore, Stuart Griffing, Cincinnati, OH.

Those elected to three-year terms as members-at-large of the Board of Governors were Bud Leonard and Dan Williams. Bruce Colyer was elected to finish the two-year un-expired term as member-at-large caused by the resignation of John Rose.

Those leaving the board are Brad McFadden who has completed a three-year term and Dr. Angel Riveras, Past Commodore of SCIRA as well as John Rose. Thanks and appreciation go to these men for the service they have rendered the class.

Also continuing on the board are Ted Wells as Chairman of the Rules Committee, Past Commodore, William M. Kilpatrick, Svend Rantil, General Sec. for Europe and Africa; Roberto Salvat, General Sec. for the Western Hemisphere and the Orient; Nils Toftgaard-Hansen, Sec. for North Europe; Vieri Lasinio di Castelvenero, Sec. for South Europe; and Aleksander Lukez, Sec. for East Europe. Members-at-large continuing on the Board are Arch Higman, John Zink, and Stovy Brown.

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### WEIGHT REDUCTION

Don't forget that the official weight in the U. S. is 400 pounds for 1972.

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### THE SCORE

Numbered SNIPES — 19792  
Chartered Fleets — 705

December was a very quiet month - only 2 numbers were issued, both to the U. S. This apparently is normal but did bring the total boats to 612 for the year. While statistics are not the whole story it does indicate Snipe is still moving along. 1971 was substantially up from 1970 and represents over 20% increase from the continually rising 40 year average of 494.

## DEMOCRACY AND COMMUNICATIONS

At the "Annual S.C.I.R.A. Meeting" in Annapolis this past U.S. Nationals, I opened "Pandora's Box" with the suggestion of an open discussion on better representation and closing of the communications gap among Snipers today.

For those of you who are not familiar with the turn of events at the annual meeting, I could conservatively state that "all hell broke loose", and feelings were unnecessarily hurt. So, the "powers that be" politely suggested that I investigate and propose a solution to our class' complications.

Due to my sincere respect for our Snipe Class and better than 20 years of sailing same, I have purposely proceeded very slowly on these proposed changes. I did have many ideas of my own and have visited and discussed the subject with old timers, teenagers, new Snipers, and many of our present S.C.I.R.A. office holders.

These ideas I then carried to our District 4's meeting at the Halloween Regatta to present same for general discussion and verbal challenge. At that meeting Governor Peter Duvoisin asked for an opinion vote of these proposals and received a unanimous vote of confidence favoring these proposed changes. I should also mention that Buzz Levinson and Ralph Swanson were in attendance at this meeting.

Since that time I have purposely let everything mellow to allow for plenty of discussion time and unforeseen complications to present themselves. To the date of this writing none have come forth, so here are subject proposals!

Each district would have its own nominating procedure and would be responsible for voting in it's own board of governor's representative. This could be at the district meeting (with write-in proxies for those not planning to attend), or it could be a ballot arrangement with a mail back vote to the District Governor's office.

This would allow everyone a democratic representation in electing their board of Governor representative, who would in turn represent them at the voting table when the chips are down.

I would strongly recommend that we do not alter the existing three-year term in office for the Board of Governors, because it takes quite a while for these persons to get into the "know-how" after once taking office. Also, keep in mind that these officer's elections are primarily on alternating years and should remain the same.

Secondly, any major proposed changes to do with the class rules, hulls, rigging, sanctioned regattas or whatever, would have to be outlined and written up in the two Snipe Bulletins prior to the meeting date that the voting is scheduled. This would permit each Sniper to express his feelings (pro or con) by writing to his district's board of governor whose name would be clearly listed at the end of subject article. The Board of Governors would then be able to vote more intelligently according to these responses. (Editors note: This is basically the same procedure already adopted by the Board of Governors. See January 1972 SNIPE BULLETIN.)

This proposal would allow every paid-up Sniper to be aware of our class's proposed alterations.

I don't want to rub anyone the wrong way, but feel that it is important to mention that after having been a paid-up member and active Star Class boat owner and sailor for quite a while now (Stars & Snipes Forever), it is interesting that every paid-up member gets a ballot and votes on each issue accordingly. This, of course, goes to the other extreme.

I feel that it is important to clarify two things:

1.-These proposals are not made in suggestion of ousting any officers or board of governors, but are made for the Sniper to be able to democratically elect his representative. I believe that our officers and board of governors have done very well by S.C.I.R.A., you and me.

Secondly, we Snipers have a good class and should be very proud of same. Therefore, lets not "rock the boat" to the point of sinking and turtleing our loyal class' progress. Also, owning one of the newest and most modern Snipes, I can honestly say that it is the fastest and most comfortable Snipe ever built, and this comes from an old wood boat owner No. 6940. So, we should always continue to think deeply and sincerely using an open mind when altering course.

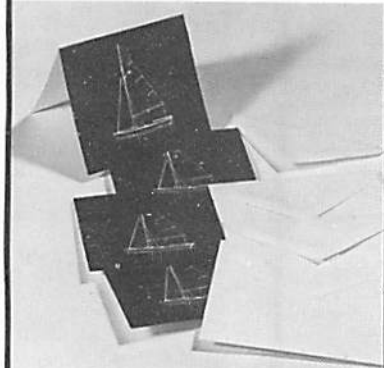
I would like to officially request that these proposals be seriously discussed and considered for adoption by our present S.C.I.R.A. officers and board of governors, keeping in mind at all times our Snipe Class' best interests. After all, we should never become selfish and loose sight of the fact that S.C.I.R.A.'s best interests are always to be put first.

Bruce H. Colyer  
Miami Fleet 7

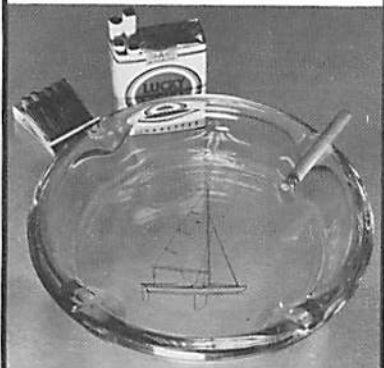
# CREW'S QUARTERS



1. Salute your crew with a distinctive 12 oz. Snipe designed glass. Dishwasher safe. Set of six \$10.00+\$2.00 post.



2. Even the arm chair sailor can keep sailing, while corresponding with Snipe stationery! 4 x 5 Box of 15 \$2.00+.35 post.



3. A conversation piece no home or office should be without. A heavy weight, quality glass, 8" in diameter ashtray! \$5.00+\$1.00 post.

## Crew's Quarters

705 Ellsworth Dr., Dayton, Ohio 45426

Send items checked 1  2  3   
I enclose \$ (please include postage)

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

# Gene Lemke Wins A Close One At Slauson

The theme song of the 11th Annual Slauson Memorial Regatta (June 26-27) held at the IVY Club in Peoria, Illinois was "When You're hot, you're hot—when you're not, you're not!" Fleet 131 hosted one of the hottest regattas in Slauson history. Southerly shifts brought light wind and 100 degree weather on Saturday. Thirty-eight boats took part in the regatta, providing excellent competition with thirty-one sailing in the "A" fleet including the defending champions, Bob and Sandy Rowland from Cowan Lake. Bob Hill of Acton Lake, who made the most of the "hot" light wind, took first place in Saturday's race. The second race was postponed until Sunday due to a complete lack of wind. As luck would have it, a few minutes after cancellation a light breeze sprung up, but then died

quickly. On Sunday morning we started with a 10 to 15 knot breeze with about 30 degree shifts. No one was more elated than Bud (District III Governor) Leonard who hurried down to get his boat in the water only to find that someone had already launched it for him—in the IVY Club swimming pool!

The Sunday morning back-to-back races went quickly with Gunnar Stickler from LaCrosse winning the second race and Don Hite from Lake Angeles winning the third. Gene Lemke and Stan Salzenstein tied for the first place with a total thirty-nine points each, but Gene took the trophy home as he beat Stan two out of the three races to win the 11th Annual Slauson Memorial Regatta.

Kathy Campbell  
Fleet 131

## SLAUSON MEMORIAL REGATTA

Boat	Skipper	Club	Races	Pts.	Fin.		
<b>A FLEET</b>							
19319	Eugene Lemke	Indianapolis	2	14	10	39	1
18660	Stan Salzenstein	IVY Club	4	4	17	39	2
18899	Bud Leonard	Diamond Lake	5	11	7	40	3
17460	Mike Kinghorn	Eagle Creek	8	18	2	41	4
18048	Terry Timm	Barton	27	2	3	41.7	5
18120	Bob Hill	Acton	1	22	9	43	6
19267	Don Hite	Lake Angeles	21	12	1	45	7
16855	Tom Fowler	IBYC	15	8	6	46.7	8
19400	Bob Rowland	Cowan	23	5	4	47	9
17395	Jeff Jones	Crescent	3	23	8	48.7	10
19380	Gunnar Stickler	LaCrosse	12	1	DSQ	54	11
19269	Dan Wesselhoft	IVY Club	7	19	13	57	12
13020	Paul Dovey	IVY Club	6	7	27	57.7	13
16732	Rod Goldstein	IVY Club	20	2	22	58.7	14
16797	Paul Zent	Indianapolis	14	13	18	63	15
15280	Paul Campbell	IVY Club	17	17	11	63	16
18858	Ed Griffith	Acton	19	9	20	66	17
16142	Harald Schmid	LaCrosse	18	16	15	67	18
12452	John Stanley	Crystal Lake	22	15	14	69	19
17165	Charlie Wright	Acton	16	25	12	71	20
19179	David Schafer	Burnham Park	31	20	5	73	21
19281	Tom Rolfes	Acton	10	26	23	77	22
19414	Frank Vincent	IBYX	13	27	9	77	23
18109	Herb Brokhof	Crystal Lake	9	24	29	80	24
18266	Bob Wesselhoft	IVY Club	28	6	DNS	83.7	25
12884	Means Davis	Atlanta	25	10	DNS	85	26
15509	Dave Congdon	CDYC	11	30	24	87	27
18067	Dick Madden	Indianapolis	29	21	25	93	28
19062	Mike Zalzal	Acton	26	29	26	99	29
18298	George Drake	Lake Angeles	24	28	30	100	30
13023	Ed Probeck	Burnham Park	30	31	DNS	111	31
<b>B FLEET</b>							
16400	Jack Kirkbridge	Cowan	3	1	1	5.7	1
16137	Ed Grier	IVY Club	2	3	2	11.7	2
18039	Val Simhauser	IBYC	5	2	4	21	3
12636	Paul Westerdale	IVY Club	1	6	5	21.7	4
19363	Nancy Norton	Indianapolis	6	4	3	25.4	5
9871	Peggy Reid	IVY Club	4	5	7	31	6
18110	Bob Spano	IVY Club	7	7	6	37.7	7

# III VASCO DA GAMA



THE WINNERS: Felix Gancedo and crew Antonio Burgos showing proper form to windward.



Pedro Arribere of Spain receives Birney Mills Trophy from donor Joao Meneres. The trophy is presented to the National Secretary from the country of the winner. Foto Timoteo

For the third time Portugal held the Vasco de Gama Regatta, considered one of the most important in Europe. The Sport Club do Porto in Oporto prepares for this competition for ten months. This gives the assurance of a well organized technical program and excellent social activities, given the well known Portuguese ambience and hospitality.

In spite of some countries insisting on ignoring the Vasco de Gama Cup, taking vain excuses such as long distance, etc. the registration reached 70 although some could not come at the last minute. Brazil set a magnificent example by sending four entries, one of them the National Champion, Gastao Altamayer. Other countries attending were Denmark, France, Norway, Portugal and Spain. Reinaldo Conrad, last year's winner could not accept the organizers invitation due to his father's death.

The club operated an exchange office, post office (selling cards, stationery and stamps all printed especially for the regatta) and a radiotelephonic service which gave the developments of each race so those not racing could know progress and results of the races. The beautiful brochure was published in 3 languages. The club also provided a medal showing the SCIRA symbol on the back. The success of the six day regatta justified all the efforts.

The races were all sailed under different conditions of wind and sea and gave something for everyone. Felix Gancedo and crew Antonio Burgos of Spain were seemingly unbeatable. They were sailing a plywood Snipe and wooden mast. They had such good finishes that they did not even need to sail the last race. Ivan Pimentel of Brazil who was second showed his ability to adapt to various conditions and demonstrated excellent racing tactics. Third place Gastao Altamayer was unable to get going in the light airs. Didier Poissant of France was showing excellent speed and was in second place when he was disqualified because his boat was 5 kilos (11 lbs.) light.

No conclusions could be reached on which material used in boats or mast were the best. This also applied to various makes of sails. Skippers were pleased to find that upon arrival at the club house after each race they were presented the results and scores, including dropping of one race. This was done by a computer.

At the prize giving everyone promised to come again and bring some of their compatriots. Skippers from all over the world are invited to attend this annual event.

Joao Meneres  
Sport Club do Porto

Boat	Skipper/Crew	Country	Races	Pts.	Fin.
15742	Felix Gancedo/A. Burgos	Spain	2-1-1-2-1-NS	6.0	1
	Ivan Pimentel/E. Monteiro	Brazil	NF-3-3-1-2-1	14.4	2
12116	Gastao Altamayer/H. Brandau	Brazil	1-2-2-14-14-4	34.	3
19325	Nils Toftgaard/Greiftenberg	Denmark	4-6-4-10-NF-2	46.7	4
6026	Robert Uthuralt/P. Fredieu	France	5-7-9-3-4-8	50.7	5
18322	Ruy Moreira/A. Roquette	Portugal	7-5-5-6-6-12	56.4	6
16610	Antonio Basilio/G. Pacheco	Portugal	3-4-10-9-7-DQ	57.7	7
18815	Carlos Leite/A. Guimaraes	Portugal	8-8-8-15-13-14	81.	8
14237	Manuel Meneres/F. Barbosa	Portugal	NS-11-19-8-10-7	85.	9
18437	Jose Machado/R. Pinho	Portugal	9-10-6-13-24-18	85.7	10
18966	Hans Jacobsen/E. Norgard	Denmark	6-NF-NS-4-3-3	87.1	11
18420	Guedes Queiros/Nini	Portugal	NF-9-11-7-17-19-12	93.	12
13420	Pedro Marochio/Jose Melo	Portugal	18-30-13-11-11-16	99.	13
19070	Jaime Arbones/C. Correa	Spain	17-15-12-25-20-6	99.7	14
18872	Ignacio Rey/Carlos Poyan	Spain	24-21-27-12-12-5	103.	15
19171	Jaime Sacadura/Jose Luis	Portugal	11-17-17-19-9-27	103.	16
18018	J. M. Brossard/J. Claude	France	10-14-7-28-16-31	105.	17
16026	J. Romain/Y. Lagueste	France	21-12-14-20-30-11	108.	18
18096	Jorge Malta/M. Emilia	Portugal	13-19-15-18-22-NS	117.	19
15126	Augusto Correia/M. Costa	Portugal	14-16-16-24-21-SQ	121.	20

## NEEDLESPAR

### Snipe Mast & Boom

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## DISTRICT III JUNIOR



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July 10th and 11th was the date, the IVY Club was the place, and the event, the District III Junior Championship Snipe Regatta. The regatta had a rather cloudy, rainy opening but thanks to a good weather chairman three races were completed on Saturday.

The first race, an olympic course, was won by Frank Levinson, Indianapolis, Indiana, a very familiar name among Snipe sailors. Second place went to defending champion, Jeff Troeger of Diamond Lake, Michigan, with third belonging to Donna Leber, Peoria, Illinois.

The second race, another olympic course, was won by Carl Levinson, Indianapolis, Indiana with Jeff Troeger, Diamond Lake second and Jeff Jones, Detroit, Michigan, third.

The third race featured a pick up in wind and Jeff Troeger (fast becoming a predominant name in this article) in the first position. Second was taken by Jeff

Jones of Detroit and third went to Carl Levinson of Indianapolis.

Sunday opened with clouds but no rain and two more races were held. The first race, another olympic course, was won by Jeff Troeger Diamond Lake. Second went to Frank Levinson, Indianapolis with Jeff Jones, Detroit following him in third position.

The second race was profitable only for those making the right tack at the start or named Frank Levinson who fought his way up from the pack to take first place! Frank was followed by Val Simhauser of Springfield, Illinois and Steve Barb of Muncie, Indiana.

Jeff Troeger once again District III Junior Champion will return again next year to lay his title on the line and test his skills against the many up and coming young sailors.

Abbie Bettinghaus  
Snipe Fleet No. 131





Photo by Peoria Journal Star

# CHAMPIONSHIP

## DISTRICT III - JUNIOR CHAMPIONSHIP

Boat	Skipper	Club	Races	Pts.	Fin.
16953	Jeff Troeger	Diamond Lake	2-2-1-1-5	6	1
18501	Frank Levinson	Indianapolis	1-4-6-2-1	11	2
17395	Jeff Jones	Detroit	7-3-2-3-12	27.4	3
17460	Carl Levinson	Indianapolis	11-1-3-5-6	27.4	4
18039	Val Simhauser	Springfield	8-7-4-7-2	37	5
16732	Donna Leber	Peoria	3-13-5-8-8	43.7	6
17780	Tim Nichols	Wolf Lake	4-5-10-6-9	44.7	7
18120	Robert Hill	Cincinnati	9-11-7-4-14	53	8
18342	Steve Barb	Muncie	10-8-12-12-3	53.7	9
18914	Dave Burdett	Richmond	5-14-8-11-7	54	10
17331	Gary Guthrie	Richmond	6-9-16-16-4	56.7	11
18887	Tom Sly	Decatur	DNF-6-11-9-13	62.7	12
18858	Lee Griffith	Cincinnati	12-10-9-10-10	63	13
19269	Dave Wesselhoft	Peoria	15-15-13-13-11	76	14
13020	Dave Bettinghaus	Peoria	13-12-15-14-16	78	15
9871	Peggy Reid	Peoria	14-16-18-15-15	84	16
12536	Mike Johnson	Peoria	17-17-14-18-17	89	17
18660	Cricket Gray	Peoria	16-18-17-17-DNF	92	18

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 .....ZIP..... TELE:(Bus).....(Res).....

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# DAN'S JIG - A NOVEL METHOD TO MEASURING - RIGHT SIDE UP!

Ever since the keel straight-edge measuring system first appeared in the Snipe yearbook, we have felt that a modified system for upright hull measuring might suit our fleet better. We have a weighing hoist which makes it easy to lift and handle the boat in the upright position.

So we built a keel straight-edge as shown in the yearbook, but added stops to each station and beefed up the No. 1 and No. 5 station uprights to handle the hull weight. (Incidentally, we would recommend using 3/4" exterior plywood cut into 7" wide x 96" long strips rather than 3/4" Douglas fir since the plywood is flatter and straighter. We spent more time on truing the jig than on any other single part of the job. Two 96" lengths could be spliced together with 6" wide splice plates at the No. 3 station to give a 16 ft. long keel). We also made a 2" x 2" x 1/8" aluminum angle crosspiece with two horizontal and vertical crossslides so

we could get chine width and height measurements simultaneously. The crosspiece is moved from station to station. It has two angle clips set to give a close sliding fit on the keel jig.

Figure 1 shows the overall set-up including the two wedges used to keep the hull steady during the measurement. Figure 2 shows the front upright which we made 25-7/8" high instead of 27-7/8" to allow for the nosepiece on some hulls. We added 2" as shown to check for bow height.

Figures 3 and 4 are close-ups of the crosspiece and crossslide at the No. 1 station. Notice that the two chine width measurements are added together to get the actual measurement, while the two chine height measurements are averaged together. In each case the measurement is taken to the bottom edge of the crosspiece and to the inside edge of the vertical ruler on the crossslide.

In the background, wrapped around

the upright, is the check string used to verify the flatness and straightness of the jig, which usually checks out to within  $\pm 1/16"$ .

Figures 5 and 6 illustrate the No. 2 keel height and end-of-keel height measurements respectively.

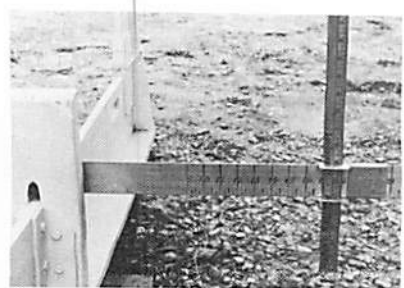
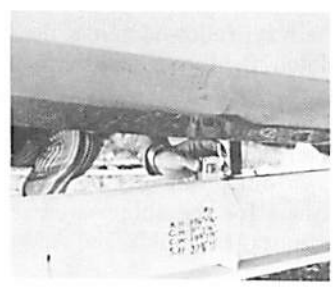
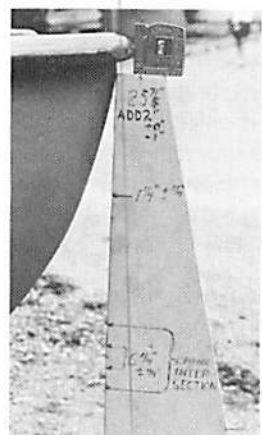
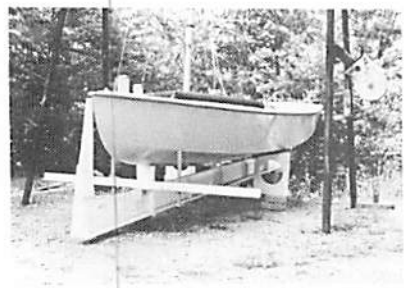
Figures 7 and 8 show the use of a plumb bob and sheer template to establish the sheer station.

Figure 9 shows the use of a measuring tape to get the sheer height distance. We use two tapes simultaneously and average the measurements.

Figure 10 shows the use of the cross piece to get the sheer width distance.

A year's experience with this system in measuring a wide variety of hulls has shown that it is consistently accurate and reasonably fast. A complete hull measuring usually takes 45 minutes to one hour.

Dan Williams, Measurer  
Privateer, Fleet 142



## Towle New England Champ

The New England Snipe Championship was held July 24 & 25 at Cottage Park Y. C. in Winthrop, Mass. 38 boats from five New England states competed and Norm Towle of Lake Quassaug, Conn. was far and away the best of the group.

Saturday's three races were sailed over a modified Olympic course in winds of 5-7 knots. Towle was never challenged in the first two races and finished third after being over at the start of the third race. Randy Wood, Jr., Cottage Park's outstanding junior sailor, had an equally safe second place with finishes of second, third & fourth. John Kelley, Cottage Park sailing instructor, was the best of the also rans in third place.

David and Rosemary Davis of Bermuda, as guests of Rear Commodore Ralph and Berta Swanson, were among the more than 100 people who gathered Sat. evening to enjoy the lobster feed for which Fleet 244 is justly famous.

Sunday morning came up flat calm, but a couple of hours wait was rewarded by an easterly drift of up to 3 knots. The race was shortened & concluded after the second "beat". Super light air sailors Skip French of Bantam Lake, Conn. and Ed Younie of Kenne, N.H. finished well in front of the group. The fifth race was not attempted.

Towle finished well enough to take the championship by a large margin. Wood barely held on to take second place. Chuck Loomis of Cottage Park sneaked in for third. Kelley moved back to fourth while Scoot Swanson of the Winchester Boat Club took fifth place.

A couple of distinguished visitors made the weekend more enjoyable. Dave Davis of Spanish Point Y.C., Bermuda sailed Ralph Swanson's boat and Jerry Thompson of Los Alomitos

Bay, Cal. borrowed a local boat. Both sailed well in unfamiliar boats. (Jerry led the way to the first mark in the last race before the calm messed up a good thing for him).

*Chuck Loomis  
Mass. Bay Fleet No. 244*

Norm Towle, Q.Y.C.	1-1-3-8	19.7
Randy Wood, CPYC	2-3-4-16	38.7
Chuck Loomis, CPYC	9-6-1-7	39.7
John Kelley, CPYC	5-5-2-14	43
Scooter Swanson, WBC	6-2-8-17	51.7
Skip French, BLYC	10-14-13-1	55
Tom Legere, WBC	13-10-9-6	61.7
Bill McInnis, EYC	12-9-11-12	68
Ed Younie Keene, N.H.	22-8-17-2	68
Ernie Hardy, CPYC	8-11-7-20	70
Bruce Swan, TRYC	19-20-6-4	70.7
Jack Gannon, WBC	3-13-22-13-	17.7
Steve Falk, EYC	7-23-21-10	85
Mike Goll, CPYC	11-4-16-32	85
Sue Tabor, CPYC	15-16-12-19	86

## Rocky Mtn. Championship

Fifty boats from 5 states turned out for the ninth annual Rocky Mountain Snipe Championship at Shadow Mountain Lake, July 17-18. Jack Bakken, Castle Rock, Colorado was awarded the Ed Kueck trophy, emblematic of the championship, the first Colorado skipper to win in the nine-year history of the race.

The first race Saturday, won by Jim Boldt of Seal Beach, California was sailed in light shifty winds of 0-10 miles per hour. Doug De Sousa of San Diego, California was second. Norm Tanner of Bow Mar, Colorado edged out Jim MacKenzie of Boulder, Colorado and Henry Towles of Oklahoma City, Oklahoma in a close race for third.

The wind steadied to about 10-12 miles per hour for the second, and what proved to be the deciding race, Jack Bakken led all the way, followed across the finish by Jerry Zanzinger of San Mateo, California, and Henry Towles.

Sunday's race was a drifter. A slight breeze at the end bunched up the fleet, and 15 to 20 boats sailed across the line in a blanket finish that was impossible to unscramble. The race was thrown out giving Bakken the championship. The other high finishers for the abbreviated series were Henry Towles, Doug De Souza, Jim Boldt, and Andy Towles in that order.

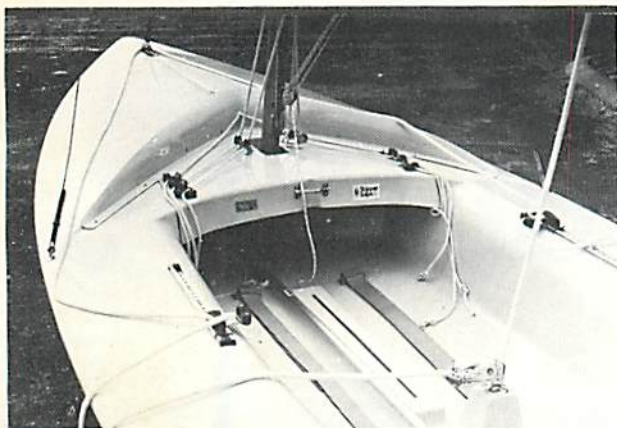
*Bill Mapel  
Rocky Mtn. Fleet No. 210*

Jack Bakken, Rocky Mt., CO	7-1	13	1
Henry Towles, Okla. City	5-3	15.7	2
Doug DeSousa, Mission Bay, CA	2-8	17	3
Jim Boldt, Seal Beach, CA	1-13	19	4
Andy Towles, Okla. City	8-6	25.7	5
Jerry Zanzinger, Lake Merced, CA	21-2	30	6
Tom Nute, Mission Bay, CA	17-5	33	7
Dick Casperi, Wichita	12-9	33	8
Glenn Mattson, Bow Mar, CO	11-10	33	9
Norm Tanner, Bow Mar, CO	3-25	36.7	10
Dale Cheek, Okla. City	6-19	36.7	11
Bob Williams, Wichita	20-7	39	12
Henry Davis, Omaha	13-15	40	13
Howard Hebert, Rocky Mt., CO	16-12	40	14
Jim MacKenzie, Rocky Mt., CO	4-30	44	15
Walt Lowrie, Bow Mar, CO	9-26	47	16



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WRITE FOR DETAILS AND OUR BROCHURE

# Wells Wanderings



by Ted Wells

February 1972

## R and R

Winter leads to thoughts of repair and rehabilitation - the Rand R of the sailing world which is far from the rest and relaxation which some people think R and R means. It also leads inevitably to a modification program aimed generally at weight reduction, and in the process at as much modernization as possible. Even some Europeans are finding that weight is as hard to take off of boats as it is off of people.

The most obvious thing is removing floorboards - if there are any. Mine were plywood bonded to the top of the foam planks forming the bottom of 18025. I got them out - but barely. I sawed them up in chunks, then screwed in pad eyes and lifted them out with a car jack set on a beam across the deck. I then tried to hide the scars created thereby with an application of glass cloth. Last night I managed to rip out all of this (it was 50% bonded, 50% bubbles) preparatory to a trip to the friendly neighborhood boat builder. There's more to this glass cloth work than meets the eye.

Increasing the cockpit opening to the new fore and aft dimensions will save some weight but is likely to be a pretty major job - especially with a fiberglass deck. I lost my amateur status on this mod job - my old glass deck was delaminating anyway so I bought a new one.

Cutting down the centerboard trunk will generally be pretty effective in reducing weight - but only on boats which

have enough flotation to meet the requirements of paragraph 56. The trunk, in this case, can be cut down to 2" above the waterline inside the boat after it has been capsized, submerged as far as it will go, then righted. (note - the fore and aft dimensions of the cockpit may be changed without regard to paragraph 56.)

Flotation to meet the requirements of paragraph 56 can be added in the form of foam, watertight compartments, or air bags. Air bags are probably the easiest, probably weigh about the same as foam, and being installed in the bow and stern (generally) plus some along the sides - the tendency to turn turtle and/or be difficult to right after capsizing will be minimized.

Cutting off the leading edge of the centerboard will save some weight - but some people (including me) just don't like the way the boat sails with this type of board. I have a suspicion that it works a lot better in a hull with maximum waterline length and minimum rocker. If the top of the board isn't cut out - there is some possible saving here (mine was unfortunately already cut out) by cutting out to the maximum. If you have a 3/8" thick aluminum board (of course if you have a steel one you are all set) and can find someone with no weight problem, or someone buying a new boat - peddle your old one and get one 1/4" thick. I've never used one that thin but I guess they are all right.

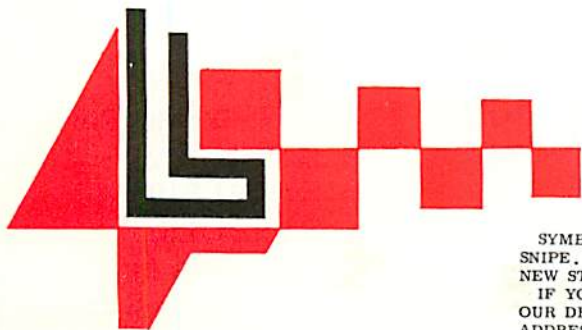
If you are one of those unfortunate people with a fairly new fiberglass boat with nothing to remove - all I can offer is sympathy. The sympathy is sincere - I'm right with you on 16025. There's no way I can take an ounce off of it.

## MEASUREMENT

The SCIRA owned measurement rigs have been completed - but getting them into the hands of qualified measurers who can be certified to issue class certificates isn't so easy. Progress is being made. There either are, or will be shortly, measurers and rigs located in California, Illinois and Kansas. One or more will always be made available a year in advance to the district holding the Nationals. We may have measured, one design boats yet.



This is a reproduction of the new decal which is being issued this year when you pay your dues. A recently passed rule requires that you put it on the starboard side of your boat just forward of the transom. If you see a boat without one, invite him to retire from the race since he is not in good standing. The one reproduced on Page 4 is actual size. The colors are blue on a yellow background - the same as the Swedish flag, in honor of Svend Rantil, General Secretary of Europe and Africa who made the suggestion.



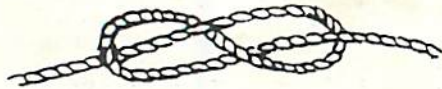
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Continued from page 3

## Regatta Schedule — Europe & Africa

- |                           |  |
|---------------------------|--|
| August<br>1/4             | — JUB. REGATTA<br>Bergen<br>NORWAY   |
| August<br>6/11            | — IBERIAN CHAMPIONSHIP<br>Clube de Vela de Lagos<br>Lagos — Algarve — PORTUGAL                                   |
| August<br>7/10            | — SCANDINAVIAN CHAMPIONSHIP<br>(for Scandinavia only)<br>Copenhagen — DANMARK                                    |
| August<br>11/13           | — EASTERN GULF OF FINLAND<br>Hamina<br>FINLAND   |
| *** August<br>11/13       | — SNIPE GOLD CUP<br>Espergaerde<br>DANMARK   |
| August<br>11/13           | — INTERNATIONAL REGATTA<br>Portorž<br>JUGOSLAVIJA  |
| August<br>15/17           | — REGATA INTERNACIONAL DE GIJÓN<br>«S. A. R. PRINCIPE DE ESPAÑA»<br>Real Club Astur de Regatas<br>Gijón — ESPAÑA |
| September<br>9/10         | — OPEN MEETING & NORTH WEST<br>CHAMPIONSHIP<br>Budworth Sailing Club<br>Cheshire — ENGLAND                       |
| *** September<br>16/17    | — VIKING SNIPEN<br>Oslo<br>NORWAY  |
| *** September<br>23/24    | — INTERNATIONAL OPEN MEETING<br>Blue Circle Sailing Club<br>Cliffe - Gravesend — Kent — ENGLAND                  |
| September<br>23/24        | — HAMAR SNIPEN<br>Hamar<br>NORWAY  |
| October<br>7/8            | — «XV SNIPES A PARIS»<br>Dennemont — Paris<br>FRANCE   |
| October 30/<br>November 1 | — TROFEO INTERNACIONAL DE BLANES<br>Clube de Vela de Blanes<br>ESPAÑA  |

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**FOR SALE SNIPE 18432.** Caspari, self-rescuing, cream hull and deck, complete with trailer, covers, Proctor mast, 1 set Elms sails, 2 rudders and tillers. Excellent condition. Jeff Smith, 2425 N.W. 114th St., Oklahoma City, OK 73120 - \$1,400.

**FOR SALE - CALL SNIPE NO. 19277.** Self-rescuing, red hull with white deck & low CB well. Black anodized spars and North sails. Cover & all go fasts. \$1,600. Bob Lane, 1103 Primrose Ct. Annapolis, MD. 21403. (301) 268-2261

**FOR SALE NEW LOFLAND 18942.** Proctor Mast, Aluminum daggerboard, aluminum boom. New Cameron sails. Fully Equipped \$1600. LOFLAND 18491, Demonstrator, fully equipped \$1400 Best offer, Port Snipe, Robert E. Munyon, Shore Rd., North Brookfield, MA 01535. (413) 867-2711 after 5 P.M.

**FOR SALE SNIPE 13628.** Blue fiberglass, North sails, Aluminum mast and board, minimum weight. Fully equipped with trailer. \$695 or best offer. Pete Hylen, 650 North Quincy St., Brockton, Mass. 02402. (617) 588-8768

**WANTED - Used, Proctor 'E', keel-stepped mast (and boom if available) - must be in racing condition.** John Gudas, 5 Monroe Road, Annapolis, Md. 21402 (301)-263-9664.

**FOR SALE 18858.** Excellent racer. 370 lbs. Sail away Lemke design. Sailed one full season. Trailer, Levinson sails, compass, covers, Cobra mast, Proctor round boom; all go-fasts. New Elms sails optional. \$1750. Ed Griffith, (513) 821-0918

**FOR SALE - LOFLAND NO. 17930,** all glass, self-rescuing, Proctor E, 1970 Levinsons, trailer, covers (deck, bottom, rudder), compass; raced 3 years without single equipment failure, in beautiful condition. Boat and sails - \$999, or everything for \$1150. Jeff Coppes, 402 Morningside, Nappanee, IN 46550. (219) 773-4326

**FOR SALE: 1969 Lemke, No. 18361,** two suits Levinson Sails (1971 and 1969, recut in

1971) excellent record, good condition; 1969 trailer and boat cover included: \$1500.00. James A. Cobberly, R.R. No. 4, Box 376, De Motte, Ill. 62521. (217) 865-2462

**FOR SALE SNIPE US17917 - Varalay, Junior National Champion 1968,** new cobra mast, two McKibbin mains one jib, one watts jib, new rice jib, air bags, compass, anchor, new board, new hull cover, trailer, \$1000.00. Ken Weiss, 307 Lakeview, Long Beach, California 90803, 213-439-1700

**FOR SALE SNIPE 10200 - Good condition,** dry sailed, fiberglass hull, keel stepped aluminum mast, bailer, one season old sails, aluminum board, mooring cover and trailer, good race record, very fast up wind, \$700.00. Louis M. Spencer, 8635 South 84th Court, Hickory Hills, Illinois (312) 594-5814

## Sanctioned Snipe Regattas

**MARCH 6-9 MIDWINTER SNIPE CHAMPIONSHIP** Clearwater Yacht Club, Major Philip Blair; 1609 Levern St., Clearwater, FL 33515.

**MAY 21-23 RIJECKA INTERNATIONAL REGATTA.** Galeb Perpetual Challenge Trophy. Rijeka, Jugoslavia

**JUNE 24-28 IV VASCO DE GAMA,** Oporto, Portugal. Measuring June 23-24. Joao Meneres, Molhe Norte, Leixoes, Portugal

**JULY 15-22 EUROPE AND AFRICA CHAMPIONSHIP.** Clube De Vela Atlantico, Oporto, Portugal. Ruy Moreira, P.O. Box 61, San Joao de Madeira, Portugal

**AUGUST 11-12 U.S. JUNIOR NATIONAL CHAMPIONSHIP,** Ft. Gibson, Oklahoma. Jack Zink, P.O. Box 7388, Tulsa, OK 74105

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Covers deck and sides with mast up or down - mast collar closes opening when trailing.

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Specify 10 or 10-A with separate bottom cover.

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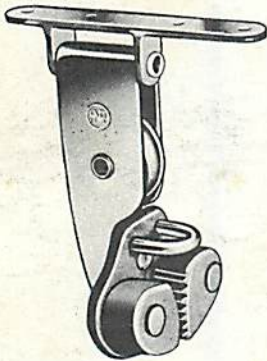
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### Boom-mounted Mainsheet Jam

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Smaller, neater, more efficient and weighs less than any comparable fitting on the market. Made of high-tensile bronze, chrome plated, with fibre jam cleat. Takes 1/4", 5/16" or 3/8" sheet. Nylatron sheave. Comes complete with fastenings. Weight 6 oz., width 1 1/4" and extends 4" below boom.



### Little Seizer

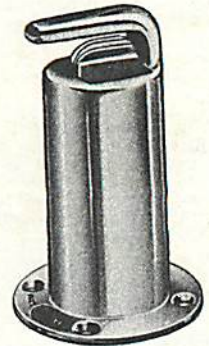
PRICE \$20.00 POSTPAID

This versatile addition to the Quality Fittings line is destined to become the "Numero Uno" jib sheeting cleat for all small boats. It gives you the advantages offered by the Jiffy Jib Jam, yet is only 1 1/2" high for those who prefer a lower fitting. This little gem mounts easily on top of the centreboard handle in a horizontal position or on the aft end of the handle in a vertical position. Improved cam releases easily and takes rope sizes through 1/4", 5/16", 3/8", and 7/16" diameters. This cleat,

QUALITY FITTINGS  
for the discriminating yachtsman



This quality line of ingenious hardware is designed and manufactured by a Snipe sailor for those who want something better than the ordinary run-of-the-mill fittings. The proven efficiency of these products has received world-wide recognition in the Snipe class as well as many other classes. Take the Jiffy Jib Jam, for example, it has been adopted as standard equipment by most builders of the Snipe class, including the world's largest. The Snipe Class Championship of the World was won by boats equipped with it in the years 1963 and 1965 and the runner-up in 1967. It was adopted as standard equipment on all Snipes used in the 1964 Western Hemisphere Championship and all Snipes in the 1967 V Pan-American Games. The National Championship of countries too numerous to mention, have been won by Snipes equipped with it.



### Jiffy Jib Jam

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The fitting most of the top skippers have come to realize as being the ultimate in jibsheet control. Fast and efficient, eliminates fumbling and is a boon to your crew. Double acting cam works both ways, making only the one fitting necessary. Releases instantly with a simple flip of the wrist, saving precious seconds every time you tack. Sheet automatically slides up the tube, engaging the cam, and is held positively and firmly in the desired position. Your crew can even hike-out with the jibsheet as support *without it coming unjammed*. Adopted as standard equipment by many builders of the Snipe class. Made of chrome plated bronze alloy and comes complete with fastenings. Mounts on aft end of centreboard box and takes 5/16" or 3/8" dia. sheet. Weighs 11 oz., height 3 1/2" with a base dia. of 2 1/2".

along with the Jiffy Jam, are the only two cleats in the world which operate both ways on a single cam, making only the one fitting necessary. The crew can also hike-out with the jibsheet as support *without it coming unjammed*. Made of high tensile bronze, chrome plated, with a stainless steel bearing shaft and spring. Comes complete with fastenings and weighs only 5 ounces. Height 1 1/2", width 1", length 1 1/2".