

# ***SNIPE***

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# ***BULLETIN***

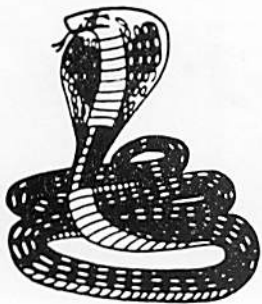


**NOVEMBER 1973**

# 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).

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

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

The 1972 Cobras will also have some new equipment —

## MAST PRICES

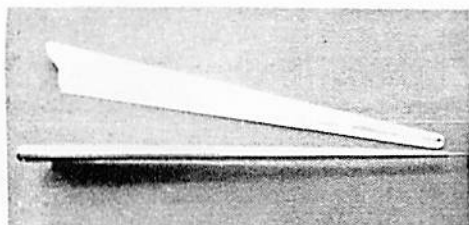
Unrigged with Hardware — Hardware includes goose neck, spreaders and bands. Bottom cup, main halyard sheave and hound fitting with jib halyard sleeve.

\$200.00

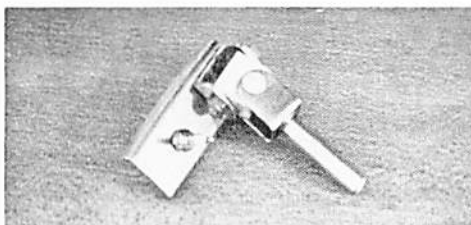
Rigged with shrouds, halyards, halyard locks, bands, bottom of shrouds must be finished by you to fit your boat.

\$255.00

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



The spreaders are now of polished stainless steel, they weigh under 8 oz. per pair as compared to 17 oz. of the aluminum type we used before.  
Price \$12.00 pair



The gooseneck is all stainless steel. It is much stronger than the old aluminum one. Also it will not freeze up when used in salt air.  
Price \$12.00

## ELMS SAILS

Can you buy one set of sails to cover all racing conditions?

Yes if it's an Elms. The new sails that we have been manufacturing the last part of 1971 have proved to be excellent all weather sails. Our 1971 No. 1 model seemed to get faster as the wind increased, so we went to work on it and tried to improve it's light air performance.

We were able to make them considerably faster in light air without hurting the medium and heavy air performance.

The proof comes from the World Championship in Brazil. The conditions were from 45 MPH down to a vacuum. Elms Sails consistently were the best, winning 5 of the seven races and getting 5 of the seven seconds. The over all performance for us was 1st, 3rd and 4th. The second boat used a combination of two sailmakers, main by one, jib by another.

This last year we also got our 5th straight U.S. National Championship. Together with a 4th showing, made our sails the most consistent there. This regatta was very light.

The Juniors had wind up to 20. Elms Sails got 1st, 2nd and 4th.

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

These sails were all 1971 No. 1's except for the 3 boats that did well in the Worlds. They had 1972 models. Their performance would warrant you buying the new all purpose Elms Sails in 1972.

We are calling them the 1972 No. 1.

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# ELMS SAILS

4035-R PACIFIC HIGHWAY SAN DIEGO, CALIFORNIA 92110

PHONE (714) 295-8887

## U.S. Chief Measurer, Chuck Loomis, Evaluates the System

SCIRA'S relatively new measuring system in the U.S.A.: how has it worked out in practice?

From an admittedly biased viewpoint it is working very well. Perhaps a little background will help explain why I feel this way.

In 1970 at Springfield, Ill. the Measuring Committee, almost unannounced, came up with a new measuring rack. Much to the surprise of the contestants and, I believe, of the committee, there was a large number of boats that were called Snipes and sailed as Snipes which did not meet the specifications. These were newer as well as older boats. It was apparent that many people were paying for boats that they thought were Snipes which in reality were just close facsimiles.

At Annapolis in 1971 the same rack was used and the findings confirmed those of the previous year. But the word had spread and contestants were better prepared. However, several boats had to have major rework. This is very discouraging for the owners and very time consuming for the measurers, who really do not delight in finding things wrong with other peoples' boats.

At their meeting in Annapolis the Board of Governors settled on the idea of having boats measured before they left the builder. If this worked properly each new owner would be assured of owning a Snipe that would conform to Class rules and regulations. Thru the very generous assistance of Past Commodore Bud Hook, the Board was able to authorize the building of five measuring racks, exact duplicates of the original. These racks were to be sent to persons who would be designated as Approved Measurers and would be located in the general area of the major Snipe builders around the country.

1972 was the year that it took to get the system cranked up. At Western Hills the excellent measuring crew put over 50 boats thru the rack. The results? One older boat was rejected completely and one builder spent most of three days modifying the three boats he brought to the regatta. A considerable improvement.

The final results are not yet in for this year's measuring at San Diego. However, I believe that only two boats had to be reworked and both of these were older boats. The number of boats that had to be put through the rack was way down from other years. This not only saves on wear

and tear on the measuring crew but is not as nerve-wracking for the skippers who used to wait long hours in line.

There are at present eight measuring racks spread around the country close to commercial builders. Each boat is supposed to be measured before it is sent by the builder to the purchaser. When these boats measure to the satisfaction of the Approved Measurer he then issues a Class Certificate. These Certificates are an important document and should be read and preserved carefully.

There have been some boats shipped out without measuring and there have been occasionally some small items that were missed. However, the record over all is excellent and improving. The integrity and future growth of the Class depends largely upon the confidence of the purchaser that what he is spending good money for is a Snipe that conforms to all the specifications. The people who have the large responsibility for this quality control are the Approved Measurers.

The present group of Approved Measurers and their general locations are as follows: Harry Denning, Wichita; Gonzalo Diaz, Miami; Bob Forsman, Cleveland; Richard Grob, San Diego; Bob Hill, Cincinnati; Charlie Ridge, Upper Montclair, N.J.; Camp Stephens, Jacksonville; Chuck Loomis, Boston.

The confidence in the Class rests largely in the hands of these volunteers who are involved primarily because of interested in and dedication to the Class. The nominal measuring fee comes nowhere near paying for their time. Let us hope that there will always be people like them in the Snipe Class.

It is planned, that as fewer of the unmeasured boats show up at future National Championships, the measuring crew will pick at random several boats for complete measuring. Also the present system of spot checking various pieces of equipment will be continued. Mast bands are a continuing problem. It would save considerable time if skippers would check and remark any band that is beginning to look ratty. Weight will be reduced for the last time next year. We should all be reminded that the combination of center/board and ballast may only total 36 lbs. This will be checked next year. (excluding weight attached to deck)

In conclusion, we still have problems. We feel that they are recognized and that the solutions will be forth coming. With the cooperation of the builders, and,

lacking that, the hardnosed integrity of the Measurers, we are on our way to a better more one design class, one in which you can have confidence that the boat you are competing against is a Snipe.

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I certify that the statements made by me above are correct and complete. (signed) Lowry Lamb

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# SNIFE BULLETIN

SNIFE CLASS  
INTERNATIONAL RACING  
ASSOCIATION

NOVEMBER 1973  
Vol. XXII No. 11

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

### Commodore

Ralph M. Swanson  
44 Swan Road  
Winchester, Mass. 01890

### Vice Commodore

Stuart L. Griffing  
1087 Meredith Drive  
Cincinnati, Ohio 45231

### Rear Commodore

Svend Rantil  
P. O. Box 7070  
S-37107 Karlskrona 7  
Sweden

## Executive Secretary and Treasurer

Lowry Lamb  
Privateer Road  
Hixson, Tenn. 37343

## RULES COMMITTEE

Chairman: TED A. WELLS  
755 Edgewater Rd.,  
Wichita, Kansas 67230

## EDITOR

Lowry Lamb

## EDITORIAL & BUSINESS OFFICE

Address all correspondence to:  
Privateer Road, Hixson, Tennessee  
37343, U.S.A.

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TIN.

## CHANGE OF ADDRESS

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

## THE COVER

Did he hit it? You can bet that if he  
did there were enough witnesses to let  
him know about it. The photograph was  
taken during the Silversnipe Regatta.



## THOUGHTS WHILE SAILING

The problem of measuring is not  
confined to the Snipe Class. I recently  
received a communication from Bill  
Bentsen regarding the IYRU's plans to  
improve boat measuring throughout the  
world. Bill is the NAYRU Director for  
Class Racing and, incidently, a member of  
SCIRA.

Bill states that Tony Watts, Chief  
Measurer of the International IYRU, has  
proposed that measurers be approved by  
the IYRU and that two-day training  
courses be given in different parts of the  
world for such measurers.

I am not familiar with other classes  
but do know that this has certainly  
presented a problem in our class. Fleet  
measurers have certified boats that were  
way out of tolerances. Even on the old  
official jig, measurements were difficult.  
It is not that the measurers are inefficient  
— measuring is very difficult. We now  
have a system in the U.S. that is working  
out far better than anyone ever imagined  
and a current report is included in this  
issue.

The system seems to be excellent and  
the Class owes much to the approved  
measurers who spend a great deal of time  
and hard work for very little thanks.  
Particular mention should be made of  
Chuck Loomis, the Chief Measurer for  
the U.S. He has devoted much time,  
money and effort to set up the system.  
He has flown to the location of nearly  
everyone of the approved measurers to  
indoctrinate them with the methods.  
Read his report and see if you do not  
agree that he has done a fine job.

## Bids Invited for '74 North Americans

Stu Griffing, Vice Commodore and  
U.S. National Secretary, has written all  
North American National Secretaries and  
U.S. District Governors inviting bids for  
the North American Championship  
Regatta for 1974.

Points for consideration will include:  
Preference given to large open body of  
water; time of year not limited, so as to  
provide best winds; no fixed geographical  
location or rotation; minimum 3 day/5  
race schedule; Up to 60 starters on line,  
above 60 a 4 group round robin for 3  
races, split to A/B divisions for last 2 or  
more races; combine all 5 or more  
scores without throwout (use 720 rule);  
Sails measured, boats weighed, boats  
checked for decal; qualification  
procedures will be added later if needed  
(U.S. must be in top half of their fleet);  
intent that the regatta be not nearly as  
expensive for the organizers as Nationals;  
except for C.O.R.K. the Championship  
will normally not be held in conjunction  
with another regatta or multi-class  
regatta.

The format for the regatta will  
continue to be the responsibility of the  
North American National Secretaries and  
Board members, with final decision and  
selection among bids by the North  
American Board members.

Fleets or groups are encouraged to  
submit bids and should mail them before  
January 1, 1974 to the SCIRA Office or  
to the U.S. National Secretary. Send bids  
to Stu Griffing, 1087 Meredith Dr.,  
Cincinnati, OH 45231, U.S.A., or to your  
District Governor or National Secretary.

## THE SCORE

Number were issued for 69 new boats  
last month. 22 went to the U.S., 20 to  
Italy, 19 to Spain, 5 to Belgium, 2 to  
Portugal and 1 to Austria. 641 numbers  
have been issued so far this year and it  
looks like we are already on to a banner  
year.

**Numbered SNIPES — 20965**

**Chartered Fleets — 730**

# MINUTES OF THE SCIRA/US BOARD OF GOVERNORS

The meeting was held on Wednesday, August 15, 1973 with the following members present: Commodore Ralph Swanson, Vice Commodore Stu Griffing, Bruce Colyer, Jack Steele and Leif Zars. Also present were Past Commodore Bob Schaeffer, Chief Measurer Chuck Loomis and Buzz Lamb.

## NATIONAL CHAMPIONSHIP

The first topic of discussion related to the problem of the Heinzerling pre-qualifiers. They preferred to sail in the Crosby series and there were not enough for a separate Pember series. It was decided that they would sail with the Crosby contestants but for the Pember trophy. They would be eligible for the Griffith Trophy and would not lose their prequalification for the Heinzerlings. It was observed that this would present a very difficult scoring situation and that some different method would have to be devised for the future.

## RULES

A report from the Chairman of the Rules Committee was read. The report pointed out that no changes can be made until January 1, 1976 but suggested that the Board might consider the items in the Circular letter of November 8, 1972 regarding chine radius and hull flatness. A limitation of 3/4" for station 1 and 1/4" for all other stations as a chine radius and 1/4" tolerance for hull flatness was suggested. Since this was a meeting of SCIRA/US no action could be taken but the general feeling was that these figures might not be restrictive enough. However, since no one knew what minimum

tolerances would be feasible it was suggested that the rules committee restudy the problem.

## BOAT NUMBERS

It was decided that henceforth numbers would be assigned in blocks of about two months use and that purchasers would get their numbers from the builders. Special numbers could be obtained but only with the payment of an extra \$10.00.

## MEASURING

Chuck Loomis gave a report on the system of measuring and the use of class certificates. The system seems to be working out very satisfactorily. Approval was given for payment of the cost of shipping of the rigs and scales when we can't get someone from the area of the next nationals to transport them. This would also apply to the moving of rigs to a new measurer as well as paying for damaged or missing pieces.

The desirability of SCIRA/US owning the rigs that the class measurers use was discussed. It was felt that this was desirable but not absolutely necessary and approval was given to offer to purchase the rigs owned by individual measurers.

## BOAT SHOWS

It was agreed that each individual fleet would have to determine the desirability of entering a Snipe in a local boat show. Apparently, boat shows have been only moderately successful and it was agreed that no financial support would be available from SCIRA/US.

## ENTRIES TO JUNIOR WORLD CHAMPIONSHIP

An allocation of up to \$500 per team for two teams was made for 1973. Those eligible would be last year's U.S. National Junior Champion as well as this year's. It was pointed out that there is a difficulty in obtaining passports, etc. for the current year's champion as well as the closing for entries had already been made. However, two boats had been requested for the U.S. In the event that the current champion would be unable to go then eligibility would pass on to the next finishers but not beyond fifth place.

## JUNIOR STUDY COMMITTEE

It was felt that more study was needed for promoting junior sailing on the national and local level as well as eligibility for the World Junior Championship. Accordingly, a committee was appointed consisting of Bud Leonard, Chairman, Bruce Colyer and Leif Zars.

## WESTERN HEMISPHERE ENTRIES

Approval was given for financing the eligible skippers and crews to Buenos Aires to the extent of round-trip coach air fare in 1974.

## NORTH AMERICAN CHAMPIONSHIP

It was decided to ask for bids for this event in 1974. Preference will be given to open waters on three-day and five-race series format. The general feeling was that if a proper bid is not received then it should not be held.

## ORGANIZATION STUDY COMMITTEE

Various aspects of the organization of SCIRA were discussed. Since this is a complicated subject and would require a great deal of study Commodore Swanson decided to appoint a committee consisting of the past six Commodores of SCIRA.

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The Levinson Snipe sails have been famous for speed and performance for many years. Now that we've gotten together, the M&N designers are kicking around a few ideas with the Levinson guys. We're making some immediate, minor improvements, but will be cutting sails from the basic Levinson patterns and basing all of our development work on them. The 1973 prices will be in effect for several more months, and you can order now from any of our lofts.



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# SWANSON, GRIFFING CHAIR U.S. MEMBERSHIP MEETING

The general membership meeting of SCIRA/US was held on August 20, 1973 at 2115, Commodore Ralph Swanson and U.S. National Secretary Stu Griffing presided.

## FORMAT OF NATIONAL CHAMPIONSHIP

After much discussion on the various elements of this regatta the following was accepted as majority opinion:

1. The long schedule is preferred (5 races for the Crosby series and 7 races for the Heinzerling series as opposed to a 4&5 races series).

2. Current district champions should automatically qualify for the Heinzerlings, be permitted to sail in the Crosby series, be eligible for the Crosby trophy and not have a separate trophy.

## BOAT NUMBERS

It was announced that a block of numbers would be issued to each builder in the U.S. and purchasers of new boats will get their numbers from the builders.

A special number can be obtained under certain circumstances for an extra \$10.00.

## WORLD JUNIOR CHAMPIONSHIP

It was announced that the U.S. would send two teams to this regatta in San Remo this year and provide \$500 per team. Future eligibility would be decided by SCIRA/US Board upon recommendations of the Junior Study Committee. Raising the age limit was also discussed.

## NORTH AMERICAN CHAMPIONSHIPS

Background and the general recommendations of the U.S. Board were outlined. It was pointed out that final decisions would be made by the North American members of the Board in conjunction with the national secretaries of the nations in this area.

## 720 RULE

A show of hands indicated a general approval of this rule. (60% to 40% vote)



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*The Club House at Island Bay Yacht Club in Springfield, Illinois between races of the District III Championship Regatta.*

## District III Regatta Sailed at Springfield

The District III Championship Regatta was held July 13, 14, and 15, 1973, at Island Bay Yacht Club, Springfield, Illinois, with Fleet No. 91 as host. Three races were sailed on Friday to determine the top 25 contestants to race in the championship series for the Chalmers Burns trophy. The remaining entrants sailed in the consolation series for the Dunphy trophy. Friday's races were

sailed with winds varying from 6-12 mph, but shifting in direction causing frequent course changes. After Friday's 3 races Jerry Thompson and crew, Nancy Thompson, of Akron, Ohio, were in first place, closely followed by Frank Levinson and crew, Buzz Levinson, of Indianapolis, and Don Hite, of Detroit, with crew, Vickey Cory.

Saturday's 2 races were sailed in mid-afternoon with shifting winds ranging from 15 to 20. Although Don Hite won both races, he ended up one point behind Frank Levinson in over all standing, and Jerry Thompson fell to third place.

The final race on Sunday morning sailed under bright sun on the sparkling waters of Lake Springfield, with shifting winds ranging up to 10, was won by Paul Dovey, of Peoria, and crew, Cricket Gray. Paul sailed a beautiful race, was first at the weather mark, and maintained his lead throughout the course. Dick Schmidt and crew, Gwen Gordon, of Ann Arbor, scored second. Frank Levinson was third. Lee Reichart of Indianapolis placed fourth. Don Hite and Jerry Thompson slipped to fifteenth and tenth respectively in this final race.

Frank Levinson took first place in the



*Bob Hill, District III Governor of Cincinnati, presents championship trophies to Frank and Alan Levinson of Indianapolis, Indiana.*





Action at the leeward mark as Bill Coberly of Decatur rounds with Phil Peterson of Springfield in 13026 calling for room. (A Dennis Makes photo)

1973 DISTRICT III CHAMPIONSHIP  
CHALMERS BURNS SERIES

Boat	Skipper/Crew	Home	Finishes	Finish
20551	Frank Levinson/Alan Levinson	Indianapolis	1-1-4-4-2-3	1
19267	Don Hite/Vickey Cory	Detroit	6-2-3-1-1-15	2
17387	Jerry Thompson/Nancy Thompson	Akron	6-1-2-2-7-10	3
19897	Carl Levinson/Paul Levinson	Indianapolis	1-3-2-3-10-6	4
19386	Terry Timm/Ron Moore	Ann Arbor	4-2-1-5-4-18	5
18886	Bill Coberly/Marg Coberly	Decatur	4-5-1-6-3-5	6
16103	Dick Schmidt/Gwen Gordon	Ann Arbor	5-4-5-14-8-2	7
13020	Paul Dovey/Cricket Gray	Peoria	11-6-7-10-11-1	8
20007	Bob Rowland/Sandy Rowland	Bellbrook, O.	8-5-5-11-5-12	9
16796	Lee Reichart/Tom Andrew	Indianapolis	6-8-4-17-17-4	10
16953	Jeff Troeger/Dave Troeger	So. Bend	2-4-11-15-22-13	11
17671	Berk Duck/Nancy Duck	Indianapolis	9-3-8-13-12-21	12
19477	Dan Wesselhoft/Jim Tinthoff	Peoria	8-dsq-3-8-9-19	13
13026	Phil Peterson/Carole Peterson	Springfield	5-6-13-7-15-20	14
17560	Tom Townsend/Lisa Hunt	Indianapolis	15-10-16-16-6-17	15
18887	Tom Sly/Mary Litwiller	Decatur	13-9-10-12-13-14	16
20307	Judith Corliss/George Corliss	Lansing	11-7-15-9-16-16	17
17163	Frank Pontius/Andy Pontius	Diamond Lake	4-15-14-20-20-8	18
19062	Mike Zalzal/Carolyn Williams	Cincinnati	15-7-10-23-21-7	19
17395	Steve Orr/Stasiz Orr	Farmingham	10-15-9-18-23-9	20
18926	Lou Dixon/John Dixon	Springfield	8-13-9-22-14-22	21
18502	Steve Sherman/Marilyn Sherman	Muncie	19-12-7-19-18-11	22
20844	Frank Vincent/Vera Vincent	Jacksonville	7-9-11-21-24-23	23
19831	Larry Smith/Ken Woodworth	St. Louis	9-14-12-24-25-25	24
18899	Dave Wesselhoft/Chris Engel	Peoria	20-11-12-25-19-24	25

1973 DISTRICT III CONSOLATION  
DUNPHY SERIES

Boat	Skipper/Crew	Home	Finishes	Finish
17470	Skip Remter/Bob Cazabon	Grosse Pointe, Mich.	30-13-6-2-3-6	1
19800	Tom Rolfes/Ginny Rolfes	Cincinnati	11-17-23-4-1-3	2
18119	Frank Hiatt/Patsy Hiatt	Indianapolis	21-8-16-1-13-5	3
13523	George Newman/Karin Soliwon	Springfield	12-23-13-7-7-8	4
18067	Dick Madden/Sue Kett	Indianapolis	16-17-18-3-21-2	5
19722	Pay Doyle/Ace Cavanagh	Springfield	24-11-14-10-4-14	6
18116	John Brannan/Mary Alice Brannan	Indianapolis	17-19-18-16-10-1	7
19794	Marvin Lee/Cindy Lee	Anderson, Ind.	6-21-20-5-22-7	8
20026T	Jeff Evans/Libby Evans	Springfield	12-16-24-14-8-15	9
19380T	Gunnar Stickler/George Stickler	Rochester	17-10-19-20-17-4	9
20195	Tom Sly/John Cobb	Decatur	22-21-17-8-5-23	11
19618	Louis Spencer/Edie Spencer	Oak Brook	16-16-17-18-6-21	12
20004	Ed Griffith/Sara Griffith	Wyoming, Ohio	26-14-19-17-2-33	13
20303	Dave Schafer/A.F. Schafer	Chicago	15-20-25-15-16-10	14
18120	Bob Hill/James Hill	Cincinnati	14-26-20-12-14-19	15
19715	John Stanley/Linda Stanley	Elmhurst	18-19-29-23-9-13	16
19718T	Brian Sherry/Lolli Sherry	Northfield, Ill.	25-12-28-9-33-9	17
19716T	Dick Prather/Casey Younkun	Springfield	13-20-23-21-11-18	17
17147	Dick Crookston/Kathy Crookston	Kalamazoo	20-25-27-25-12-16	19
13023	Sarah Probeck/Ed Probeck	Chicago	21-23-16-6-dns-dns	20
17231	Geoffrey Chatterton/David Chatterton	Holmen, Wi.	24-27-22-19-25-11	21
15509	Dave Congdon/Charles Antonelli	Lincoln	23-22-21-26-18-20	22
17511T	John Crookston	Kalamazoo	22-24-15-11-33-33	23
19797T	Sterling Beimfohr/Esther Beimfohr	Evanston	23-24-22-28-19-17	23
18425	John Nelson/Sheryl Nelson	Springfield	19-dnf-25-23-23-33	25
20571	James Nies/Niki Nies	Crystal Lake	18-19-8-33-33-33	26
18644	Bub Kenney/Bernie Kulavic	Springfield	26-18-27-27-20-22	27
16855	Don Fowler/Brigit Fowler	Springfield	25-23-21-22-24-26	28
19890	Don St. Lawrence/Gloria St. Lawrence	Springfield	27-26-26-29-15-24	29
17137	Bob Donath/Arlette Donath	Springfield	27-25-29-30-27-12	30
20501	R.J. Szezepanski/Bob Meyer	Normandy, Mo.	28-30-26-24-26-28	31
16657	Bill Pye/Haza Pye	Springfield	29-27-24-31-28-25	32
17225	John Gondring/Mary Rohan	St. Louis, Mo.	28-28-28-32-29-27	33

(Continued on Page 10)

championship series, and the next four places were taken by Don Hite, Jerry Thompson, Carl Levinson, and Terry Timm.

Carl Levinson, of Indianapolis, was awarded the trophy for the top junior sailor.

In the consolation series Skip Remter and crew, Bob Cazabon, of Grosse Point Farms, Michigan, Tom and Ginny Rolfes, of Cincinnati, and Frank and Patsy Hiatt, of Indianapolis, took the first three places, closely followed by George Newman and crew, Karin Soliwon, of Springfield, and Dick Madden, and crew, Sue Kett, of Indianapolis.

The 720 rule was in effect, and only one formal protest was filed with the protest committee during the entire regatta.

Trophies were presented to the top ten skippers and crews in the championship series, and to the top five skippers and crews in the consolation series, by Bob Hill, of Cincinnati, the newly elected District III Governor, who succeeded Earl Troeger, of South Bend.

Walt Simhauser and John Nelson  
Island Bay Fleet No. 91

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## District III Regatta . . .

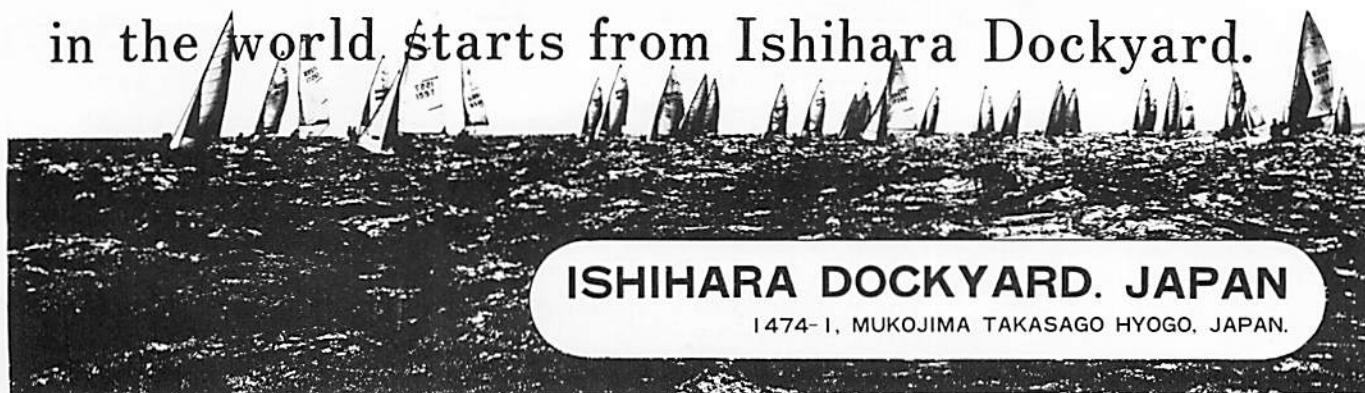
(Continued from Page 9)

Start of the first race as Dr. Frank Vincent of Jacksonville, Illinois, 20844, breaks out in front, closely followed by Steve Sherman of Muncie, in 18502, and Mike Zalzal, of Cincinnati, in 19062.



District III Championship, Chalmers-Burns Series winners, from left to right, skipper/crew: Frank Levinson/Alan Levinson, Don Hite/Vickey Cory, Jerry Thompson/Nancy Thompson, Carl Levinson/Paul Levinson, Terry Timm/Ron Moore, Bill Coberly/Marg Coberly, Dick Schmidt/Gwen Gordon, Paul Dovey/Cricket Gray, Bob Rowland/Sandy Rowland, Lee Reichart/Tom Andrew.

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Winners of the District III Consolation Series Dunphy Series, are from left to right, skipper/crew, Skip Remter/Bob Cazabon, Tom Rolfes/Gimmy Rolfes, Frank Hiatt/Patsy Hiatt, George Newman/Karin Soliwon, Dick Madden/Sue Kett.



Beating toward the weather mark are Phil and Carole Peterson of Springfield in 13026, flanked on the left by Frank and Vera Vincent, of Jacksonville, in 20844, and on the right by Jerry and Nancy Thompson, of Akron in 17387.

Bob Hill, District III Governor, from Cincinnati, presents consolation series first place trophies to skipper Skip Remter and crew, Bob Cazabon of Grosse Pointe, Michigan.



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3a While Tacking:

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MUST KEEP CLEAR of any yacht on a tack!

Now on a close-hauled course. Again is a yacht on a tack.

When the new course is a beat to windward.

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SUPPORT YOUR SNIPE CLASS

## Dave North Is Pacific Northwest Champion

The Pacific Northwest Championships were held on Yale Reservoir at Cougar, Washington, July 28-29. Conditions were nearly perfect for the regatta; warm, sunny weather with steady breezes of 6 to 12 miles per hour most of the time.

The winner, Dave North, jumped out in front right at the start, winning first place in race number one.

At the end of the first day, three races had been completed. Bob Loomis of Lake Washington Fleet (California) had overtaken Dave by winning first place in both second and third races.

The second day was all Dave North.

His two first places (in races 4 & 5) put him far in the lead and won for him both the perpetual trophy and the handsome Pacific Power and Light Company award.

Bob Loomis was second. Al Morris and Dave Taft, both of Willamette Snipe Fleet, were third and fourth.

The regatta, hosted by Willamette Snipe Fleet, was the largest in the history of the Pacific Northwest Championships. It was attended by three boats from California, four from Washington and twelve from Oregon.

John F. Hooks  
Willamette Fleet No. 533

PACIFIC NORTHWEST CHAMPIONSHIP

Boat	Skipper	Club	Races	Pts.	Fin.
17737	Dave North	Seattle	1-5-4-1-1	18	1
18011	Bob Loomis	Lake Washington, Ca.	11-1-1-4-9	40	2
14974	Al Morris	Willamette	7-3-8-6-3	50.1	3
17392	Dave Taft	Willamette	16-6-7-3-2	55.4	4
17041	Dave Patterson	Willamette	3-9-5-13-4	57.7	5
19260	Gene Patrick	Willamette	6-8-2-11-8	59.7	6
17767	Gene Shelley	Seattle	5-10-10-2-10	61	7
12138	Bob Hunt	Lakeport, Ca.	2-7-13-12-7	66	8
17620	John Hook	Willamette	8-13-9-5-6	69.7	9
12416	Homer Bank	Lake Washington, Ca.	14-4-3-8-17	70.7	10
17390	Paul Maier	Willamette	4-15-18-7-12	84	11
16791	Frank Ward	Seattle	13-2-11-dns-dns	89	12
16483	Milo Ormseth	Willamette	10-17-6-16-11	89.7	13
17906	Peter Dawson	Willamette	17-11-dnf-10-5	91	14
14291	Don Ferrell	Willamette	9-12-15-9-dnf	92	15
13103	Dick Mahugh	Seattle	12-14-12-14-13	95	16
14148	Dave George	Willamette	18-16-14-15-14	107	17
14962	George Elonka	Willamette	15-18-17-17-15	112	18
15954	Russel McKinley	Willamette	19-19-16-dns-dns	122	19

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# Wells Wanderings



by Ted Wells

NOVEMBER 1973

## THAT PROTEST AT SAN DIEGO

Here, I do not mean the protest about the race — I mean the protest I mentioned in last month's W.W.

The incident involved in this protest occurred at the windward mark in the first race of the Heinzerling Trophy series. The skippers involved were two of the top skippers in the series. As usual, the facts as presented by the two skippers differ somewhat. From reading the protests, the protest committee's official report, and a dissenting opinion from a member of the protest committee I believe the facts to be as follows:

Yacht "P" approached the windward mark on the port tack and tacked to round the mark, stating that he backed his jib for a couple of seconds to hasten the operation.

Yacht "S" was approaching the mark on the starboard tack, sheets started somewhat as a result of overstanding the mark to some extent.

At some time during or shortly after the tacking process was completed depending on whose story you accept, S hit the transom of P on its starboard side. P said S had plenty of time to keep clear. S didn't see it that way. Up to now, it looks like the situation sketched in the August W.W. From the dissenting opinion submitted to Steve Taylor by a Protest Committee member who left before the decision was reached, I would conclude that P finished her tack with the bow of S about two feet clear astern. S does not have to take any action to clear P until P has completed the tack, and under the competitive situation existing between the two skippers, S was not about to do anything until the last minute.

It would be my guess that P was moving slowly forward due to backwinding the jib, and her transom was swinging out in the process of rounding the mark, while S was coming on very fast as a result of close reaching to the mark. With a relative closing

speed of 4 MPH (6 feet per second) two feet clearance does not allow much reaction time. Which leaves a pretty clear cut decision.

Or does it? S being a prudent and confident skipper (remember, this is the first race of a seven race series) decides to play it safe by doing a 720 and protesting too. This sounds like a good conservative move — but the protest committee decided that by doing a 720, S acknowledged guilt and therefore his protest against P was thrown out. Right under the heading of "720° turns" on page 48 of the NAYRU Rule Book it says "a yacht which acknowledges infringing a rule of Part IV may exonerate herself etc." which doesn't explicitly state that by doing a 720 a yacht acknowledges an infringement and thereby is not entitled to a protest, but it certainly implies this and it appears to me that the San Diego protest committee had no choice but to do as they did.

Gregg Bemis informs me that several sailing organizations in the East have explicitly stated in their Sailing Instructions that doing a 720 acknowledges guilt. If we don't like this conclusion, we can, I believe, incorporate in our sailing instructions that doing a 720 does not acknowledge guilt. Gregg points out that in the incident discussed here, the prudent thing for S to have done would have been to avoid the collision and protest — thereby providing no grounds for a protest by P.

I had thought that an appeal from this decision might be useful but it appears to me now that this would be useless — as the book is written, doing a 720 acknowledges guilt. If you don't like this conclusion override it in your sailing instructions. I personally don't like it.

## THE OTHER PROTEST

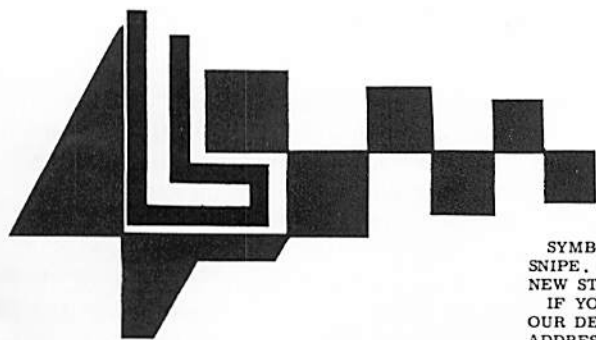
I have just received an appeal on the decision on the request for redress from the Race Committee at San Diego. The facts are as follows:

During the second lap of the second race in the Wells Series, the wind shifted abruptly about 100°, turning the second beat into a reach, and making it possible for some boats, but not all, to sail two legs, including the one which started out as a beat, on one tack.

The protest, or rather request for redress, was filed citing NAYRU rule 12, claiming that the skipper's finishing position was materially prejudiced by the Race Committee not calling off the race, and SCIRA Rules for Conducting National Championship Regattas.

The request for redress was properly filed within the time limit and somewhat of a fiasco then ensued. The protest committee originally ordered the race abandoned, then later

(Continued on Page 14)



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## Horacio Garcia-Pastori is Uruguay National Champ

Horacio Garcia-Pastori, the winner of the 1973 National Championship of Uruguay, belongs to the new Punta del Este Fleet, but is no novice, having represented Uruguay in the World Championship at Rio de Janeiro, where he finished sixth. He used one of the new Bruder fiberglass boats and Piccolo sails. He got very strong competition from the runner up, Pedro Garra (9th at the Angola Worlds) using a locally built plywood Snipe and Piccolo sails. Third place was won by a new skipper, Fernando Thode with another plywood boat, and fourth place went to Gustavo Rana, also from Punta del Este with another Bruder boat and Raudaschl sails.

In general, winds were soft to medium with very little sea. The races took place in the Rio de la Plata (really an inlet) off Pocitos Beach.

The first two placed will represent Uruguay in Malaga, with their boats.

*Jose Luis Murguia  
National Secretary, Uruguay*

### (Campeonato Internacional Pre-Mundial) (Pre-World International Championship)

After the Nationals, we had a very important international regatta in Punta del Este, July 27-28. Paulo Renato Paradedo, Brazilian vice-champion, and Fernando Sanjurjo, Argentine vice-champion, were present, together with other crews from both countries, and our champions won the first two places. Paradedo had come with his own boat, one of the famous 12000s. Sanjurjo used one of Punta del Este's Bruders, but had to use another crew, as his had been delayed by the fog in Buenos Aires Airport.

Garcia-Pastori was first again with Pedro Garra in second. Paul Paradedo was third and his cousin Luis Paradedo was fourth. Pedro Sisti of Argentina was fifth to round out the top group.

*Jose Luis Murguia  
National Secretary, Uruguay*

## Wells Wanderings...

*(Continued from Page 13)*

announced that their decision to order the Race Committee to abandon the race was countermanded by the official SCIRA Representative because he concluded, after further investigation, that the race did conform to the rules. It is this decision which is being appealed.

As a one man Appeals Committee, I uphold the decision of the SCIRA official Representative. Paragraph 2(f) of the Championship Regatta Rules makes it permissible (not mandatory) for the Race Committee to abandon the race in case of a windshift during the first lap, and after the first lap, to shift either the windward or leeward marks (or both). I believe some mark shifting was done, although I'm not sure, and anyway the shifting is not mandatory. Therefore I would say that while some skippers were disadvantaged, the race was legal.

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## Sanctioned Snipe Regattas

NOVEMBER 3-4, HALLOWEEN REGATTA, Atlanta Yacht Club Fleet No. 330, R. Means Davis, Jr. 5115 Northside Dr., NW, Atlanta, GA 30327.

NOVEMBER 10-11, GEORGIA STATE CHAMPIONSHIP, Valdosta Fleet 580, John Friis, P.O. Box 2551, Valdosta, GA 31601

### 1973 NATIONALS — URUGUAY

Boat	Skipper	Finishes	Points	Finish
20335	H. Garcia-Pastori	1-1-1-2-2-1	6.0	1
14777	P. Garra	3-2-1-1-3-2	17.4	2
13301	F. Thode	2-2-4-3-1-3	25.4	3
20338	G. Rana	5-6-5-3-5-4	55.4	4
11124	J. Torre	4-6-6-6-4-6	62.8	5
16581	C. Murguia	6-4-3-7-5-9	63.4	6
16067	J. Llaguno	8-5-7-4-4-8	67.0	7
12780	O. Pingaro	7-7-5-9-6-8	76.7	8
15282	H. Giuria	10-9-11-12-9-5	91.0	9
20334	E. Lauz	9-9-11-10-10-10	95.0	10
12093	H. Ansorena	14-15-14-11-7-7	104.0	11
12926	N. Trnka	10-12-9-13-15-14	109.0	12
14899	J. Sierra	13-16-10-d-7-12	115.0	13
18849	E. Alvarez	11-14-16-13-14-12	116.0	14
12096	C. Gomez	12-13-13-10-13-dns	121.0	15
13512	E. Thode	18-8-d-dnf-11-dns	124.0	16
12710	A. Righi	18-dns-14-15-18-15	140.0	17
11750	E. Tamon	dnf-dns-d-dns-14-11	147.0	18
17096	Y. Fernandez	dns-dns-8-dns-16-dns	156.0	19
7108	J. Rios	dnf-dnf-dns-dns-dns-dns	168.0	20
12782	A. Valecka	dnf-dns-dns-dns-dns-dns	173.0	21
12566	P. Zaffaroni	dns-dns-dnf-dns-dns-dns	176.0	22

### CAMPEONATO INTERNACIONAL PRE-MUNDIAL Punta del Este, July 27-28th

Boat	Skipper	Crew	Finishes	Points	Finish
U-20335	H. Garcia-Pastori	Felix Leborgne	1-2-1-3	8.7	1
U-14777	Pedro Garra	F. Latourrette	5-1-2-2	16.0	2
BR-12120	P.R. Paradedda	M. Ribeiro	2-4-3-1	16.7	3
BR-19553	Luis Paradedda	D. Grussner	4-3-4-4	29.7	4
A-15378	Pedro Sisti	W. Pereyra	3-5-5-9	40.7	5
U-20338	Gustavo Rana	G. Rana	6-8-8-6	51.4	6
U-11124	Jose Torre	E. Perez Gudín	10-6-6-8	53.4	7
A-20697	Hector Rudoy	Luis Rudoy	7-7-9-7	54.0	8
A-20239	Fernando Sanjurjo	F. de Aldecoa	8-9-11-5	56.0	9
U-14899	Jorge Sierra	Alfredo Bua	9-dnf-7-10	63.0	10
A-19453	Diego Brauer	Alberto Gainza	11-11-10-12	68.0	11
U-12780	Orosman Pingaro	Raul Alvarez	12-10-12-11	69.0	12

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**FOR SALE — SNIPE 19555, CHUBASCO, 2** years old; excellent condition; incredibly fast, 6th place 1973 Nationals. Trailer cover, trailer; 2 sets of ELMS sails (1 Brand new), Green hull with wood-grain deck. A steal at \$1800.00. Call or write: Benny Mitchell (213) 478-2178; 1056 Corisca Dr., Pacific Palisades, California 90272

**FOR SALE — CHUBASCO 20554** with trailer, 2 suits of NORTHS sails, \$1800.00 Jack Magnuson, 9 Brook St., Lakewood, NY 14750. Tel. 716-763-6065.

**FOR DAY SAILORS ONLY — Stiff fiberglass covered, plywood center, keel-stepped spruce masts and vee-shaped spruce boom.** Prepaid to nearest terminal — both for \$80.00 Only a few left. Fred Post, Jr., 7026 E. Latham St., Scottsdale, Arizona, 85251.

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September 1, 1973

Dear Snipe Sailors:

The 1973 racing season is near its end, and most of you will soon be packing your Snipe away for the Winter. Here are some tips on "Winter Sail Handling".

Before your last day of racing, simply hose the main and jib down with fresh water to remove any salt or surface dirt. Then go sailing until the sails are dry. Or, you can just hose them off on the grass and let them dry thoroughly before folding. Having the main dry on the boat is best, for it prevents the bolt rope from shrinking.

Should your sail get really dirty, use a mild detergent and wipe with a sponge, then rinse and dry. Never use harsh chemicals or dry clean sails - - and don't put them in a washing machine or dryer.

When your sails are completely dry, fold them like they were when you received them. All sharp folds should be parallel with the foot of the sail. Avoid storing your Snipe sails in a very dry place (hot or cold). A closet in the house is best! Very dry conditions can cause the smooth vinyl numbers to peel off.

Be sure to check both main and jib for necessary repairs or recutting. Most minor repairs can be fixed most economically by your local sail loft. Recutting and warrenty work should be done in our San Diego or German loft.

In September through November, we can give you speedy service, so avoid the Spring rush. Should you like further information on adjustments to your present sails or on new designs, drop us a line.

For those of you still racing,

Good luck!