



# ***SNIPE***

---

# ***BULLETIN***



**MARCH 1973**

# 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).

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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.

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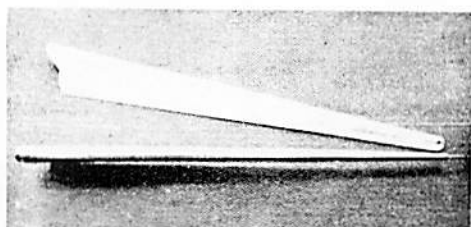
\$200.00

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

\$255.00

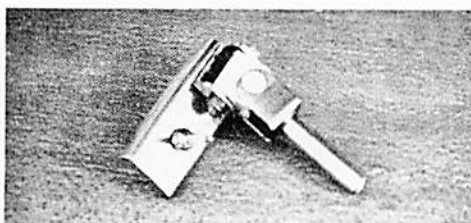
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The proof comes from the World Championship in Brazil. The conditions were from 45 MPH down to a vacuum. Elms Sails consistently were the best, winning 5 of the seven races and getting 5 of the seven seconds. The over all performance for us was 1st, 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.

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# ELMS SAILS

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PHONE (714) 295-8887

# Voice of the People

November, 1972

Dear Editor:

Yes, Snipe lost to the 470 on the Olympic choice. We know that Snipe won't die of that specific disease. Snipe has never been Olympic and lives for 41 years.

Snipe however will die of another disease: The Board is not International enough. All around the world Snipe is considered a North American boat... And — that is an exclusive fault of some "provincials" in the U.S.

You expected an International effort for the Olympic choice. And yet, there was the brilliant idea of proposing an amendment to SCIRA's constitution: "The six members at large of the Board of Governors shall be from the USA, etc., etc. (See the bulletin of August, 1972)."

The amendment was not carried at Ft. Gibson's meeting, thank God and common sense. However the two vacancies were filled with US members, which adds up to the same thing.

Do the "provincials" know that Spain, for instance, has half the number of boats that the U.S. does?

Do they know that we know how to sail in Brazil and have 18 active fleets with more than 150 active snipes, four World titles and three Western Hemispheres?

Do they know that from the 17 members of the Board, 12 are from US? Do they know that Salvat, W.H. General Secretary these last two years attended to four championships in Brazil, one in Chile, one in Bahamas, several in Argentina and went to Colombia for the W.H.'s?

Now, may I ask, how many other American members of the Board never got further than their backyards?

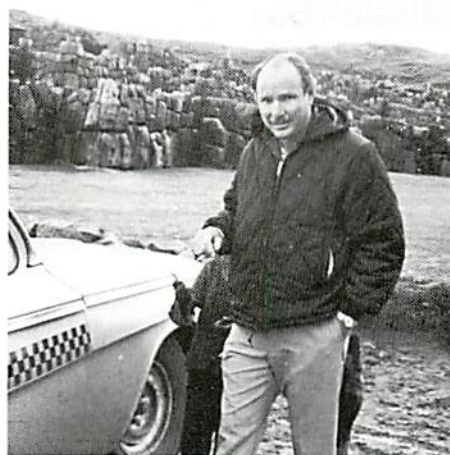
National's Secretaries meeting in 1971 W.C. asked for more democracy in Snipe Class. What has been done on this?

In 1973 Brazilian saylors will attend the Winter Racing Circuil, the Silver Snipe in Sweeden, the South Pacific in Chile, the Vasco da Gama in Portugal, the World's in Spain and three "National's" in Brazil: The Southern open, the North-eastern open and the major National.

Will American saylors do something of the kind?

I love the slogan "Think Snipe". May I suggest: "Think International Snipe"?

*Sincerely yours,  
Flavio Caiuby  
National Secretary, Brazil*



*Peter Christie*

## Veteran Sniper Christie Resigns as Bahamas National Secretary

Peter Christie has resigned as National Secretary for the Bahamas after 18 years in that post which must be something of a record. Peter has attended many world and Hemisphere Championships during his term of office and his home fleet was host to the Western Hemisphere Cham-

pionship in 1958 and the World Championship in 1967. Nassau's Fleet #391 also holds the Gamblin Memorial Regatta and Bacardi Cup every year as part of the Southern Winter Circuit. In addition to his administrative duties Peter is in top contention at the Bahamian Championships and the Winter Championships.

Peter, with characteristic modesty, said that his successor, Godfrey Kelly, is a "new broom who will sweep much cleaner than I."

We take this opportunity to extend the thanks of the Class to Peter for good work well done.

## STATUS BY COUNTRIES

The following is a list of countries that paid dues for the year 1972. The figures indicate the number of dues-paying boats. Some countries are not included and we hope their reports will be forthcoming shortly. A supplementary list will be printed in a later issue.

Argentina	28
Austria	3
Bahamas	22
Bermuda	15
Brazil	187
Canada	60
Colombia	40
Cuba	33
England	123
Finland	60
France	61
Italy	10
Japan	159
Norway	49
Paraguay	5
Portugal	96
Spain	622
South Africa	5
Sweden	131
Switzerland	8
Uruguay	32
U.S.	1,637
Total	3,386

Western Hemisphere Regatta 1st  
Miami Mid-Winters 1st  
South American 2nd  
North American 1st  
Florida Championship 1st, 2nd, 3rd  
Commodore Rasco Regatta 1st, 2nd, 3rd

Spanish Nationals 1st  
Swedish Nationals 1st  
Pan American Championships 2nd  
U.S. Nationals 2nd and 4th  
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# SNIFE BULLETIN

SNIFE CLASS  
INTERNATIONAL RACING  
ASSOCIATION

MARCH 1973  
Vol. XXII No. 3

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## SUBSCRIPTION

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of dues in SCIRA are paid for a year's  
subscription to the SNIFE BULLE-  
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.

## THE COVER

This month's cover was taken at the Middlefork opener last May. It shows three "cool" skippers and crews. It only took about a month for them all to become hot!

The unidentified boat appearing on the October cover has now been identified as belonging to Val Simhauser of Springfield. Val verified that he capsized shortly after the picture was taken — to windward.

## 1973 U.S. Snipe Nationals Mission Bay Y.C.

Mission Bay Yacht Club will be host for the 1973 U.S. Snipe Nationals in the ocean off San Diego. Those of you planning to attend should make your reservations soon as San Diego is a busy place in the summer, especially in August. Calendar of events:

Monday, August 13 — Measuring;

Tuesday, 14th — Measuring & Junior Nationals;

Wednesday, 15th — Measuring & Junior Nationals, Junior Party, No Host Cocktail Party;

Thursday, 16th — Crosby Series starts;  
Friday, 17th — Crosby Series, Enchilada Dinner, General Meeting;

Saturday, 18th — Crosby Series, Steak Cookout;

Sunday, 19th — Heinzerling and Wells, San Diego Yacht Club Nite;

Monday, 20th — Heinzerling and Wells;

Tuesday, 21st — Heinzerling and Wells;  
Wednesday, 22nd — Heinzerling and Wells, Trophy Dinner.

For information regarding motel accommodations write: San Diego Convention and Tourist Bureau, 225 Broadway, San Diego, CA 92101. Or write: Helen Bedford, General Chairman, 3520 Browning Street, San Diego, CA 92106.

See you in August!

*Helen Bedford*

## THOUGHTS WHILE SAILING

Snipe has always been thought of as a home-built boat. It was designed as such and there are many very fine Snipes sail-

ing that were built by their owners. However, we have all seen many fiberglass boats in competition. In fact, it seems that the traditional wooden construction is rapidly being replaced by our modern plastic methods.

I felt that it might be interesting to see just how many numbers were issued for home-built boats in 1972. Since we do not have complete figures for non-U.S. assignments, the analysis was confined to the U.S. During 1972 only 6 numbers were issued to home-built owners. All the rest were built of fiberglass. In other words, over 95% of the boats built in the U.S. were professionally-built fiberglass boats.

What does this mean? For one thing, if we had not permitted the use of fiberglass, the Snipe Class might just well be gone. Our present boats require minimum maintenance and permit more time sailing and less pain in the workshop. Another factor is the decision that the Board of Governors will have to make on whether to reprint BUILDING OF A PLYWOOD SNIFE. They must determine whether to make it easy for people to build their own boats or whether the class is now to go primarily to fiberglass. I feel we should always have the option but on the other hand, should we spend the money for this sort of return?

Several years ago I asked Ted Wells why he gave up on his wooden boat and he replied that he was tired of refinishing it every year. I guess I'm tired too, for one of those new-fangled plastic boats is in the offing.

## THE SCORE

Seven different countries were issued 51 numbers during the month of January. The U.S. led with 14, Chile, Italy and Sweden each got 10, followed with 4 for England, 2 for Portugal and 1 for South Africa.

A new fleet was chartered in Atlanta. The Atlanta Barefoot Sailing Club received charter 726 and are off to a good start with 5 boats. They sail on Lake Lanier and anyone interested in joining them contact Clay McCowan, 1395 Lake Hearn Dr., NE, Atlanta, Georgia.

**Numbered SNIPES — 20404**

**Chartered Fleets — 726**



## DUES

1973 SCIRA dues are due and payable as of January 1, 1973, and are delinquent as of March 31. Boats, in order to race legally in SCIRA events must display the 1973 decal. The decal is proof of current dues payment and proof that the boat has been measured and is attached to the starboard side of the boat just forward of the transom. Note: Please attach the decal *outside* on the starboard side. Svend Rantil told us of challenging a contestant at the European Championship to show his decal. It's right where it's supposed to be, was the reply. Where? On the starboard side just forward of the transom. Sure enough it was — on the *inside!* Can't be too careful!

## WEIGHT

**WEIGHT:** The official minimum weight in the U.S. for 1973 is 390 pounds.

## BERMUDA RACE WEEK

**BERMUDA RACE WEEK:** Carlos Bosch, National Secretary for Bermuda has announced April 29th to May 6th as the dates for the 1973 Race Week. Fierce competition and warm hospitality are the hallmarks of a Bermuda regatta. For details or reservations write to Carlos: P.O. Box 720, Hamilton, Bermuda.

## BOAT SHOW

**BOAT SHOW:** Fleet #86, Burnham Park Chicago is planning a booth at the Arlington Boat Show in March. Louis and Edie Spencer are chairmen of the effort. One of the members of the fleet has lent his new boat for the booth which will be manned by members of Fleet 86. Anyone in the Chicago area who can help out (or who needs a fleet) contact: Louis Spencer, 1525 Ernie Pyle Drive, Oak Brook, IL 60521.

**COLD WEATHER HINT:** Keith Zars, San Antonio advises: Use a large crew to keep the water off you!

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## REGATTA SCHEDULE — EUROPE

January 17/21	— XXXI TROFEO DE INVIERNO Y COPA MARCA Real Club Mediterraneo de Málaga <b>ESPAÑA</b>
February 24/25	— SNIPES AU CARNAVAL Yacht Club de Beaulieu <b>FRANCE</b>
April 19/22	— TROFEO SEMANA SANTA Real Club Nautico de Palma de Mallorca <b>ESPAÑA</b>
*** April 21/23	— TORNEO DI PASQUA Yacht Club — San Remo <b>ITALIA</b>
April 28/29	— SÖRLANDSSNIPEN Risör <b>NORWAY</b>
*** April 28/30	— XIX COPPER SNIPE CUP North Sea Yacht Club — Ostende <b>BELGIQUE</b>
April 28/ May 1	— REGATA INTERNACIONAL DE VALENCIA Real Club Nautico de Valencia <b>ESPAÑA</b>
May 5/6	— COPPA ALBERTI Yacht Club S. Margherita Ligure Genova — <b>ITALIA</b>
May 12/13	— COUPE DE L'EST Yacht Club du Der (Lac de la Forêt d'Orient) Troyes — <b>FRANCE</b>

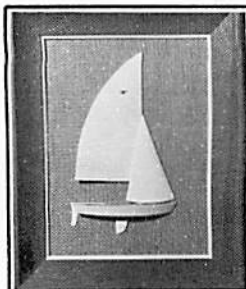
(Continued on page 10)



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Joerg Bruder

Photo by Buzz Lamb

## An Interview with Joerg Bruder

Per and Mats Gothlin, the enterprising editors of Nordisk Snipe BULLETIN, have again generously offered to share one of their interviews with a world's top Snipe sailors. JOERG BRUDER, World's Champion in Finn, 2nd in the Star World's, Brazilian Snipe Champion and 4th in the Olympics in Star, answered as follows.

**Question: What's the most important thing in sail racing?**

**Answer:** The most important thing is a very strong wish to win, even in hopeless situations.

**Q. How did you get to be such a fantastic skipper?**

**A.** Besides the wish to win you should also like to sail — taking the sport as a relaxation and not an obligation.

**Q. What advice would you give to a guy who wants to get in the top?**

**A.** If answers 1 and 2 are satisfied, a guy who wants to get up in the top should look to the best; to start materially where they are and then try to beat them with the same gear.

**Q. In Snipe, what boat, mast and sail do you use?**

**A.** Presently, I use Piccolo sails on a Bruder Snipe with a Bruder mast.

**Q. Is the mast very bendy? Can you describe how to tune it in hard and light weather?**

**A.** Yes, our mast is quite bendy sideways but not fore and aft. Due to spreaders with restricted movement (approximately 100°) and tight shrouds it is quite easy to keep the mast in best shape for strong winds. In lighter winds loosen the shrouds a little bit.

**Q. Do you have floppy rigging?**

**A.** As I'm heavy, I'm using hard rig-

ging, except in light winds as already explained.

**Q. Where do you place the mast, jib fairleads, and vang?**

**A.** Mast is stepped as far forward as allowed by the rules in stronger winds and bigger waves. In lighter winds, about 1" to 2" back from the forward most position. The shrouds are as far forward as allowed by the rules to permit more opening of the main sail on runs. This is also one of the reasons I use tight shrouds. Jib fairleads are between 2" and 4" back of the aft end of the centerboard trunk, and 14" to 18" sideways from the trunk.

**Q. How do you tune a Snipe? Boat to boat test or do you just know?**

**A.** The first step in tuning a Snipe is to see if mast and sails are in good combination. Second, try to sail upwind with the least possible windward helm which in the Snipe is quite difficult to get. Third, pace with another boat.

**Q. We have heard from our best Finn sailor Magnus Olin that you had a tremendous technique in the Finn Worlds. Can you describe how you made a good start?**

**A.** It is easier to make a good start if the others think they won't do as well as you. Basically you should start near the better end of the line and with speed, but not extremely close to the mark if the better end is the leeward end, unless the fleet isn't strong.

**Q. Who is the best sailor in the world and in Sweden?**

**A.** There are a lot of excellent sailors in Sweden, so many that I consider Sweden as one of the 3 or 4 best countries in the world.

# WHAT IS A PROTEST MEETING

by Gary Boswell

Over the years I have found surprisingly few sailors (including judges) who understand how a protest meeting should be conducted. It is not clear why this is true, since IYRU rules 68, 69, 70, 71, 72, 73 and 75 specify the correct procedure. The most common misconception I encounter is that each of the involved skippers and all witnesses should be hauled off into some small, dark (and usually damp and smelly) little room in secret to be grilled by the honorable judges. In this way, and only in this way, it is felt, can the judges arrive at the TRUTH and thereby properly prosecute the offenders. Although I have yet to be beaten with a rubber hose, I am sure some of the judges before which I have appeared had this in mind. The correct procedure is on the opposite tack from the method just described.

Basically, a protest meeting is a legal action and, as such, follows the basic ideas of American jurisprudence. (I am not a lawyer, but I have watched a lot of Perry Mason reruns.) Each skipper has several basic rights which the protest committee cannot deny him. Rule 70 guarantees that the skipper of each yacht involved in a foul has the right to be represented at the protest meeting. If a contestant is not given this right, he cannot be penalized (Rule 70.2). This is the right that opens the door and lets the light shine into our small, dark room. In short, you, as a skipper, have the right to hear all testimony presented, whether it be for you, against you or neutral. You have the right to hear everything the other skipper has to say to the judges. Neither you nor any other skipper, however, have the right to be present while the judges council among themselves to resolve the protest.

The second basic right each contestant has is the right to be informed of the decision of the protest committee. This is to include a full description of the evidence upon which the decision was based and the rules, if any, infringed. You have the right to request that this information be given to you in writing. If you plan to appeal a decision, it is vital that you do insist upon a written decision.

Now let me describe the procedure for holding a protest meeting. First, each interested party must be notified as to the time and place of the protest meeting. A time and place should be chosen that allows a reasonable amount of time for the

preparation of a defense. At the protest meeting, the judge-in-charge (JC) should first ascertain who is the official representative of each yacht, and that these representatives have been introduced to each other. He should describe the procedure he will follow in resolving the protest, and he should give each representative an opportunity to read the protest. Prior to

protest presents a description of the event. (It is the JC's responsibility to insure that the protestor has the opportunity to do this without interruption.) At the end of his testimony, the other representatives present may cross-examine him.

Next the party who filed the protest is allowed to call witnesses. When each wit-



the meeting he should verify that all protests were filed properly (e.g.) protest flags flown, competitors notified, etc.). If any trivial items have been overlooked in filling out the protest, he must allow the appropriate representative an opportunity to correct the oversight (see rule 68.3(f)).

When all the preliminaries are out of the way, then the party who filed the

ness has presented his testimony, the other representatives are allowed to cross-examine each witness. After the last witness of the prosecution has been dismissed, the representative for the defense is given an opportunity to present his case and to call witnesses. Just as before, cross-examination is allowed following

*(Continued on Page 8)*

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## PROTEST MEETING...

(Continued from Page 7)

each testimony. Finally, the representative of each yacht is allowed a summation of his position.

At any time during the proceedings, the judges may ask questions to clarify a point or to establish a fact. When the summations have been concluded, the representatives are dismissed and the judges try to resolve the protest on the facts presented.

That last sentence is important — the judges should decide the protest on the facts presented in the protest meeting, not on rumors, items heard in the locker room, who's a good guy, etc. Although there is no rule which requires a judge to disqualify himself if he witnessed a foul, I firmly believe he should do so and appear at the hearing as a witness. To do otherwise means that the information obtained by a witness (the judge who was a witness) is being used in the final decision without having been presented at the hearing. (It should be pointed out that this was a matter of controversy at the 1972 Olympics.)

The final act of this great sailing ritual is to call all the representatives together and present the decision of the judges, including the rule or rules the judges decide have been violated if anyone is disqualified. At this time the judge should also describe the procedure to be followed in the event anyone wishes to appeal the decision of the protest committee.

Throughout the entire meeting it is the responsibility of the JC to maintain order, to assure that each speaker is allowed to have his say without interruption, to prevent witnesses from being abused, or lead, etc. He must insist that all tempers be kept under control, and

that the meeting be conducted in a pleasant, sane manner. A well run meeting will go a long way towards avoiding the acrimony that is so often associated with a protest meeting.

In summary, remember, there IS a better way — avoid fouls. But if you are a party to a protest, insist upon your rights

and upon a well run meeting. If you are a judge, maintain control, follow the outline specified and insist that everyone present behave in a dignified manner.

Gary Boswell  
Austin Fleet No. 505

### PROTEST MEETING PROCEDURE

1. Ascertain that the protest has been correctly filed, that the protestor flew a flag in accordance with rule (68.3), and that the protestor has informed the yachts protested against in accordance with rule 68.3.
2. Be sure that each yacht has been given the right to be represented.
3. Explain the procedure to be followed to all representatives.
4. Make all written material concerning the protest available to each representative.
5. Have the protestor present his case.
6. Have the protestee present his case.
7. Invite the protestor to summarize his case.
8. Invite the protestee to summarize his case.
9. Dismiss all representatives and decide what the relevant facts are.
10. Based upon the relevant facts and the racing rules determine if anyone infringed a rule, and if so, which rule or rules.
11. Recall the representatives of the yachts involved and inform them of the decision.
12. Provide a copy of the decision in writing, if requested.

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## Two New Members of the Board of Governors

Arturo Delgado, born in Lisbon on December 9, 1939, is the son of a Spanish father and Portuguese mother. As a result of his father's great love of sailing, he had his first experience crewing in Snipe #5680 at the age of 8. At the age of 9 he crewed on Moth #3051 and was 13th in the European Moth Championship at Peniche, Portugal when he was 12 years old.

His father was the founder of Portuguese Snipe Fleet #420 of Sport Alges e Dafundo where Arturo skippered Snipe #10280 at the age of 15. Later he acquired #12338 as a member of that fleet.

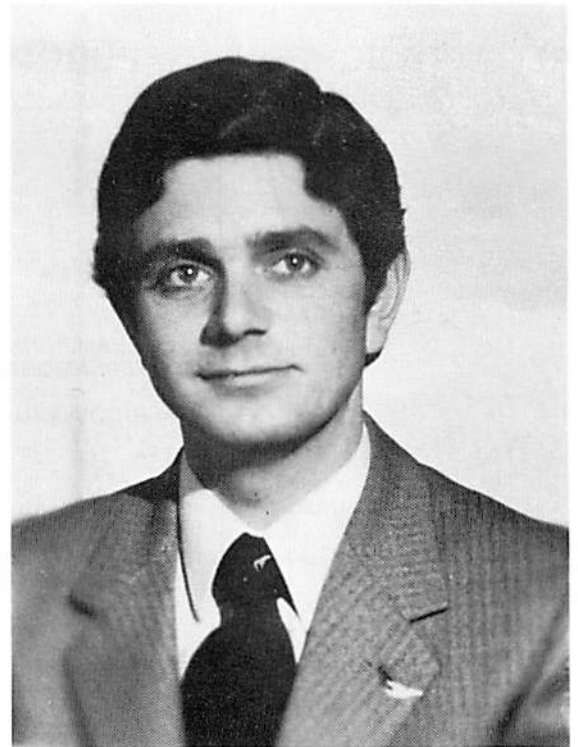
Since completing his education, he has resided in Madrid, where he practices as a lawyer, and is a member of the fleet of the Club Nautico de Madrid. He is fleet captain, and Regional Secretary of the Centre Area. He has owned #15,338, 13968, 17065 and is currently the owner of Snipe #18000 which is very well known in Europe by its Portuguese name of Fado.

As far as racing is concerned, he has always maintained a discreet record but particularly in the last two years has been obtaining very good results thanks to his crewman, Jose Cervera, with whom he has been sailing during the last three seasons.

On February 19, 1969, he was elected National Secretary for Spain, a position he has held since that date. As National Secretary he attended the World Championships held in Luanda and Rio de Janeiro, and the European Championship at Oporto, where he was elected European Vice-Secretary, to take office January 1973.

Arturo is currently assisting in the organization of the forthcoming World Championship to be held in Malaga, Spain, October 12 to 22, 1973.

Jack Steele was born and raised in Southern California. He has a BS in Engineering Physics from the University of California. Jack has been involved in the design of missile control systems at Douglas and McDonnell-Douglas for 17 years. While in school at Berkeley he met his wife Marilyn. Jack and Marilyn have three children; Ken, Lyn and Steve and now reside in Huntington Beach. Marilyn has crewed for Jack in a couple of Nationals. Ken has been crewing for his Dad for several years. Occasionally, this past year, Ken has taken over the Snipe and left his Dad watching on the beach. For many years Jack has been very close to two world famous Snipers, Arch Higman and Bob Schaeffer. The highlights of Jack's 23 years of Snipe sailing are winning two Pacific Coast Championships and one District VI Championship.



*Arturo Delgado*



*Jack Steele*

# REGATTA SCHEDULE — EUROPE ...

(Continued from page 5)

May 18/20	— WIIBROE CUP Espergärde DANMARK	July 13/15	— TURNOI DE L'ATLANTIQUE Club Nautique d'Audierne FRANCE
May 19/20	— OPEN MEETING Mengham Rye ENGLAND	July 20/22	— AIRISTO REGATTA Turku FINLAND
May 24/27	— EAST EUROPEAN CHAMPIONSHIP AND IX RIJECKA INTERNATIONAL REGATTA Yacht Club Galeb Rijeka POB 357 — JUGOSLAVIJA	*** July 21/24	— TROFEU VASCO DA GAMA Sport Clube do Porto Leixões — PORTUGAL
May 26/27	— WHITSUN REGATTA Helsinki FINLAND	July 28/29	— KING GEORGE OPEN MEETING ENGLAND
May 31/ June 3	— REGATA INTERNACIONAL DE BARCELONA Real Club Maritimo de Barcelona ESPAÑA	August 3/5	— EASTERN GULF OF FINLAND Kotka FINLAND
June 1/3	— COPPA BARBANERA Società Triestina della Vela Trieste — ITALIA	*** August 10/12	— SNIPE GOLD CUP Skovshoved (near Copenhagen) DANMARK
June 2/3	— INTERNATIONAL OPEN MEETING Stone Sailing Club Essex — ENGLAND	August 12/16	— MEMORIAL COINTREAU Club Nautique de Claouey FRANCE
June 9/11	— COUPE DE LA FORET D'ORIENT Club Nautique de Hauts-de-Seine Troyes — FRANCE	August 18/19	— HAMARSNIPEN Hamar NORWAY
June 23/24	— OPEN MEETING Broadstairs ENGLAND	August 29/ September 2	— JUNIOR WORLD CHAMPIONSHIP San Remo Yacht Club ITALIA
*** June 28/ July 2	— FINNISH CHAMPIONSHIP Lohja FINLAND	September 8/9	— CHALLENGE P. LAROYE North Sea Yacht Club Ostende — BELGIQUE
*** June 29/ July 3	— COUPE INTERNATIONALE DE FRANCE Société des Régates du Havre FRANCE	September 8/9	— BUDWORTH OPEN MEETING Budworth Sailing Club Cheshire — ENGLAND
June 30/ July 1	— VITUS BERING CUP Horsens DANMARK	September 15/16	— MALDON OPEN MEETING ENGLAND
July 6/8	— HELSINKI REGATTA Helsinki FINLAND	*** September 22/23	— INTERNATIONAL OPEN MEETING Blue Circle Sailing Club Kent — ENGLAND
July 7/8	— SUMMER SNIPE CUP Kolding DANMARK	*** September 22/23	— VIKINGSNIPEN Oslo NORWAY
July 7/8	— OPEN MEETING Northwich Sailing Club ENGLAND	October 6/7	— SNIPES À PARIS Cercle de la Voile de Dennemont FRANCE
*** July 8/12	— CAMPEONATO IBERICO Y GRAN TROFEO GIJON Real Club Astur de Regatas Gijon — ESPAÑA	*** October 12/20	— WORLD CHAMPIONSHIP Real Club Mediterraneo de Málaga ESPAÑA
July 13/15	— HANKO REGATTA Hanko FINLAND		

# NEW RACING RULES

What's grey, weighs a lot and smells like a wet elephant? Besides a wet elephant, Dummy. The answer is a mess of wet sweatshirts after racing in them for 3 days. The new IYRU rules adopted in November prohibit wearing or carrying any clothing or equipment for the purpose of increasing weight (Rule 22). Classes which desire to make an exception to this rule may do so, but there is still a limit of twenty kilograms (44 pounds) weight when wet, allowed.

The rules changes which take effect May 1, 1973, appear aimed at the basic purpose of safety and protection of life and property which has been and should be the basis for the rules. Rule 32 now requires a "reasonable" attempt to avoid a collision on the part of the right-of-way yacht in collisions which cause serious damage.

Rule 34 prohibits a right-of-way yacht from altering course so as to prevent another yacht from keeping clear except when luffing. The new rule adds another exception: when assuming proper course to start. In other words, the starboard tack yacht may harden up to start even though it obstructs the port tack yacht.

Rule 35, Hailing, now has two parts: The right-of-way yacht should hail when making an alteration of course which may not be forseen by another yacht and may be disqualified along with the burdened boat if she fails to hail and a collision resulting in serious damage results. In the second part, a yacht claiming the establishment or termination of an overlap or insufficiency of room at a mark or obstruction (for Rule 42) helps to support

her claim for room if she hails. This is still more suggestion than rule.

Rule 52 requires rerounding the starting mark *after* the start.

Rule 67 is new. It requires that contact between the hull, spars, standing rigging or crew be protested and if neither protests nor withdraws BOTH shall be disqualified if contact is proved. A third yacht which witnesses an apparent collision may protest, and is relieved of the requirement for showing a protest flag if she discovers after finishing that neither of them has observed this rule. The race committee may waive this rule when it is satisfied that minor contact was unavoidable. This is the first time any contact has been allowed by the rules.

Rule 74 provides that after a "gross breach of good manners or sportmanship a competitor may be excluded from further competition in a series." It may take Ann Landers and Amy Vanderbuilt to hear these appeals.

Rule 75 defines "interested party" as one who stands to gain or lose as a result of a decision.

Appendix 2 has a new one for all the light-air boys: "Frequent, quickly-repeated gybing or roll-tacking in calm and near calm conditions fall into the same category as "pumping".

Appendix 3 covers alternative penalties allowed for infringements of Part IV of the rules. These alternative penalties include the 720<sup>0</sup> penalty as the preferable one to use for small boats and short courses and percentage penalties for larger boats and longer courses.

This short outline is intended only to give you a brief resume of the changes. A complete set of rules will be furnished automatically to members of IYRU and NAYRU. You are encouraged to belong to either or both of these organizations. Write: NAYRU, 37 W. 44th St., New York, NY 10036, or IYRU, 5 Buckingham Gate, Westminster, London, England.

## Norway's Viking Regatta

The Snipeklubben Fleet 195 in Oslo, Norway held their Viking Regatta, the largest international regatta held in Norway. This year there were 30 boats from 5 different nations.

### NORWAY'S VIKING REGATTA

Fin.	Boat No. & Name	Country	Skipper/Crew	Pts.
1.	12375, Sjoormen III	Sweden	Krafft Brothers	26.7
2.	19351, True Love	Norway	Birger Jansen/Bjorn Gunnerud	27.7
3.	19677, Snoopy III	Finland	Matti Reponen/Timo Soisalo	29.0
4.	19287, Go-Go	Sweden	Tommy Svensson/K-A Fransson	37.7
5.	16869, Lotten III	Sweden	Tomas Eliasson/S. Bernander	38.4
6.		Norway	Gunnar Kjendlie/Randulf Bull	39.0
7.	19391, The Godfather	Sweden	Gothlin Brothers	39.7
8.	10630, Rabagast	Norway	Jens Roede/ -	42.7
9.	19349, Noterur Nomen	Norway	K. H. Reinskau/Tom Sjonberg	58.0
10.	19096, White Lady	Norway	Kjell Hogberg/Erik Bjorgo	61.7



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Snipes sail on Geist Reservoir during third race of Lilly Series at the 1972 Indiana Open.

## Hite, Drake Split Indiana Open Honors

The Indianapolis Sailing Club was host to the 1972 Indiana Open on September 9 and 10 at Geist Reservoir. Ninety-three boats were on hand for the three races sailed under ideal weather conditions. Don Hite of the Lake Angelus Club, Michigan, out-sailed fifty other skippers to win the championship "Lilly" series while Harry Drake also of Lake Angelus won the "Call" series.

Two races were held on Saturday afternoon under clear skies with wind out of the northeast at 10 to 15 mph. The boats of each series divided into four fleets with each fleet sailing once against each other fleet. Strange holes in the wind resulted in some crews sitting becalmed watching the crews of other boats not more than twenty feet away fighting to stay upright. Don Hite avoided the holes and finished Saturday with two firsts. Close behind Don, Terry Timm of Barton Boat Club had a first and second and Bob Rowland of Cowan Lake a second and third.

In the "Call" series Harry Drake also finished the Saturday races with two firsts to lead Skip Baxter of Grand Rapids who had a first and sixth and Bob Allen of Indianapolis, with a second and fifth.

Sunday morning arrived with the same conditions as Saturday. The Levinsons came to life in the "Lilly" series. Harry won one fleet and young Frankie the other. Don Hite came through with

a second to give him first overall followed by Bob Rowland, second and Harry Levinson, third.

In the "Call" Series, Harry Drake held on to first place overall by taking

third. Bob Allen was second and Marvin Lee of Muncie was third.

Jerry Peterson  
Indianapolis Fleet 409

### "Lilly"

19267	Don Hite, Donnie Hite	Lake Angelus	1,1,2	3	1
20007	Bob Rowland, Sandy Rowland	Cowan Lake	3,2,3	14.4	2
12192	Harry Levinson, Harry A. Levinson	ISC	9,3,1	20.7	3
16103	Dick Schmidt, Gwen Gordon	Barton Boat Club	2,5,5	23	4
18501	Frank H. Levinson, Carl Levinson	ISC	4,9,1	23	5
20006	John Johns, Pamela Johns	Barton Boat Club	1,5,8	24	6
19020	Bill Simons, Ken Simons	PYC	5,3,5	25.7	7
19386	Terry Timm, Marie Lucas	Barton Boat Club	2,1,18	27	8
19056	Brad McFadden, Tom Taylor	Atlanta Yacht Club	7,7,2	29	9
19914	Buzz Levinson, Paul Levinson	ISC	6,6,4	31.4	10
17387	Jerry Thompson	Portage Lake	5,2,14	33	11
19062	Mike Zalzal, Carolyn Williams	Acton Lake	3,8,12	37.7	12
20222	Bill Buckles, David Pontius	Decatur	9,11,3	37.7	13
16797	Paul Zent, Leo Henry	ISC	11,8,4	39	14
16856	Tom Townsend, Sue Kett	ISC	4,12,9	41	15

### "Call"

17513	Harry Drake, Steve Skillman	Lake Angelus	1,1,2	3	1
19433	Bob Allen, June Allen	ISC	2,5,2	16	2
19794	Marvin Lee, Cindy Lee	Muncie	6,3,1	17.4	3
12440	Skip Baxter, Sharon Baxter	Grand Rapids	1,6,3	17.4	4
18119	Frank Hiatt, Patsy Hiatt	ISC	1,3,1	19.7	5
11392	Ann Crook	Montreal, Canada	7,2,5	26	6
16182	Christopher Hains, Dirk Kneulman	Oakville, Canada	2,12,3	26.7	7
19947	Kurt Eskelman, Bob Eskelman	Barton Boat Club	5,2,10	29	8
19714	Harlen Wilkinson, Keith Wilkinson	Crystal Lake	4,6,5	29.7	9
16140	Bob Hill Jr., Matt Chabot	Houston Woods	3,11,4	30.7	10
15280	Paul Campbell, Kathy Campbell	Crystal Lake	8,1,11	31	11
15509	Dave Congdon, Gary Jackson	Decatur	3,9,6	32.4	12
19711	Tom Athanas, Marty Athanas	Diamond Lake	6,4,8	33.7	13
12099	Chuck Vreeland, Brad Gilbert	Wall Lake	5,5,12	38	14
17459	Bill Clayton, Dyar Hunt	ISC	11,8,11	47	15

# Wells Wanderings



by Ted Wells

March 1973

## LOST AND FOUND - Continued

Again - not of earth shaking significance - but the reproduction of the Brazilian Secretary's letter in the February 1973 BULLETIN really should have put his signature at the end of his letter - not after my comments. Suggestion - cutter outer - paster upper - please read before pasting. (This service is sublet to the printer as I understand in an effort to reduce the work by Marge and Buzz Lamb.)

## SECOND CHANCE - WANNA BE A RULES COMMITTEE CHAIRMAN?

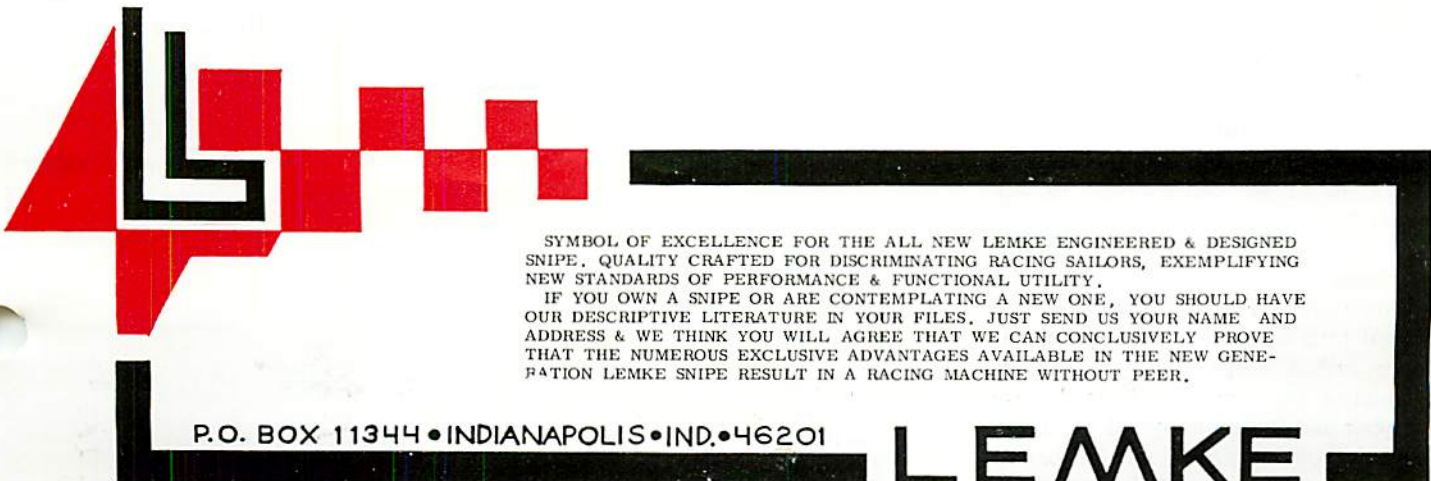
In response to my WW in January mentioning the fact that the maximum centerboard weight should have been reduced when the minimum weight was reduced to 381 lbs - I have a very intelligent and irate letter from Mr. Burton E. Eaton who has just acquired Snipe #20201. He has a bronze daggerboard weighing 64 lbs, maximum width, radius leading edge, length cut down to the new trunk height. He paid a premium to get this board because he wanted it, and put in a lot of effort into making it smooth and un-gouged. He is very unhappy with my proposal on a maximum centerboard weight. I don't blame him. (I don't think it is necessary to bring up the fact that I fought, bled

and died on the subject of dropping the minimum weight to 381 lbs.)

I also have a letter from England wondering about those boats in Europe which are suspected of having minimum hull weights under the minimum specified. (see earlier WW for details.)

So- lets start out with getting a statement from the builder of the boat (20201) itemizing the weights, starting with the minimum hull weight, showing how he can meet this minimum hull weight and carry a 64 lb board (as I mentioned in the last WW - a member of the Rules Committee objected vociferously that even 50 lbs was too high for a maximum centerboard weight for a boat with a legal hull weight.)

I would also suggest that our International Rear Commodore arrange for a check on minimum hull weight on European boats - it is not impossible to obtain this weight as has been demonstrated by some checks made here in the U.S. recently. WW in the last few months has listed the things to check - but only one culprit has owned up so far in the U.S.A. - none outside. I have a feeling that there should be a day of reckoning - soon. And what should the penalty be for those who have been ignoring the rules? I have received some rather drastic suggestions.



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# LEMKE

Left to Right, back row: Bob Rowland, Frank Pontious, John Johns, Bill Buckles, Harlen Wilkinson; Left to Right, front row: Sandy Rowland, Andy and Dave Pontious, Pam Johns, Wally Broadhead, Keith Wilkinson.



## Bob Rowland Wins Last Chance Regatta

Twenty eight skippers were greeted by light southerly winds at the second annual Last Chance Regatta held at Crystal Lake, Illinois on September 23 and 24. Many skippers were introduced for the first time to the "Butterfly" course, a four mark course, used on Crystal Lake when southerly winds prevail.

The course and the winds caused no problems for sailors Frank Pontius and Bob Rowland who traded firsts on the first day. Bob Rowland finished first again the following day to win the regatta and Frank sewed up second with a third place finish. Other top sailors who finished in the money were familiar names; John Johns third, Bill Buckles fourth and one of Crystal Lake's top skippers, Harlen Wilkinson, finished in fifth place.

The trophies, various types of barometers and weather instruments, were both useful and decorative.

A wide variety of boats and rigs were seen at the regatta and at least one, Bill Buckles' Snipe, had quite a few gadgets that might be worth incorporating in other rigs if we can get him to talk about them.

The Chicagoland Traveling trophy was won by the Crystal Lake fleet, the winning club being determined by the lowest total score of the first five boats from each Chicago area fleet. Harlen Wilkinson was the top Crystal Lake Skipper and Brian Sherry led the Burnham Harbor skippers. *Bill Laskey*  
Crystal Lake fleet # 267

### Last Chance Results

20007	Bob Rowland	Cowan Lake	2-2-1	1
17163	Frank Pontius	Diamond Lake	1-3-3	2
20006	John Johns	Barton Boat Club	3-2-4	3
20222	Bill Buckles	Decatur	6-4-2	4
19714	Harlen Wilkinson	Crystal Lake	4-5-7	5
11677	Jan Vandervelde	Green Lake	10-9-8	6
19718	Brian Sherry	Chicago	8-11-9	7
19414	Terry Gilkison	Crystal Lake	7-7-15	8
19618	Lou Spencer	Burnham Park	19-8-6	9
19388	George Drake	Lake Angeles	5-16-13	10
15700	Bob Watts	Crystal Lake	17-13-5	11
17691	Phil Hoaglund	Crystal Lake	13-12-11	12
17231	Jeff Chatterton	LaCrosse	16-6-16	13
19797	J. Beimfohr	Burnham	11-17-10	14
19715	John Stanley	Crystal Lake	9-10-20	15
19844	Frank Vincent	IBYC	12-15-14	16
13072	Scott Griffith	Crystal Lake	13-19-12	17
19831	Larry Smith	Island Bay	15-14-17	18
17331	Gary Guthrie	White Water	18-22-18	19
18324	Lee Brahos	Burnham Pk.	20-18-24	20
14397	George Howell	Crystal Lake	24-24-22	21
12121	Dick Jones	Crystal Lake	22-25-23	22
16661	Oral Beber	Crystal Lake	25-21-26	23
19028	John Knoll	Burnham Pk.	23-20-DNS	24
19720	Bill Laskey	Crystal Lake	DNS-DNS-19	25
9541	George Poulos	Ivy Club	26-23-25	26
18110	Lloyd Giles	Crystal Lake	27-27-21	27
15301	Allen Quirk	Burnham Pk.	21-26-DNS	28

### Chicagoland Results

Burnham		Crystal Lake	
Ed Sherry	3	Harlen Wilkinson	0
Lou Spencer	8	Terry Gilkison	7
Beimfohr	11.7	Bob Watts	10
Lee Brahos	15	Phil Hoaglund	13
John Knoll	16	John Stanley	14
TOTAL	53.7	TOTAL	42.7

# Cochrans Top Georgia State Snipe Championship Fleet

Bruce Cochran with his younger brother Barry as crew teamed to beat their father Dr. Don Cochran for the 1972 Georgia State Championship. All are from Clearwater, Florida. 22 Snipes from 6 fleets in Georgia, Tennessee and Florida were in competition for the title and the Garnett Puett Perpetual trophy which goes with it. Valdosta Yacht Club's Snipe Fleet #580 was host for the October 21-22 event which is held annually on Twin Lakes.

The wind and weather were nice with 8-15 knots for Saturday's two races and 6-12 for the final race on Sunday.

The regatta party on Saturday night was held at the new clubhouse and since it was cold for South Georgia, the pot bellied stove was a welcome addition. New O-Dome cabins of Blue, green and white combinations really pep up the club grounds.

## GEORGIA STATE CHAMPIONSHIP

Skipper	Crew	Home	Races		
			1	2	3
1. Bruce Cochran	Barry Cochran	Clearwater, Fla.	1	1	1
2. Don Cochran	Bob Carroza	Clearwater	2	5	2
3. Steve Suddath	Connie Erwin	Jacksonville, Fla.	4	2	4
4. Means Davis	Peggy Davis	Atlanta	3	8	3
5. Scott Cline	Kathy Bronaugh	Chattanooga, Tn.	5	3	6
6. John Muhlhausen	Kitza Muhlhausen	Atlanta	7	6	8
7. Cliff Hogg	Bonnie Hogg	West Point, Ga.	10	7	5
8. Glenn Evans	Ann Beechley	Jacksonville	11	4	11
9. Bert Verway	John Deschenes	Jacksonville	6	10	9
10. Derek Peters	Barbara Peters	Atlanta	9	9	10
11. Wilby Coleman	Compton Coleman	Valdosta	8	11	12
12. Ham Clark	Lib Clark	Columbus, Ga.	13	12	7
13. Bill Gee	Carolyn Gee	Valdosta	12	13	15
14. John Friis	Nettie Friis	Valdosta	14	14	13
15. Bob Kolb	Andy Kolb	Columbus	15	17	16
16. Grey Brown	Mark Cochran	Macon, Ga.	16	20	14
17. Bucky Barrett	Patti Gaskins	Valdosta	19	16	17
18. Ray Carroll	Diann Ashburn	Columbus	17	18	18
19. Hoyt Hurt	Hoyt Hurt III	Valdosta	20	15	19
20. Camp Stephens	Rick Wolf's	Jacksonville	18	19	DNF
21. Ronald Giles	Dick Trotter	Valdosta	DNF	21	20
22. Davis Williams		Valdosta	21	22	DNF

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**FOR SALE: 17747 Lofland Snipe, Proctor E** keel-stepped mast, blue hull, white deck, all fiberglass, bailer, side tanks (won't swamp). Levinson sails, trailer. Minimum weight (lead removed and light weight floor boards installed) 390 lbs. - \$1,050. Leigh Melvin, 3812 Heights Dr., Hickory Corners, MI 49060. Tel: 616/671-5452.

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**FOR SALE: Snipe 11866 fiberglass, red hull** and white deck. Proctor E mast, Boston dacron sails, trailer - \$850.00. Dr. John M. Brinkerhoff, 573 North Market St., Wooster, Ohio 44691. Tel. 216/262-8766.

**FOR SALE: Snipe No. 10700, fiberglass, two** suits of sails, two rudders, cover, good trailer included - \$700. E.L. Gerspacher, 5066 Vandemark Rd., Medina, Ohio 44256. Tel. 667-3182.

**FOR SALE: Snipe 13247 - Lofland, "one of** the good ones", bright yellow deck and white hull, sails, trailer and all equipment, excellent condition - \$700.00. Coleman Keane, P.O. Box 7037, Chattanooga, Tenn. 37410. Tel. 615/877-7813.

**ACRILLIC SNIPE DRYSAIL COVERS** Bainbridge Yachtacrillc will not rot, mildew, shrink, or become brittle. Best cover material available. Outstanding workmanship. 1. Full deck/6" skirt, mast up, boom off - \$79 ppd. 1a. Full deck/6" skirt, mast up, boom in centerline boom crutch - \$89 ppd. Above prices are for white, add \$4.50 for Blue, Gold, or Pearl Gray. It's your move, contact: Chris Rooke, ROOKE SAILS, 328 E. Erwin Dr., Memphis, Tenn. 38117 ph 901/775-1490/683-3962.

**TRAILER - Has no saddle to rub the chine** or bow the bottom. Has a removable rear bumper with high, dry, easily seen taillights, big tires, low profile, side guides for floating on, and will STACK on top of your buddies' for storage or traveling. Millington Boat Works, Box 234, Millington, N.J. 07946.

**FOR SALE: 16114 Eichenlaub in good racing** condition, Proctor E Mast, two suits of sails and trailer - \$1,000. Jim Bigham, 1337 Land End Rd., Manalapan, Florida 33462. Phone 305-588-1676.

**NEW BOAT - Want a finished deck and hull?** We have a new mold that produces a sharp-stemmed boat that measures right down the middle. We assemble this with a "Call" designed deck complete with chainplates ready to rig. Name your color! Discounts and short deliveries to earlybirds. Frank Suesz, Millington Boat Works, Box 234, Millington, N.J. 07946.

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

## 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.

**MARCH 9, 10 & 11, DON "Q" RUM KEG,** Coconut Grove Sailing Club, Miami, Gonzalo Diaz, 2825 SW 92 Place, Miami, FL 33165.

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

**AUGUST 25-26, BOARD OF GOVERNORS INVITATIONAL,** Quassapaug Yacht Club, Tom St. John III, Timothy Road, Naugatuck, Conn. 06770

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

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

# 4 Reasons You Should Own New North Snipe Sails

1. No other sailmaker spends as much time or money designing and testing sails as North! This means our designs are tested thoroughly before they are sold.
2. Each Snipe sail is cut off an exact Mylar pattern - one at a time - to insure your new sails will be the same shape as those which are winning races.
3. Each new North sail gives you top performance because we use the best cloth. Not only the best cloth commercially available, but also the cloth that is exactly right for Snipe mains and jibs. Our scientific cloth testing equipment takes the guess work out of getting the best cloth into your new Snipe sails.
4. And - most important - you will get top racing performance! Your new sails will be fast right out of the bag, and stay first for a long time! Last year more Snipe sailors qualified for the U.S. Nationals using North sails than any other kind - by almost two to one. This year's U.S. Nationals are in Mission Bay, San Diego (site of our loft and our sail testing water). North Sails dominated Southern California in 1972, placing 1, 2, 3 and 4 in both the Pacific Coast Championships in San Diego, and the L.A. Mid-Winters, King Harbor.

Why not use the best?

Go North in '73



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