

SNIPE
BULLETIN



FEBRUARY 1973

Cobra Masts

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



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

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

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

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

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

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

The 1972 Cobras will also have some new equipment —

MAST PRICES

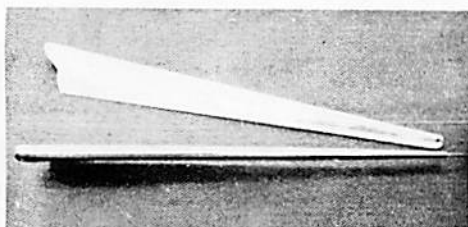
Unrigged with Hardware — Hardware includes goose neck, spreaders and bands. Bottom cup, main halyard sheave and hound fitting with jib halyard sleeve.

\$200.00

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

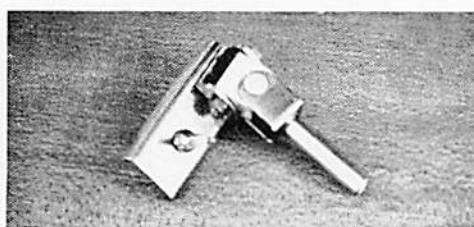
\$255.00

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



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

Price \$12.00 pair



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

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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.

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ELMS SAILS

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"Of Shoes and Ships and Sealing Wax, Of Cabbages and Kings"

I hadn't participated in a multi-class regatta in years, but at the Nationals in Oklahoma, Walt Hall told about the "Whale of a Sail Regatta" to be held in September on Lake Carlyle, Illinois. There is a new Snipe Fleet in the St. Louis area and they hope to move to Lake Carlyle next year. Lake Carlyle is just south of I-70 about an hour's drive east of St. Louis. It is the finest lake for sailing in the midwest and possibly in the entire country! The sailing club has had facilities put in by the state and they include 3 excellent hoists, 1 ramp, 4 long piers, and enough drysail area for 300 boats and unlimited camping. The lake is 3 miles wide and has no large hills or wind obstructions and very few power boats. There is no club house, only a shelter pavilion, but perhaps this helps keep sailing at a maximum and country clubbing at a minimum. It would be a tremendous site for a nationals if the Snipe fleet is able to become established there.

Walt Hall is a Coast Guard Commander, presently stationed in St. Louis, and if you look in the SCIRA record book you'll see he was Snipe World Champion in 1939. Fred Schenck told how he loaned his boat to Walt for the racing in which Walt beat Darby Metcalf. The odd twist is that Darby's father had gotten the Snipe for Freddie in the first place. Anyway, Darby won in 1940 and 1941 so pappy didn't stay mad! For the neophyte – Snipe sailors from California were just as good back in the 30s and 40s as they have been in the 60s and 70s.

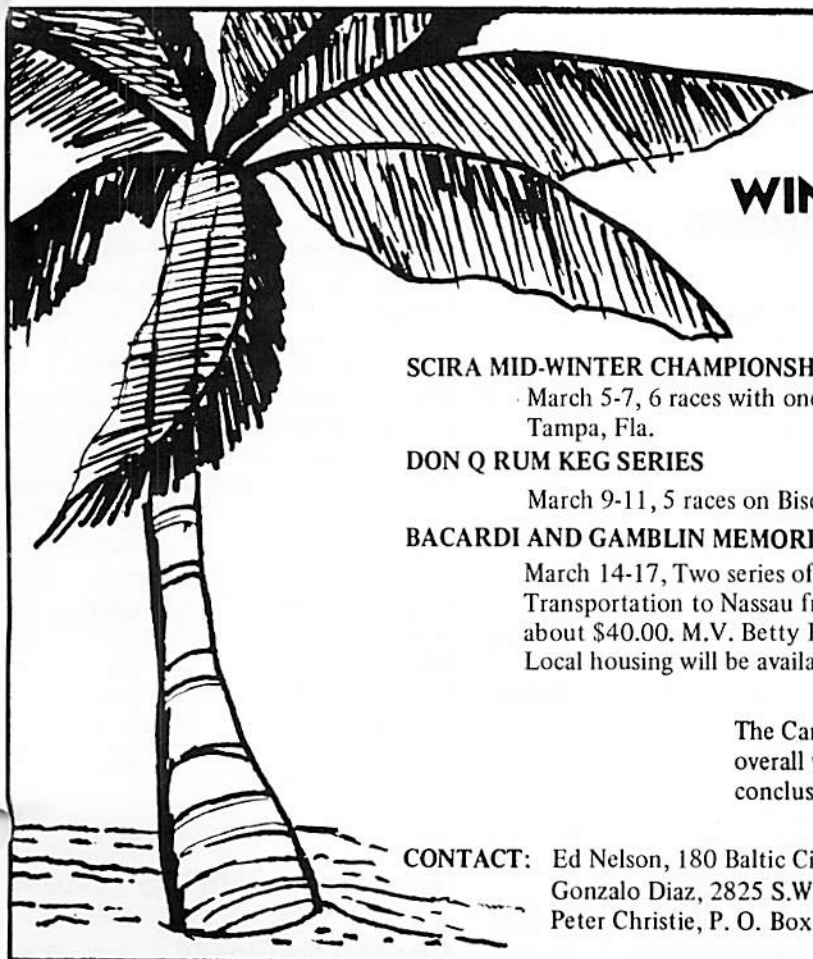
Anyway, to tie all this together, eleven Snipes showed up among the 150 entries in the "Whale of a Sail" affair, including five from the St. Louis fleet. The winds blew 12-24 for all three races, the courses were good and everyone had a whale of a sail. The Snipes started five minutes after the Lightnings and Flying Scots, together with Comets, F.J.s, and 470s. All of which helped confirm my opinion about

the Snipe – by staying modern it has maintained its position as one of the top two man centerboarders in the world. It is unsurpassed for tactical sailing in light and medium air and also performs well when it pipes up and blows. The more experienced Snipes finished well ahead of the Comets and F.J.s and well up in the 470s.

As for multi-class regattas – not much improved over the years – still not very friendly and not very efficiently run, however, sailing at Lake Carlyle makes it all worthwhile. A great place!

For information about getting into the Snipe sailing action at Lake Carlyle or in the St. Louis area contact: Walter Hall, 647 Alexandra, St. Louis, Missouri 63122 or Ray Szczepanski, 7781 Wooddale Lane, Normandy, Missouri 63121.

*Buzz Levinson
Past Commodore*



WINTER RACING CIRCUIT

NEW SCHEDULE SO ALL CAN ATTEND

SCIRA MID-WINTER CHAMPIONSHIP

March 5-7, 6 races with one throw-out, Tampa Yacht & Country Club, Tampa, Fla.

DON Q RUM KEG SERIES

March 9-11, 5 races on Biscayne Bay. Coconut Grove SC, Miami, Fla.

BACARDI AND GAMBLIN MEMORIAL SERIES

March 14-17, Two series of 3 and 5 races. Royal Nassau SC, Nassau, Bahamas Transportation to Nassau free for all boats. You pay for return – about \$40.00. M.V. Betty K departs Miami March 13, returning March 18. Local housing will be available. If interested write Peter Christie.

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

CONTACT: Ed Nelson, 180 Baltic Circle, Tampa, FL 33606
Gonzalo Diaz, 2825 S.W. 92 Place, Miami, FL 33165
Peter Christie, P. O. Box 1628, Nassau, Bahamas

SNIFE BULLETIN

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INTERNATIONAL RACING
ASSOCIATION

FEBRUARY 1973
Vol. XXII 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.

THOUGHTS WHILE SAILING

We now have two major championship regattas to our credit. This time it was the Twelfth Western Hemisphere Regatta. It was held in the beautiful Cartagena of the Indies. Making new friends and renewing old acquaintances in such surroundings is pure joy.

We feel that it is helpful to SCIRA to be able to talk to sailors from various countries and listen to their problems. There is not always a solution to every problem but understanding the point of view of other sailors goes a long way in this direction.

Which brings us to the whole point. When planning a vacation sometime, consider attending one of the major regattas. The World Championship is held every other year with the European and African Championship and Western Hemisphere Championship held in the alternate years. You will find that the common interest of Snipe sailing gives a better understanding of the people where the regatta is held. An added bonus is the opportunity to meet contestants from many countries. The cost of a trip of this sort is mostly the air fare. The meals and lodging are usually of modest expense since the regattas are not usually held in the major resort areas. We can guarantee that the trip will be worth every cent.

For those in the U.S., Canada, Bermuda and Bahamas see the announcement of Page 6 for an opportunity to avail yourself of this travel tip.

THE COMMODORE SAYS

It is an honor and a privilege to be writing this as your Commodore. It is my hope that with communications between the fleets, districts, countries and our office or myself, that the International Snipe Class will continue to strengthen, grow and afford pleasure to all its sailors. I, or the office, will attempt to reply to all of your questions and problems.

During these winter months, the fleets have a great opportunity to go over their plans for this coming season, hold sessions on the fine points of racing, and help to improve each others boats. I trust that the top sailors in the fleets will assist the other members by sharing their knowledge and ability, thus making all sailors more competitive. The fleets are certainly the backbone of our organization and the better the sailors are in each fleet, the greater the international class will become. When you hold your winter fleet meetings, be sure and *collect the dues*, without which the class could not

operate.

The decals for the boats, instituted last year, seem to be working very well by giving us a much more accurate count of the snipes throughout the world. The Snipe Class seems to be growing in nearly every area and many countries are keeping up with, if not outdoing, the U.S. at present.

As SCIRA Representative at the Western Hemisphere Championship at Cartagena, Colombia, in December, it was gratifying to me to see the high level of competition and the great sportmanship of all the contestants. Even with a language barrier, the Championship went off without a major problem and the hospitality was superb. Although the U.S. won it all in the last race, the Brazilian teams sailed magnificently and showed they are still a great threat in world competition as they always have been.

In closing, I wish all Snipe sailors a most successful 1973 sailing season. I hope you will be able to participate in and attend as many local races and regattas as possible. Outside regattas will heighten your interest, increase your knowledge and show you what Snipes and Snipe sailors are all about.

THE SCORE

A new fleet was established in Uruguay. The Punta del Este Fleet received charter number 725 and was started with 6 brand new fiberglass Bruder boats. We wish them luck.

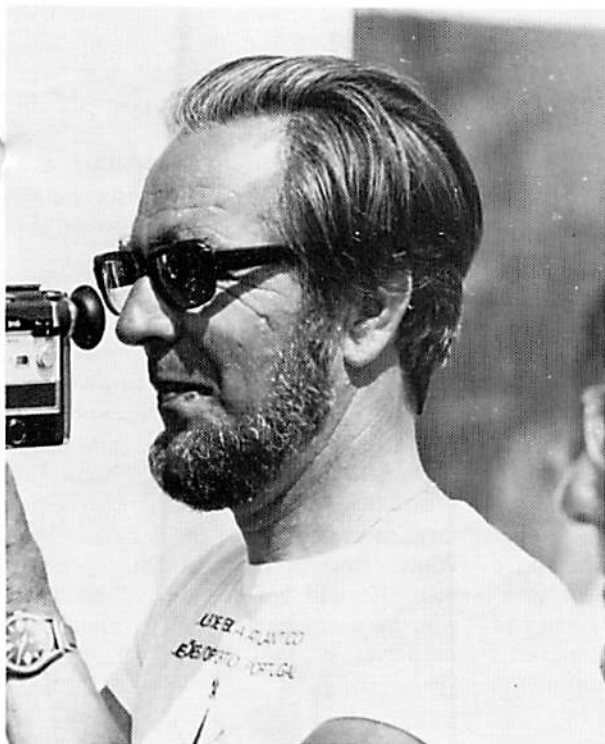
Twenty-nine numbers were issued during December. Brazil led with 10 followed by England and Uruguay with 6 each. Norway and the U.S. took 3 each and Portugal got 1.

There were 562 numbers issued in 1972. This is a bit off from last year when 612 were issued but is still ahead of our 40 year average of 500. It indicates a healthy growth all over the world. The list of countries and numbers issued are as follows:

Japan	150	Argentina	6
U.S.	137	Uruguay	6
Spain	100	Colombia	5
Denmark	41	France	5
Brazil	33	Norway	3
Finland	30	Bahamas	1
England	26	Bermuda	1
Portugal	16	Canada	1
Mozambique	1		

Numbered SNIPES — 20354

Chartered Fleets — 725



*Svend Rantil
is the new SCIRA Rear
Commodore.*

Svend Rantil: SCIRA's New Flag Officer

Svend Rantil, 1973 SCIRA Rear Commodore, is well known to Snipers all over the world. He was Secretary General for Europe and Africa from 1960 to 1972. In addition he attended the World Championship in South America in 1971 and the U.S. Nationals in 1972.

Svend was born in Elsinore, Denmark in 1919 and moved to Helsingborg, Sweden in 1926. He attended the Helsingborg schools from 1926 to 1935 where he was a "very lazy student."

Svend's sailing career began in 1933 when, prohibited by his parents from going to the harbor, "I started sailing with great enthusiasm." He sailed first in a junior keelboat with 10 square meter sail area. He crewed and sailed thereafter on "Nordisk 22 square meters" and "6 m R-Yachts."

In 1935 Svend moved to Copenhagen and sailed at Hellerup Yacht Club. He started to work for Hempels Marine paints in 1935 and was moved back to Helsingborg by the company in 1940. Because of the war there was no great sailing activity.

Svend was married in 1942 and bought a Folkboat in which he sailed successfully. In 1946 his wife asked him to choose between sailing and her, and "so we divorced." "This forced me to sell the Folkboat and start to crew in an 8 m

R-Yacht."

In 1949 the Snipe was introduced in Sweden and Svend started to sail Snipe. His first boat was #7543. That same year Svend started his own company, Rantil Plast.

Svend has won many Snipe Championships including winning the first Danish Championship in 1950. He has won 4 Danish Championships in all. He has attended several European Championships where he placed third in England in 1958.

In 1951 Svend married Fia, "a girl who was interested in sailing." Their two daughters, Pernilla and Susanna are enthusiastic Snipe sailors and help Svend with his paper work for the class which may take more time than his business.

In 1967 Svend moved to Karlskrona in the south of Sweden. He promotes the class there as well as all over Europe. In an interview last spring in the local paper, he was given 4 times as much space as Chou-en-lai and Nixon.

Svend started Snipe Fleet 324, has been Sweden's National Secretary, Chairman of the Karlskrona Yacht Club, chairman of the District Sailing Association and chairman of the Swedish Sailing Association. He also officiated at the World Optimist Pram Championship in 1972.

Regional Snipe Notes

ATTENTION: Detroit Snipes: J. Craig Speck, 24463 Filmore, Taylor, MI 48180 is forming a new fleet to trailer sail from Kensington Metropark. Get in touch with him for details.

TULSA BOAT SHOW: March 1-4, 1973. Jerry Whitt, 3609 East 55th, Tulsa, OK 74135 is in charge of the Snipe display which will feature a new Snipe from Southern Yachts plus Snipe sailors selling their Class to the public.

1973 U.S. District Governors

District I:

Don Simpson, 22 Elm Square, Wakefield, MA 01880.

District II:

Paul F. Festersen, 1400 Kiewit Plaza, Omaha, NB 68131.

District III:

Earl E. Troeger, Jr., 3047 Woodmont Dr., South Bend, IN 46614.

District IV:

R. Means Davis, Jr., 5115 Northside Dr. NW, Atlanta, GA 30327.

District V:

Fred A. Jordan, 936 Boughton Hill Rd., Victor, NY 14564.

District VI:

Arch Higman, 3316 Grayburn Rd., Pasadena, CA 91107.

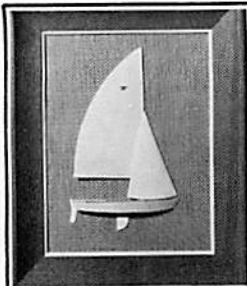
District VII:

Gene S. Patrick, 3701 SE Claybourne, Portland, OR 97202.

Only Paul Festersen, in District II is new this year. The Governors are the direct contact between the Fleet Captains and the US National Secretary, Stu Grifing. Fleet Captains should get their regattas sanctioned as soon as possible by the District Governors so that they may be listed in the BULLETIN.

THE COVER

The photograph on the cover shows Augie Diaz with his crew (and father) Gonzalo Diaz sailing the Bruder boat. They are on the second windward beat of the fourth race of the Western Hemisphere Regatta held in Cartagena, Colombia. They were in the lead and held it all the way to the finish.



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LET'S GO TO SPAIN

There will be a fairly large group going to the World Championships in Spain this year. There will be two teams from the U.S. plus Earl Elms, the defending champion. Many of the officers and Board members are planning to attend. Entries from Canada, Bermuda and Nassau will probably have to go through New York on their way there. We will have a sufficient number to qualify for a group tour rate.

For anyone who would like to have a wonderful vacation this is the best opportunity for 1973. The tentative plans are to leave October 11 and return October 27. This will get you there in time to see the regatta and give you a week afterwards to tour Spain, Portugal, France or what have you. The basic requirements are that all must travel as a group on the

trans-Atlantic flights. You can expect to save about 20% from the regular air fares. We do not have the exact cost now since the rates are expected to drop about February 1.

If you are at all interested drop us a line. You do not have to make a commitment and we will keep you posted on the details.

Arthur Kisby

From Clearwater's Fleet #46 we have learned of the death in November of Arthur F. Kisby. Art was an early member of the Clearwater Yacht Club and Fleet 46 where he served as fleet secretary, measured boats, and served as Mid-Winter Regatta Race Committee chairman. He will be remembered by those who have attended the Mid-Winters as a supporter of that regatta for over 30 years.

Bill Coberly Wins Illinois State Championship

The Illinois State Championship was held on Lake Decatur, October 29th. It was a cold and overcast day. The first race was run in light wind that turned into a whisper at the finish. An engineer in this reporter's boat calculated we were moving about two boat lengths per minute at the finish.

The wind improved in the afternoon

for two back to back races, which were completed shortly before dusk. The three top finishers and their equipment were as follows: 1st - Bill Coberly, Decatur, Eichenlaub with Vector Sails, 2nd Pat Doyle, Springfield, Chubasco with Elms, 3rd - Illmar Palm-Lies, Eichenlaub with Elms.

Herb Dakin
Decatur Fleet No. 144

ILLINOIS STATE CHAMPIONSHIP

Boat No.	Skipper/Crew	Club	Points	Finish
18886	Wm. Coberly/Eric Bremer	Decatur	6	1
19722	Pat Doyle/Joe Cavanaugh	Springfield	11	2
19001	Illmar Palm-Lies/Chris Stump	Decatur	15.7	3
15509	Dave Congdon/Sara Sly	Decatur	31.4	4
19844	Frank Vincent/Bog Gordon	Springfield	32	5
16332	Frank Castelli/Bill Celio	Decatur	33	6
16331	Tom Sly, Sr./Carol Nichols	Decatur	34.7	7
19829	Wm. Requarth/Kurth Requarth	Decatur	36.0	8
18887	Tom Sly, Jr./Mark Litwiller	Decatur	40.7	9
16224	Herb Dakin/Art Blake	Decatur	48.0	10

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AUGIE DIAZ NEW WESTERN HEMISPHERE CHAMP

Brilliant Brazilians Take Second and Third

Agustin Diaz has once again shown that he is a threat to the top sailors in the Snipe Class. Augie won the twelfth Western Hemisphere Championship held at Cartagena, Colombia on December 2nd through 9th. It was such a close battle with the two entries from Brazil, Marco Paradedda and Waldemar Bier, that the outcome was not established until the final race. Augie, racing with his father, Gonzalo as crew, was in third place after the sixth race but only 5.4 points behind Paradedda, and 1.4 points behind Bier. Augie held the Brazilians off, finishing second in the final race. Paradedda took an eighth (his drop race) and Bier finished sixth. Diaz turned the 5.4 points deficit into a 4.6 lead.

U.S. Snipe sailors have been seeing and hearing about this fine young man for some years. His first big win was the Mid-winters in Clearwater in 1969. He beat some of the big guns like Earl Elms and Francis Seavy. This is a feat in itself but it is remarkable when you consider that Augie was only 14 at the time. He followed that up with the over-all win of the Winter Circuit in 1970, two U.S. Junior National Championships, and finishes of 3-3-5-2 in the past four U.S. Nationals. He was Silver Medalist in the Pan Am Games in 1971 and 2nd at the South Atlantic Championship in 1972. There is no doubt that we have not heard the last. As one sage stated, "When you are only 18 years old and have made all the mistakes already, you have to be good."

Cartagena is an ideal place to sail, with its large bay where courses can be set in any direction. The trade winds blow stronger during the months of December and January, with lighter winds during the rest of the year. The facilities are excellent and the hospitality superb.

The skippers meeting was held on Sunday morning followed by the drawing of boats. Each team sailed their first boat for two practice races and the first race. Sunday and Monday afternoons were given over to practice races and demonstrated that it was almost essential to hold to the starboard side of the course. Throughout the week the winds would increase and veer to the north. This was a strategic



Augie and Gonzalo Diaz, foreground, receive their trophy from Gary Boswell, 1970 winner (far left) and Ralph Swanson, center.

challenge to the competitors and made boat speed more important than tactics.

Augie Diaz got off to a good start by leading both of the practice races. He did not cross the finish line in either race, taking DNFs instead of firsts. Many had not heard of the old saw that it is bad

luck to win the practice race. When questioned, Augie stated that it is not a superstition, it is a fact. It was supported by this regatta.

The first race was started on time with winds of 12 knots. Paradedda was first at the windward mark followed by Diaz,



Daniel Moreno is shown receiving a memento on behalf of the Western Hemisphere Nations. The excellent presentation by Berta Swanson was made in Spanish!

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Dates, Horiuchi and DeCosta. Interestingly, this is also the order of finishes although there were position changes in the interim. Diaz went into the lead on the second beat. Paradedda followed closely around the downwind mark and took a short starboard hitch to clear his air. Unfortunately for Diaz, a lift arrived at about the same time as a large gasoline barge. He had to tack to avoid being blanketed, and dropped the lead. He also found his toughest competition.

The following morning, the second race was held in the lightest wind of the regatta. A delay helped, since the wind increased. Winds were 6 to 8 and again Paradedda was first at the windward mark, followed by Bier and Dates. Diaz was sixth and gradually worked up to second place by the next windward mark, followed by Dates, Paradedda, and Lisochi. On the final windward leg Paradedda went up the middle and Diaz put a tight cover on him. This turned out to be an error since Diaz and Paradedda finished sixth and seventh instead of 2nd and 3rd. Most of the fleet held to the starboard side of the course, to their advantage. Bier kept his lead, with Dates second, Sanjurjo third, and Lisochi fourth.

The third race was the same afternoon, in winds only slightly heavier. Paradedda continued to be the first at the windward mark with Bier, DeCosta, Sanjurjo and Brown close behind. The first three positions did not change during the rest of the race. Sanjurjo dropped behind Horiuchi, but picked him up again to finish fourth with Horiuchi fifth. Diaz had drawn one of the slower wooden boats and was next to last at the first mark but managed to finish ninth. At the end of the day Paradedda had a firm grip on first, leading the second place boat by 10

points. Only 8 points separated the next five boats.

An 18-20 knot wind greeted the contestants for the fourth race. This was to the liking of Diaz and Bier who did battle for the whole race, with Diaz taking his only first place of the regatta. Lenhart worked his way up to finish third followed by Paradedda and Dates. Bier was now in the lead, Paradedda right with him and then Diaz 3rd and Dates 4th but close to each other. There was a widening gap between these leaders and the rest of the fleet.

The fifth race started in 8 knot winds which freshened to 15 at the finish. Paradedda was back to his first at the windward mark trick and held his lead to the finish. Tsuda and Bier were close behind followed by Dates, Lisochi and Diaz. Bier was in second place by the reaching mark and managed to stave off a strong attack by Diaz. Tsuda finished fourth followed by Dates.

The afternoon race, the sixth, was held in 15-18 knots. Andres Lisochi, Colombian national champion, took an early lead and held on to a decisive win. He was greeted by a tremendous ovation from all hands at the finish. Richard Todd was second at the first mark with the thundering herd of Paradedda, Diaz and Bier right behind. Diaz worked his way up to finish second followed by Todd, Lenhart, Tsuda and then Bier.

The leaders going into the final race, were Paradedda, Bier and Diaz. One of them was sure to be the winner and it would probably be determined by the "luck of the draw". In the second draw on Saturday morning, the only restriction was that no one could sail a boat he had already sailed. Since Diaz had refused to win the practice race he was bound to

Boat launching area at the Western Hemisphere Championship.



have good luck — and he did. He drew his old boat — the one he had sold in Cartagena the previous year. When he drew #20 from the hat he let out a whoop, swung his crew around a couple of times and ran to “his” boat. Psychologically he had won already. Bier drew one of the better Skipper boats (see article on how the boats fared). Paradedra drew a wooden boat that had one of the poorest track records, although Diaz had a second with the same boat the previous day.

Counting throwouts, Paradedra was leading with 18 points, Bier in second with 22 points and Diaz in third with 23.4 points. Diaz had only to be in the top five and ahead of Bier to take second place. However, he had to have a couple of boats between Paradedra and himself to take the top place. Bier could have won with the same strategy. All Paradedra had to do was beat the other two.

The winds were more westerly for the final race and started in about 8 knots. Again they built up to about 12 at the finish. The course was shifted slightly to adjust for the change in wind direction as well as to provide a bit more challenge for the contestants. As could be expected, the two Brazilians and Diaz started right together, closely covering each other.

The start of the fourth race at the Western Hemisphere Championship.



Diaz finally broke away as did Bier. Horiuchi was first at the windward mark with Diaz right behind. Lenhart, still fighting, was in third place followed by Bill Evans and Dates. Bier was in seventh place. Paradedra, evidently psyched out, hit the mark and had to re-round. Diaz passed Horiuchi on the first reach and Bier pulled up to sixth. Paradedra, still having trouble, got the jib sheets under the bow. This put him in last place. Lenhart, not to be denied, passed Diaz on the run and won the race. Diaz was second, Horiuchi third, Dates fourth and Tsuda fifth. Bier

finished sixth and Paradedra sailed a very hard windward leg finishing eighth.

In this championship regatta one could not make a major mistake and expect to recover. Augie and Gonzalo sailed a hard series and deserved their win. Thus the Hayward Western Hemisphere trophy returns to the U.S., but only for the fourth time in its history. The first winner of this trophy was Dr. Clemente Inclan from Havana, Cuba. Dr. Inclan is now living in Miami and a member of Miami Snipe Fleet #7 as are Augie and Gonzalo.

(Continued on Page 10)



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WESTERN HEMISPHERE CHAMPIONSHIP

BOAT NO.	SKIPPER/CREW	COUNTRY	1st	2nd	3rd	4th	5th	6th	7th	Total Points	Finish Points	Position
US19393	Augie Diaz/Gonzalo Diaz	U.S.	2	6	9	1	3	2	2	41.4	26.4	1
BL12115	Marco Paradedda/Mario Teiyeira	Brazil	1	7	1	4	1	5	8	45.0	31.0	2
BL12109	Waldemar Bier/Luis Paradedda	Brazil	14	1	2	2	2	7	6	53.7	33.7	3
A15386	Pedro Dates/Fernando DeAldecoa	Argentina	3	2	7	5	5	11	4	66.7	49.7	4
US18327	Jeff Lenhart/Candy Kielhorn	U.S.	8	9	8	3	9	4	1	71.7	56.7	5
J19574	Yoshiki Tsuda/Gengi Irahara	Japan	9	5	14	8	4	6	5	88.7	68.7	6
A20239	Fernando Sanjurjo/Raul Turienzo	Argentina	7	3	4	6	13	12	13	94.4	75.4	7
J19597	Takumi Horiuchi/Hiroshi Hada	Japan	4	12	5	12	12	10	3	93.7	75.7	8
CB19311	Andres Lisocho/Manuel Isaza	Colombia	12	4	12	DNF	6	1	15	98.7	76.7	9
KB19703	Richard Todd/Roger Ladson	Bermuda	6	11	15	7	7	3	12	99.4	78.4	10
KB11777	Sonny DeCosta/Gordon Flood	Bermuda	5	10	3	11	14	13	9	102.7	82.7	11
US19799	Gary Boswell/Margaret Boswell	U.S.	11	8	11	9	11	8	7	107.0	90.0	12
KC16182	Ian Brown/Chris Hains	Canada	16	14	6	10	8	14	DNF	123.7	101.7	13
CB17720	Nestor Parra/Julio Custode	Colombia	13	13	10	14	10	9	11	122.0	102.0	14
KC19397	Bill Evans/Bob Crossan	Canada	10	15	13	DNF	15	DNF	10	137.0	115.0	15
X17968	Juan Rawlings/Alfredo Gonzalez	Chile	15	16	16	13	DNF	DNF	14	146.0	124.0	16

The People Behind the Scenes

The twelfth Western Hemisphere Regatta got its start in Bermuda when Daniel Moreno submitted Colombia's invitation. At the time he said the only thing he could promise was good winds. Most will promise anything but good wind since this is one thing that cannot be controlled. His promise was fulfilled.

With that taken care of all that was left was to find the people. Daniel's formula is to put the right persons in the right places. This he did with his usual efficiency and the regatta went off without an observable major problem.

Captain Guillermo Uribe was the executive director and provided the logistical support. Race committee boats, mark boats, bus transportation, skippers' meeting, and a multitude of other items came under his guiding hand. It was all right there when needed. Captain Uribe was also a perfect host when he entertained the entire group on his ship, the ARC Gloria. The Gloria is the Colombian Navy's Cadet training sailing ship. It left the small boat sailors agog and was one of the high points of the social schedule.

Lorenzo Depascale from the local fleet and Juan Carulla from Bogota ran the starting lines and were assisted by Berta Swanson, and Ralph Swanson as SCIRA Representative. The starting lines were excellent — there was not a single general recall.

Gus Lemaitre was Director of Public Relations. He arranged for all of the housing and social events. The first major deed was extracting the contestants from the airport. If you have never seen a Chinese fire drill you should try customs at the Cartagena airport. Gus will also be remembered for the wonderful party at his home after one of the races.

Roberto Londono was the Technical Director and an invaluable member of the team. He performed his duties so superbly that he was almost invisible.

Andres Lisocho served as translator at the Skippers meeting and meetings of the National Secretaries. His English was flawless and presumably, so was his Spanish. The big difficulty was in trying to translate for those who kept changing their minds on what they wanted to say. Must be fun!

No doubt there were another hundred or so people who went about their duties entirely unnoticed. Only a few have been mentioned and these only to demonstrate how much work is involved in putting on a major championship regatta. The people of Colombia did it and deserve a big THANK YOU from all of SCIRA.

And what did Daniel do? He claims no credit but we know he did at least one thing. The winds were good.

But Some Are More Equal Than Others

The purpose of one-design class racing is to eliminate the boat factor as a determinant in the outcome of races. A round robin series where every contestant sails every boat is a further attempt in this direction. It does not completely succeed since the boats are used in different conditions. When the order of boats is drawn by lot and the skippers do not sail every boat, as in the Western Hemisphere Championship, a top-notch skipper can be cut down by bad boats. The rules for the Western Hemisphere Championship require a drawing of boats and that each contestant use a different boat in each race.

The Colombian Snipe Fleets provided 18 competitive boats plus two back-up boats. There were 5 U.S. built (Chubasco) fiberglass boats, 5 Danish built (Skipper) fiberglass boats, 1 French built (Teurlay) fiberglass and the prototype Brazilian (Bruder) boat of fiberglass over wood and considered the equal of any of the fiberglass boats. The remaining 6 were locally built wooden boats. The boats were divided into 3 groups with 2 Chubascos, 2 Skippers and 2 wooden boats in each group. The Bruder was equated as a Chubasco and the Teurlay as a Skipper. Boats were also evaluated by performance in the local fleet in making the divisions.

Every skipper drew a boat for the first race. He was put automatically into one of the boat groups and would sail every boat in that group. After the third race, the competitors had the system figured out and knew which boats they would be sailing for the next three races. The regatta officials were somewhat amazed by this "leak" in their security. They should have known that sailors are among the sharpest people with analytical minds. The officials then adjusted the rotation within each group.

Another drawing was held for the seventh race with the provision that no skipper should have any boat that he sailed before in the series.

Since boats can seldom really be equal, an attempt was made to appraise their performance. Each boat was scored in the same manner as were the contestants. Since the Uruguayians were unable to attend there were only 16 finishes for each race. In this situation, the boat received a position equivalent to its average for races finished. A throwout race was given to each boat in an attempt to remove skipper skill from consideration. Here is how they stacked up:

Boat No.	Make	Points	Position
20	Chubasco	34.7	1
13	Skipper	45.7	2
21	Teurlay	49.4	3
5	Skipper	55.4	4
18	Skipper	61.1	5
2	Chubasco	61.4	6
11	Skipper	61.8	7
1	Bruder	64.7	8
15	wood	69.0	9
7	wood	72.0	10
17	Skipper	78.0	11
23	Chubasco	81.1	12
8	Chubasco	82.6	13
3	Chubasco	85.0	14
4	wood	90.0	15
14	wood	95.0	16
12	wood	112.2	17
10	wood	117.2	18

There are some interesting observations in this analysis. The number one boat was Augie Diaz's old boat which never finished worse than 8th. It was one of the few with a straight cut board. The last place boat never finished better than 12th. If a contestant drew number 20 he had a decided advantage over one sailing number 10. Between these two extremes the differences were less obvious. The 16th place boat had finishes of 13-14-15-13-14, then Diaz got a 2nd place in it and Paradedda got an 8th. Perhaps this was a result of tuning. Boat number 8 leaked water into the inner hull and it took 3¼ minutes to drain it after the last race. Seventh was its best finish.

The following is a comparison made to see if the grouping of boats was valid. The scores are for seven races with one throwout:

5 Chubascos & 1 Bruder	409.5
5 Skippers & 1 Teurlay	351.4
6 wood boats	555.3

There was a definite correlation and the officials were correct in their overall grouping.

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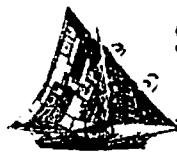
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A further analysis was made to compare the total scores by the grouping of contestants. This was determined by the "luck of the draw". Statistically, these scores should have been very close but they were not since there were too few contestants. The top three finishers were in different groups but group 1 had five of the top 10 finishers. The scores were as follows:

Group 1	382.8
Group 2	441.4
Group 3	492.1

What conclusions can be drawn? The foremost is that the top skippers place well regardless of the boats sailed. They manage to take a slower boat and finish fairly well or consider it a throw out. Luck does enter into this sort of thing and it is a part of the game. It would also stand to reason that even boats built by one builder are not necessarily equal. But then what is equal?



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Gonzalo Diaz (Jeckel-Hyde) re-formed the Crew's Union for the Western half of the world at least, and compared to him, John L. Lewis was a piker. Some of his innovations included unlimited coffee breaks, no more than 5 tacks on any weather leg, (2 or less is the limit in really heavy weather), vacations with pay, winning skippers (there is no point in working that hard for a skipper who doesn't win), and proper respect at all times — Always say "please" and "thank you" and NO SHOUTING. The trouble is, he

(Continued on Page 15)

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Western Hemisphere

Championship

1972

Top: 1) Early American Houseboat. 2) Flavio Caiuby. 3) Salute from Japan. Top Center: 4) Marco Paradedá. 5) Bier and crew. #12109 is ELAT. 6) Waldemar Bier, Andres Lisochi and Luis Paradedá discuss rigging. Center: 7) Todd and Ladson get ready. 8) Berta totals the scores. 9) Live marks keep them honest! Bottom: 10) Argentina kept things lively. Pedro Dates flanked by Raul Turienzo and Fernando DeAldecoa. 11) Colombia's Nestor Para Straps on his armor.

Photos by Buzz Lamb

Wells Wanderings



by Ted Wells

February 1973

OH HAPPY DAY!

Anybody want to be Chairman of the Rules Committee? Even for a little while? It isn't dull - something is always happening and if you have any illusions about keeping everybody happy - forget it.

The Circular Letter published in the December BULLETIN produced the following letter from Flavio Caiuby, National Secretary of Brazil:

"Dear Mr. Wells:

I don't really think you want to obsolete all the active Snipes in the world.

I am more than sure you don't.

However, you have printed in December's SNIPE BULLETIN Circular Letter two extra things, that seem to be an answer to my "letter to you all" - (Sept. 28).

1. -3/4" chine radius permitted to all stations. Bruder, (if I don't stop him), will round the chine of the mold from bow to stern, and we shall have Finns to race against our old Snipes.

2. -1/4" convexed or concave crosssections of bottoms permitted. Bruder, (if I don't stop him), will use 1/4" concave bottoms between Station 5 and 6 and he will have extra good planing hulls on account of the induced air mattress at stern, and we shall have Flying Dutchmens to race against our old Snipes.

Rounding chines at station 1 is damage enough to the class.

For our beloved little boat's sake, kindly, and in a hurry, correct those two statements. Otherwise I shall have to propose an amendment to SCIRA's Constitution to take out the power of law from your Circular Letters."

So now where do I go? I'm sure Bruder is a sufficiently sophisticated naval architect to not try a 3/4" chine radius anywhere except at frame 1, but I suppose that as a gimmick he might try to use some curvature on purpose, although the lack of flatness tolerance was intended to allow for inadvertent deviations - not intended ones. Also, I'm quite sure that if Mr. Bruder wanted to cheat, he would do just the opposite of what Mr. Caiuby anticipates. Whether using convex curvature would actually make the boat go faster is probably debatable - but if he did do this and his boats started winning - people would be sure it was the curvature that did it. So - WARNING - surfaces are supposed to be a single curvature - cross sections perpendicular to the fore and aft axes should produce straight lines.

On the suggested maximum centerboard weight limit of 50 lbs. on a 381 lb. boat I have one complaint that this is much too high (it isn't) and one that it is too low. Some days you can't win any - let alone win them all. (I hear that Moment of Inertia may rear its ugly head again. If it does - I'm ready.)

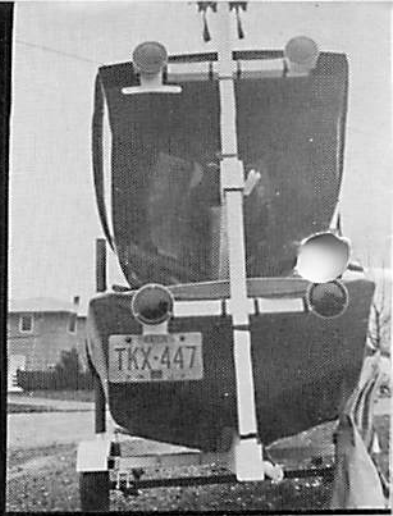
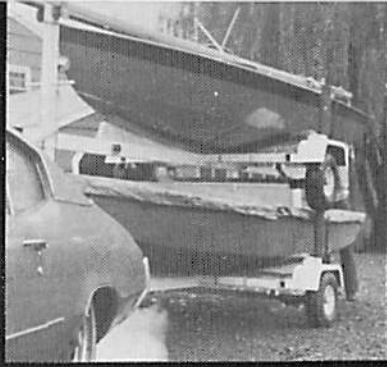
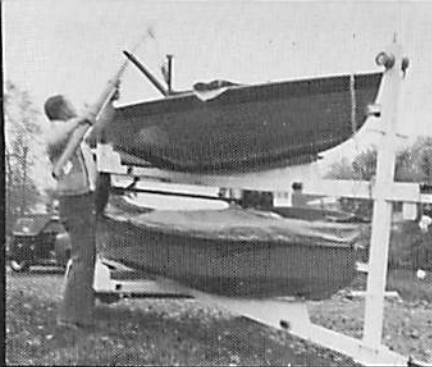
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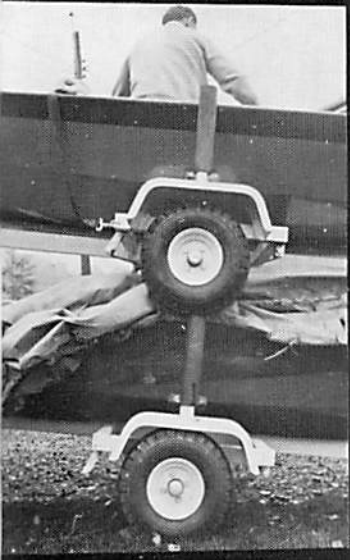
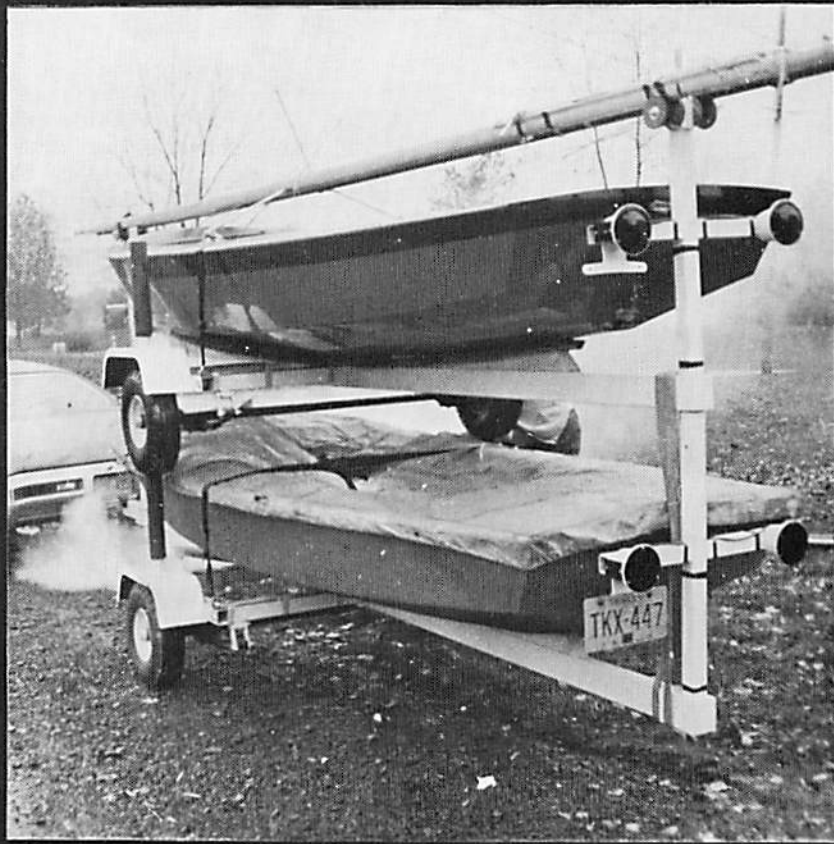
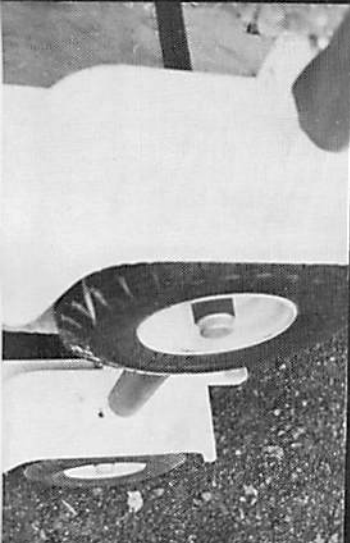
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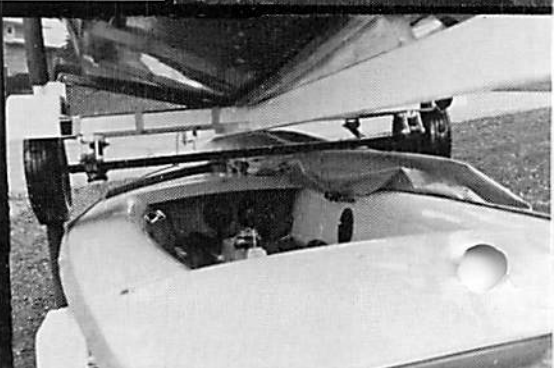
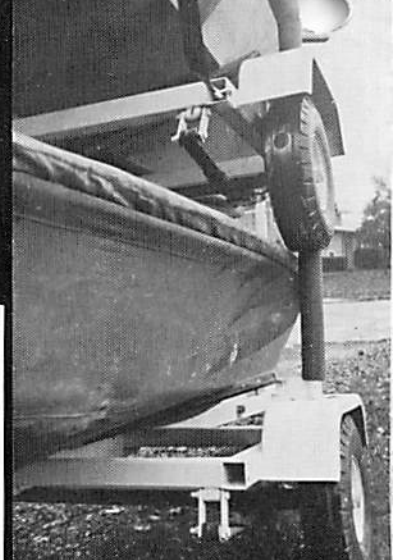
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ON THE LIGHTER SIDE . . .

(Continued from Page 11)

changed back into a skipper on the plane home. Must have been something in the water we drank down there. (That is an "inside" joke.)

El Formidable, Margaret Boswell, 5 feet 1½ inches of Texas Super-crew, had Brazil's Flavio Caiuby on his knees begging for mercy when she challenged him to a duel with whisker poles.

Nobody got caught in the elevator during the occasional power failures, but ask Berta "Where were you when the lights came ON"? A girl has to have at least a little light when she dries off after a shower and there was a little light out on the balcony.

Canada's Peggy Evans claims to be deathly afraid of boats and water, but she kept a stiff upper lip as the Judges boat began to take on more water than the pumps could handle during the last race. We made it back to the dock, after reporting to the committee boat - somewhat out of our way - that we were sinking. We then boarded the "African Queen" and made it back to the finish line for the end of the race.

The Western Hemisphere Championship had its share of everything but the most talked about race of the regatta never happened. The National Secretary's race threatened to overshadow anything that has happened since the last siege of Cartagena. International coalitions were formed and dissolved overnight as prospective opponents engaged in the important pre-race war of nerves. It is just as well that it never took place. After 40 years of building the class, it would have been tragic for half its organization to destroy itself in active warfare.

Marge Lamb

Minutes of National Secretaries Meeting, December 4-5, 1972

The meeting was called to order by Roberto Salvat, General Secretary of the Western Hemisphere. Andres Lisochi acted as interpreter and Berta Swanson as secretary.

SITE

Both Argentina and Brazil submitted bids for the next Western Hemisphere Championship. Argentina would hold the regatta at San Isidro in Buenos Aires and Brazil at Puerto Alegre. Since there are excellent relations between the two countries, each asked that no vote be taken at the meeting but that the Board of Governors make the final determination.

ELECTION

Flavio Caiuby (Brazil) made the motion that Roberto Salvat be re-elected for another two year term. This was seconded by Ralph Swanson (U.S.) and Daniel Moreno (Colombia). Motion carried and Salvat was re-elected for another term.

DUES

The motion was made that a list of countries which had paid dues should be published in the BULLETIN in the February or March issue. This would also include the number of paid-up boats. Motion carried.

MEASUREMENT RULES

Caiuby made a recommendation that a committee be appointed to review the measurement rules with the objective being to simplify them. The committee would include one member each from the U.S., Europe and South America. The end result would take the form of a recommendation and would then be refer-

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red to the Rules Committee and the Board of Governors for action. Motion carried.

BOARD OF GOVERNORS

A joint proposal was made by the secretaries of Argentina, Brazil, Chile, Colombia and Japan that three of the members-at-large of the Board of Governors be from outside the U.S. The reason for such a proposal was that representation should be more in line with the distribution of boats throughout the world. After much discussion the motion was carried.

THREE BOATS AT WH

The proposal, which was tabled in Bermuda, to have three boats per country in the Western Hemispheres was brought up. It was pointed out that this would increase the cost of putting on the regatta and that many countries did not have enough top-quality boats available. Motion was defeated.

FOR SALE: Southern 19836 self-rescue, neon blue hull, smoke white deck with 3" stripe, California rigged, adjustable jib luff wire tension from trunk, adjustable bridle from trunk, 6" compass, 1 yr. old North sails, 380 lbs. capacity, \$1,575.00. Mac Kilpatrick, Box 18876, Okla. City, Okla. 73118, (405) 239-7361 from 8 to 5.

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AUG. 29 - SEPT. 2, WORLD JUNIOR CHAMPIONSHIP, San Remo, Italy.

OCTOBER 12-20, WORLD CHAMPIONSHIPS, Real Club Mediterraneo, Malaga, Spain.

ARE YOU READY?

The 1973 racing season is not too far off, and now is the time to set your sailing goals and ready your equipment. If you are in the market for sails this year, North Snipe Sails are your best bet!

We are proud of the way North Snipe Sails performed in 1972, for example:

- 1st European Championships
- 1st - 4th Spanish Championships
- 1st Canadian Championships
- 1st Japanese Spring Championships
- 1st - 4th Pacific Coast Championships
- 1st - 4th Wells Series (U.S.)
- 21 of the 32 Snipes in the U.S. Nationals

Equally important are the Snipe sailors you don't read about. Most of our customers moved up in their fleet standings — some even won their fleet or district championships (winning 4 out of 7 U.S. Districts).

Most of our customers haven't won any National or International Snipe title, but just like the champions they discovered North Snipe Sails maximize their boat speed.

GET READY — GET NORTHS!



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