

# ***SNIPE*** ***BULLETIN***

**JANUARY 1973**



**SCIRA COMMODORE  
RALPH M. SWANSON**

# Cobra Masts

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

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

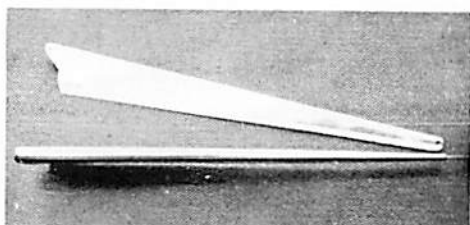
They were used by the winners of the last 2 Jr. Nationals, in '71 they were 1st, 2nd, 3rd, 4th and 5th.

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

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

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

The 1972 Cobras will also have some new equipment —



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

Price \$12.00 pair



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

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

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

Rigged Boom .....\$75.00

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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.

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# ELMS SAILS

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PHONE (714) 295-8887



## SCIRA Elects Officers, Governors

An election was recently held to choose officers for 1973 and fill the vacancies on the Board of Governors. The results are as follows:

Commodore: Ralph M. Swanson, Winchester, Massachusetts; Vice Commodore: Stuart L. Griffing, Cincinnati, Ohio

Rear Commodore: Svend Rantil, Karlskrona, Sweden Chairman of the Rules Committee: Ted Wells, Wichita, Kansas

Members-at-large: Leif Zars, San Antonio, Texas and Jack Steele, Huntington Beach, California.

In addition, Arturo Delgado, Madrid, Spain was elected to the Board of Governors to fill the vacancy created by the election of Nils Toftgaard to the office of North European Secretary. This office usually carries membership on the Board but Nils is involved in the building of Snipes. The Constitution prohibits anyone who is engaged in building Snipes or sails professionally from being on the Board.

Eduardo Queiroz has been elected to the office of General Secretary for Europe and Africa and will be a member

of the Board. He fills the vacancy created by the election of Svend Rantil as Rear Commodore.

Members of the Rules Committee elected are as follows: Gary Boswell, Arch Higman, Robert Hill, Buzz Levinson, Brad McFadden, Chuck Loomis, Eduardo Queiroz and Robert Vreeland.

## Schedule Set for World Championship

The dates for the XXVI World Championship have been set and are listed below. The Real Club Mediterraneo of Malaga Spain is sponsoring the event. This will be the first time that each country will be permitted to send two skippers. For those who do not plan to compete, it would be an excellent opportunity to see Spain and enjoy a fine regatta.

October 12: Measuring

October 13: Measuring and official

reception.

October 14: Measuring, opening ceremony and practice race.

October 15: First and second races.

October 16: Third race

October 17: Fourth and fifth races.

October 18: Sixth race.

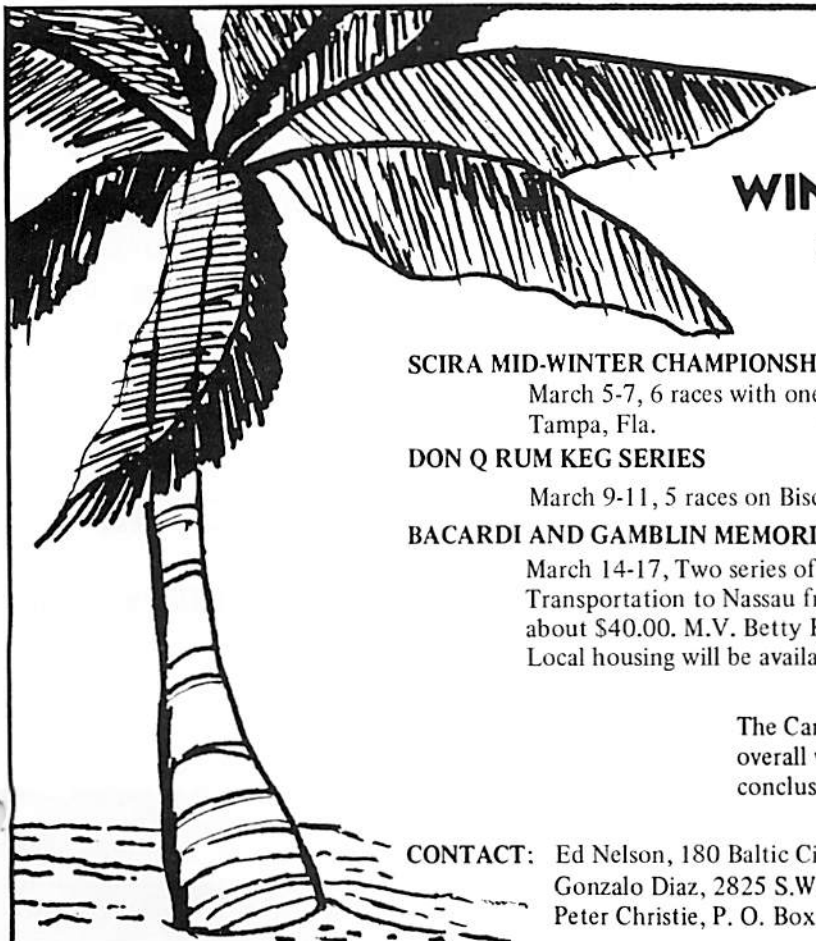
October 20: Make-up race, closing ceremony, trophy presentation.

## Snipe Showing at St. Louis

Ray Szczepanski, St. Louis Fleet Captain, is organizing a Snipe display for the St. Louis Boat Show, Feb. 18-27. He will welcome help from all St. Louis area Snipers. Telephone Ray: Area Code 314 524-1069 and help with the booth.

### REWARD YOUR CREW!

Give gift subscriptions of the BULLETIN to your crew.



## 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



# SNIPE BULLETIN

SNIPE CLASS  
INTERNATIONAL RACING  
ASSOCIATION

JANUARY 1973  
Vol. XXII No. 1

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

### Commodore

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Winchester, Mass. 01890

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Hixson, Tenn. 37343

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Wichita, Kansas 67230

## EDITOR

Lowry Lamb

## EDITORIAL & BUSINESS OFFICE

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TIN.

## CHANGE OF ADDRESS

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

## On the Cover

# Introducing The New Commodore

Ralph M. Swanson, SCIRA Commo-  
dore for 1973, is presented on our cover.  
He is a member of Winchester Fleet No.  
77 and has served in all phases of sailing  
and fleet activity from Fleet Captain, to  
District Governor, member of the Board,  
and all ranks of flag officer of SCIRA. He  
was on the Race Committee for the  
Western Hemisphere Championship at  
Jacksonville and at Bermuda. At Ber-  
muda, he was also in charge of getting 12  
boats there from the U.S. Ralph was  
SCIRA representative for the World  
Championship in Rio, and the Western  
Hemispheres in Colombia.

Ralph owned his first sailboat, a  
Winnabout, when he was nine. He waited  
to sail and crew on Snipes until he was  
thirteen, but hasn't stopped since. He has  
sailed in every class of small boats in the  
East, and crewed on a Hinckley Bermuda  
40 ocean racer.

Ralph is married to the former Berta  
Johnson, and they have six children:  
Ralph W., Karen, Susan, John, Sonja, and  
Marta. All the Swansons are well known  
to Snipers throughout the U.S.

A graduate of the Harvard school of  
engineering, where he earned a BS and  
MS, Ralph is vice-president, general works  
manager, and partner in the firm of Raffi  
and Swanson, Inc. He is also active in  
civic affairs as past chairman of the  
Winchester Board of Selectmen and mem-  
ber of the town finance committee. He  
worked in scouting as scout master and  
neighborhood commissioner.

This is not Ralph's first appearance on  
the BULLETIN cover. (See August  
1970.) Ralph is a great Sniper and we  
wish him the best of luck.

## THOUGHTS WHILE SAILING

I am sure that many of the members  
of SCIRA will be disappointed that the  
I.Y.R.U. did not choose Snipe for the  
Olympics in 1976. I am equally sure that  
many are rejoicing. My personal feelings  
were that there would be disadvantages to  
Olympic status but, on balance, the class  
would benefit. However, I am not filled  
with regret.

Why was Snipe not chosen? It certainly  
met more of the requirements set out  
by the Class Policy Committee than any

other class. It was strictly a matter of  
politics. The English are strong in Flying  
Dutchman. The French wanted 505  
which is a French design. However, they  
were willing to swap out and accept F.D.  
if the English would vote for 470 which is  
also a French design. And what about the  
U.S. designed Snipe? The only mention  
of it in the Class Policy Committee was  
by Paul Henderson, a Canadian. We  
certainly appreciate his consideration.

And what does this enumeration of  
countries have to do with it? Really  
nothing. The representatives go into these  
meetings and vote their prejudices. This is  
certainly no reflection on their country.  
It is just a fact of life. Like I am preju-  
diced against multi-hull boats. No reason,  
just don't like them. It is unfortunate  
that all the representatives to the IYRU  
are not like Paul Henderson. He sailed in  
most if not all of the boats that were  
under consideration and arrived at his  
own conclusions. I wonder how many of  
those voting have ever been in a Snipe?

What the future holds is anybody's  
guess. My personal recommendation is  
that we continue our growth and develop-  
ment with no consideration to Olympic  
status. To make any changes with a view  
to making our boat more acceptable to  
the IYRU would be ill advised. This sort  
of change would eliminate some prospec-  
tive members and make absolutely no im-  
pression on the IYRU.

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## BASIC SNIPE

### SAILING MANUAL

Great for the beginning Sniper

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## THE SCORE

Numbered SNIPES—20325

Chartered Fleets——724

Eighteen numbers were issued dur-  
ing the month, 9 going to the U.S., 5  
to France, and 2 each to England and  
Colombia. It is interesting to note that  
fiberglass Snipes are again being built  
in France. This should be a big help to  
SCIRA in France. No new fleets were  
chartered this month.



## Quinn Dennis Scores Redneck Win

The first REDNECK REGATTA, was held April 8-9 on Barnett Reservoir at Jackson, Mississippi. A cold front on Saturday provided 25-30 knot northerly winds and bright sunny skies. The passing of the front Saturday night left shifty 5-10 knot winds Sunday morning. The high winds and cold air turned the Saturday races into a contest of muscle and endurance as well as racing skill. With a 2-2-1 score Quinn Dennis was the outstanding skipper of the regatta.

Before the first race Harley Hopkins showed that his boat was almost self rescuing by capsizing in the harbor while tied to the pier. He then self rescued the boat (with advice from a large mass of

*Winning skippers (standing) in the Redneck Regatta are, from left: Dennis, McGowan, McFadden, Lesley, Lamar.*  
(Photo by Neg England)



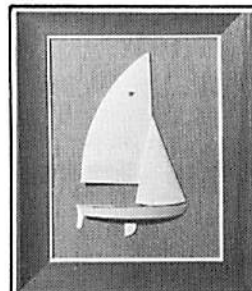
dry by standers). John McGowan showing much speed won the first race followed by Dennis with George Lee in third place. The second race on Saturday was sailed immediately after the first race on the same course. Brad McFadden won with Dennis again in second place. McGowan placed a close third.

The shifty winds Sunday morning turned the race into a here a wind, there a wind, over there a wind type race. This time Dennis was there when the wind was and opened up a wide lead which he held throughout the race. Second place this time, went to Bryson Lesley with McGowan finishing third.

A perpetual trophy was initiated during this regatta which will be awarded each year to either District II or IV, whichever posts the lowest score average of all its district contestants. A minimum of five boats must be present from each district. The trophy is presented to the skipper with the lowest point score average of the winning district and will be retained by that skipper's club for one year. It is designed to encourage stiff competition between these two districts at a convenient location, Jackson, Mississippi, which is almost equi-distant between the two district activity centers. This year the low point score average was District IV and Dennis was awarded the trophy.

*Tom Kennedy  
Snipe Fleet No. 604*

BOAT	SKIPPER	CLUB	RACES	PTS.	FIN.
16680	Quinn Dennis	Jackson	2-2-1	6	1
19896	John McGowan	Jackson	1-3-3	11.4	2
19056	Brad McFadden	Atlanta	4-1-4	16	3
15505	Bryson Lesley	Chattanooga	7-4-2	24	4
17756	Albert Lamar	Jackson	6-5-5	31.7	5
12884	Means Davis	Atlanta	5-6-6	33.4	6
19991	George Lee	Memphis	3-13-8	38.7	7
17049	Harley Hopkins	Jackson	12-9-9	48	8
15156	Brad Baker	Jackson	8-7-20	53	9
11518	Nick Longsworth	Memphis	9-8-19	54	10
9020	Don McFarland	Dallas	13-10-16	57	11
19005	Carl Owens	Atlanta	15-14-10	57	12
14026	Erle Bennett	Memphis	17-11-13	59	13
17140	Bob Rayford	Jackson	10-25-7	60	14
12654	Chris Wright	Memphis	18-15-11	62	15
17119	John Whitfield	Jackson	11-21-15	65	16
14281	Bill Fanning	Jackson	19-12-18	67	17
10880	Dease Ryan	Memphis	20-16-14	68	18
15157	Fred McMichael	Shreveport	16-17-21	72	19
19441	Charles Fletcher	Jackson	14-19-22	72	20
10073	John Herlihy	Jackson	23-21-12	74	21
17336	Ed Burgess	Jackson	21-19-23	81	22
17112	Larry Landrilan	Memphis	22-20-24	84	23
16881	Tom Kennedy	Jackson	DNS-DNS-17	85	24
17226	Rolf Billhoffer	Jackson	DNF-DNF-25	87	25



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# Jumbo Snipe Fleet Races in Riff Raff Regatta

On Saturday, June 17, 61 Snipes, the largest and most highly skilled Snipe fleet ever to sail on Cowan Lake, were greeted by sunshine, mild temperatures and eight-ten mile per hour winds. These perfect sailing conditions lasted through the first race in which Don Hite and Terry Timm predicted the final results by finishing first and second, with Stu Griffing, SCIRA Rear Commodore, finishing third. In the B fleet, Judy Corliss, with her husband as crew, came from third place to win the race. George Corliss explains his wife's position as skipper: "In Lansing we have lots of weeds and you have to be strong to lift the centerboard all the time."

The second race had substantially lighter and spottier wind conditions. Bill Coberly was the best wind finder, Don Hite finished second and Cowan Lake sail maker Bob Rowland finished third. The second race was shortened to the triangle and one windward leg in order to leave time for a third race.

Started as a two triangle plus one windward leg race, the course was shortened at the end of the second leg due to dying winds. Again, Bill Coberly found the lighter going to his liking. Mike Zalzal finished second with James McDonald finishing third.

Meanwhile, in the B fleet, Judy Corliss survived the lighter going with two seconds while Dean Eccles, a local Flying Dutchman sailor, won the second race and Warren Trenary, the host fleet's captain, won the third race.

The enthusiastic crowd gathered at the club house for an informal steak cookout followed by games and music well into the evening. The majority of the sailors retired to tents or campers, as the camping conditions at the Cowan

Lake club house are excellent.

The good wind was back Sunday morning for the fourth race — two triangles plus a windward leg. Dick Schmidt of Ann Arbor, finished first with Don Hite and Terry Timm in order right behind. The B fleet race was won

by Robbie Hill as Judy Corliss continued her ways as the only consistent skipper in the regatta, finishing second.

Robbie Hill, with his sister as crew, won the Junior Trophy. — *John W. Eilers, Jr., Cowan Lake Fleet 433*



"A" Fleet winners, skipper standing with crew in foreground: Don Hite, Gail Nelson; Terry Timm, Marie Lucas; Bill & Marge Coberly; Dick Schmidt, Gwen Gordon; Bob & Sandy Rowland; Michael Zalzal, Carolyn Williams; James & Marion McDonald.

## RIFF RAFF REGATTA "A"

BOAT	SKIPPER	CLUB	1	2	3	4	POINTS	FINISH
19267	Don Hite	Troy, Mich.	1	2	7	2	19	1
19386	Terry Timm	Ann Arbor, Mich.	2	6	5	3	30.4	2
18886	Bill Coberly	Decatur, Ill.	12	1	1	10	34	3
16103	Dick Schmidt	Ann Arbor	7	4	10	1	37	4
20007	Bob Rowland	Cincinnati, Ohio	5	3	8	6	41.4	5
19062	Michael Zalzal	Cincinnati	22	9	2	5	56	6
19366	James McDonald	Indianapolis, Ind.	6	10	3	19	58.4	7
18118	Stu Griffing	Cincinnati	3	14	9	16	62.7	8
19900	Gene Lemke	Indianapolis	16	19	4	4	63	9
20006	John Johns	Ann Arbor	4	8	15	15	64	10
18120	Bob Hill	Cincinnati	15	5	12	17	72	11
19914	Frank Levinson	Indianapolis	11	16	13	13	77	12
19388	George Drake	Pontiac, Mich.	8	23	14	12	81	13
19179	Shaffer	Illinois	14	29	6	11	83.7	14
16734	Mark Schoenberger	Cincinnati	13	26	17	7	87	15

## RIFF RAFF REGATTA "B"

BOAT	SKIPPER	CLUB	1	2	3	4	POINTS	FINISH
15182	Judy Corliss	Lansing, Mich.	1	2	2	2	9	1
17165	Dean Eccles	Cincinnati, Ohio	8	1	4	4	30	2
16140	Robbie Hill	Cincinnati	3	4	DSQ	1	48.7	3
11463	Bob Stevenson	Worthington, Ohio	13	3	10	5	50.7	4
15322	Warren Trenary	Cincinnati	16	18	1	3	51.7	5
16400	Jack Kirkbride	Cincinnati	6	6	8	9	52.4	6
17422	John Eilers	Cincinnati	2	16	6	11	53.7	7
18661	Gordon Cook	Cleveland Hts., Ohio	18	7	3	7	55.7	8
19269	Steve Barb	Muncie, Ind.	11	9	5	12	60	9
6290	Jerry Makela	Richmond, Ind.	19	5	7	8	62	10
11864	Jerry Furey	Euclid, Ohio	21	8	9	6	67.7	11
18108	Brian Wassung	Cincinnati	4	21	11	15	73	12
19427	Robbie Welsh	Dayton, Ohio	9	17	21	13	84	13
19362	Stu Spencer	Richmond, Ind.	17	13	12	18	84	13
18104	Peter Keen	Cincinnati	5	25	22	10	85	15

Riff Raff winners are, from left: Marie Hill, Bob Hill, Karie Owen, Dean Eccles, George Corliss, Judy Corliss.



# Lansing Kicks-Off with 27 Boat Fleet

The Kick Off regatta of Lansing Snipe Fleet 601 was held on May 21 and 22 in light air and sunshine.

Twenty-seven boats shared frustration of 0 to 5 knot winds spotting the lake on Saturday. Dick Schmidt maintained an early lead to win the first race. Bud and Buddy Leonard took first place honors on a shortened Olympic Course in the second race. Mel Nichols was runner-up for the second time that day while third place changed from Bud Leonard to Paul Richards who had a fourth in the first race.

The wind on Sunday increased to 10 knots while decreasing, at times, to 3 knots. Bill Buckles lost an early lead during the third race on the Olympic course allowing Dick Schmidt to pass and take another first place. His two firsts and a tenth place took first place honors for the regatta. Mel Nichols' consistency gave him second place with Paul Richards, third.

Along with trophies for the first five winners, all skippers and crews were recognized and given favors of red protest flags bearing the Snipe emblem.

Sunburns and congeniality balanced with excellent competition made up an excellent Spring regatta. — *Betty Spicknall, Lansing Kick-up Fleet 601*



Skippers, standing: Steve Ore, Paul Richards, Dick Schmidt, Mel Nichols, Bill Hessel-schwerdt, Bill Buckles.

## LANSING KICK-OFF REGATTA

BOAT	SKIPPER	CLUB	1	2	3	PTS.	FIN.
19386	Dick Schmidt	Barton Pond, Mi.	1	10	1	16	1
17780	Mel Nichols	Wolf Lake, Mi.	2	2	6	17.7	2
18045	Paul Richards	Grand Rapids, Mi.	4	3	5	23.7	3
18012	Bill Hessel-schwerdt	Grand Rapids, Mi.	7	4	2	24	4
18886	Bill Buckles	Decatur, Ill.	6	6	3	29.1	5
19299	Bud Leonard	Diamond Lake, Mi.	3	1	18	29.7	6
19388	George Drake	L. Angelus, Mi.	9	7	4	36	7
19279	Steve Smith	Lansing S.C.	5	9	7	38	8
18046	Harrold Spicknall	Lansing S.C.	10	8	10	46	9
18910	Joe Panian	Walled Lake, Mi.	17	5	8	47	10
17395	Steve Ore	Crescent S.C., Mi.	8	14	11	51	11
16503	Jerry Maurer	Lansing S.C.	11	11	13	53	12
15182	Judy Corliss	Lansing S.C.	15	12	12	57	13
12099	Charles Vreeland	Wall L., Mi.	14	16	16	62	14
16374	George Bailey	L. Angelus, Mi.	12	13	27	64	15

  
 Miami Mid-Winters 1st  
 South American 2nd  
 North American 1st  
 Florida Championship 1st  
 Commodore Rasco Regatta 1st, 2nd, 3rd  
 Japanese Nationals 1st  
 Spanish Nationals 1st  
 Swedish Nationals 1st  
 Pan American Championship 2nd  
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# Danish Sailors Dominate Three Northern Europe Regattas

August is always the most hectic month for Snipe Sailors in Northern Europe, and so it was this year. On the 5th and 6th the international Silversnipe drew 50 boats at Gottskar, outside Gothenburg. On the 7th-9th 57 boats competed for the Scaninavian Championship at Hellerup, 2 miles outside Copenhagen. Finally, the great show-down of the year: the Snipe Gold Cup saw action at Espergarde. This year there was a new record for boats — 92 from 8 nations.

The host clubs had perfect organization. They all cared very much about starting lines, reaching angles, and parties (one almost every evening.) The races were dominated by the best Snipe country in Europe after Spain — DENMARK.

Like last year, the magnificent Jan Persson won both the Silversnipe and the Gold Cup. He has been building Snipes in Spain this year, and missed the Olympic trials in Tempest and the European trials in Snipes. A couple of weeks before this Snipe-week, he quit Snipe building and returned to his happy hunting ground — Espergarde, Denmark.

After a clean sweep in the Silversnipe (three firsts in a row) he swapped from his Spanish home made boat to a Skipper Snipe, and was unbeatable in that too.

The Scandinavian Championship was taken by another "hot Hand" in Den-



Jan Persson (left), winner of Silversnipe Gold Cup, receives congratulations from Per Gothlin. (Photo by V. D. Krause)

mark, Nils Toftgaard. He deserved the victory. If anybody should have credit for the Snipe Class in Northern Europe it's Nils. He is North-European Secretary, he builds the famous Skipper Snipes, and he travels more than anybody creating good-will all over Europe.

He has to fight hard for the gold. The Finn team. Reponen/Soisalo, in their

mean, fast looking boat "Hog", and the Kraftt Brothers in Herb Shear's very old Eichenlaub, could both win before the last race. After a bad start in the last race for Toftgaard (he dropped his rudder) it looked "helt omuligt" (quite impossible) as he said. But he played it cool and worked his way up to 9th and

(Continued on Page 10)

## Silversnipen Gottskar 5-6 Aug. 41 startande

1.	Sebastian Danmark	Persson/Holstein (3,1,1,1)	Op
2.	Huppegupp tackstard	Br. Gothlin (1,3,2,6)	8,7p
3.	Joakim	Gilborn/Lundberg (4,2,4,2)	14,Op
4.	Hot Lips	Lundh/Caspersson (2,5,10,5)	23,Op
5.	Sjoormen	Br. Kraftt (6,4,12,12)	37,7p
6.	Smaragd	Nystrom/Lundh	39,Op
7.	Galant	Stromback	39,Op
8.	Lotten	Eliasson	40,Op
9.	Benasque 3 Spaneb	Anglada/Vicens	40,7p
10.	Bingo	Thorsell/Nordvall	43,Op
11.	True Love Norge	Jansen	43,7p
12.	Kontiki Spanien	Zendera/Casanelles	45p
13.	Gagga	Karlsson/Davidsson	57p
14.	Lowet	Brod. Berglow	59p
15.	Gadden	Skogsberg/Edsparr	60,Op
16.	Cherrio 2	Lars Lundberg	61p
17.	Birdie	Rosen/Forsstrom	62,7p
18.	Asset	Kent Larsson	65p
19.	Thuretta	Br. Martensson	70,Op
20.	N 19096	K. Hogberg/Bjargo	77,Op
21.	Snappy	Ahlberg/Berndsen	78,Op
22.	Grone Jagaren	Aberg/Olsson	78p
23.	Rode Barondn	Hemstad/Zander	79p
24.	Good Run	Rydberg/Rydberg	81p
25.	D 19933	Larsen/Kroehen	84p

A happy crew: Mats (left) and Per Gothlin, best overall in the Silversnipe, Scandinavian Championship and Snipe Gold Cup.





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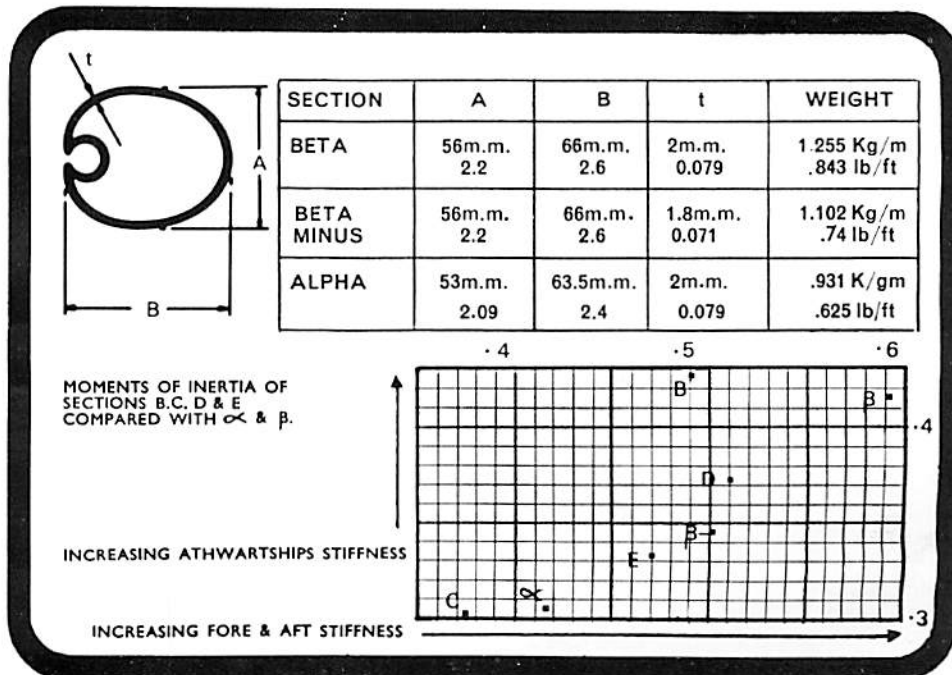
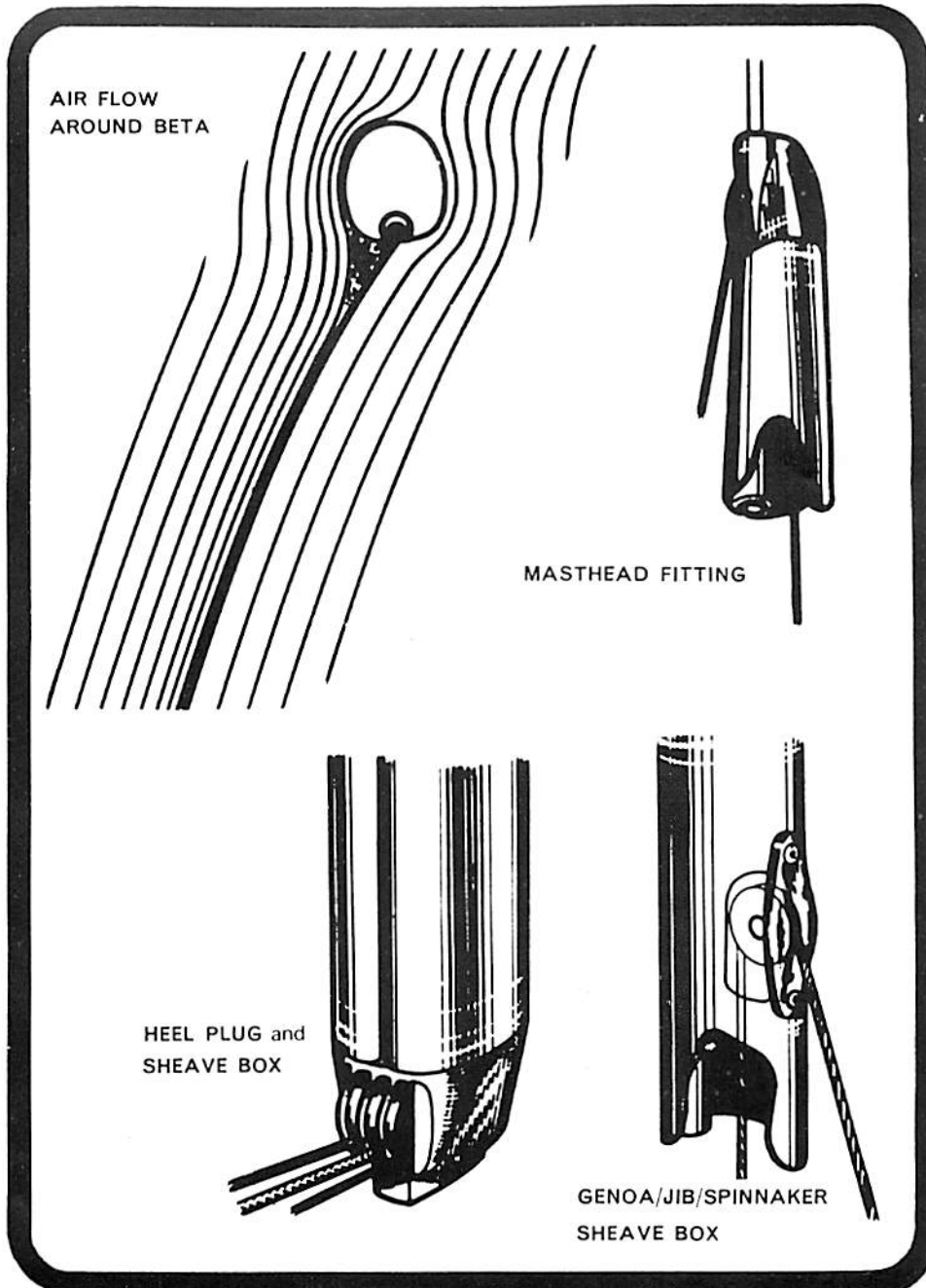
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# Danish Sailors...

(Continued from Page 8)

Snipe Gold Cup Danmark 1972  
EsperGaerde 11.-12.-13. august

won by 1.7 points.

The best Swedish sailors were the '71 Swedish champion Gothlin Brothers. They had a good chance of winning both the Silversnipe and Gold Cup, but just as they had it all in the sack, Jan Persson swept two firsts in the final races, leaving them in second by 0.7 points. The Gothlin Brothers have had big problems the whole season with Earl Elms golden Snipe from Rio. Herb Shear on his visit to Sweden and Norway called them the big non-pointers! But now it seems like they have some of that Chubasco feeling.

(Continued on Page 11)

## Nordiska Masterskapet

1.	Skipperts Skizo	Nils Toftgaard (1,9,2,11, D)	36p
2.	Snoopy 3	Matti Reponen (2,8,1,25 L)	37,7p
3.	Sjoormen	Timo Soisal (9,3) S	42,4p
4.	Snoopy	Jorgen Tjellesen (8,4,12, D)	51,7p
5.	Skum	Gregers Bunch (17,6,1) Peter Rasmussen (10,17,3 D)	61,7p
6.	Bingo	Nils Johansen (30,1,11) Erik Thorsell S	70,7p
7.	Hurtigrutten	Claes Nordvall Brod. Gothlin S	72,Op
8.	Hot Lips	Peter Lundh Hans Casper S	74,Op
9.	Grondert	Svend Christensen D	84,Op
10.	Sebastian	F. Sorensen S. Raatikainen L	84,Op
11.	Lotten 3	Jukka Kunnar Thomas Eliasson S	86,Op
12.	Joakim	Roger Streling Claes Gilborne S	94,Op
13.	Fliokus	Hans Lundberg Viktor Sanding-Larsen N	98,Op
14.	Good Times	Finn Hansen Bo Ussing D	98,Op
15.	True Love	Carsten Farback Birger Jansen N	100p
17.	Smash 2	Bjorn Gunnerrud Claus Carpelan L	106p
18.	Green Arron	Johani Pohjola Arto Heikinaro L	111p
19.	Thuretta	R. Storgaard Brod. Martensson S	113p
20.	Smaraged	Lars Nystrom Anders Lundh S	121p
21.	Pigge Lunk	Bernhard Rost Ulf Hogberg S	123,7p
22.	Galant	Jan Stromberg Goran Rehmsberg S	132,Op
23.	Cheerio 2	Lars Lundberg Birger Christensson S	135,7p
24.	N N	Kjell Hogberg Erik Bjargo N	137,Op
25.	Miss Nobody	Peter Hagen Morten Riise D	138,Op
26.	Filur 2	Rolf Osterman Anders Jansson L	139,Op
27.	One Bone 2	Jens Kjaerregaard Hans Boll D	143,Op
28.	Pelle V	Per Karup Steffen Petersen D	147,Op
29.	Kalabalik	Matti Kunnari Ilkka Leeve L	155,Op
30.	Harasia	KJ Furustam Krister Hoglund L	161,Op

## Resultatliste 74 bade

			Point lalt		
1	D	19353	Sebastian	J. Persson/H. Holstein	28,0
2	S	19391	Godfahter	Brodrene Gothlin	28,7
3	D	18375	Gronaert	S. Christensen/F. Sorensen	44,7
4	S	12375	Sjoormen	Brodrene Krafft	46,7
5	D	19818	Skipper Skizo	N. Toftgaard/F. Carlsen	51,4
6	L	19684	Sebastian	S. Raatikainen/J. Kunnari	55,7
7	D	18976	Skum	P. Rasmussen/N. Johansen	57,0
8	E	19	Kon-ti-ki	P. Zenderera/M. Casanellas	67,0
9	D	10300	Nam-nam	Brodrene Brodsted	70,4
10	D	19926	Mum-mum	O. Lorentzen/J. Norgard	94,0
11	D	19320	Snoopy	J. Tjellesen/G. Bunch	96,0
12	S	19309	NN	A. Gustavsson/C. Wibroe	100,7
13	S	16868	Joakim	C. Gilborne/H. Lundberg	105,0
14	N	19351	True Love	B. Jansen/B. Gunnerud	107,0
15	S	19810	NN	B. Ross/P. Andersson	112,0
16	S	16869	Lotten 111	T. Eliasson/R. Streling	120,0
17	D	19318	Miss Nobody	P. Hoeg-Hagen/M. Riise	121,0
18	B	18971	Swanny 111	Christian la Roye/Monique	122,0
19	S	19801	Miss Hackney	Brodrene Jansson	122,7
20	D	19815	NN	J. Witzke/Klaus Fossum	124,0
21	S	19314	Holly	L. Berglund/A. Palman	129,0
22	D	19936	Bremse 111	S. Rowengard/T. Olsen	135,0
23	S	18986	Hot Lips	Peter Lund/H.C. Caspersen	137,7
24	L	19677	Snoopy 111	M. Reponen/T. Soisalo	138,0
25	E	19504	Benasque	J. F. Anglada/A. Vicens	144,0
26	D	18958	Galande	H. Jacobsen/H. Schur	153,0
27	S	19316	Thuretta	Brodrene Martensson	155,0
28	N	19096	NN	K. Hogberg/E. Bjargo	164,0
29	S	16619	Bingo	E. Thorsell/C. Nordvall	168,7
30	D	18961	Druk	D. Nielsen/P. Dahl	179,0
31	D	18383	Bloody Mary	E. Jensen/A. Bang	180,0
32	S	19304	NN	B. Rapp/L. Gustavson	186,0
33	S	19816	Rode Baronen	Odd Hemstad/P. Zanden	187,0
34	D	19298	Astia	J. Berner/T. Muller	188,0
35	D	18951	Snoopy	K. Lenskjold/S.P. Nissen	197,0
36	D	19303	Humphrey 111	F. Rasmussen/Anne-Mette Skou	205,0
37	N	17454	Winnie	T. Aasland/Kzimmer	205,0
38	D	18523	NN	P. Evers/Leo Lund	205,0
39	D	16000	Good Times	Bo Ussing/C. Farback	210,0
40	F	12192	Treguier	J. Romain/F. Lees	210,0
41	E	18286	Susu	F. Nicolau/A. A. de Medina	217,0
42	D	19811	NN	H. Monberg/J. Tilling	223,0
43	D	9	Bene	M. Melchior/J. Schon	234,0
44	D	19301	Baronen	H. Steglich/K. Pausen	240,0
45	D	18807	One Bone	S. Borg Nielsen/T. Greiffenberg	241,0
46	D	19819	Scarface	H. Tjellsen/T. Hasner	243,0
47	D	18969	Hingsten	Brodrene Larsen	244,0
48	S	16035	NN	B. Goransson/D. Keiller	245,0
49	D	18975	Bararella	L. Tornblad/S. Korsager	249,0
50	D	19302	Asterix	T. Tyge Moller/P. Holm	255,0
51	S	19808	NN	C. Landrius/C. Soderqvist	259,0
52	F	18600	Kamikaze	L. P. Lamarque/Jacques Fauereus	264,0
53	D	19933	Olaf Hunger	P. Larsen/K. Schultz	283,0
54	D	18967	Pelle V	P. Kraup/S. Petersen	285,0
55	D	19812	NN	B. Bruun/U. Larsen	286,0
56	D	19817	Blue Note	Christiansen/U. Tage Jensen	292,0
57	D	17525	Alam	K. Fjalland/L. Vinkel-Hansen	292,0
58	S	7509	Reprise	U. Jaurelius/S.A. Samuelsson	290,0
59	S	5595	Krabat	C. Anderson/P. Olhede	293,0
60	D	18979	Joker	B. Nielsen/B. Nielsen	308,0
61	F	17583	Phitirius	Jac. de Brabois/H. de Pelet	316,0
62	D	17028	NN	K. Munch/H. Stibolt	320,0
63	F	18603	NN	Bonnet/Bonnet	331,0
64	B	12152	Saluki	F. Claessens/G. Claessens	332,0
65	S	16866	Made in M.	G. Andersson/G. Ilanias	334,0
66	D	19807	One Bone 11	J. Kjaersgaard/N.H. Nielsen	334,0
67	S	16874	Galant	J. Strombeck/G. Rehmsberg	339,0
68	D	19310	Honsetyv	B. Dahl/K. Ernst	344,0
69	L	13571	Etcetera	P.A. Vatanen/J. Syrjala	350,0
70	L	19786	Smaragd	L. Nystrom/A. Lundh	379,0
71	S	16870	Partaj	L. Graff/BoEngstrom	382,0
72	S	14173	Charlotte	F.L. Als/B. Larsen	382,0
73	D	19814	La Mouche	Kennet Cron/ Mogene Christiansen	384,0
74	S	14814			

## REGATTA RESULTS

Send your regatta results to  
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Include photos, too!



(Continued from Page 10)

Another Swedish team which did well was the Krafft Brothers. With tremendous speed and pointing they scored 4-3-3 in the three regattas.

The only wooden hull moving fast was Claes Gilbourne's boat from Star World Champion Pelle Peterson. Gilbourne, from Gotenburg, had a third in the Silversnipe. The ball of fire - Peter Lundt in his blood red "Hot Lips" sailed faster than ever on the reaches and that was good for a 4th in the Silversnipe. Best out of town guys were Zendrera/Casanellas of Spain and Christian La Royel/Monique from Belgium with 8th and 18th respectively in the biggest regatta, the Snipe Gold Cup.

What boats and equipment did the

best sailors use? Skipper Snipes were most popular. Only Gothlin and Drafft in Chubasco and Eichenlaub respectively did well outside the Skipper-team. Jan Persson sailed with North and Elvstrom sails, Toftgaard with Elms, and Gothlin with Levinson. Among masts, Proctor-E and Skippers were in favor.

A couple of local sailmakers were very good. The Finns Reponen and Raatikainen used Niniranta. Krafft used Bengt Johansson and Svend Christian had his own Green Sails.

Especially Svend had a real fine regatta in Espergarde; 3rd place.

*Per and Mats Gothlin  
Stockholm, Fleet # 329*



*A quiet moment during one of the Scandinavian regattas.*



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## District III Title Paced by Hite

The Ivy Club was host to the District III Championship July 21st thru 23rd. Friday and Saturday morning it appeared to be all over with Buzz Levinson copping two firsts and a second in light southwesterly breezes. But then things started to change. 'The Purple Gang': Don Hite, Terry Timm and Dick Schmidt after coming in one, two, three in the Saturday night party did the same thing on the lake with a one, two and three. Hite got a 2-1, Timm had a 3-3, and Schmidt a 1-6. Berkley Duck from Indianapolis slid in ahead of Buzz to take the fourth place.

Jeff Troeger, newly elected "Has Been" won the consolation series. — Dan Wesselhoft, Peoria Fleet No. 131

Skippers and crews pose for group photo at District III Junior Regatta.



### DISTRICT III "A"

BOAT	SKIPPER	CLUB	RACES	POINTS	FINISH
19267	Don Hite	Lake Angelus	2-1-4-2-1	14	1
19386	Terry Timm	Barton BC	4-2-1-3-3	22.4	2
16103	Dick Schmidt	Barton BC	1-3-4-1-6	25.4	3
17671	Berkley Duck	Indianapolis	3-7-5-2-2	34.7	4
19914	Buzz Levinson	Indianapolis	1-1-2-11-11	39	5
18886	Bill Coberly	CDYC	4-13-4-5-3	50.7	6
20007	Bob Rowland	Cowan Lake	9-2-7-8-4	53	7
17163	Frank Pontious	Diamond Lake	3-6-3-5-16	55.1	8
17387	Jerry Thompson	Portage Lake	7-9-12-8-1	60	9
16797	Paul Zent	Indianapolis	4-13-4-5-3	61.7	10
19062	Mike Zalzal	Acton Lake	4-3-5-17-10	66.4	11
20004	Ed Griffith	Acton Lake	10-1-7-14-13	68	12
13020	Paul Dovey	Ivy	8-14-6-9-8	74.7	13
19063	Frank Levinson	Indianapolis	5-11-13-9-9	76	14
20020	Bill Buckles	CDYC	8-7-11-11-10	77	15

### DISTRICT III "B"

BOAT	SKIPPER	CLUB	RACES	POINTS	FINISH
16953	Jeff Troeger	Diamond Lake	22-2-1-12-5	59	1
18118	Stu Griffing	Cowan Lake	17-10-3-3-9	65.4	2
17726	Andy Zeratsky	Green Lake	13-17-7-4-3	67.7	3
18120	Bob Hill	Acton Lake	16-10-6-5-6	71.4	4
18067	Dick Madden	Indianapolis	11-20-8-14-1	77	5
15400	Dick Crookston	Wall Lake	10-15-16-7-4	80	6
17470	Skip Remter	Crescent	16-17-2-6-15	80.7	7
18014	Roger Turner, Jr.	Gull Lake	15-9-5-15-11	84	8
19445	Stan Salzenstein	Ivy	20-17-10-10-2	85	9
19844	Frank Vincent	IBYC	14-16-17-1-16	87	10
18887	Tom Sly	CDYC	12-9-20-2-20	88	11
16142	Harald Schmid	La Crosse	14-11-9-13-14	91	12
9432	Earl Troeger	Birch Lake	13-14-15-11-12	95	13
19715	John Stanley	Crystal Lake	19-19-14-8-7	97	14
19794	Marvin Lee	Muncie	17-11-13-18-10	99	15

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## Northern European Championship

Poul Ankjoer/Poul Moller	Denmark	1-17-3-3-21	34.4	1
Brdr. Brodsled	Denmark	8-3-12-5-3	35.4	2
Erik Thorsell/Claes Nordwall	Sweden	7-22-6-2-10	43.7	3
Jorgen Tjellesen/Gregers Bunch	Denmark	5-12-NS-9-2	46	4
Tomas Eliasson/Streling	Sweden	31-20-7-4-1	47	5
Brdr. Hansen	Denmark	3-6-8-10-NS	47.4	6
Nils Toftgaard/Tomas Greijenberg	Denmark		48	7
Peter Lumdh/Hans Caspersson	Sweden		51	8
Jan Persson/Peter Bang	Denmark		52.7	9
Harry Bak/Harly Pedersen	Denmark		53.7	10
Jorgen Blom/Peder Jensen	Denmark		58	11
Lars Skogsberg/Christer Edsparr	Sweden		60	12
Hans Jakobsen/Hans Schur	Denmark		62	13
Birger Jansen/Bjorn Grynerud	Norway		62	14
Svend Christensen/Thor Stevns	Denmark		69	15
Bent Dahl/Keld Laerke	Denmark		71	16
Poul Evers/Leo Lund	Denmark		73	17
Lars Nystrom/Anders Lundh	Sweden		74.7	18
Peter Hoegh Hagen/Morten Rise	Denmark		77	19
Claus Lenskjold/Jorgen Boesen	Denmark		79	20

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# Wells Wanderings



by Ted Wells

January 1973

## SCIRA RULES COMMITTEE:

You have now had an opportunity to read the Minutes of the Board of Governors Meeting in the October Bulletin, and I would like your comments.

Minimum hull weight was checked by one U.S. builder who was suspected of being a bit light. He was and has corrected the situation by adding more glass. There is no reason why this check cannot be made any time, at any builders. The idea of minimum hull thickness leaves me cold.

I have heard that flotation in the sides improves un-capsizing and sail away ability. I don't know just how or why - but Chubascos and Southern Yacht types do seem to be better than Bruder and Eichenlaub. Flotation bags are said to work well. Anyone have any dope?

When the minimum weight was dropped to 381 lbs the maximum centerboard weight should have been reduced to be consistent with the minimum hull weight, as there is no way a 381 lb boat can legally carry an 80 lb board. We can probably legally issue an interpretation of what was intended - since we imply a centerboard weight change in connection with the ballast limitation. It would be my guess that 50 lbs is about maximum with a 195 lb bare hull weight and 381 minimum sailing weight. Comments please.

I have a letter from a builder who wants to build a "composite" hull - plywood bottom & sides, wood keel, fiberglass stem and frames, foam in the bottom for flotation. In some early hulls he would use plywood frames but wants to use bottom frames from 3" to about 7" deep with lightening holes. That do you think?

Regards  
Ted Wells, Chairman of  
Rules Committee

## LOST AND FOUND

While it obviously has not been of earth-shaking significance, several of my literary gems have been garbled by essential parts ending up on the floor or in the waste basket during the cutting, pasting up, or printing process.

Back in September of 1971 I thought up a snappy title - SPCLWS. The article starts out "The title is the acronym of an organization I am forming, etc." The whole thing fell a little flat because the title got lost somewhere along the line and didn't show up. In case anyone is interested - SPCLWS stands for "Society for Prevention of Cruelty to Light Wind Sailors."

This October - the opening sentence which defined a seige would have made a little more sense if the title "The Seige of Fort Gibson" had been at the mast head instead of on the printers floor. In November - while talking about Marge as a crew - she all of a sudden wins a race in Dallas. The change in subject was supposed to be preceded by an introductory sentence stating, "She had a brilliant, if brief, career as a skipper."

Now for the good news. The Rules Committee letter promised last month was omitted for lack of space - and will appear here, thereby filling some space (I hope). Also, there were two items which should have been mentioned but got lost in the shuffle somewhere between their original submission to the Board of Governors at Fort Gibson and the time final action was taken. These were a suggestion that a maximum thickness might be specified for the rudder and that at some time in the future, a single board design should be adopted. I hope the Rules Committee members read this and will consider themselves properly informed of the proposed changes.

Now for the letter to the Rules Committee:

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# LEMKE

SNIPE BULLETIN/JANUARY 1973 13

# Rowland, Finegold Split Honors at Hoosier Harvest

The seventh Hoosier Harvest Regatta was held in Muncie, Indiana, August 26th and 27th. Three Saturday races were held with 39 boats awaiting the starting gun, 19 in the Levinson fleet and 20 in the Harvest fleet. Bill Coberly of Decatur captured 1st place in the 12-16 knot winds of the first race followed closely by Ed Griffith of Cincinnati.

Former Hoosier Harvest winner Bob Rowland played the shifting winds into first place in the second race with second place going to Frank Levinson. Local Fleet Captain Steve Sherman, found all the marks and first place for the third

race on Saturday. Bob Rowland was right on his heels and came in second with Bill Coberly 3rd.

After Saturday's three races Bill Coberly was in first place with Bob Rowland 2nd and Frank Levinson 3rd.

The race committee's X course for Sunday's first race was to Bob Rowland's liking and he quickly got the lead and held it. Paul Hemker steadily improved his position into second place. Frank Levinson was third. Bob also won the second race with Mike Zalzal second and Tom Head third.

The first five places, skipper and crew

in both fleets received trophies. The Alan "Buzz" Levinson perpetual trophy went to Bob Rowland for first place. The Hoosier fleet was won by Hy Finegold who put together a 5,1,1,3,1 performance for first place in No. 7192, a Snipe he had sailed as a boy. Steve Orr of Farmington, received the best junior award for fifth place in the Levinson fleet. Heide Hemker received the best female performance trophy for falling overboard during a race.

Steve Barb  
Muncie Fleet No. 557

## HOOSIER HARVEST REGATTA LEVINSON FLEET

Bob Rowland	Cowan	7-1-2-1-1	16	1
Frank Levinson	Indianapolis	3-2-4-3-7	35.4	2
Bill Coberly	Decatur	1-4-3-7-6	38.4	3
Steve Orr	Crescent	4-3-8-6-4	47.4	4
Paul Hemker	Richmond	13-6-6-2-9	60.4	5
Steve Sherman	Muncie	5-13-1-10-12	63	6
Berk Duck	Indianapolis	6-9-7-4-11	64.7	7
Tom Head	Indianapolis	9-7-10-15-3	70.7	8
Michel Zalzal	Acton	8-12-15-11-2	73	9
Carl Levinson	Indianapolis	10-17-11-5-10	82	10
Ed Griffith	Cincinnati	2-11-14-16-14	82	11
Mike Kinghorn	Indianapolis	NF-14-5-17-5	88	12
Bob Hill	Acton	14-8-16-8-16	92	13
Dave Schafer	Chicago	11-18-12-14-8	93	14
Bill Collins	Indianapolis	12-5-9-NS-NS	93	15
Tom Sly	Decatur	NF-15-13-9-13	99	16
John Stanley	Elmhurst	15-10-18-13-15	101	17
Ed Yantes	Cowan	16-16-NF-12-NS	112	18
James McDonald	Indianapolis	17-NF-17-NS-NS	121	19



Levinson Fleet winners in the Hoosier Harvest include skippers (standing) Paul Hemker, Steve Orr, Bill Coberly, Frank Levinson, Bob Rowland.

Harvest Fleet skippers with lots of smiles for the camera are (standing): Dean Spencer, Marvin Lee, Steve Barb, Bill King, Hy Finegold.



## HARVEST FLEET

Hy Finegold	Cowan	5-1-1-3-1	15.7	1
William King	Muncie	1-2-5-5-3	28.7	2
Steve Barb	Muncie	6-4-2-1-4	30.8	3
Marvin Lee	Muncie	4-6-4-2-2	33.7	4
Dean Spencer	Richmond	3-3-7-9-7	52.4	5
Kevin Lee	Muncie	2-5-6-11-13	60.7	6
Jerry Makela	Richmond	7-7-8-4-12	66	7
Ad Scholes	Muncie	NF-8-3-8-5	66.7	8
George Howell	Richmond	8-9-11-12-6	75.6	9
Kiffin Gilbert	Richmond	14-10-10-6-11	80.7	10
Paul Porter	Muncie	10-12-12-10-9	83	11
Mike Hill	Richmond	13-NF-9-7-8	83	12
Don Meredith	Richmond	12-13-14-14-10	93	13
Dick Saunders	Acton	16-14-15-13-16	104	14
William Fancil	Muncie	15-15-16-16-15	107	15
Ralph Townsend	Indianapolis	9-11-13-NS-NS	107	16
Curt Chastain	Muncie	11-NF-NS-NS-NS	124	17
Earl Purtee	Richmond	NS-NS-NS-15-14	125	18
Jeff Jarecki	Richmond	NS-NS-NS-NS-NS	140	19
Wayne Doolittle	Muncie	NS-NS-NS-NS-NS	140	20





## On the Lighter Side

### RACE COMMITTEES

A word of appreciation for a Race Committee who turns in a fine performance, is all too often lacking. This is a demanding assignment, and one which can leave your fleet feeling well served, or feeling resentful and threatening to protest the RC.

On-time starts we applaud. When the wind is shifty, which it often is, don't bother resetting the line—it won't be an improvement by the time we restart. In drift conditions, try not to keep the fleet milling about waiting for better wind. If wait is the word, do it on shore. The other extreme is in very high winds, try to avoid a restart. We'd rather not be exhausted before the starting gun.

There are ways to make the fleet score-keeper love you. Here are a few. Do list all the boats that are in the starting area, by number of course, but if possible, also add the name of the skipper. Makes for more accuracy and less checking back on the part of the fellow who figures the scores. In listing the order of finishing boats, do number them one, two, three, etc. and again, if you possibly can, add the name to the boat number. If you have boats finishing in clusters, take

a moment when you can to add the name. Pink boat, yellow boat, blue boat isn't enough in a big fleet where we have several of each color.

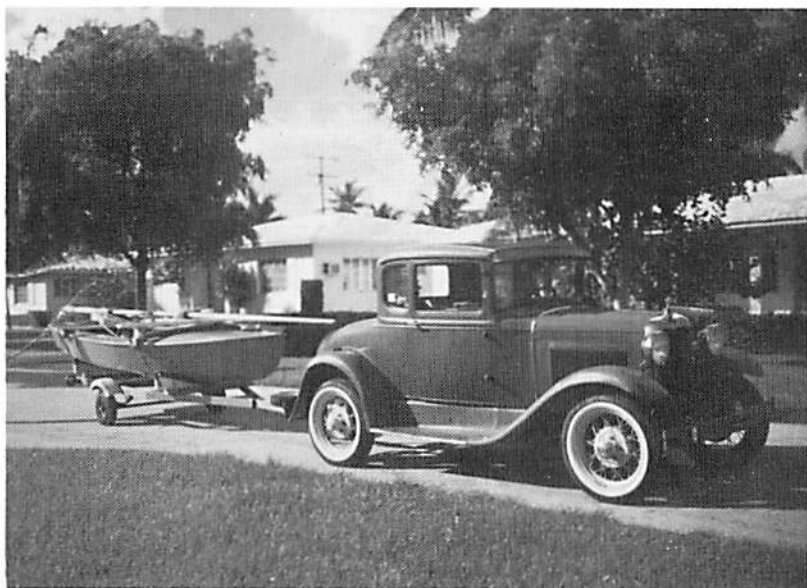
If there are DNFs or protests, do mark them, and make a note of the ruling of the protest committee. It might help to remember that this is a permanent record, for one season at least, and try to be neat.

Another helpful item, if you know the participants well enough, would be to list the name of the skipper and the crew on the boats placing the first three positions. This saves phoning or guessing, when it is time for the publicity department to phone scores to the newspaper.

We all have our opportunity to serve the Race Committee, and most fleets have established a written instruction sheet for doing so. Every fleet has a score-keeper and if you haven't yet served in that capacity, you may be called upon one year to do so. Most sailors do appreciate the efforts of both these services, and these reminders are merely by way of making a good thing even better.

There is one group whose contributions to Race Committees and scorekeeping deserves special appreciation. These are the wives of skippers who, for one reason or another, are not crewing, who are knowledgeable about racing, and who are generous about riding the Committee boat and helping with the flags, scores and timing. A special bouquet to them.

*Ruth Bockelmann  
Iowa-Nebraska Fleet No. 309*



Omitted from last month was this photo of the rebuilt plywood Snipe being towed by Isabel. Isabel is Don's 1930 Model A Ford. Don is a 1953 White. (Photo by Babs White)

## CLASSIFIED

Why not try an ad here for only five cents a word, at a minimum charge of \$2.00? RESULTS WILL BE GOOD! These small ads are accepted on a cash basis only, so send a remittance for the proper amount with your order.

FOR SALE: SNIPE TIE-TACS & SCATTER PINS. Solve your gift and award problems. Detailed replica of a Snipe 13/16" high in sterling silver, crafted by nationally known jeweler. ONLY 5.50 each. Check to Snipe Fleet 409, c o Chas. Chambers, 5429 East 62nd St., Indianapolis, IN 46220.

NOTICE, DAYSAILORS: We are closing out our fiberglass covered, plywood center keel stepped spruce masts — \$77. Prepaid. Varnished, laminated Vee shaped spruce booms \$22.50 packed F.O.B. Pre paid with order for \$65. or more. Post Woodworking Shop, 2020 E 1st St., Tempe, AR 85281.

FOR SALE — Old style Cobra spreaders \$4.00 pair; old style Cobra gooseneck \$4.00. Include \$1.00 postage Earl Elms, 4035-R Pacific Highway, San Diego, CA 92110.

SAILS — Sail/kits — Fabrics — Supplies. Super lightweight Fiberglass Battens. Snipe set (3) weighs only 1½ oz. Special offer \$5.00 postpaid. Snipe Sails — Utility/Cruising — \$110.00 postpaid. Free Catalog. Bill Schmit — Sailmaker, 402 — 37th Ave, NW, Puyallup, Wash. 98371. Phone (206) 845-3831.

FOR SALE: 17134 Fiberglass Lofland Snipe. Top equipment including almost new trailer. \$950. Frank Cooper (201) 383-1321 or 729-6856 Sparta, N.J.

FOR SALE: Irish Snipe 16611, fiberglass, yellow and white, North sails, 2 covers, boat lift, 2 centerboards, tilt trailer. Sid Brown, 224 S. Main, Marine City, MI 48039. Tel: (313) 765-4061.

SELLING: Snipe 6946, new trailer, \$450. Built by Plants & Son, Shreveport, LA, in 1948. Wood planked hull, fiberglassed; weight 475. Ready to sail. Excellent hull to modernize to minimum weight. Ivan Waples, 6025 Adams, Lincoln, NE 68507. (402) 434-1794.

FOR SALE: Snipe 16966, fiberglass, aluminum mast and boom. Blue deck. Good conditioned, dry sailed. Trailer & new canvas cover. Connecticut. \$850. Phone: 203 758-9626.

FOR SALE: Varalyay No. 8066; Keel stepped Proctor E mast; 1971 Elm sails, old suits included; New varnished deck, 1972; Graph-speed hull; cut down trunk; cut out transom; all adjustments made from skippers' position; compass; always drysailed. Great condition; large wheel trailer. Joe Yaco, 40 Littleworth Lane, Sea Cliff, N.Y. 11579, Ph. (516) 676-0972.

## Sanctioned Snipe Regattas

MARCH 5, 6, & 7, 36th SCIRA MID-WINTER CHAMPIONSHIP, Clearwater Fleet No. 46 & Tampa Yacht & Country Club, Ed Nelson III, 180 Baltic Circle, Tampa, FL 33606.

APRIL 14-15, REDNECK REGATTA, Magnolia Fleet No. 604, John L. Whitfield, Jr., Box 4282, Jackson, MS 39216.

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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