

# ***SNIPE***

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# ***BULLETIN***



**FEBRUARY 1974**

# 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.

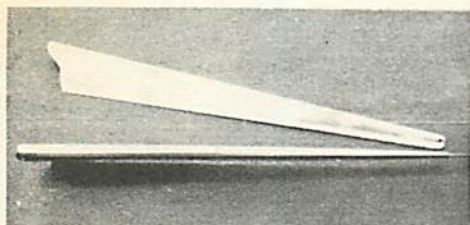
They were used by the winners of the last 2 Jr. Nationals, in '71 they were 1st, 2nd, 3rd, 4th and 5th.

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 —



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 sheave.

\$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.

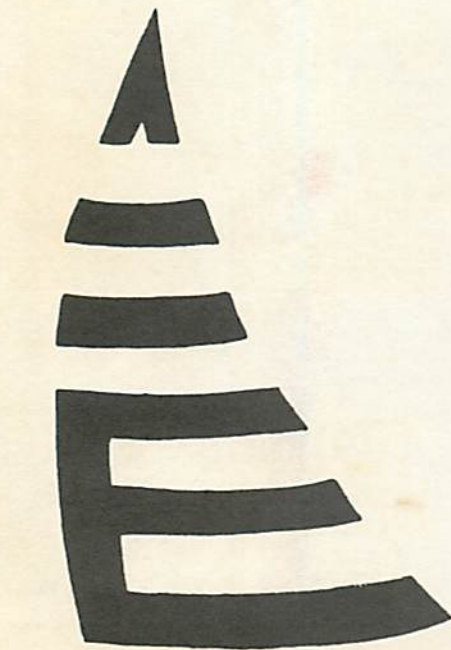
The Nassau Midwinters were heavy. Elms Sails got 7 straight firsts, capturing 1st and 2nd in the championship.

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



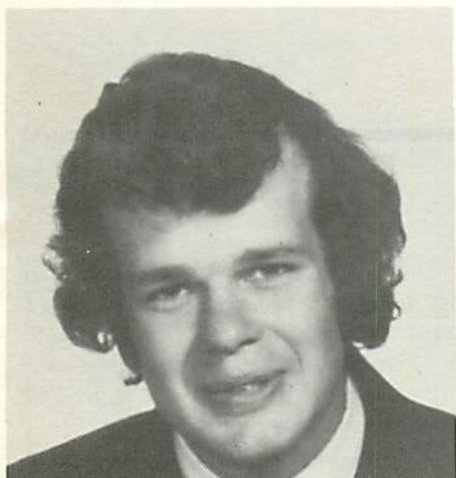
# ELMS SAILS

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

# Hains, Loomis, Rosso Added to Board of Governors

SCIRA welcomes three new members of the Board of Governors. They are:

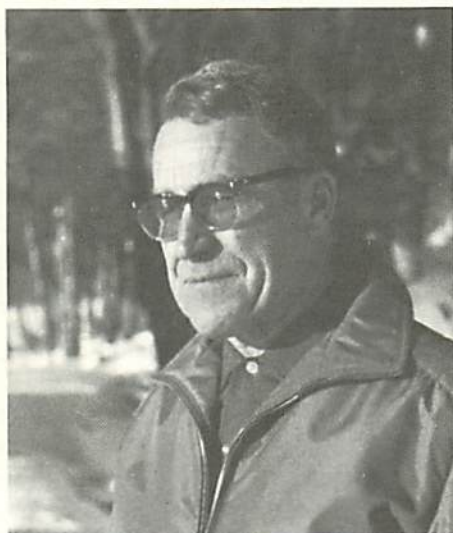
Ted Hains, Oakville Yacht Squadron, four times Canadian Snipe Champion. He is active in the Canadian Sailing Association and represented his country in Tempest in the 1972 Olympics. Ted is 25 years old and recently received his masters degree in business administration. While in school, he was 1969 Canadian Intercollegiate Sailing champion. He has been sailing Snipe since 1963. Ted works for Proctor and Gamble in their advertising department. His interests besides sailing are skiing and hockey.



*Ted Hains*

Charles P. (Chuck) Loomis is 55, a bachelor, and was brought up and

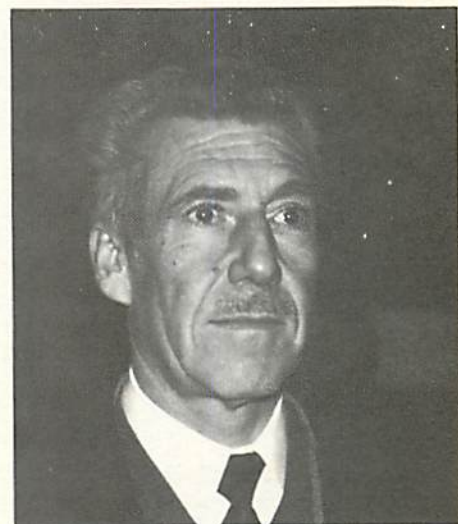
educated in Winthrop, Massachusetts. He attended Massachusetts State College and later served two stints in the Air Force. He has worked for Eastern Air Lines for 27 years and is presently lead mechanic at Logan International Airport. His avocations include skiing as well as sailing and he is a member of Cottage Park YC and the National Ski Patrol. He learned to sail as a youngster with "anything that would hold up an old sheet," and has raced most types of dinghys in the area. He settled on Snipes in the mid '50s. He is currently Chief Measurer for the U.S. and has been Fleet Captain and Governor of District I. His ambition: "Early retirement in order to sail and ski more."



*Charles (Chuck) Loomis*

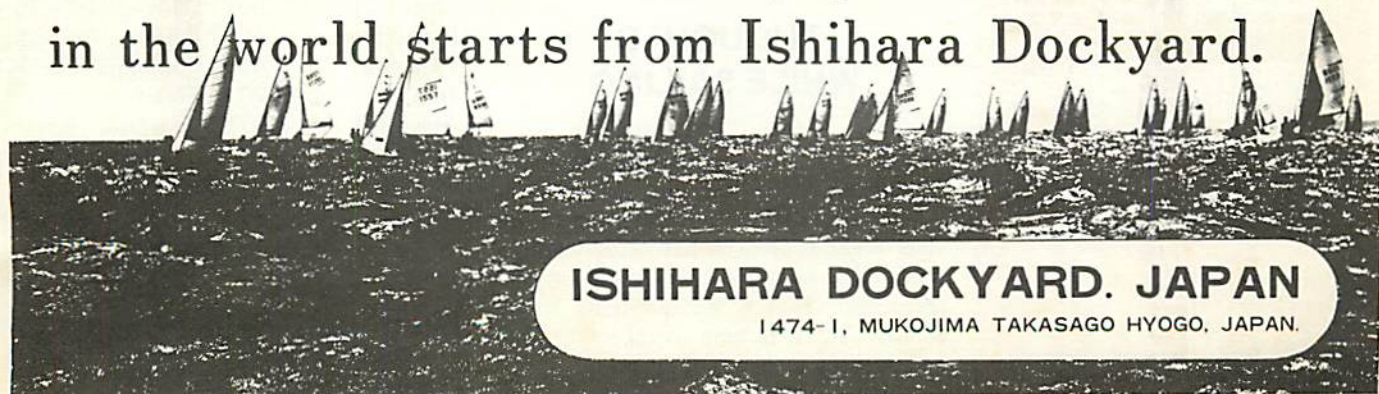
Enrico Rosso was born in Genoa, Italy in 1925. He is "passionately fond of sailing sport, and belongs forever to Snipe." He has been active in the SCIRA organization in Italy as National Secretary since 1962 and was Vice-secretary for six years prior to that time. One of Enrico's particular interests is in Junior Snipe Activities. His eldest son participated in the Italian Championship "Juniors" in 1973 and Enrico heartily hopes that he will become a good "Snipist." Enrico was in charge of the first World Junior Snipe Championship held last Summer in Italy.

Ted and Chuck are members-at-large for three-year terms. Enrico is Secretary for Southern Europe.



*Enrico Rosso*

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1474-1, MUKOJIMA TAKASAGO HYOGO, JAPAN.

# SNIFE BULLETIN

SNIFE CLASS  
INTERNATIONAL RACING  
ASSOCIATION

FEBRUARY 1974  
Vol. XXIII No. 2

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month to become effective.

## THE COVER

A fish-eye view of Snipes at Lake  
Manawa dock. Photo by Richard Bunting.

## THE COMMODORE SAYS

The year 1973 seems to have been a banner year for Snipes. At last count, there were over 670 new numbers issued and over a half dozen new fleets formed. I wish to thank all the Snipe sailors throughout the world for their kindnesses toward me and their enthusiasm for Snipes. Again, I wish to thank everyone for their courtesy and hospitality to Bert and me. It was certainly a great experience visiting and sailing with the Snipers in Columbia, Nassau, Bermuda, Sweden, Denmark, Spain, San Diego, Tennessee, Georgia, Florida and New York. It has been a very busy year, but a very rewarding one.

It is with sincere gratitude and humility that I accept the honor of serving the Snipe Class as Commodore again in 1974. I wish to thank the officers and governors for the confidence they have shown in me by this reelection.

I am sure that, notwithstanding the energy crisis, if the Snipers throughout the world exhibit the same enthusiasm and dedication to the class, the class will prosper even more in 1974 than it did in 1973. Good Luck and Good Sailing, and I'm looking forward to seeing you all at the next regatta.

*Ralph M. Swanson*  
SCIRA Commodore



## THOUGHTS WHILE SAILING

The new year has arrived with many questions as to the direction of our future. There is no doubt that our future is as bright as ever. We have experienced a renewed growth and have continued fine leadership. SCIRA will continue to be healthy but it is time to take a bearing and perhaps, a change of course.

Our biggest problem at the moment is

to cope with reduced supplies of petroleum. This hits us in many ways, the first is going to regattas when gasoline is in short supply. The only answer is that we will not go to as many as in the past. But Snipe sailors are a determined group and they will attend regattas one way or another. Smaller cars will be more in evidence and you will find more double deck rigs. No doubt attendance will be down but maybe this is not all bad. At a small regatta you can meet most of the sailors and get to know them better. Most will agree that the small regattas can be as much or more fun than the bigger ones.

In case some are not aware, petroleum is the basis for the plastic industry. This includes the fiberglass boats and dacron sails. Materials will be available for boats and sails but not as in the past and they will be more expensive. For example, motor powered boats will be in less demand and therefore release more materials for sailboats. Sails will  
*(Continued on Page 5)*

## THE SCORE

The last month of 1973 was slow in the number department. Seven were issued to Argentina and two to the U.S. for a total of nine. A new fleet was formed in Argentina, named "Santa Fe" and was given charter number 731.

A total of 693 boat numbers were issued during 1973. This was 131 more than for 1972 and 81 more than 1971. This was probably not the record but is close to it. Our 42 year average is 501 and we are exceeding this every year. The list of countries and numbers assigned shown below contains 5 more than last year and indicates a wider growth then ever.

Japan	200	England	11
U.S.	166	Brazil	10
Spain	80	Chile	10
Finland	60	France	5
Denmark	40	Colombia	3
Italy	30	Turkey	3
Argentina	25	Bahamas	2
Belgium	15	Canada	2
Sweden	14	South Africa	2
Portugal	13	Austria	1
Norway	1		

**Numbered SNIPES — 21047**

**Chartered Fleets — 731**

## THOUGHTS...

(Continued from Page 4)

have to be of heavier cloth to make them last longer and we will have to buy new ones less often.

Politics are involved and we hope this will be resolved in the near future. Sources of energy have not kept up with demand in recent years and petroleum is going to continue to cost more. In other words, our problem is not one that will disappear in a few months.

The Snipe Class does have one very strong point to its advantage. This is the fact that the class was originally founded with point score races as its main activity. Local races have not been emphasized as much in recent years but they still are the backbone of the class. We will have to schedule more and better local races and do a little thinking as to how to make them more attractive. Such things as "A" and "B" fleets, camping out at the club, five-race series on Saturday and Sunday instead of the usual one or two on Sunday, etc. Much can be done to renew interest.

We should be able to interest new people in sailing. People will stay closer to home and will be looking for a

diversion. And there surely will be enough older boats available to get them started.

And so it looks like 1974 does offer opportunity as well as challenges for SCIRA. Now is a good time for everyone to do some thinking (always a good idea), get together with your fleet members and get some activity going. If anyone comes up with something real good they should let us know so we can pass it along.

## Changes Voted for U.S. Nationals

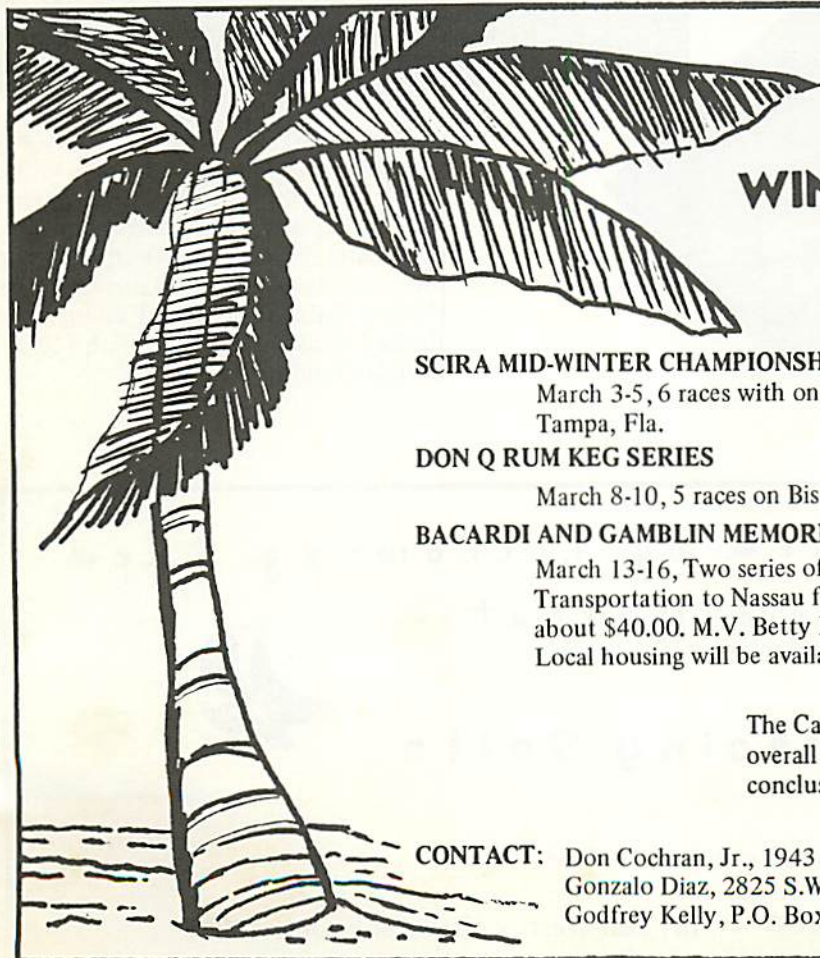
The U.S. Board has recently voted to make a few changes in the format of the national championship regatta. Each district champion and the national champion qualify for the Heinzerling Series. (In the past the top three from each district qualified.) There will be no separate series for the Pember Trophy; all

the pre-qualifiers may sail in the Crosby series. No final decision has been made on the Pember Trophy but it has been suggested that it be awarded to the top finisher among the pre-qualifiers. The Heinzerling Series will continue to have 32 boats plus ties.

The basic short schedule has been retained in the deed of gift but an alternative long schedule is provided for when circumstances make it advisable. When the long schedule is used the Crosby Series will be 5 races in 3 days. This is the same schedule as in the past but 5 races were required. Now whatever races are completed will be accepted provided there are at least 3 races completed. The Heinzerling and Wells series will continue to have 7 races in 4 days. The Well series will divide into fleets only if there are 50 or more boats, this is a change from 40 boats in the past.

The last item is that the District responsible for the regatta may hold it outside the district area at Association Island, the national sailing center under lease by NAYRU. Any location will require Board approval.

**SUPPORT YOUR SNIPE CLASS**



## WINTER RACING CIRCUIT

NEW SCHEDULE SO ALL CAN ATTEND

### SCIRA MID-WINTER CHAMPIONSHIP

March 3-5, 6 races with one throw-out, Tampa Yacht & Country Club, Tampa, Fla.

### DON Q RUM KEG SERIES

March 8-10, 5 races on Biscayne Bay. Coconut Grove SC, Miami, Fla.

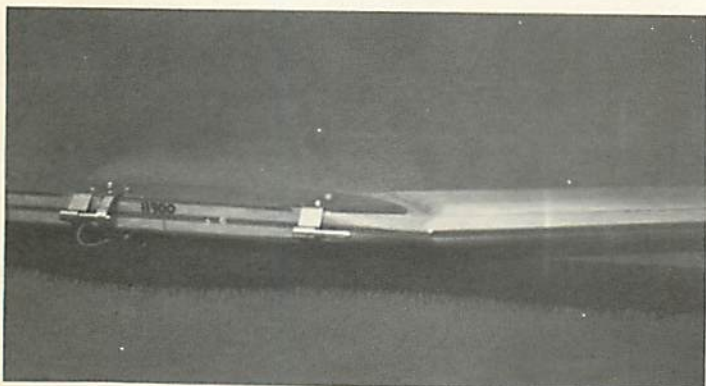
### BACARDI AND GAMBLIN MEMORIAL SERIES

March 13-16, 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 11, returning March 18. Local housing will be available. If interested write Godfrey Kelly.

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

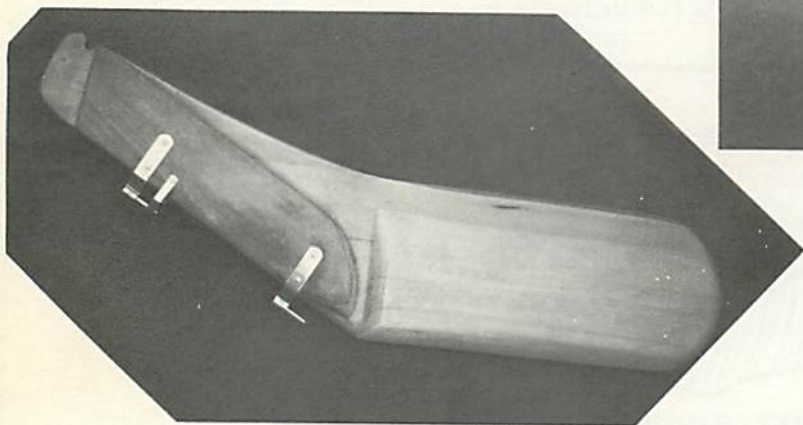
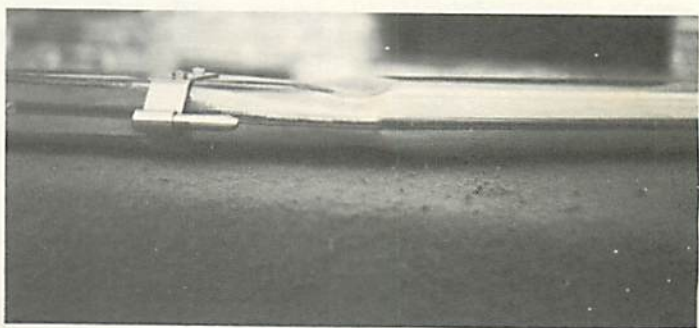
**CONTACT:** Don Cochran, Jr., 1943 Drew St., Clearwater, FL 33515  
Gonzalo Diaz, 2825 S.W. 92 Place, Miami, FL 33165  
Godfrey Kelly, P.O. Box N 1113, Nassau, Bahamas

## MAKING A BUOYANT RUDDER



In rebuilding No. 11900 (described in Dec. 72 issue), we were also looking for ways to lighten the ends of the boat and improve the waterline. The "fat" rudder is an obvious answer to these and other problems, including low speed stalling. In keeping with the philosophy of rebuilding the boat, I wanted to see if the home builder could do this "fat rudder" project readily.

After some research on methods and materials, I selected a sandwich construction.



Okume' plywood (left over from the deck job) and balsa (bought at a hobby shop). The cheek pieces were to spread the twisting load of the tiller and pintles, since balsa has strength principally along the grain. As an additional protection for the soft balsa side grain, I covered the finished rudder with 1000 cloth (10 oz. fiberglass) and epoxy resin.

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so try something different...

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Making the sandwich was fairly easy. Using an old (and measured) rudder for a profile pattern, I roughed out the plywood core, balsa planks, and plywood cheeks. The whole business was lathered with epoxy resin, placed on wax paper on the garage floor, and clamped (using wood blocks under the clamp jaws to spread the load and protect the side grain from crushing). You can weight with a cement block if you have no clamps. The wax paper keeps the resin from gluing the rudder to everything else.

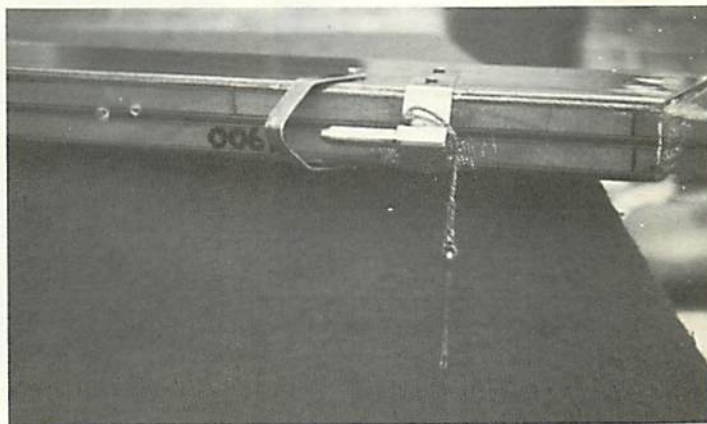
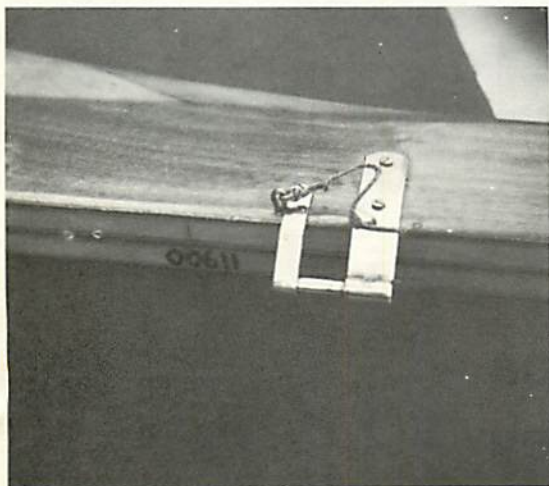
Shaping was done by rasp and the Stanley "cheese grater" style block plane. I made a cardboard template. The 1/4" core gave me a reference for measurement with a T-square at the leading edge. At

first I shaped the airfoil, the lower part being done by eye. The trailing edge was squared off to about 3/32" and stations 40 to 90 (on the diagram) were flattened a little.

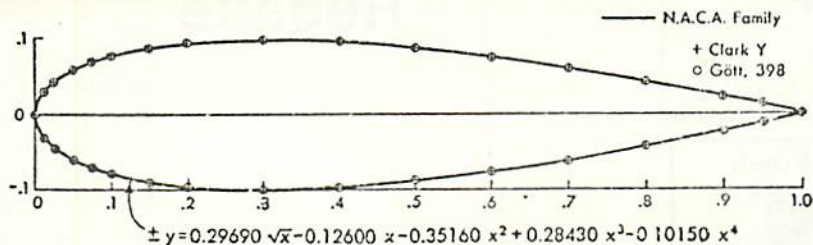
Final shaping was done with a flexbac pad on a 1/4" electric drill, with 120 grit paper and hand sanding. Before the fiberglass and epoxy outer layer and attachment of the hardware, the rudder

weighed 4 3/4 pounds. The finished rudder weighs 5 3/4 lbs. and has a 2 inch section in the immersed portion.

This thing has quite a lot of buoyancy (17 lbs.) and I didn't trust the usual rudder lock. We simply made a bail out of flat, stainless stock (tang), and drilled a hole under it in the locked position to have positive locking of the rudder with a long cotter pin.



The airfoil section we used is shown here.



BASIC ORDINATES OF N.A.C.A. FAMILY AIRFOILS (PER CENT OF CHORD)

Sta.	0	1.25	2.5	5.0	7.5	10	15	20	25	30	40	50	60	70	80	90	95	100
Ord.	0	3.157	4.358	5.925	7.000	7.805	8.909	9.563	9.902	10.003	9.672	8.823	7.606	6.107	4.372	2.413	1.344	0.210

L. E. radius, 4.40.

Reprinted from N.A.C.A. Technical Report 450

Note: Change numbers proportionately. Here 10.003 = 2 inches.

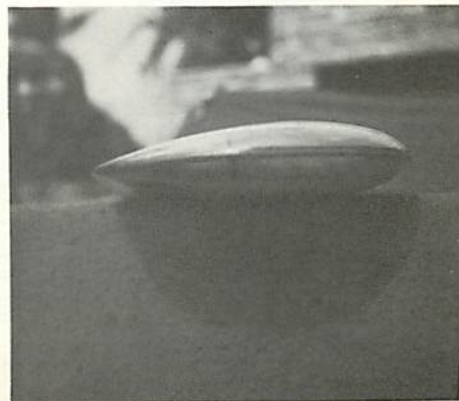
The portion from 6 to 1.0 was steepened a little.

Performance has been very good, with one exception. It seems that we have hung the rudder back a little farther than is good for clean flow, so in order to keep good flow at the end of the waterline, we're going to move the rudder closer to the transom by inseting the pintles and reshaping the leading edge of the rudder

stock in way of the pintles.

This project may even have cost less than buying a fat rudder. The big variable is in the price of balsa, and what you feel your time is worth.

Larry White  
Miami Fleet 7



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Red Snipe and white sailboat on light and  
dark blue background with yellow letters  
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Henry Davis, left, and Tom Connors receive the perpetual Nonpariel Trophy for first place.

## Davis Sweeps Missouri Valley Regatta

Henry Davis, past champion of District 2 and fleet champion of the Iowa-Nebraska Sailing Association at Lake Manawa, found the home waters to his liking as he swept the 23rd Annual Missouri Valley Championship Regatta with three straight firsts.

He was unchallenged over the July 7th to 8th weekend in a range of conditions from 10 to 20 miles per hour on Saturday to zero and less for the third and final race on Sunday. In each race he took, held, and expanded an early lead. Davis and his crew Tom Connors were threatened in the early going only by Tom Pollard of Lake Weatherby at Kansas City, who dropped back following a disqualification in the second race.

Second and third places went to two husband and wife teams from the host fleet, Paul and Sigrid Festersen and David and Barbara Haggart. George and Terry Croasdale of Weatherby took fourth, with Martin and Ineta Bebb of Tsa-La-Gi Fleet 720 (Lake Ft. Gibson) in fifth.

Forty-seven boats, including twenty visiting boats from five different fleets registered to sail the traditional Lake Manawa "X-Z" courses set by past SCIRA Commodore Floyd E. Hughes, Jr. Commodore Hughes, in the best tradition, laid his beats as long as possible; but to the sailors' dismay, that brought with it a leg, sailed three times in the Saturday courses, ending at a mark under the windward shore.



For all his trouble, he was dealt with unkindly at the Saturday evening punch bowl banquet. Aided and abetted by participants who claimed nearly to have capsized to windward when sailing out of the 20 mph puffs into the vacuum at the mark in question, Fleet Commodore Festersen presented Commodore Hughes a yachtsman's kite. If, the loving suggestion was, he couldn't fly it at his windward mark, he ought to go fly it. The grateful recipient remarked that he enjoyed interesting races and, to that end, was considering using stoplights on the courses for 1974.


It being dark and late, that project was held over to the next morning, when it proved impossible to fly a kite anywhere. The final race was sailed in drifting conditions. To the relief of the sweating fleet, Henry Davis finished just within the time limit, and was forgiven for winning by a full leg.

The lack of wind delayed the trophy luncheon as well as the boats, to the dismay of a few who dropped out at the last rounding by the clubhouse of Lakeshore Country Club, rather than face the agony of a windless final "beat". Silver trophies to ten places were awarded by Commodore Hughes. Appreciation was expressed to Floyd his wife Janie, together with Rick O'Brien and long time Snipe sailors Bob and Fran McClung, who together handled the burdens of race committee and scoring. Special recognition was given to members of Flotilla 14-4 of the United States Coast Guard Auxiliary, who volunteered their time and power craft to assist the conduct of the racing with radio equipment and rescue capacity. Look up your local Flotilla - they can really be an asset!

Paul F. Festersen  
Iowa-Nebraska Fleet No. 309

23rd ANNUAL MISSOURI VALLEY  
CHAMPIONSHIP REGATTA  
July 7th and 8th, 1973

Boat	Skipper	Home Fleet	Finishes	Pts.	Pos.
19600	H. Davis/T. Connors	INSA	1-1-1	0	1
12875	P. Festersen/S. Festersen	INSA	3-5-3	21.4	2
13260	D. Haggart/B. Haggart	INSA	9-3-2	23.7	3
20500	G. Croasdale/T. Croasdale	Weatherby	6-2-11	31.7	4
15951	M. Bebb/I. Bebb	Ft. Gibson	7-4-7	34	5
14731	D. Day/L. Taylor	MYC	19-6-5	46.7	6
17936	D. Bockelman/R. Bockelman	INSA	11-11-8	48	7
18638	S. Traub/G. Traub	INSA	16-8-15	57	8
14306	T. Brush/J. Brush	INSA	15-9-16	59	9
20402	L. Joline/S. Joline	MYC	13-7-22	60	10
18650	D. Davis/S. Jones	INSA	4-14-27	61	11
16948	H. Horn/D. Meyer	Lincoln	10-29-6	62.7	12
18547	W. Clark/C. Clark	INSA	12-21-12	63	13
19828	T. Fortune/L. Fortune	INSA	22-15-10	65	14
19925	K. Loveless/K. Loveless	Weatherby	21-18-9	66	15
20650	J. Filkins/J. Pilling	INSA	8-10-33	69	16
15658	T. Pollard/J. Sherman	Weatherby	2-dsq-17	74	17
19100	L. Welch/S. Welch	Weatherby	5-30-23	75	18
19833	D. Goppert/N. Goppert	MYC	24-13-21	76	19
20404	R. Jones/M. Jones	INSA	17-22-20	77	20
18090	K. Loveless/S. Johnson	Weatherby	20-dns-4	83	21
18947	H. Gifford/T. Marshall	INSA	31-19-18	86	22
15083	T. Jetton/R. Schofield	INSA	28-28-14	88	23
19343	J. Spearing/A. Adam	INSA	27-20-24	89	24
9365	J. Murphy/F. Murphy	MYC	35-24-13	90	25
19444	J. Wagoner/J. Blackstar	Lincoln	14-16-dnf	91	26
18333	D. Goppert/T. Goppert	MYC	25-26-25	94	27
18939	S. Hughes/C. Hayes	INSA	23-12-dnf	96	28
18946	R. Tucker/L. Tucker	Topeka	36-17-29	100	29
19850	P. Davis/S. Simon	INSA	18-23-dnf	102	30
14400	J. Layman/T. Turner	Lincoln	34-34-28	104	31
19358	D. Hiner/M. Hayer	INSA	26-dns-19	106	32
18403	F. Cady/F. Cady Jr.	INSA	29-31-30	108	33
15950	H. Stroud/J. Stroud	Topeka	37-32-32	119	34
16216	L. Briggs/S. Briggs	Lincoln	32-36-36	122	35
17339	G. Buckles	INSA	38-35-34	125	36t
18444	M. Cegielski/G. Cegielski	INSA	39-37-31	125	36t
10350	J. Campbell/T. Kirk	Lincoln	33-33-dnf	127	38t
17555	J. Toohey/G. Toohey	INSA	dnf-dns-26	127	38t
17550	A. Dhaenens/R. Dhaenens	INSA	dns-25-dns	129	40
16944	E. Weitz/D. Weitz	INSA	dns-27-dnf	131	41
14689	M. Jones/P. Traub	INSA	30-dns-dnf	134	42
13672	H. Langland/D. Fender	Topeka	dnf-dns-35	136	43



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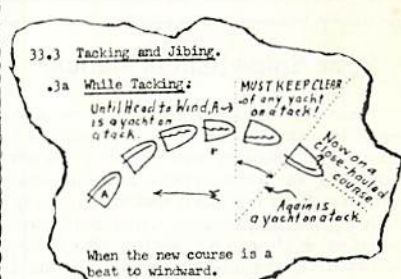
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# Thurston Romps in L.I. Sound Open

Snipe Fleet No. 4 kicked off the CALL OF FALL series with their Long Island Sound Open Invitational, held at Sea Cliff Yacht Club, September 8th & 9th. District No. 1 Governor Fred Thurston captured first place with a perfect score.

Of the twenty-one boats registered, only eighteen started in Saturday's

tempestuous 20-25 knot N.W. winds and heavy seas. Hampered by the adverse conditions, several boats dropped out during the afternoon.

Fred Thurston led both races. In the first, Mike Goll of Cottage Park, Mass., was second at the first mark. He held position until the windward mark when Joey Petrucci of Cottage Park, passed him to finish 2nd, while Bill McInnis of Narragansett, R.I., followed in 3rd place.

The second race was much the same, with Petrucci holding 2nd all the way around.

Sunday's conditions were more moderate with brisk northerly winds under brilliant blue skies. Fifteen boats sailed a remarkably close first race in 12-18 knot winds. McInnis rounded the first mark in the lead and held his position for the first triangle of the Modified Olympic course. On the last windward leg, Tony Riva of Annapolis, came up to first and maintained his lead until Thurston, who worked his way up from a poor start, threatened in second

place. Thurston squeezed past Riva on the downwind leg to finish first. Riva followed minutes later while Chuck Loomis of Cottage Park, took 3rd. The rest of the fleet finished close behind them in quick succession.

In the last race, the winds gradually lightened to a shifty 8-10 knots. Thurston led the pack from the start while Loomis came up to 2nd on the second windward leg and held to finish. Positions changed frequently in the rest of the fleet with McInnis finishing 3rd and Ginny Turner of Cottage Park 4th.

The Long Island Sound Open is the first of four regattas in the Fall Circuit. Pine Beach, Bantam Lake, and Lake Mohawk follow.

Overall position points will be tallied according to Olympic scoring for a grand total, to determine the winner of the CALL OF FALL trophy, donated by S.C.I.R.A. Commodore Ralph Swanson.

Joan Lawson  
Sea Cliff Fleet No. 4

## LONG ISLAND SOUND OPEN INVITATIONAL "CALL OF FALL" SERIES

Boat	Skipper/Crew	Club	Finishes	Pts.	Pos.
19177	Fred Thurston/Danny Coughlin	Sea Cliff	1-1-1-1	0	1
19705	Charles Loomis/Randy Wood	Cottage Park, Mass.	4-3-3-2	22.4	2
19702	Bill McInnis/Susan McInnis	Narragansett, RI	3-5-5-3	31.4	3
19725	Joseph Petrucci/Barry Collins	Cottage Park	2-2-4-13	33	4
19712	Tony Riva/David Lawson	Annapolis/Sea Cliff	5-4-2-8	35	5
19714	Robert Saltz/Matt Dougherty	Sea Cliff	6-6-6-9	50.1	6
7120	John Nicholson/Paul Nicholson	Sea Cliff	8-7-9-5	52	7
17728	Dana Schnipper/Laurel Schmitt	Sea Cliff	7-8-8-12	59	8
19256	Ray Tallau/Bob Gorman	Lake Mohawk, N.J.	9-10-12-11	66	9
17113	Ted Reissing/Kay Reissing	Lake Mohawk	10-9-14-10	72	10
12999	Ginny Turner/Ed Corbett	Cottage Park	dns-dns-7-4	75	11
9106	Art Margulies/Irv Margulies	Quassapague	dnf-dns-10-6	76.7	12
8200	Andy Zimmerman/Heather Vuillet	Sea Cliff	dnf-dns-13-7	81	13
20685	Fred Ables/Eric Ekeblad	Sea Cliff	dns-dnf-11-14	82	14
17311	Fred Turk/Churck Berlin	Sea Cliff	11-dnf-dns-dns	89	15
16323	Ben Howe/Daryn Schnipper	Sea Cliff	dnf-dns-15-15	91	16
15935	Buel Grow/Steve Grow	Lake Mohawk	12-dns-dns-dns	99	17
20700	Mike Goll/Steve Crombie	Cottage Park	dnf-dns-dns-dns103	103	18

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# Ted Hains Takes Canadian Nationals

The Northern Yacht Club of North Sydney, Nova Scotia was host to 27 Snipers from Nova Scotia, New Brunswick and Ontario for the 23rd Canadian National Snipe Championship, August 19-20. The Maritime Championship was the warm-up series with Jim Belford and Phyllis Belford of Oakville Y.S. winning it quite handily. Ted Hains of Oakville and Bill Evans of Barrie were second and third. The positions reversed in the National Championship series with Ted and crew David Belford winning the series after four races. The battle for second and third boiled down to the final race and whether Jim or Bill beat the other. The fifth race turned out to be a gear-buster survival race with gusts of up to 35 and steady 25-30 mph. Only sixteen boats started and only 9 finished. Ted Hains capsized not once but twice on the downwind leg to finish 9th. The mast of No. 20689 sported an interesting bend

after the race. Jim Belford was much more cautious tacking downwind to win the race and be second overall. Bill Evans of Barrie, last year's national champion was third for a third overall.

Except for the last day the winds were moderate and even light making for excellent tactical racing. All the sailors present were greatly appreciative of the fine effort of the members of the Northern Yacht Club to make the regatta a great success. The work of the ladies of the Northern who volunteered their time and food to put on leg filling lunches for the sailors was outstanding. After the last race a sailing seminar was held which produced some interesting discussion. At the class annual meeting Ted Hains was elected National Secretary for Canada. His address is 231 Westdale Road, Oakville, Ontario, Canada Tel 416-844-6315.

*Christopher Hains  
Oakville Fleet No. 321*

## MARITIME CHAMPIONSHIP (top 5 of 27, best 3 of 4 races)

- 1st-20690, Jim Belford, Oakville, YS, 5-1-6-1, 10
- 2nd-20689, Ted Hains, Oakville YS, dnf-5-1-4, 18
- 3rd-Bill Evans, Barrie YC, 2-dsq-5-3, 18.7
- 4th-17554, Tom Mitchell, Petpeswick YC, 10-7-2-2, 19
- 5th-19921, Gordon Richards, Oxford SC (Woodstock), 4-3-3-6, 19.4

## NATIONAL CHAMPIONSHIP (top 5 of 27, best 4 of 5 races)

- 1st-20689, Ted Hains, Oakville YS, 2-2-2-1-9, 9.1
- 2nd-20690, Jim Belford, Oakville YS, 3-4-3-2-1, 14.4
- 3rd-19397, Bill Evans, Barrie YC, 1-3-9-5-3, 21.4
- 4th-17554, Tom Mitchell, Petpeswick YC, 7-5-dnf-7-2, 39.0
- 5th-16613, John Storey, Petpeswick YC, 6-11-4-6-4, 39.4



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## Anglada Takes Trofeo 2 Mares At La Manga

Spain, the best Snipe nation in Europe always arranges the most fantastic regattas; free hotels and meals; sometimes even a free trip to the regatta.

One of those magnificent Snipe regattas was the Trofeo 2 Mares at La Manga, south of Alicante, September 14-16. Two top crews from each country were invited.

Spain had almost all their good Snipers there except Felix Gancedo. Felix was home in Malaga preparing for the World's one month later.

Fifty boats started the conditions were marvelous: short outsailing to the course, 86° on land and 82° on the water, sunny, and for us Eskimoes, a little too hot even out on the course. Light wind 2-3 knots.

The Spaniards were very fast. The first two days Fernando Masso/Manuel Rodriguez dominated the races. They were sailing a Spanish wood hull Lagos with Cobra and North. Masso is one of the best in Spain — one of the few who have beaten Felix this year. That was in Gijon in June.

The last day the wind picked up a little. Masso slipped back and a Skipper with Cobra and Piccolo sails raced extremely well by Jose Felix Anglada/Panxo Pi-Suner took the lead. Two firsts were enough to win the whole regatta. Anglada was the second best in the very successful Spanish team at the Gold Cup this year. He came close to qualifying for the worlds.

We had the best finish of the visiting

skippers. We borrowed a rather old plastic hull from Araez, Spain. The boat looked bad at first but after blocking the soft Spanish Marsal mast and moving the mast-step back the boat was almost as good as our own.

The next best non Spaniards were two other Swedes; Creder Johansson in 10th and Roger Streling in 13th.

*Per and Mats Gothlin  
Stockholm Fleet 329*

### TROFEO 2 MARES AT LA MANGA

Boat	Skipper/Crew	Home	Finishes	Pts.	Pos.
19975	Anglada/Pi-Suner	Blanes	2-6-3-1-1	8.7	1
18273	Masso/Fernandez	Vigo	3-2-1-5-6	18.7	2
20874	Madrid/Sancho	2 Mares	9-1-7-3-5	28.7	3
20577	Gothlin Brothers	Stockholm	20-9-2-9-2	36	4
20849	Sanchez/Alonso	Los Nietos	1-5-6-13-11	38.7	5
18867	Penalver/Penalver	2 Mares	4-3-20-4-12	39.7	6
18864	Garcia/Hernandez	Santander	7-10-10-2-7	45	7
19869	Perez/Murcia	La Ribera	13-15-4-7-10	56	8
19507	Glez-Murcia/Bernal	Naval	16-4-5-14-17	60	9
20384	Johanson/Wernbergen	Gothenburg	17-18-15-11-3	66.7	10
18000	Davilla/Madrid	Delgado	14-13-16-10-9	70	11
20419	Rodriguez/Bermudez	Los Nietos	5-16-13-29-15	72	12
20380	Streling/Carlberg	Gothenburg	21-25-24-6-4	76.7	13
16524	Beltri/Beltri	Alicante	15-8-8-27-25	80	14
19125	Haenelt/Prieto	Los Nietos	25-7-17-8-31	81	15
18893	Diaz/Gimenez	ID	10-17-21-12-20	83	16
19525	Alapont/Calabuig	Valencia	NS-26-11-15-8	84	17
18879	Aranez/Aranez, Jr.	2 Mares	22-29-24-21-14	95	18
19513	Beltri, Jr/Barbero	Alicante	6-21-22-23-28	95.7	19
18878	Ayala/Parades	Los Nietos	11-22-25-19-NS	101	20

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Rafael Parga, Crew*

# Wells Wanderings



by Ted Wells

FEBRUARY 1974

## MALAGA MISCELLANY (INCIDENTAL INTELLIGENCE)

As I sit in my 68<sup>o</sup> office writing this, those derogatory remarks about Malaga's weather in last month's BULLETIN seem a little uncalled for. In fact — when you are experiencing the first blizzard of the year, with the wind chill factor -35<sup>o</sup> and visibility nil, in an office on the north west corner of one of these modern glass monstrosities (my north and west walls are solid glass — fifteen feet wide and eleven feet high) your criteria on good and bad weather tend to change. But Florida is awfully far away at 50 mph. I'm getting my money's worth out of my sweater supply anyway.

We had five extra days to goof off between the end of the regatta and departure of the S.S. France from le Havre. Our impression of the Spanish country side gained from the trip south by train, and a trip to Granada by bus, was that it looked just like New Mexico and Arizona, of which we had seen all we wanted on various trips to California, so we flew to Paris and rented a car there to drive through the Chateau country and Normandy to le Havre where we left the car and boarded the France. It was a delightful way to go from Paris to the poorhouse. The cost of food and lodging in France is unbelievable. We stayed in country inns called "Relais de Compagne" — which are small places associated together in sort of a European Best Western Motel Association. They are chateaux, manor houses, farm houses, or small inns — in the country or small towns, varying from faded glory to luxuriously modernized, with food which was the best we had ever eaten except ten years ago when we made a similar trip — but at fantastic prices this time. We just aren't in the same league as France when it comes to inflation fortunately.

Want a good cup of coffee in Europe? Sorry — there's just no way. Even if you carried your own coffee and coffee maker (which we do going to regattas here) you would be out of business because of 220 volts most places. In Spain the stuff could pass for battery acid I'm sure. The stuff you get in France (even on the S.S. France) is probably a superior grade of battery acid but still almost undrinkable.

Want to beat the 10 or 11 o'clock dinner hour in Spain? We took some powdered soups along and found that you could get very good powdered soups over there. Fortunately we had an electric stove in our room at Malaga. Bob Mitchell found that plugging a 110 volt traveller's heating unit into a 220 volt circuit produces lots of heat for a very short time. For Southern Circuit travellers — the cocktail hour starts and ends late in Nassau also. And they have 110 volt circuits.

Want a Martini? (Cocktail that is.) Forget it. In most bars you will get a small glass of Italian sweet vermouth made by Martini & Rossi. In the more sophisticated bars, if you can solve the language problem, you will end up with Gordon's gin, which I thought was the world's worst until I got the Spanish imitation of it and a vermouth which is made to be served as an aperitif and whose taste bears no resemblance to the stuff that goes into

an American martini, and no matter how little of it you use, you can't win. As I said it is best to just forget the whole thing.

Want some good Camembert cheese? Everybody knows the French have the best and the place to get it is in France or on a ship like the S.S. France. Right? Nope. We didn't get any that was really good. When we returned we found a new brand in a neighborhood grocery. It is made in Lena, Illinois and is far superior to any we got on our trip.

## A DISSERTATION ON CENTER BOARDS

Since the Snipe dagger board was first adopted in the early 30's, there has been the option of using either a radius or a straight cut on the forward edge. The straight cut board did not achieve any popularity until recently when some California skippers started using it. Some people felt that this board did not give enough area, so width of the bottom of the board was increased to 6½" on a board whose maximum width was 20½". There have been comments that it is silly for an allegedly one design boat to have as many options on centerboard shape, and this is one of the items to which Dan Williams' Rules Simplification Study Committee has given consideration. It should come as no surprise that picking a single shape that will please everyone will not be easy.

It is Dan's opinion (which is shared by a lot of others outside of California) that neither straight cut board has enough area for most skippers, and I would go as far as to say that the skippers who pioneered use of these boards in recent years are hot skippers who would have won anyway, and who may actually have been winning in spite of the boards they have been using. The fact that the first three boats at Malaga had 21" wide radiused boards would seem to lend some support to this contention.

While I was away this fall, Bob Williams, who is one of the top skippers in our district, used my straight cut, 6½" — 20½" board to do some experimenting in his boat, to get comparative performance with the 20½" wide, radiused board he had been using. His conclusion was that the greatest advantage of the 6½" — 20½" straight cut board was the reduction in weather helm resulting from its use. He felt that his old board had more area than necessary and had done quite a bit of experimenting with it lifted by varying amounts which could lessen the area but also reduced the aspect ratio and effectiveness at the same time. He very definitely felt that the 6½" — 20½" straight board was deficient in area and — hold your hats — he recommended that the single standard board should have a straight cut leading edge for low manufacturing cost and maximum weather helm reduction — but 13" wide at the bottom! If Dan's committee should come up with this recommendation, they would have at least one thing going for them — nobody could gripe that their board was obsoleted and Joe Blow's board wasn't.

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John R. Broughton, 24 Empress Drive,  
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## Junior Contest

The editors of YACHTING announce the opening of their seventh annual Junior Article Contest, open to juniors who have not reached their 18th birthday by April 15.

CONTEST RULES: (1) Articles should be approximately 1,000-1,500 words long; (2) subject matter may vary, but it should be concerned with some phase of your boating experience and interest and must be your own work; (3) the article may be accompanied by photographs and/or drawings (fine dark lines or ink), preferably your own work, but if these are not your own work this

fact should be specified; (4) all articles should be neatly typed, double-spaced, and should be sent with your photograph and a letter telling your age, school, and interests; (5) entries should be mailed to Yachting Publishing Corp., 50 W. 44th St., New York, N.Y. 10036, should be accompanied by a stamped self-addressed envelope, and should be postmarked no later than April 15, 1974. We urge you to submit them early.

First prize is a check for \$100; second, \$50; third, \$25. Winning entries will be announced in a summer issue and will be published.

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# SCIRA U.S.A. Policy and the Energy Crisis

Regatta chairmen for 1974 in the United States are thinking about travel difficulty and regatta attendance in the coming year.

At this time, it is expected that gasoline stations will be closed on Sundays, a speed limit of 55 m.p.h. will apply, and gasoline rationing is possible. Non essential driving (to supermarkets and department stores!) must be limited.

SCIRA's policy in this situation is as follows:

We will continue to promote sailing, regattas, and the growth of the class.

The National Championship and District Championships will certainly be held. All requests for the sanction of regattas will be granted as usual.

In certain locations, the fleets concerned may elect to consolidate regattas if circumstances dictate.

We should try to make regattas more

self-sustaining, less dependent on high attendance, and stress simpler meals and camping.

The tentative schedule for the Nationals at Jacksonville reduces dependence on Sunday travel:

Junior Measurement — Sat., Aug. 10

Junior Championship — Sun., Aug. 11 —  
Tues., Aug. 13

Crosby Series — Wed., Aug. 14 — Fri.  
Aug. 16

General Meeting, day of rest — Sat.,  
Aug. 17

Heinzerling & Wells Series — Sun., Aug.  
18 — Wed., Aug. 21

A general curtailment of the regatta schedule by SCIRA would only be made concurrent with a general curtailment of pro football and college football schedules, for example.

*Stu Griffing*

*U.S. National Secretary*

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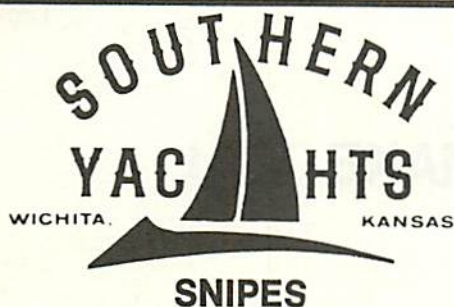
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