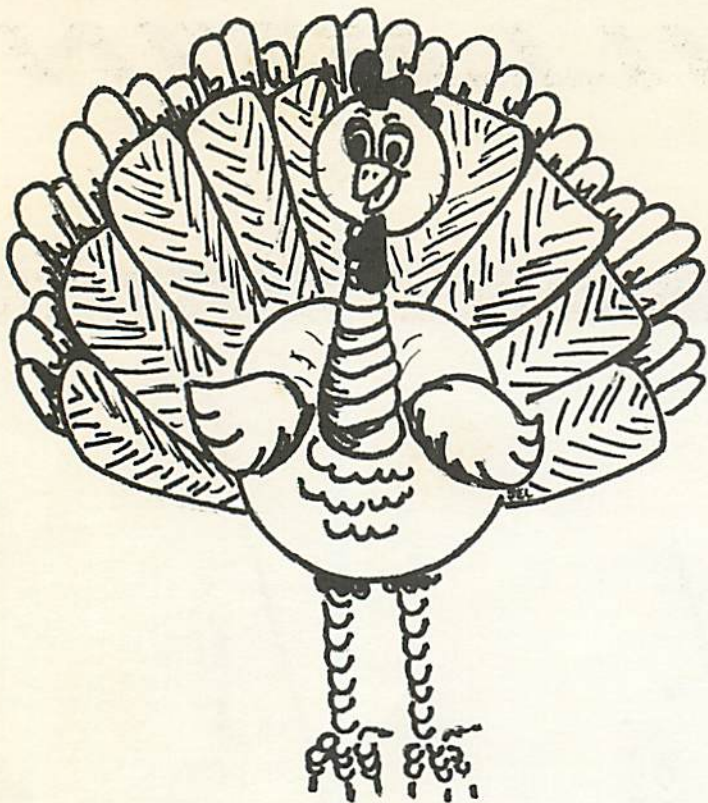


***SNIPE***  
***BULLETIN***



**JUNE 1975**





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## This Is Your Last Bulletin!

If you haven't paid your 1975 dues, this is it. We will miss you.

## Schedule Told for North American Title

The following schedule has been announced for the 1975 North American Championship July 17-20.

July 17 AM Registration, measure sails, weigh boats (will begin 6 PM July 16 for those arriving early); July 17 Noon Skippers meeting; July 17 PM First race; July 18 Three races; July 19 Two races; July 20 AM One race.

There will be a class entry fee of about \$6/boat, covering trophies.

One score may be dropped if either 6 or 7 races are completed.

A new rule prohibits dogs on the island.

This year there will not be mailing of information to entrants since the news in



Site of the World Championships at Punta del Este in Uruguay. This is one of the most popular resort areas in South America. Races will be held in the Atlantic Ocean just beyond the island of Gorriti.

this article and "Commodore Says" is complete.

There are ample cabins, and reservations are not being made; however,

it would be helpful if you would send a card indicating the number in your party to Regatta Chairman Ralph Swanson, 44 Swan Road, Winchester, Mass. 01890.

## 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.

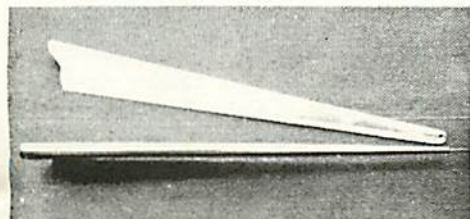
They were used by the winners of the last 2 Jr. Nationals, in '71 they were 1st, 2nd, 3rd, 4th and 5th.

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



# SNIFE BULLETIN

SNIFE CLASS  
INTERNATIONAL RACING  
ASSOCIATION

JUNE 1975  
Vol. XXIV No. 6

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## SUBSCRIPTION

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

## CHANGE OF ADDRESS

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

## THE COVER

Bahamas, US, and Brazil prepare to round in the tight action at the mark in Nassau's Winter Championships. Godfrey Kelly, SCIRA Secretary for the Bahamas, sent us the picture but failed to include the photographer's credit.

## THE COMMODORE SAYS

At meetings of the U. S. One Design Class Council in Chicago and Atlanta, there was a universal enthusiasm among classes which have sailed at Association Island for the facility to continue in operation.

The corporation holding title to the property has been reorganized. The new Board consists of 5 sailors and 4 area residents, and it plans to gradually reduce the mortgages while cleaning up and renovating the cabin and bath house facilities. Waterfront and race committee vessels improvement will be made. There will be a race management school and junior programs in Optimists and Lasers.

A major fund raising effort to improve the facilities is under way on a very broad base. Your financial contribution can be sent to the U. S. Sailing Center Improvement Fund, P. O. Box 169, Pewaukee, Wisconsin 53072.

Eighteen major regattas are booked in 1975, including the North American Snipe Championship. For regattas, the U. S. Sailing Center provides all race committee, vessels, radios, marks, sailing instructions, registration, and scoring. Direct operating costs are met by the new U.S.S.C. sailing fee structure giving a more equitable rate for sailors bringing families, and dropping the island gate fee: \$8/day for two-man classes (\$6/day for single-handed and \$10/day for three-man).

Cabins have single beds for 2, 3, or 4 and include sheets, blankets and towels. Rate is \$6/day for the first person, and \$2/day for each additional person up to four. The camping charge is \$3/day for a tent regardless of the number of people.

Meals are \$7/day/person, (except 1/2 price for children under six) and there is a 20 percent surcharge for single meals. Box lunches are included in the daily rate.

In addition to the 1975 North American and 1976 U. S. National Championship, we can schedule any U. S. or Canadian event. Please work through Buzz Lamb to make arrangements for such events. — *Stuart Griffing*

## THOUGHTS WHILE SAILING

It is interesting to note that a number of people have written about the proposed rule changes which appeared in the April issue. Some letters were in great detail and helpful in pointing out some of the small errors and omissions. However, most were comments against the requirement of the new centerboard shape for all older boats. This is a rather touchy issue for many and will have to be decided by the Board of Governors (see Wells Wanderings, page 13).

The number of replies indicates that most members have read the proposed rules changes and, for the most part, approve of them. It is still not too late to be heard. At this point it would be better to send letters to the office and your comments will be forwarded to the Board.

There seems to be some confusion as to whether these rules will apply to older boats. Ted explains in his column (page 13) that with the exception of the new centerboard shape, they will not. Even this provision may be altered by the Board and be required only for the European and African, Western Hemisphere and World Championships.

One other comment (Why are they always messing with the rules — I've already thrown one boat away!), leads me to think that there is some misunderstanding as to what effect this will have to older boats. This will not affect older boats as did the weight reduction, with the possible exception of the new centerboard shape. Old boats are not being obsoleted; the rules are just being tightened to insure a more one design class.

## THE SCORE

Fifty-one numbers were issued to 7 countries this past month. Finland led the list with 20 followed by the U. S. with 13 and Denmark with 10. Sweden got 5 and one each went to Colombia, Norway and Spain.

No new fleets were chartered this month.

**Numbered SNIPES — 21848**

**Chartered Fleets — 743**



## LETTERS TO THE EDITOR

When does it stop hitting the fan!

For years the SCIRA board has been protecting the Snipe owner, whether or not he was a member of SCIRA, by controlling and enforcing rules. This has helped the class grow and prosper. Lately, however, it appears as though the professional builders are being looked at by those in authority as cheats, scoundrels and not much better than thieves. Everything is being done to satisfy the buyer without consideration to the inconvenience or cost to the builder. At first it may seem as though it really doesn't make any difference what the builders think or feel, but where would the class be without them. The Board of Governors must realize that both the buyer and the builder need protection. If only one is protected, the other eventually gets hurt. Builders left to do as they wish will probably take advantage of the buyers. If only the buyer is protected the builder is forced to look for other business opportunities as it becomes more impossible to build Snipes.

As a builder I am quite upset by several recent happenings. At the 1975 Mid-Winter Championships, boats sailed that were not measured, weighed, and even had registration numbers. (Ted, where were you when we needed you?)

The U. S. Board requires all Snipes built in the U. S. be measured by a class appointed measurer on an official class measuring rig. The cost is added onto the price of the boat. Foreign builders do not have these restrictions and can automatically undersell a locally built boat. Their boats may go unmeasured on a SCIRA rig for several years unless the buyer attends the National Championships. As a builder I need the protection of knowing that our Snipes are sailing against boats that measure, as a buyer I want to know that when I pay for a Snipe, I get a Snipe.

I believe that all new Snipes, whether built in or shipped to the United States, should be measured on an official SCIRA measuring rig by a class appointed measurer before SCIRA membership is considered.

The second decision that upsets me, both as a builder and Snipe sailor is the recommendation of the rules study committee to change the hull tolerances. To the Committee:

Change the board if necessary, the ballast requirements if you wish, but please leave alone the tolerances that control the shape of the hull in the water.

I believe that we already have Snipes sailing built under three different sets of hull tolerances. Why add a fourth? Is that really making the Snipe more one design? As a result of full size tank testing programs, we know that new changes will make the boat slower. Is that what we really need?

I'm sure that any serious racer will be smart enough to order a new boat between the time the rule is passed and the time it goes into effect. Maybe he should buy two and save one for district, national, and world championships.

As a builder I am upset, as a buyer, you should be upset, as members of SCIRA we should demand that hull tolerances be left alone.

Sincerely,  
Bill L. Buckles

### Answer to Bill Buckles Letter to the Editor

In order to answer this letter properly, it must be understood just what SCIRA is. SCIRA is an association of people who own Snipe sailboats. They support their organization in order to further their own interests. One of the purposes of the organization is to protect the interests of the membership. One of these interests is continued growth and the general feeling was that certain changes are necessary to promote this growth. If the changes prove unwise, then they must suffer the consequences. But it is still their decision.

We could not agree more with your statement that we need good builders; ones that build a quality, long-lasting and fast boat. But let's look at the record in the US. In the past 5 or so years we have had at least 15 builders of Snipes. There are now 5 left. Why are the other 10 no longer in the business? I wouldn't presume to know all the reasons, but at least two of the biggest builders were put out of business because their boats would not measure in as Snipes. This certainly was harmful to SCIRA — members were laying out good money to buy boats that were not even Snipes. I do not know whether their motives were base or whether it was just gross inefficiency. However, it did lead to the demand that the organization police builders by establishing a system of measuring before delivery. It has been very successful not only in protecting the buyer but protecting the builder since it serves as quality control for which the buyer pays.

*(Continued on next page)*

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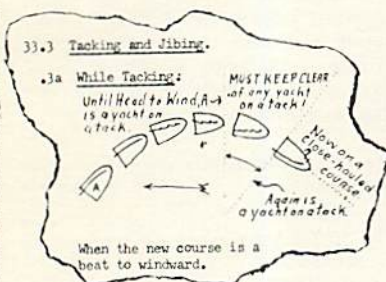
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## LETTERS

(Continued from page 5)

Your statement about the shape of the hull is misleading. The measurements for the hull have never changed. It is true that the tolerances for these measurements have changed but they have always been toward less tolerance. Initially, Snipe was a home built boat and tolerances had to be pretty wide. Tolerances are available to take care of slight errors in building. With modern techniques and builder efficiency, tolerances do not need to be as great. If a builder chooses to "play" with the tolerances, he does so at his own risk.

I am not convinced that any particular hull shape is that must faster than another. Certainly, tank testing does not prove it — consider the case of the 12 meter "Mariner". If people were convinced, everybody would be sailing older wooden boats where tolerances were greater.

Yes, many members are upset. They feel that builders should be devoting their efforts to building a quality boat and less time trying to find loopholes which give them an advantage.

As a member of SCIRA, I am also

upset about the same happenings. However, what really upsets me is the fact that neither you or any other member saw fit to file a protest against these alleged rules violations. These rules were approved by members of SCIRA and the members must enforce them, otherwise they are null and void. The Rules Committee's function is to formulate and interpret rules, not enforce them. Each member has not only a right but a duty to protest an infraction of the rules. Perhaps you did not because you were not without fault. Did you properly display a dues decal on your boat?

Builders in all countries have exactly the same restrictions. It is the responsibility of the National Secretary for the Class in each country to see that boats in his country are measured in order that they receive racing decals. The US Measurement system took a long time to be put into effect and its success is a compliment to the preserverance of those who value the integrity of the boat. The first SCIRA jig was a gift from a builder. Only two outside builders have been sending boats to the US in recent years (that I know of) and boats from both builders have been measured and passed by the SCIRA jig.

# Ullman Sails

AFTER DOMINATING THE LAST HALF OF 1974, LOOK AT 1975:

1-2-4-5 MIDWINTERS AT TAMPA

1-2-3 GAMBLIN AT NASSAU

1-2 CITY OF MIAMI

1st ZIMMERMAN TROPHY

2-3-4 DON Q AT MIAMI

1-2-3 WEST COAST MIDWINTERS

3-4-5 BACARDI AT NASSAU

1st SOUTH AMERICAN CHAMPIONSHIP



CONTACT DAVE ULLMAN OR JEFF LENHART

# Ullman Sails

410 29TH STREET • NEWPORT BEACH, CALIFORNIA 92660 • (714) 675-6970



*Paulo Paradedda, one of Brazil's perennial Snipe champions came to the Western Hemisphere Championship in Argentina as acting secretary for Brazil. Pistola (for hot as a pistol on the race course) is now building the "Bruder" mast in Porto Alegre. He gave us his observations on masts as we watched the competition on the course and discussed it later at the Club House.*

Q. Does the Bruder mast bend more than the Cobra?

P. Yes, it bends more than the regular one but not as much as the "super" bendy Cobra masts. However, the Bruder mast can be made to bend more or less, depending on how it is rigged. Particularly, the length of the spreaders.

Q. You have used both, which do you prefer?

P. I prefer the Bruder.

Q. How do you set up the mast rake?

P. I try to set it so the boom is parallel with the water.

Q. Have you made a measurement from the top of the mast to the transom?

P. I have with the Cobra but not with the Bruder.

Q. Could you estimate the figures?

P. It would probably range from 22 feet to 21 feet, mast in aft position, depending on the wind.

Q. Forward in heavy winds?

P. No, forward in light wind, aft in heavy wind.

Q. Why?

P. Because it is easier to keep the boat flat in heavy wind when the mast is raked further aft.

Q. Assuming a Bruder mast, would you use any different rake on a "Twelve Thousand" than a Chubasco?

P. Yes, because the shroud anchorages on the Twelve Thousand is 10 cm. (4 inches) further forward than on the Chubasco. Also they are out to the sheer on the Twelve Thousand and about 4 inches inboard on the Chubasco.

Q. What change would you recommend for the Bruder mast?

P. I am going to use a longer spreader. The spreader on the Bruder is 10 inches and I am going to use the 17 inch spreader as is used on the Cobra.

Q. Joerg Bruder said to rig the mast with the shrouds tight, except in light wind. Do you agree?

P. No, the shrouds should not be completely tight. You should have about 6 inches of slack in them measuring about 3 feet up from the deck. We use the same slack regardless of amount of rake.

Q. If you have fairly tight shrouds, doesn't this hurt you downwind?

## An Interview with "Pistola" Paulo Paradedda



*Paulo Paradedda (Buzz Lamb photo)*

P. No, I think not.

Q. Marco Aurelio has very little rake so when he goes downwind the mast goes forward. Don't you think this is why he is so fast off the wind?

P. I think it is disputable. My mast always has an aft rake even when going downwind and I have more speed downwind than others.

Q. When you rig a Bruder with very little slack in the shrouds you are in effect making the mast as stiff as the Cobra, correct?

P. Yes.

Q. If you are going to rig a bendy mast to make it stiffer, what is the advantage over using a stiffer mast?

P. It is easier to adjust the bendier mast to suit your sails. However, this is more difficult to do when the shroud anchorages are as far aft as in the Chubasco.

Q. Don't all these adjustments make it more difficult for the average sailor?

P. Yes, you have to have more knowledge.

Q. Do you use chocks to prevent the mast from bending?

P. No, we allow it to bend without restraint. There is a total of about 3/4" between the sides of the mast and the deck.

Q. Has anyone in Brazil used longer spreaders with the Bruder mast?

P. Yes, some have, especially the heavier crews.

Q. What position do you have your fairleads from the centerline?

P. Mine is 16", the general use in Brazil is from 15" to 17".

Q. Do you sail with sheets real tight?

P. Depends on the wind — snug when the wind is high and less tight as the wind drops. Never real tight.

Q. How do you adjust fore and aft?

P. I have one point for medium winds then go forward of this for light wind and aft for heavy wind.

Q. Where are your barberhaulers, fore and aft?

P. Straight outboard of the midpoint.

Q. Since you do not use mast pullers how do you keep your mast from jumping around in chop?

P. In this case, I have to chock it with a piece of wood.

Q. Do you think the trend is towards flatter sails?

P. Yes, this is definitely so, as compared to 5 years ago.

Q. Why is this?

P. With more bendy masts a full sail will tend to distort more than a flatter sail.

Q. The theory that a bendy mast flattens the sail should indicate that you could use a fuller sail. Why did you adopt your theory?

P. The boat went faster so I adopted that theory.

Q. So much for that approach. If you want more or less bend what is the best adjustment?

P. The most important point is the point at the end of the mainsheet where it is attached to the boom. If you want more bend move the point aft, forward for less bend.

Q. What board do you use?

P. I use a full board. I like the idea of the cut-off board but I have found in our conditions in Porto Alegre the big board is better. The water is fairly smooth, and when we do have waves they are short and confused.

Q. The cut boards do not seem to do well in Malaga. Why?

P. I think it was because the seas were very confused which tended to knock the boat about. In confused seas and short chop you never get moving fast enough for a cut board. Also, the crews were too light.

Q. You have heard of the new board the class is considering — the cut board with 11" at the bottom? What do you think of it?

P. Yes, and I like the idea very much. It should give sufficient surface and still be as fast or faster than any we have now. The area at the bottom is the most important.

Q. Obregado, to you and Sylvia.





Two scenes from the Rio State Championship; that's Axel Schmidt in foreground (No. BL16646) of photo at left.

## Brun Captures Rio State Honors

Vincente Brun, the new Rio State Champion, dominated the competition with an impressive 6 point total to give him a 3 point advantage over Axel Schmidt.

The Class showed its strength by repeating last year's success, bringing almost 40 boats to beautiful Guanabara Bay. New fleets sent representatives to each of the four weekends though up to 4 hours drive every Friday and Sunday

Boat	Skipper/Crew
13906	Vicente Brun/Carlos Nick
16646	Axel Schmidt/Ricardo Lebreiro
12117	Claus Cordes/Bibi Cordes
16641	Eric Schmidt/Stuart Daniel
19542	Cornelia Buckup/Walter Gossling
20344	R. Suzarte
16643	Angus Leslie/Ingo Esche
18769	Jose Candido P. Duarte/Paulo R. Ferreira
12105	Jorge Weything/A. Fernandes
12112	Carlos Wollner/Jose Luteritz

### RIO STATE CHAMPIONSHIP Drop One Race (Top 10 of 40 boats)

Races	Points	Finish
2-4-1-1-1-2	6.0	1
1-2-2-3-2-1	9.0	2
4-1-7-5-4-3	31.7	3
3-3-4-4-6-4	35.4	4
5-DSQ-3-2-11-5	45.7	5
9-6-10-6-3-8	58.1	6
6-7-6-DNF-5-9	61.4	7
8-5-5-7-14-DNS	67.0	8
11-8-DNF-10-8-6	72.7	9
10-10-8-9-10-11	77.0	10

nights were required. The attendance and the quality of competition were impressive.

Third place went to Claus and Bibi Cordes with 31.7 points. Eric Schmidt was 4th, and Cornelia Buckup was 5th.

## Dick Schmidt Wins District III Regatta Competition

Dick Schmidt of Ann Arbor, Mich. won 1 regatta and had 2 seconds out of 4 regattas entered to top the standings. He won the Diamond Lake Open, and finished second at the Grand Opening of the Season Sail held at Lansing, Mich., and the Wolverine Regatta at Ann Arbor, Mich.

Don Hite of Lake Angelus, Mich, who has won this District competition for four straight years, finished a close second

with regatta finishes of 2-first places (District III Championship at Muncie, Ind., and Last Chance Regatta at Crystal Lake, Ill.), 1-second (Diamond Lake Open), 1-third (Wolverine Regatta), and 2-fourths out of 8 regattas entered.

Third place went to Jim Richter of Indianapolis, Ind., who finished the year hot with first place finishes at the Indiana Open, Indianapolis, and the Oxford Incident, Acton Lake, Ohio, and a third

at the Diamond Lake Open — three of the Districts largest regattas. Two lower finishes in earlier regattas dropped his average to third place.

The District Regatta Competition is based on a final score for each sailor. This point score is an average of an individuals finishing positions, and is weighted to reflect the size and the competitive level of each regatta entered.

District III had 15 sanctioned regattas in 1974 and since all regattas are rated on the same basis each sailor has an adjusted average point score that can be compared with each other sailor in the District.

### TOP 10 OF 260

1. Dick Schmidt, Ann Arbor, Mich.
2. Don Hite, Lake Angelus, Mich.
3. Jim Richter, Indianapolis, Ind.
4. Bill Coberly, Decatur, Ill.
5. John Johns, Ann Arbor, Mich.
6. Bob Rowland, Cowan Lake, Ohio
7. Buzz Levinson, Indianapolis, Ind.
8. Jerry Thompson, L. Angelus, Mich.
9. Frank Levinson, Indianapolis, Ind.
10. Mike Zalzal, Acton Lake, Ohio

Total Boats Entered

Decatur	Richmond	Lansing	Springfield	Cowan Lake	Peoria	Ann Arbor	Dist. III Sr. Ch.	Diamond Lake	Lacrosse	Burnham Hbr.	Dist. III Jr. Ch.	Indianapolis	Crystal Lake	Acton Lake
1	6	1	3	3	1	2	8	1				4	1	4
							18	2				1		1
							3	6				9		6
							7	1				19		2
							3					20		9
							2					10		6
							15	7		2				6
27	45	25	28	61	33	23	64	77	16	24	20	66	34	66

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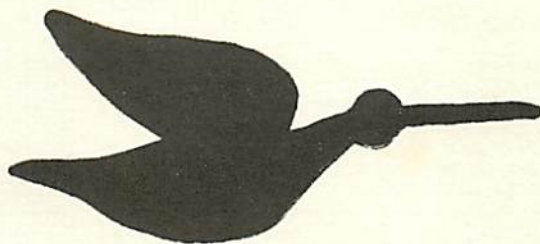


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GAMBLIN REGATTA – NASSAU  
(Top 25 of 45 Entries)

Boat	Skipper	Country	Places	Points	Finish
20701	Earl Elms	US	7-2-3-2-4	32.7	1
18321	Doug De Souza	US	1-1-1-19-11	42	2
20707	Terry Timm	US	2-7-2-1-19	44	3
18316	Pierre Siegenthaler	Bahamas	4-5-13-3-9	57.7	4
20562	Tom Nute	US	5-3-4-20-5	59.7	5
20560	Jeff Lenhart	US	10-13-6-11-1	63.7	6
21800	Bill Buckles	US	15-8-5-22-2	76	7
21365	Dan Blodgett	US	16-4-8-5-14	86	8
16488	Basil Kelly	Bahamas	12-18-10-10-12	92	9
20940	Boris Ostagren	Brazil	8-17-17-7-16	95	10
21105	Peter Baille	Canada	9-6-14-17-22	97.7	11
19267	Don Hite	US	13-20-20-8-8	99	12
20690	Jim Belford	Canada	21-9-12-14-18	104	13
20306	Dave Schibler	US	18-16-15-26-6	110.7	14
19066	John Dunkley	Bahamas	3-30-16-15-26	116.7	15
21021	Van Wesley	US	6-10-29-6-nf	120.4	16
19393	G.A. Diaz	US	19-24-22-13-17	125	17
21700	Henry Davis	US	ns-12-11-18-13	128	18
18019	Godfrey Kelly	Bahamas	23-15-9-21-30	128	19
20259	Robin Gales	US	24-25-24-16-10	120	20
21544	Gonzalo Diaz	US	nf-4-nf-4-15	133	21
19061	Jack Huthsing	US	17-19-7-dq-24	135	22
21360	Jerry Thompson	US	22-29-21-29-7	139	23
20358	Peter Christie	Bahamas	14-33-19-24-23	143	24
10724	Julio Labandeira	Argentina	11-31-18-nf-25	150	25

BACARDI CUP – NASSAU  
(Top 25 of 46 Entries)

Boat	Skipper	Country	Places	Points	Finish
20562	Tom Nute	US	1-1-4	8	1
18316	Pierre Siegenthaler	Bahamas	2-4-3	16.7	2
20707	Terry Timm	US	5-11-1	27	3
20560	Jeff Lenhart	US	3-3-11	28.4	4
20701	Earl Elms	US	13-2-6	33.7	5
18321	Doug De Souza	US	4-19-2	35	6
21544	Gonzalo Diaz	US	9-8-5	39	7
21800	Bill Buckles	US	11-12-14	55	8
21365	Levinson/Blodgett	US	21-10-7	56	9
20940	Boris Ostagren	Brazil	20-14-8	60	10
19393	G.A. Diaz	US	15-6-22	61.7	11
21105	Peter Baille	Canada	25-7-13	63	12
19267	Don Hite	US	7-16-21	65	13
21201	Van Wesley	US	16-17-15	66	14
20358	Peter Christie	Bahamas	10-28-12	68	15
16488	Basil Kelly	Bahamas	14-15-24	71	16
19066	John Dunkley	Bahamas	22-13-9	72	17
19177	Fred Thurston	US	31-5-20	73	18
19061	Jack Huthsing	US	30-9-18	75	19
10724	Julio Labandeira	Argentina	18-23-17	76	20
18019	Godfrey Kelly	Bahamas	24-24-10	76	21
21700	Henry Davis	US	19-21-23	81	22
20259	Robin Gales	US	17-29-19	83	23
20306	Dave Schibler	US	6-18-nf	87.7	24
21360	Jerry Thompson	US	14-20-nf	92	25

MID-WINTER REGATTA – TAMPA  
(Top 26 of 57 Entries)

Boat	Skipper	Places	Points	Finish
21800	Bill Buckles	6-1-6-4-2-1	22.7	1
20560	Jeff Lenhart	12-8-1-1-3-5	29.7	2
20562	Tom Nute	5-4-2-3-4-17	34.7	3
20701	Earl Elms	2-2-9-2-23-13	43	4
18321	Doug De Souza	3-3-7-6-11-6	47.8	5
20221	Bruce Cochran	1-12-14-8-5-12	60	6
20002	Bruce Colyer	nf-10-4-9-15-2	63	7
20940	Boris Ostergren	9-15-3-27-1-19	66.7	8
21544	Gonzalo Diaz	8-6-10-13-10-20	76.7	9
20707	Terry Timm	7-11-13-16-30-4	79	10
19267	Don Hite	20-5-48-7-19-9	89	11
19061	Jack Huthsing	29-9-12-24-6-10	90.7	12
19177	Fred Thurston	17-20-8-nf-8-14	97	13
20259	Robin Gales	26-13-11-10-17-16	97	14
20690	James Belford	15-25-20-11-14-8	98	15
20306	David Schibler	24-14-25-15-16-3	98.7	16
21021	Van Wesley	4-19-5-25-24-21	100	17
18926	Lou Dixon	10-16-24-14-13-30	107	18
19387	Francis Seavy	27-7-28-17-7-24	112	19
21716	Dirk Kneulman	11-17-15-20-21-26	114	20
21143	Frank Levinson	18-21-16-21-12-31	118	21
21105	Rusty Baillie	14-23-21-33-9-29	126	22
21705	Bob Brown	13-33-18-5-31-36	129	23
12192	Harry Levinson	16-22-19-18-25-27	130	24
19724	Scott Cline	32-38-17-22-22-11	134	25
21707	Carlos Bosch	25-29-27-12-36-18	141	26

## Nute, Elms Top Bahamas Winter Championships

Tom and Carolyn Nute, San Diego, won the Bacardi Cup Series with an impressive 8 point total and finishes of 1-1-4. Nassau's Pierre Siegenthaler and Richard Farrington took second place with 2-4-3. Terry Timm and Steve Orr from Ann Arbor, MI placed third with 5-11-1 and Jeff Lenhart and Don Krebs, San Diego, with 3-3-11 were 4th. Earl Elms and 12 year old, 80 pound Carl Hultgren, rounded out the top five with 13-2-6.

A record number of 46 boats from the U. S., Brazil, Canada and the Bahamas took part in the 3 race Bacardi series and 45 of them stayed for the 5 race Gamblin Series. Winds were 20 knots and better for most of the races.

Earl Elms, multi champion of the class, and currently California commercial fisherman, came from behind to win the Gamblin Series with 7-2-3-2-4 finishes. Earl's consistent sailing overcame the early lead of Doug DeSouza 1-1-1 when Doug faltered with a 19 and 11 and Terry Timm who had finishes of 2-7-2-1 and blew it with a 19 in the final race.

Powerful Pierre Siegenthaler was fourth with 4-5-13-3-9 and Tom Nute took fifth with 5-3-4-20-5.

### ZIMMERMAN TROPHY

The Zimmerman Trophy for the best finish overall for the winter circuit was presented to Earl Elms with Jeff Lenhart second, Tom Nute third and Doug DeSouza fourth.

From: Godfrey Kelly  
National Secretary, Bahamas

## Buckles Takes SCIRA Midwinters

The notion that the SCIRA winter circuit is a sunbath in balmy breezes was quickly scuttled at the opening Midwinters, March 2-4 at Tampa, Fla.

It was bitter cold and the winds were – for the most part – strong. Yet on the positive side was the record attendance of 57 boats from throughout the country, Brazil and the Bahamas.

Bruce Cochran won the opener on Sunday afternoon in gusty 20-knot winds, with Earl Elms a close second. For Elms this was the first race after a one-year hiatus from Snipe racing. Though he had hastily rigged a new Skipper Snipe (built to Elms' design)





*Ken Simons' Snipe parts a wave on Tampa Bay (Weber photo).*

flown in from Denmark, the Californian seemed at home in the short chop of Old Tampa Bay.

Winds were a bit lighter for the two heats on Monday afternoon; 12-18 for the first heat trailing to 10-15 for the second. Bill Buckles took the start and was never headed, and Elms moved from third to second. Boris Ostergren broke clear in the second race of the day, only to be overhauled by Jeff Lenhart, Doug

DeSouza and Tom Nute before the finish.

A 10 a.m. start on Tuesday for the final three heats had crews numb from the cold. Thankfully, the wind was no more than 12-15 for the opener and the sun helped counter the chill. On points Nute and Elms were deadlocked and Lenhart had started to move up after a disappointing 12-8 in the first two races of the regatta. Going into the last windward leg Lenhart trailed Elms by a

length. They split tacks and at the finish it was Lenhart and Elms, with Nute edging Buckles for third.

Winds dropped to 10 and under for the second heat. Elms, over early, was recalled but Lenhart, Nute and Buckles could not jump to a competitive edge on each other. It was Ostergren's race with Buckles, Lenhart and Nute following.

A wind shift just prior to start of the final race left Nute and Elms tactically out of it. (A protest of the RC was disallowed). Buckles lead throughout the race and Lenhart sailed a steady fifth when many of the top boats found the change-of-pace light air a bummer.

Buckles dropped a sixth place of this best five-of-six series to clearly win it all, with Lenhart and Nute not far off the pace.

The regatta was chaired by Phil Blair and sponsored by Fleet 46 and held at the Bay Harbor Inn, a new regatta facility on the causeway linking Tampa and Clearwater. The awards banquet was equal to the record entry list as several hundred people attended to honor the leaders and warm the spirits after some frigid racing in the "tropical" south.

John Weber  
Fleet 46

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**'Snipes Au Carnival' in France**

Arturo Delgado, SCIRA European Secretary, was first at Yacht Club Beaulieu, France, in the Carnival Regatta held February 8 and 9. Spain was best of the five countries represented and also took second and third places. Rabbo of Genoa, Italy was 4th and De Soto of Santander, Spain was 5th.

England, France and Denmark were also represented at the regatta.

**SNIPES AU CARNIVAL  
(Top 15 of 32 Boats)**

Skipper/Crew	Club	Place
Delgado/Pi Suner	Nautico de Madrid	1
Belles/Fondevilla	Real Barcelona	2
Belles/Pich	Real Barcelona	3
Rabbo/	Genova	4
De Soto/De Soto	Real Santander	5
Zaoli/Zaoli	Y.C.San Remo	6

Celier/Celier	Y.C.Beaulieu	7
Orlando/Orlando	Y.C.San Remo	8
Durand/Simon	S.N.Andernos	9
Tua/Tua	Y.C.San Remo	10
Durand/Lepont	Y.C.Villefranche	11
Reyna/Zamora	Real Barcelona	12
Mariage/Mariage	Y.C.Beaulieu	13
Brossard/Brossard	C.N.Claouey	14
Gazet/Masini	King George S.C.	15

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A few years ago I made my nice, round board a cut-off board and after a couple of races found out I shouldn't have. Last Spring I put it back together and regained my ability to go windward. In case someone else would like to do it, this is how I did it!

I bought some 8 penny aluminum nails and cut them into 1 1/4" lengths. I then aligned the cut-off piece with the board marked six places, drilled holes 3/4" deep into each piece, and doweled it together. I then belt sanded both side 2" on each side of the seam; taped it together with fiberglass tape and epoxy, sanded it again as much as I dared and faired it in with micro balloons.

Ed Younie

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# Wells Wanderings



by Ted Wells

JUNE 1975

Someone once remarked that making a major design change in an airplane was as difficult as trying to stuff one more eel into a basket that was already full of eels. In the case of the changes proposed by the Rules Study Committee outlined in the last BULLETIN there are several eels and the baskets are all full. At least I don't have to worry about a subject for this article.

As it was pointed out in last month's BULLETIN, the Rules Study Committee has made its recommendation. The Rules Committee members have been requested to submit comments, which will be summarized and submitted to the Board of Governors who will make the final decisions.

A majority of the complaints received reflect a lack of understanding of the effect on existing boats. The answer is simple — with one possible exception, all existing boats retain their status as legal boats eligible for competition at any level. Pivot boards, deck stepped masts, thin rudders, thick rudders on boats built prior to Jan. 1, 1976 do not have to be changed. If you can qualify for the 1979 World Championships in a 1965 Snipe, you can take it with you.

Another adage in the Aircraft industry is that after building ten thousand airplanes of a given type some inspector will discover on the ten thousand and first airplane some item which does not comply and never has complied with the drawing. The 33½" dimension on the drawing of the center board is allright but the trunk height note should start there and not at the 37" dimension. Tolerances were omitted from this drawing unintentionally also.


There are a few difficult decisions for the Board of Governors, and there is no way they can keep everyone happy.

Probably the most controversial is how far and for how long a grandfather clause should apply to the new one and only centerboard. Dan Williams feels there should be some time limit for universal adoption for all levels of competition or else we have merely created ANOTHER board shape which we certainly don't need. There is no concern about requiring this in 1976 Western Hemisphere, European & African Championship Regattas. Chuck Loomis expressed some concern in connection with National Championships because a successful National requires cooperative effort of a lot of skippers at the local and district level. If these people are asked to devote a lot of time, effort and money on the regatta they are going to want to sail in it and without having to add the cost of a new centerboard to their problems. The idea of requiring the new board in old boats at the district or local levels of competition has been received with no enthusiasm at all.

England is going to be unhappy about the demise of the pivot board but no builders are using them now. There are some in the US which are cherished by their owners but the grandfather clause should protect them. Deck stepped masts come in the same category.

Some concern has been expressed concerning the tightening of tolerances especially eliminating additional tolerances on chines. One builder feels that this will mean that new boats will be slower than old ones which will inflate the value of older boats and restrain the sales of new ones. Doesn't seem possible but there do seem to be occasional cases where identical or practically identical hulls perform in illogical and unexplainable ways.

The Rules Committee recommendations are not yet finalized, but it appears likely that the Grandfather Clause will be labeled as a hot potato that involves high level policy to be determined by the Board based on evidence submitted. Most other proposed changes will be recommended with a few exceptions (an example: 3/4" plywood rudder covered with cloth has been satisfactory in the past and should be in the future. Adoption of a maximum seems logical to prevent screwball ideas and 1½" seems logical. Incidentally the fat rudders came from California but Doug Peterson who has made quite a reputation for designing hot larger racing boats in California says the idea is crazy — keep anything that is in the water as thin as possible).



*Snipe Building Plans*

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## RACE WEEK DE PALMA — TROFEO PRINCESS SOFIA

Drop One Race  
(Top 21 of 90 boats)

Boat	Skipper	Country	Races	Points	Finish
19976	P. Zendrera	Spain	1-2-1-1-2-NS	6.0	1
2189	V. Sanchez	Spain	18-9-5-2-3-1	33.7	2
17434	B. Montaner	Spain	6-55-2-3-5-3	36.1	3
19981	F. Gancedo	Spain	5-1-3-8-7-NS	42.7	4
16874	J. Strombach	Sweden	11-21-4-NS-1-2	55.0	5
19820	F. Masso	Spain	7-4-7-5-14-6	55.7	6
21420	J.M. Belles	Spain	NS-5-14-6-4-5	59.7	7
19229	J. Quevedo	Spain	17-7-6-17-17-4	78.7	8
17074	J. Campos	Spain	10-6-18-25-9-8	80.7	9
20281	Gothlin Brothers	Sweden	2-24-17-12-13-12	81.0	10
19232	S. Caballos	Spain	NS-3-12-15-8-17	81.7	11
21446	N. Tofgaard	Denmark	3-27-34-9-10-7	82.7	12
17069	M. Saugy	Spain	25-15-27-14-6-11	100.7	13
21531	R. Domenech	Spain	23-10-10-18-11-29	102.0	14
19391	E. Bossier	Spain	11-55-16-11-16-25	107.0	15
21018	S. Lindholm	Finland	8-16-36-10-24-20	108.0	16
16539	J.R. Toubes	Spain	49-13-13-19-12-24	111.0	17
21415	J. Matheu	Spain	12-25-22-4-NS-21	112.0	18
21744	L. Graaf	Sweden	15-17-9-40-19-23	113.0	19
19943	R. Reus	Spain	19-11-23-28-54-16	127.0	20
21082	C. Vilar	Spain	33-18-8-13-25-54	127.0	21

## Spain's Pablo Zendrera Tops Race Week de Palma

"You only have to whistle" said Lauren Bacall to Humphrey Bogart in "To have or not to have". It's the same when beautiful Mallorca calls. With the Easter regatta the season starts in Europe, and every sailor with Snipe blood in his veins can't resist the regatta.

As it should be at grand openings, everything was super. The hotels, the pools, the parties, the prize giving with Princess Sophia of Spain, the organization, the big field — 90 boats.

For the first time Mister Snipe, Felix Gancedo, was human. In a borrowed Skipper Snipe, he made wrong tacks, and lost sure victories at the end of races, and so on. This we thought was impossible for Felix. The victory was captured by No. 3 in Spain: Pablo Zendrera and Panxo Pi-Suner. They sailed stronger than ever before with their Skipper, Bruder mast, and Norths. Their winning was very popular. Having raced Snipe all over Europe for a long time, they really deserved this victory in one of the biggest

Snipe races of Spain.

Another hotshot, Fernando Masso in Brodsted's silver boat from Malaga Worlds was sixth.

Among non Spaniards, Nils Tofgard in his new Skipper model (very much like a Chubasco), and ourselves in a borrowed Spanish built Copino started very well; 3rd and 2nd. What a feeling to pass Felix on the last beat! Felix making the wrong tacks, we the right ones! The longer the regatta lasted the more the Swedes improved their positions. Jan Stromback, 2nd in the Snipe Gold Cup last year, took 5th.

At the prizegiving the Princess and Prince Carlos were given a specially designed Snipe jacket from SCIRA-Sweden. Not a regular one but a real super duper one. They were very excited and Princess Sophia promised to start racing Snipe at once. The Prince drives a Dragon.

Per and Mats of Stockholm

**CENTERBOARD WANTED** — for Lofland 14323. Call Bill Duerr at 616-775-9752 or write 8466 M-115, Cadillac, MI 49601.

**NO. 9360 WITH TRAILER** — \$900 or best offer. Hull is Western Red Cedar and boat is minimum weight. Choice of sails. Nate Whiteside, 20173 Whipple Dr. Northville, Mich. 48167 (313) 349-8472 or office 453-1320.

**FOR SALE** — Fiberglass Irish Snipe No. 16957, Proctor mast, 2 suits of sails (North and Boston), trailer, spare wheel and tire for trailer, boat cover, for trailering or dry sailing. \$1300.00 Al Copping, 4508 Marlborough, Okemos, Mich. 48864 Tel. 517-349-2124.

**FOR SALE** — Chubasco 20552, white deck, international orange hull, in mint condition with all racing extras. 1973 Levinson sails. 1973 Southern Yachts trailer, full deck nylon mooring and trailing cover. Weight 381 lbs. \$2350.00 firm. Rex E. Ely, Cincinnati, Ohio, 513-732-0544.

**PROTECT YOUR LOVED ONES** — Snipe rudder and dagger board covers. Sturdy blue covers w/soft lining. Rudder. \$12.50. Board \$17.50. (send pattern for size and shape of board). Ill. residents add 5% sales tax. T. G. ENTERPRISES, 1411 College Ave., Wheaton, IL 60187.





## Sanctioned Snipe Regattas

JUNE 6-8, FWBC ANNUAL REGATTA, Fleet No. 45, Bill Shelton, 2901 West Berry, Ft. Worth, TX 76109.

JUNE 7-8, DISTRICT IV CHAMPIONSHIP, Chattanooga, Privateer Fleet No. 142, Bill Simons, 4106 Hamill Rd, Hixson, TN 37343.

JUNE 7-8, HEART OF AMERICA, Quivira Fleet 121, Darrell Murphy, 126 Lakeshore W, Lake Quivira, KS 66106.

JUNE 7-8, NORTHEASTERN INTERNATIONAL, Bill C. Buckles, 13925 Triskett Rd, Cleveland, OH 44111.

JUNE 14-15, LAKE ONTARIO OPEN (BRIODY), Newport Fleet No. 103, Fred Seedhouse, 1180 Severn Ridge, Webster, NY 14580.

JUNE 14-15, MICHIGAN STATE CHAMPIONSHIP (CLOSED), Gull Lake Fleet 190, Roger N. Turner, Sr. 9845 East "C" Ave., Richland, MI 49083.

JUNE 14-15, CARLYLE OPEN, Lake Carlyle Fleet 705, Ray Szczepanski, 7781 Wooddale Lane, Normandy, MO 63121.

JUNE 21-22, SLAUSON MEMORIAL, Peoria Fleet 131, William T. Reid III, 4533 Bournedale, Peoria, IL 61614.

JUNE 21-22, MIDWESTERN CHAMPIONSHIP/KANSAS CENTENIEL, Wichita Fleet 93, Ted Wells, Box 2, Wichita, KS 67201

JUNE 27-29, DISTRICT II CHAMPIONSHIP, Sequoyah Fleet 68, Thelma Theriot, Registrar, 8914 E 33rd PLace, Tulsa, OK 74145

JUNE 27-29, DISTRICT I CHAMPIONSHIP - JR. & SR., Quassapaug Fleet No. 231, Richard Leonard, 312 Park Ave., Naugatuck, CT 06770.

JUNE 28-29, WOLVERINE REGATTA, Barton Fleet 520, Douglas Behrendt, 2121 Woodside, Ann Arbor, MI 48104.

JUNE 28-29, NEW YORK STATE OPEN, Onondaga Fleet 18, Ron Bouverat, 404 Kirsch Dr, Matty Dale, NY 13211.

JULY 4,5,6, MISSOURI VALLEY CHAMPIONSHIP, Iowa-Nebraska Fleet 309, Stan Traub, 2520 No 53, Omaha, NE 68104.

JULY 7-13, WORLD JUNIOR SNIPE CHAMPIONSHIP, Kokkola Fleet 570, Kikkola, Finland.

JULY 11,12,13, DISTRICT III CHAMPIONSHIP, Island Bay Fleet 91, Phillip Peterson, 2505 Churchill Rd, Springfield, IL 62702.

JULY 11-13, DISTRICT V CHAMPIONSHIP,

Chautauqua Fleet 124, Harold Griffith, 227 Crossman St., Jamestown, NY 14701.

JULY 12-13, WINCHESTER BC INVITATIONAL, Winchester Fleet No. 77, Lewis A. Law, 80 Richmond Rd., Belmont, MA 02178.

JULY 17-20, NORTH AMERICAN CHAMPIONSHIP, Association Island, NY., Ralph M. Swanson, 44 Swan Road, Winchester, MA 01890

JULY 19-20 SUNFLOWER HOSPITALITY REGATTA, Shawnee Fleet 597, Herbert Langland, 2823 Prairie Road, Apt 26, Topeka, KS 66614

JULY 26-27, CHAMPAGNE REGATTA, Keuka Fleet 382, Russell Cook, Wolcott Rd, Rose, NY 14542.

JULY 26-27, DIAMOND LAKE OPEN, Diamond Lake Fleet 158, Earl Troeger, 3047 Woodmont Dr., South Bend, IN 46614.

AUGUST 2-3, DISTRICT III JUNIOR CHAMPIONSHIP, Diamond Lake Fleet 158, Earl Troeger, 3047 Woodmont Dr., South Bend, IN 46614.

AUGUST 9-10, OLD CHICAGO REGATTA, Chicago Fleet 86, Brian Sherry, 2141 Drury Lane, Northfield, IL 60068.

AUGUST 9-10, ONTARIO CHAMPIONSHIP, Oakville Fleet No. 321, Jim Belford, 85 Wolfdale, Oakville, Ontario, Canada.

AUGUST 11-15, CANADIAN NATIONAL CHAMPIONSHIP, Oakville Fleet No. 321, Jim Belford, 85 Wolfdale, Oakville, Ontario, Canada.

AUGUST 16-17, U. S. JUNIOR NATIONAL CHAMPIONSHIPS, Green Lake, WI, Green Lake Fleet No. 129, Andy Zeratsky, Lac Verde Circle, Green Lake, WI 54941.

AUGUST 18-22, U. S. NATIONAL CHAMPIONSHIPS, Green Lake, WI, Green Lake Fleet No. 129, Andy Zeratsky, Lac Verde Circle, Green Lake, WI 54941.

AUGUST 23-24, BOARD OF GOVERNORS REGATTA, Quassapaug Fleet No. 231, Richard Leonard, 312 Park Ave., Naugatuck, CT 06770.

SEPTEMBER 6-7, LONG ISLAND SOUND OPEN, Sea Cliff Fleet 4, Dana F. Schnipper, 59 Park Way, Sea Cliff, NY 11579.

SEPTEMBER 6-7, INDIANA OPEN, Indianapolis Fleet 409, Dr. Lewis Lappas, 5331, Hawthorne Dr., Indianapolis, IN 46226.

SEPTEMBER 13-14, LAST CHANCE, Crystal Lake Fleet 123, Bill Laskey, 330 Dolle Lane, Crystal Lake, IL 60014.

SEPTEMBER 13-14, WEATHERBY LAKE HOSPITALITY REGATTA, Weatherby Lake Fleet 698, Hans Hagen, 9909 NW 74th, Parkville, MO 64152.

SEPTEMBER 13-14, MASS BAY OPEN/CALL-of-FALL, Mass Bay Fleet No. 224, Mike Goll, 16 Johnson Ave., Winthrop, MA 02152.

SEPTEMBER 20-21, JOE RAMEL MEMORIAL, Lake Lotawana Fleet 49, Guthrie Carroll, 647 Romany Road, Kansas City, MO 64113.

SEPTEMBER 20-21, OHIO (OPEN) STATE CHAMPIONSHIP, Portage Lakes Fleet 110, Dick Hand, Zpt B-4, 727 Hancock Ave., Akron, OH 44314.

SEPTEMBER 27-28, HOOSIER HARVEST, Muncie Fleet 557, Steve Sherman, 1712 Winthrop Dr., Muncie, IN 47304.

OCTOBER 4-5, OXFORD INCIDENT/ACCIDENT, Acton Fleet 515, Michael T. Zalzal, 4001 Sharon Park Lane, No. A-19, Cincinnati, OH 45241.

OCTOBER 18-19, FRIGID DIGIT, Annapolis Fleet 532, Ned Lawson, P. O. Box 1463 Annapolis, MD 21404.

NOVEMBER 1-2, HALLOWEEN REGATTA, Atlanta Fleet No. 330, Don Simpson, 2993 Karen Lane, Marietta, GA 30002.

NOVEMBER 28-DECEMBER 6, WORLD CHAMPIONSHIP, Punta del Este, Uruguay.

### DISTRICT II CHAMPIONSHIP

June 27 - 29

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Contact: Larry Theriot  
8914 East 33rd Plaza,  
Tulsa, OK 74145

### Basic Snipe Sailing Manual

Intended for beginning Sniper, crew, and wives, this excellent manual (6" x 9") is a glossary of nautical terms with a sketch applicable to Snipe; knots with illustrations; handling the boat; tacking; running; reaching; jibing; heave-to; capsizing; all simplified rules; thumb nail tactics; check list; important Snipe measurements. A most valuable handbook - still not complicated. 75c @ copy - 10 for \$6.00. From SCIRA only.

1973 WORLD CHAMPIONSHIPS

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	PORTUGUESE NATIONAL CHAMPIONSHIP .	1st	SILVER SNIPE .....	1st
	NORTH AMERICAN CHAMPIONSHIP .....	3rd	DANISH GOLD CUP .....	1st & 2nd
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