

SNIPE BULLETIN



Cobra Masts

4035 Pacific Hwy. San Diego, Calif. 92110 Phone (714) 295-8887



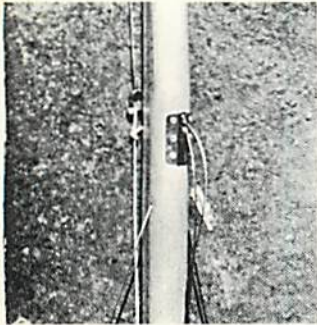
Finally there is a superb American mast — extruded, tapered and rigged for Snipes.

It is proven — having been used to win the world championship along with the U.S. Nationals.

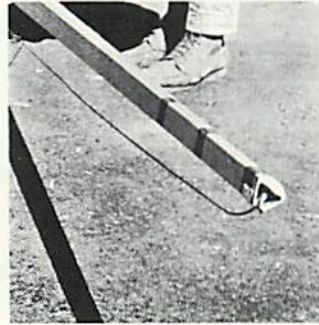
If you are replacing your old mast or getting a new boat, make sure it is with a Cobra. Why? Because—

This mast is an improvement of the aluminum masts in use on Snipes today. The section is not unlike the other popular makes — but we have used our experience of Snipe sailing to come up with some very functional and improved fittings and rigging techniques.

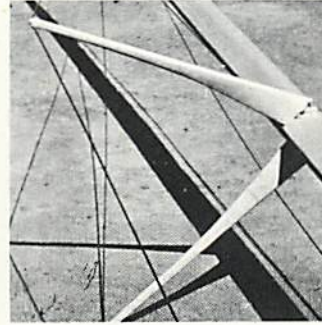
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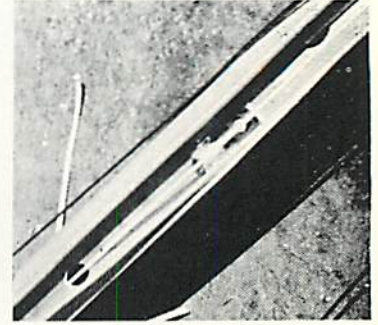
Special Hound fittings. No windage, everything on one, setting inside mast.



Super taper, considerably more than X models.



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Halyards inside tube, won't come out of sail groove.

ELMS SAILS FOR 1971

The winter regattas of Nassau, Miami and Clearwater have always been a testing ground for sail models the sailmakers hope to sell that year. All of the larger Snipe sailmakers or their agents are there, and the competition is fierce.

This year we proved that there are no faster Snipe sails made than ours. In the 17 races sailed the winning Snipe used Elms Sails in scoring 10 firsts, 4 seconds and completing the series with 3, 5, and 9 for 17 races in all.

Our new all purpose sails were used in all but three races. It proved fast in both heavy and light air, which means that you can get one set and cover almost every condition. You will also be able to race in lake competition as well as open sea.

In 1971 if you want full value for your \$185.00 get the new, No. 1 Model, you will notice the improvement immediately.

Order Elms Sails Now — the sails that won the last world championships, 4 U.S. nationals in a row, 2 straight European championships, and 10 other 1970 national championships around the world.

(The Fastest Yet)



ELMS SAILS

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Voice Of The People

Diet ?

At age twenty-three, most girls are at the peak of their bloom, - but mine (No. 7021), although a beauty to behold, is a bit overweight. With the SCIRA book in hand, a planned diet was begun. To date, 37 pounds have been removed by replacing the stainless steel pivot board with an aluminum board. Another three pounds was removed with unnecessary fittings. Unfortunately, little else has been done because to do so would be at the expense of sailing time.

The April and May issues of the Snipe Bulletin asked for news regarding weight reduction efforts. My two year plan is as follows, and I will welcome any and all comments. First, the floor boards will be discarded for two large pieces of poly-foam which will be fiberglassed for strength and wear and to provide adequate floatation. Then the center board trunk will be cut down to the minimum and the transom opened up to the maximum. Finally, the cockpit will be lengthened to the maximum and widened to about 30 inches.

I hope to accomplish this before winter cold arrives and "my girl" goes into hibernation. With the coming of next spring, the old wooden deck stepped mast will be replaced with a new keel stepped aluminum spar and new rigging so that a new suit of sails can be fitted to complete the new look.

This year my "old girl" and I are covering the course 50 pounds lighter than last year (40 lbs. out of the boat and 10 lbs. off of me—and still counting). She is potentially a competitive boat if some how we can "tighten up the nut on the tiller."

*Ralph Eldridge
Fleet 77
Winchester Boat Club*

A LITTLE SOMETHING FOR THE CREW?

With so much effort being exerted in our class to better the condition of our abused crew I wish to make these suggestions.

Now that we have lowered the height of the dagger board well and shortened the board, creating extra space. The dagger board would make an ideal pedestal to mount a revolving arm chair for the crew. This assembly could be raised and lowered by hydraulic pump to get the best view of the scenery. A rear vision mirror should be mounted on one of the chair's arms making it unnecessary for the crew to stare back at less fortunate competitors in the rear. What bliss! Everyone would be eager to crew for you. With the crew problem settled you would be able to pick the best crew and so your problem of winning races would be over for ever.

Clark Ford
Fleet No. 620



STAY AHEAD



WINNING SAILS

by

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NEW SELF RESCUING HULL



WATER TIGHT SELF-BAILING COCKPIT

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1868 W. 166 STREET

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OCTOBER 1971

Vol. XX No. 9

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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

The cover picture shows Larry and Susan Johnson demonstrating proper form for sailing to windward. This fine photograph was taken during the Crosby series at this year's U.S. Nationals. It as well as many of the others in this issue were taken by Roger Nasteff of the Annapolis Snipe Fleet.



TWO NEW TROPHIES

Bob Nichens sailed at Lake Wawasee, Indiana in the late thirties and early forties and at Diamond Lake, Michigan in the late forties. His wife, Alice, always-crewed with him and she was born in Ohio. She died recently and these trophies are donated in her memory.

The trophies are sterling silver antiques and were located by Jack Cummings, a long time Sniper from Onondaga Yacht Club. They are surely two of the most beautiful sailing trophies in the country.

THE NICHENS TROPHY

Emblematic of: Championship Skipper of Indiana, Michigan and Ohio.

Donated by: Robert Nichens

Awarded to: The highest point skipper participating in at least two of the three regattas: Diamond Lake, Indianapolis, and Hueston Woods. A skipper participating in all three may count his best two.

Conditions: Trophy will be awarded at annual district meeting and retained by winner for one year.

Revision of Deed of Gifts: By agreement of donor and SCIRA board of Governors.

ALICE NICHENS TROPHY

Emblematic of: Champion woman crew of Indiana, Michigan and Ohio.

Donated by: Robert Nichens.

Awarded to: Woman crew placing highest in the regattas sailed at Diamond Lake, Indianapolis, and Hueston Woods. Same conditions as the Nichens Trophy.



THOUGHTS WHILE SAILING . . .

On returning from Annapolis we got the news of the possibility that Snipe might again have a chance of being included in the Olympics. The first notice was in the NAYRU Information Newsletter No. 2 sent out in July. This report is printed below. The second was a detailed report by Paul Henderson, the Canadian member of the IYRU Class Policy and Organization Committee.

The Snipe Class has had its ups and downs over the prospect of being in the Olympics for over 10 years. We came very close at one time, but not being a high performance boat prevented our selection. Apparently the Committee has decided this term is not easily defined.

Some of our members will probably feel that the effort will not be worth the reward. If we are chosen we will no doubt have many problems. How the class has stuck together through the trials and tribulations of the past two years should testify to its ability to handle most any situation.

On the other hand, being an Olympic class has many advantages. It would provide us with a tremendous growth and attract many good sailors. True, we would lose some of these if we were dropped at a later date. However, on balance the class should benefit.

I.Y.R.U. CLASS POLICY AND ORGANIZATION COMMITTEE

The main highlight of the meeting was the decision of the Committee to recommend to the Permanent Committee that steps be taken to provide at least one boat in the Olympics that would not require such a high degree of physical ability—that there should be one boat where sailing skill and tactics were recognized. Toward that end the Committee has recommended the elimination of the wording "high performance" and is requesting that the current classification in Groups "A" and "B" be eliminated and that boats with International Status be listed by type—that is, keel, centerboard, multihull.

No decision was made at this time as to which class would be recommended for the Olympics in 1976 for the reason that factors governing the choice would undoubtedly change for that period of time.

HOSPITALITY REGATTA
October 16-17 - SCIRA Sanctioned
Jackson Yacht Club

Write: Harley Hopkins
6064 Whitestone Rd
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On the Lighter Side

COMING IN IS THE WORST

By Ruth Bockelmann

Iowa-Nebraska Fleet 309

There are lots of chores assigned the crew on Snipes. One that I mentally tag as 'fetching and carrying' involves sails, life jackets, tools, timers—just about anything you might need on board that could possibly be forgotten and left in the trunk of the car or on the trailer. Crew is the one who usually acts as retriever.

Another of the crew chores is pushing the trailer about the parking lot. It's not so bad if it's empty but with the boat on, it's almost too heavy. Before we got the tongue wheel on our trailer, it was unquestionably too much for this crew.

Since we launch from a dock with the help of a winch, there is always the choice of whether to paddle the boat out to the tie-up or wheel the trailer back to its parking place. I consider the wind velocity in making this choice. If it is high, I duck the paddling and opt for the trailer. There are times when it is difficult even for the big stronger skipper to make it to the tie-up and not be blown ashore on the far side of the lake. Also, the business of holding to the dock with a foot until you can get the rope on it is vastly more difficult in a high wind.

Rigging—well, I can with the exception of a fitting on the outhaul on which I would need to use pliers. But I try to keep that a secret and be helpful instead. It is one of those things that could be just too good a thing for the skipper!

Getting away from the dock calls for the crew to shove off and hop aboard at the same time—not always an easy chore. One time I missed the second part, the hopping aboard, and my skipper took off without me. Fairly often if the boat is not in just the right position with relation to the wind, I shove off the hop aboard, and then find us back at the dock with the necessity of climbing out on to the dock and doing it all over again. When it happens three times, I begin to yell back at the skipper.

The timing of the period between the ten minute gun and the start, I have managed to avoid, at first because I didn't have bifocal sunglasses, but now just because the skipper finds it easier to wear the timer himself.

The crew is chief 'watcher' for starboard boats when we are on a port tack. One DNF or DSQ per season is all she's allowed.

Probably one of the most helpful things a crew does is to put up with the frustrations and occasionally loud verbal evidences thereof. We have a 'deal' that anything said on the boat does not apply on shore, realizing that there are very limited ways to work off the frustrations inherent in having another boat luff you, or pass you, or make the overlap and claim the inside. And if we are not doing well at all, if we can't get the B-Witch going at all, then the crew yells too. And that does nothing to get the boat moving.

In light and variable winds, which have seemingly composed most of our summer, the crew is chief cigarette lighter to find out where it's coming from.

But coming in to the dock in a high wind is the very worst. You come in at high speed, clinging to the bow, with the sails slatting madly and making a frightful racket. Other boats become an immediate hazard, even if they are tied up. You have lots of way on and you may crash the dock and be unable to protect the bow. Or you may lose way so rapidly that you get a foot on the dock and can't hold and begin to blow back away, making it necessary to go back out and make another approach. At this point you bless anyone who will grab your line and hold on—because coming in is the worst.

Alternative to DSQ

We had several discussions concerning the DSQ system and elected to try a percentage penalty system for our Wolverine Regatta. The system is essentially that recently discussed in Yachting, except that we used 30% penalty rather than the 20% suggested. The text is listed below:

In the event of a disqualification, the following penalty system shall be in force:

The foul penalty shall be the number of places equivalent to 30% of the yachts officially registered in the regatta, rounded to the nearest whole number, but in no event less than three positions. The foul penalty or penalties shall be added to the fouling yacht's finishing position before determining her place for the race. A yacht shall not be penalized to a position in any race worse than the equivalent of a "did not start." The final places of all other yachts shall be adjusted to reflect the reassignment of places to yachts receiving foul penalties.


A yacht fouling another or committing a breach of the rules shall notify the judges after finishing that she has fouled and shall request that the foul penalty be applied to her finishing position. Pursuant to a protest hearing, a yacht found to have committed a breach of the rules shall be assessed a foul penalty for that race.

A yacht committing more than one foul in a race shall receive a foul penalty for *each* foul with the following exception: A yacht committing more than one foul in a single incident shall receive foul points only for one foul.

In discussing the system with the 29 skippers after the regatta, most seemed to favor this type of system, especially for technical (non-collision) fouls. The case in point was a boat which received a DSQ for failure to have life jackets and bailing equipment on board at the required equipment check. Rather than receiving a complete DSQ, 9 boats were added to his score and he was able to end the week-end with some hardware.

No high incidence of risk taking was noticed and only one protest was filed. This penalty system seems to be a progressive step toward more enjoyable sailing.

Warren J. Hanselman
Captain, Fleet No. 520



CHUBASCO EAST

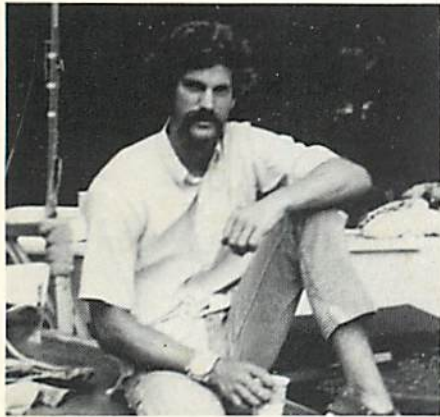
--is turning the
Midwest upside down---

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ROGER STEWART NEW U.S. CHAMP

WINS IN CLOSE BATTLE WITH LENHART - GONZALO DIAZ IN THIRD
 JERRY STEWART TAKES JUNIORS - TERRY TIMM IS TOPS IN WELLS



No. 1 Roger Stewart



No. 2 Jeff Lenhart
 (professional sailing
 school in background)



Numero Tres Gonzalo Diaz

Roger Stewart of San Diego has become the new star of Snipe sailing in the U.S. Roger won the U.S. Nationals at Annapolis August 11-19 by 2 points. In his fourth year of sailing, his finishes of 2-2-5-3-1-2, dropping the 5th place, gave him a final total of 14.7 points.

Roger is twenty years old and a junior at the University of California at San Diego. He spent the summer working as a sailmaker for Earl Elms and apparently learned well. It should come as no surprise for the record shows a 3rd in the Juniors in 1968 with a 2nd the following year. His first showing in the seniors was a 3rd in the Crosby and 4th in the Heinzerlings at Jacksonville in 1969. This performance was repeated in 1970 with exactly the same finishes at Springfield.

The Stewarts showed that sailing is a family sport. Roger's crew was his brother, Jerry who had just won the U.S. Junior Championship the week before. Jerry's crew was their sister, Debbie.

The Californians again proved their liking for salt water sailing, taking 6 out of the top 10 places in the Heinzerlings. Apparently, they figured out the combination of light air, chop and tricky tides. The lake sailors went away muttering, "... wait until next year." Time will tell.

The Annapolis Snipe Fleet of the Severn Sailing Association under the able leadership of Regatta Chairman Larry Johnson was the perfect host.

Any regatta, especially of this size will have its short-comings but they were not apparent this year. Annapolis is very much a colonial setting as well as one of the country's sailing centers. Everyone enjoyed the sights, the seafood and the atmosphere.

Steve Taylor served as Race Committee Chairman for the eighth time and still seems to be going strong. Dick Bartlett, Commodore of the Severn Sailing Association ably performed as Race Committee Chairman for the Wells Series.

Roger Stewart, in winning the

Heinzerling Trophy will represent the U.S. in the World Championships in Brazil this October as will Earl Elms, the defending champion. Jerry Stewart won the Portage Lakes Trophy as champion crew. Jeff Lenhart and Tom Johnson received the Slauson Memorial Trophy for the second place team. Pretty Sue Peterson, Dave's sister and crew was the recipient of the Eleanor Williams Memorial Trophy for the top woman in the Heinzerlings. In addition, each skipper in the Heinzerlings and the top ten in the Wells received an original lithograph showing Snipes rounding a

HEINZERLING SERIES

19382	Roger Stewart, San Diego	2-2-5-3-1-2	14.7	1
18237	Jeff Lenhart, Mission Bay	1-5-3-2-4-1	16.7	2
10111	Gonzalo Diaz, Miami	7-9-1-1-2-3	21.7	3
19391	Earl Elms, Mission Bay	18-1-4-20-3-7	50.7	4
18111	Augie Diaz	14-4-6-15-9-4	62.7	5
16606	Dave Peterson, Mission Bay	3-3-18-16-6-13	64.1	6
19339	Dick Tillman, Charleston	5-12-17-11-5-8	69	7
12192	Harry Levinson, Indianapolis	17-8-12-4-14-10	72	8
18923	Tom McLaughlin, Mission Bay	9-24-2-14-17-11	78	9
19555	Benny Mitchell, Los Angeles	15-18-14-8-7-16	90	10
19063	Frank Levinson, Clearwater	16-20-8-5-18-14	90	11
19020	Bill Buckles, Decatur	20-7-9-24-10-15	91	12
18501	Frankie Levinson, Indianapolis	21-6-16-21-13-9	94.7	13
19091	Pete Duvoisin, Chattanooga	11-11-20-7-16-23	95	14
19267	Don Hite, Detroit	24-22-7-23-8-6	95.7	15
19199	Ralph Swanson, Winchester	12-16-11-10-23-17	96	16
18035	Gary Boswell, Austin	4-21-10-13-22-22	98	17
18328	Bob Nagy, San Francisco	8-10-19-NF-11-21	99	18
18044	Rick Bowe, Annapolis	22-13-22-6-12-NF	104.7	19
19055	Larry Johnson, Annapolis	6-15-NF-22-21-12	105.7	20
14002	Stovy Brown, Annapolis	19-17-23-17-19-5	106	21
16680	Quinn Dennis, Jackson	10-14-13-19-24-NS	110	22
6995	Francis Seavy, Clearwater	13-19-21-18-15-18	113	23
17152	Jack Zink, Tulsa	23-23-15-12-15-19	122	24
12345	Lloyd Cox, Chattanooga	25-25-NF-9-20-20	129	25

mark. This unusual trophy was done by a well-known Baltimore artist, Joe Sheppard.

JUNIOR SERIES

Jerry Stewart in his second try won the Owen Duffy Trophy with finishes of 2-1-2-3-4. He was followed by fellow Californian Benny Mitchell ("My last chance to win the Juniors and I blew it") 3-2-7-2-1. Griff Hall of the host club was third with 9-6-4-1-5, and Craig Martin, second last year, plagued with DSQs was 4th, 1-DSQ-1-DSQ-3. Augie Diaz, the defender, was so anxious to get back from Columbia for this series that he threatened to hire a plane, but didn't get his new boat moving soon enough to finish better than 5th.

There was good wind for all races in the Junior series. with three races completed as scheduled on the first day. The next day the winds and seas were convincing enough that 9 of the 23 boats did not start, and 3 others did not finish, including Marta Swanson, the only lady skipper in the Junior Championship, who capsized in the four foot waves. She and her crew Ann Diaz tried to right the boat, but when it turtled were persuaded to accept help.

Jerry's sister Debbie was his crew and was presented the Harold Gilreath trophy at the awards party held at the Naval Academy swimming pool. The Juniors had the only dunking party at

Boat	Skipper	Town	Races					Pts.	Fin
19382	Jerry Stewart	San Diego	2	1	2	3	4	19.7	1
19555	Benny Mitchell	Santa Monica	3	2	7	2	1	24.7	2
18044	Griff Hall	Annapolis	9	6	4	1	5	44.7	3
19391	Craig Martin	San Diego	1	DSQ	1	DSQ	3	58	4
18111	Augie Diaz	Miami	DSQ	5	5	4	2	63	5
18501	Carl Levinson	Indianapolis	5	4	6	10	DNF	67.7	6
13302	Terry Wiley	Annapolis	7	3	17	8	8	69.7	7
17395	Jeff Jones	Dearborn	10	9	8	7	9	73	8
14114	Mark Lombardi	Winchester	4	DSQ	14	5	6	80.7	9
10111	Eric Stibite	Miami	6	DSQ	3	6	10	86.1	10
18039	Val Simhauser	Springfield	11	10	19	9	11	90	11
14196	Steve McInnis	Riverside	12	12	9	DNF	7	93	12
11622	Jim Taylor	Oklahoma City	15	13	10	DNF	DNF	107	13
15658	Tom Pollard	Kansas City	17	13	10	DNF	DNF	108	14
17472	Charlie Phelps	Annapolis	13	11	11	DNF	DNF	111	15
18668	Van Wesley	Chattanooga	14	8	15	DNF	DNF	113	16
17514	Kevin McNeil	Annapolis	18	7	16	DNF	DNF	117	17
16680	Eddie Batte	Jackson	16	15	13	DNF	DNF	120	18
19199	Marta Swanson	Winchester	20	14	20	DNF	DNF	121	19
16333	Dave Bouckhuys	Lakewood	8	DSQ	12	DNF	DNF	122	20
4164	Julian Cohen	Cranston	19	17	22	DNF	12	124	21
12883	Scott Cline	Chattanooga	DNF	DNF	DNF	DNF	DNF	129	22
9112	Kerry Lamb	Clearwater	21	18	21	DNF	DNF	136	23

the regatta. Where has the water fight gone?

CROSBY SERIES

The winds for the Crosby series were lighter than the winds for the Juniors but were quite good when compared with the races which followed. Three races were held on Friday and two on Saturday, all according to schedule. Jeff Lenhart took a 3rd in the first race but then showed his incredible speed in winning the rest of the races. Earl Elms, showing his usual abilities led after the first three races with a 1-1-2. Jeff took

the lead after the 4th race when he finished 1st and Elms got a 2nd. Jeff won the last race and Elms finished 2nd and took second place in the series. Roger Stewart was third with a 3-3-1-2-1.

Gonzalo Diaz of Miami broke the Californians run to take 4th place with 2-2-3-4-1. 5th place was taken by former three-time National Champ, Harry Levinson with 4-1-1-3-5.

HEINZERLING SERIES

The excellent winds during the Juniors (it was claimed that they used it all up) and, the moderate winds for the Crosby Series did not appear for the finals until the last day. The first race was scheduled for Sunday afternoon and was started in very light conditions. The time ran out and the race became another tune-up. There was enough wind on Monday to get in two races. However, the wind was not enough to cover the effect of the tricky tides. With prevailing northerly winds it was almost essential to hold to the port side of the course, sailing right through the headers, and overstanding of the windward mark. This was even more evident in the fourth race where the wind was so light that the race was within minutes of being called because of the time limit. In this race, Roger Stewart rounded the leeward mark nineteenth and by following the formula, finished in third place. This was also the race that Quinn Dennis hit a mark and spent 25 minutes re-rounding it.

The final day's races were sailed in good winds. Five recalls were reported and the resulting delay caused the races to be sailed in more moderate conditions since wind strength diminished.

Roger Stewart engaged in lead-swapp-

CROSBY SERIES

Boat	Skipper	Town	Races					Pts.	Fin.
18327	Jeff Lenhart	San Diego	3	1	1	1	1	5.7	1*
19391	Earl Elms	San Diego	1	1	2	2	2	9	2*
19382	Roger Stewart	San Diego	3	3	1	2	1	14.4	3*
10111	Gonzalo Diaz	Miami	2	2	3	4	1	19.7	4*
12192	Harry Levinson	Indianapolis	4	1	1	3	5	23.7	5*
18501	Frankie Levinson	Indianapolis	1	2	7	5	2	29	6*
16606	Dave Peterson	San Diego	7	6	2	1	2	30.7	7*
18111	Augie Diaz	Miami	8	2	4	2	3	33.7	8*
19339	Dick Tillman	Charleston, S.C.	5	4	2	5	3	36.7	9*
19555	Benny Mitchell	Santa Monica	4	7	4	3	4	42.7	10*
19020	Bill Buckles	Decatur	2	7	5	8	4	48	11*
19063	Frank Levinson	Clearwater	3	8	3	6	6	48.8	12*
18044	Rick Bowe	Annapolis	11	5	8	3	3	52.4	13*
19091	Pete Duvoisin	Chattanooga	2	9	3	6	13	54.4	14*
18923	Tom McLaughlin	San Diego	5	5	5	1	nf	59	15*
6995	Francis Seavy	Clearwater	13	6	5	5	5	60.7	16*
18328	Bob Nagy	San Francisco	1	6	19	9	5	61.7	17*
19267	Don Hite	Detroit	5	12	6	6	10	67.7	18*
14002	Stovy Brown	Annapolis	9	13	9	4	7	70	19*
17152	Jack Zink	Tulsa	6	8	13	7	9	72.7	20*
19055	Larry Johnson	Annapolis	13	3	13	17	4	74.7	21*
16861	Bob Dean	Ft. Myers	9	11	8	12	6	75.7	22
16680	Quinn Dennis	Jackson, Miss.	23	3	7	11	8	78.7	23*
17757	Dick Fagin	Dallas	4	14	10	12	11	79	24
12345	Lloyd Cox	Chattanooga	19	5	7	7	12	80*	25*
18035	Gary Boswell	Austin	12	7	11	4	19	81*	26*
18917	Don Cochran	Clearwater	8	8	12	9	14	81	27
16422	Jerry Zanzinger	San Francisco	12	4	15	7	16	82	28
19199	Ralph Swanson	Winchester	12	4	6	25	8	82.7	29*

*Heinzerling Qualifiers

ing with second place finisher, Jeff Lenhart. Lenhart, a San Diego sailmaker also won the Harold Griffith trophy for the best combined score in the Crosby and Heinzerlings. Jeff took the lead after the first race, lost it to Stewart after the second race, took it back for the third and fourth races. Stewart took a first and Lenhart a fourth in the next to last race. This gave Stewart a 5 point lead. Going into the last race Lenhart had to win, which he did, and get one boat between him and Stewart, which he didn't. Thus the lead and the title went to Stewart after the final race.

Third place went to Gonzalo Diaz. He is a former Cuban National Champion, runner-up (to Paul Elvstrom) in the 1958 World Championship and mentor to son Augie. The son had to take a back seat to "Old Man" who proved that an over-40 skipper with an over-17 wooden boat is still a threat. Gonzalo did not do well in the first two races but came back strong with 2 firsts, a second and third.

Five-time winner Earl Elms had a bad first race but could have won by throwing out the 18th place. With a 1st and 4th in the next two races he was still in there. A 20th in the 4th race sealed his doom unless the three front runners all finished at the bottom in the next two races. This was hardly likely and Earl's 18-1-4-20-3-7 put him in fourth place.

Just back from winning the silver medal at the Pan Am Games in Colombia, Augie Diaz took delivery on a brand new boat. He was unfamiliar with it and did not show his previously demonstrated form this year. He began to improve but the best he could do was a fifth place with finishes of 14-4-6-15-9-4.

WELLS SERIES

The races for this group were held on the course closest to the clubhouse. The Sunday race was started before the wind died and resulted in a seven race series whereas those in the Heinzerlings had to settle for six races.

Tuesday those in the Wells got the opportunity to sample the tide effect on the other course. Those in the Heinzerlings complained bitterly and, sure enough, they were right. In one fleet the leader rounded the leeward mark, tacked to starboard and was able to cover twenty-two boats, only one boat choosing the other side.

Terry Timm came out overall winner in an uphill climb. He could not get his brand new boat moving and finished way down in the Cosby Series. He had a 16th in the first race but began to im-



New U.S. Junior Champion Jerry Stewart is all smiles after the last race.

prove. In the fifth race he was in about 4th place when he tacked for the line about 20 feet away. He finally finished 12th and had another throw out. But a 1st and 2nd in the final races was enough to put him on top.

Scooter Swanson was leading after

the first three races but did not do well in the real light air races. He came back in the last two to finish 2nd. Dave Lamb with brother Dick as crew was the local fleet's claim to fame in the Wells. His very consistent finishes provided an overall third place.

WELLS SERIES

Boat	Skipper					Races				Pts.	Fin.
19386	Terry Timm	Ann Arbor	16	3	1	1	12	1	2	26.7	1
19119	Scooter Swanson	Winchester	3	1	2	14	10	1	4	32.7	2
13901	Dave Lamb	Annapolis	2	9	3	6	2	6	3	40.8	3
18247	Bud Hook	Indianapolis	1	6	10	1	6	15	8	53.4	4
19281	Tom Rolfs	Acton Lake	6	2	3	4	10	9	6	55.1	5
9320	Skip French	Bantam Lake	19	6	12	12	1	4	1	55.7	6
18349	Bill Ridge	Lake Mohawk	13	4	6	5	3	18	12	57.4	7
6940	Bruce Colyer	Miami	9	1	9	9	6	6	3	59.1	8
19618	Geoff Andron	Chicago	12	13	9	3	1	3	9	59.4	9
17892	Bill Schwarz	Annapolis	4	7	1	6	18	8	12	64.7	10
13302	Hugh Donald	Annapolis	2	16	13	2	3	12	17	70.7	11
14196	Bill McInnis	Naragansett Bay	7	5	11	16	14	2	5	73	12
8300	Ernie Hardy	Mass. Bay	12	15	7	9	5	4	5	74	13
11662	Bill Simons	Chattanooga	1	8	14	3	11	17	12	74.7	14
16103	Dick Schmidt	Ann Arbor	5	4	DNF	13	2	14	9	75	15
9747	Dan Williams	Chattanooga	11	2	14	DNF	5	2	17	76	16
19500	Brad McFadden	Atlanta	14	5	6	15	4	5	11	77.7	17
7428	Buzz Lamb	Clearwater	DNF	11	2	2	7	18	14	80	18
16025	Ted Wells	Wichita	13	DNF	10	8	8	16	1	85	19
19388	George Drake	Lake Angelus	15	18	8	5	4	13	7	85	20
16861	Bob Dean	Miami	4	7	12	4	14	8	13	87	21
18917	Don Cochran	Clearwater	14	9	4	11	12	7	10	87	22
16422	Jerry Zanzinger	Lake Merced	3	19	13	10	9	DNF	4	88.7	23
18118	Stu Griffing	Cowan Lake	17	10	5	13	21	5	10	94	24
17763	Carl Cheney	Pine Beach	5	18	17	11	8	10	13	99	25
18039	Val Simhauser	Springfield	17	7	11	20	11	3	19	100.7	26
18668	Van Wesley	Chattanooga	16	11	4	17	15	14	7	101	27
6156	Don Reeder	Clearwater	DNF	10	5	14	17	7	14	102	28
19254	Chuck Loomis	Mass. Bay	6	14	18	18	19	9	6	106.4	29
17514	Eric Purdon	Annapolis	8	17	19	8	9	13	DNF	110	30
19177	Fred Thurston	Sea Cliffs	7	13	16	16	20	10	15	113	31
19062	Mike Zalzal	Houston	11	19	15	7	13	16	16	114	32
12883	Scott Cline	Chattanooga	21	8	16	7	19	11	18	115	33
17557	Chuck Fox	Rochester	15	17	7	20	17	15	11	117	34
17471	Randy Nord	Atlanta	10	12	DNF	17	15	11	16	117	35
19319	Bruce MacDonald	TacHeel, N.C.	19	DNF	DNF	12	7	12	8	118	36
13010	Steve Falk	Naragansett Bay	8	DSQ	8	19	13	DNF	DNF	128	37
19056	Bill Kilpatrick	Oklahoma City	14	3	17	15	DNF	DNF	DNF	129.7	38
17516	Bob Zane	Annapolis	20	15	15	10	18	20	DNF	134	39
19256	Ray Tallau	Lake Mohawk	18	12	21	23	16	19	19	141	40
17710	Lew Barker	Annapolis	10	22	18	19	22	DNF	18	145	41
14238	Charlie Eschleman	Pine Beach	21	20	19	22	16	19	15	146	42
19261	Don Bynum	Austin	9	14	DNF	DNF	DNF	DNF	DNF	153	43
17512	Graham Hoffman	Kevka	22	21	20	21	24	17	20	157	44
9112	Kerry Lamb	Clearwater	20	20	22	18	20	DNF	DNF	160	45
12441	Dean Hearn	Chattanooga	22	23	20	21	23	DNF	DNF	169	46
17241	Ed Hornung	Lake Merced	DNF	DNF	DNF	DNF	DNF	DNF	DNF	180	47
14702	Alan Robertson	LaCross	DSQ	DNF	DNF	DNF	DNF	DNF	DNF	180	48



Above: Ted congratulates Wells winners - Marie Lucas, Terry Timm



Above: Earl Elms and Craig Martin.

A Center: 1. Marta Swanson tells John Wesley about the Juniors.

2. Larry gives the word.

Below: Rick Bowe calls for his crew!



Below: 1. Lake sailors soon learn!
2. The old Navy game - waiting in line - this time for the hose.

Below C: 1. Masts abeam.

2. Charlie Eschelmann building a boat for the Nationals.



PAN AMERICAN GAMES IN COLUMBIA

Pedro Reinhard Wins Gold Medal

Augie Diaz Silver Medalist

Alberto Obarrio Takes Bronze Medal

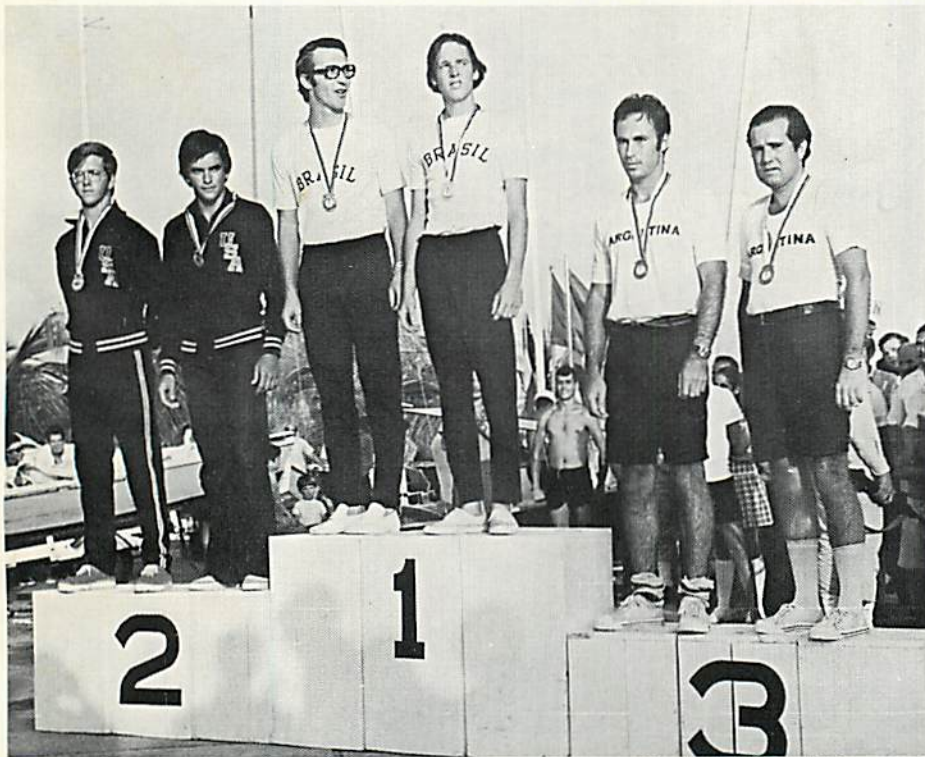


Photo by Daniel Moreno G.

Pedro Reinhard a former Penguin Champion and a former crew for Ralph Conrad won the Gold Medal in Snipes with the impressive score of 3 points. He and his quiet crew R. Christian would take the lead of the fleet by the middle of the first leg. A poor starter, Reinhard proved a superior pointing ability and playing the shifts. He was always first at the windward mark. A couple of hundred yards back Augie Diaz the U.S. National Junior Champion, was never a threat to the 26 year old Brazilian. The last race was won by Diaz at the finish line with Reinhard only a few yards behind.

The wind average was around 7 knots. In the sixth race a squall hit the fleet and gusts of 25 plus knots put a nightmare in the course converting the run into an exilating beat.

The Silver Medal was the right trophy for Augie who proved to be the second best in the fleet without any doubt. In the years to come and with more experience especially in tacticts, Agustín Diaz will be a real international Snipe Champion.

Argentina consistently was in the third place and finally won the Bronze Medal. Before the first race Luis Orella the regular skipper became ill and his

place was taken by Alfredo Obarrio alternate skipper who with Manuel de la Orden and sailing a Snipe so beautifully that people thought it was a Steinway piano with spars and sails won for his country the 3rd position.

THE BOATS

Brazil sailed a Bruder wood Snipe covered with fiberglass. This boat is the prototype that J. Bruder, Finn World Champion and famous spar maker, used for the new fiberglass Bruder Snipes. The boat has similar lines to the Chubasco but with a more rounded bow. Pedro Reinhard sails with the mast (also a Bruder aluminum section) rigid and with taut

shrouds, moving the mast forward on the runs with the help of a mast adjuster installed. 4 inches above deck Reinhard does not believe in sloppy rigging. The traveler was a Seaboard aluminum extruction with carriages controlled with ropes and cam cleats.

Augie Diaz sailed a self-bailing Chubasco with a Cobra mast, without the floor board to get to the 391 pounds weight. Argentina's Snipe was a plywood one made 8 years ago, all varnished with a piano finish and a spruce round mast.

Brazil used North sails, USA used Levinson and Argentina Picolo's.

THE ORGANIZATION

Measurement of boats and sails and also the weighting was performed very expertly by myself with the valuable help of Dick Tillman Vice-Commodore of the SCIRA. Dick did a wonderful job and during the rest of the day he conducted a meeting with all Snipes to hear their suggestion and comments for the benefit of the Snipe Class. Cartagena will be the site of the next Western Hemisphere Championship to be held in 1972.

The Club Naval Santa Cruz de Castillogrande was the host club and it was enlarged with special installations, a new dock, lockers, etc.

After the seventh race the Medal Award Ceremony was held and while the new champions from Brazil, USA and Argentina received with pride and emotions the Gold, Silver and Bronze Medals the flags of eleven Pan American countrys set a multicolor background. The Regatta had ended.

Daniel Moreno Grob
National Secretary * Colombia

VI PAN AMERICAN GAMES CARTAGENA - COLOMBIA AUGUST 1th - 10, 1971

Skipper	Crew	Country	Races	Pts.	Final
Pedro Reinhard	R. Christian	Brazil	1 1 1 1 1 3 2	3	1
Augustin Diaz	M. Albury	U.S.A.	2 2 2 2 2 2 1	15	2
Alberto Obarrio	De La Orden	Argentina	3 3 3 5 3 1 6	32.8	3
Pedro Garra	A. Latourette	Uruguay	4 4 8 3 4 5 4	47.7	4
Ben Poulsen	E. Crook	Canada	6 8 4 4 6 4 5	57.4	5
William Mantz		Virgin Islands	8 5 7 7 9 8 3	69.7	6
Miguel Casellas	J. Otero	Puerto Rico	7 7 5 11 5 6 9	72.7	7
A. Garrido	A. Parra	Colombia	5 6 10 9 8 9 7	78.7	8
Eugene Simonds	L. Lindo	Bermuda	10 10 6 8 10 7 8	84.7	9
De La Guardia		Cuba	9 9 9 6 7 11 10	85.7	10
L. Maegli	A. Maegli	Guatemala	11 11 11 10 11 10 11	100	11

Henry Davis Reclaims Missouri Valley Championship



Left to right standing: Bob Harding 6th, Jeff Smith 7th, Dick Wadlow 4th, Henry Davis 1st, Mac Kilpatrick 3rd, Dick Caspari 2nd, Dave Haggart 5th. Seated: Peter Harding, Jim Taylor, Tom Connors, Dale Cheek, Davis Clay, Barbara Haggart. Not pictured: Dan and Linda Bockelmann 8th, Wally and Marcia Clark 9th, Ted Wells and Carol Lippett 10th, and Joan Wadlow 4th place crew.
Photo by Richard Bunting



Above: Pan Am Gold Medalists Pedro Reinhard (right) and R. Christian in their Bruder Snipe.

Left: The winners under sail.

Photos by Daniel Moreno G.

WINCHESTER '71

The 1971 Winchester Boat Club Invitational Snipe Regatta was held on Mystic Lake, Winchester, Saturday and Sunday, July 10th and 11th. Norman Towle, formerly of the Winchester Boat Club but now of Quassapaug, Connecticut, last year's winner, won the A Division. His six-year-old son, Ned, crewed. The winner of the B Division was Winchester Boat Club's Lou Law, his wife, Margaret, crewing.

Forty-five boats registered and included several from Quannapowitt in Wakefield, Massachusetts; Quassapaug, and Bantam Lake, Connecticut; Cottage Park in Winthrop, Massachusetts and Edgewood, Rhode Island.

The fleet was divided into A and B Divisions, 27 boats choosing to race in A and 18 in the B Division. Three races were scheduled for Saturday and one for Sunday.

Saturday morning opened clear and warm with a light wind from the southwest, puffy and shifty. The visitors gave the home fleet a drubbing in the A Division. Tom St. John started in 4th place, working up to first, traded the lead several times with Skip French, finally edging him out at the finish.

In the B Division, Winchester's Tom Rafeal gambled, took a tack away from the rest of the fleet, got a wind shift, and pulled away from everyone.

Saturday afternoon the wind rose and settled in the West, 10-12 knots with some puffs to 15. In the A Division's first afternoon race Norman Towle, last year's champ, began to hit his stride, moving from 8th place at the first mark to first halfway through the race, holding that position to the finish. In B Division Don Simpson edged out Lou Law.

In the second afternoon race, Norman Towle edged out Tom St. John and Ralph Swanson in A Division. In the B Division, Lou Law worked into first place after the first 4 legs and held off all challengers.

Sunday morning the lake was like a mirror with a few stray zephyrs from all points on the compass. Both fleets failed to meet the half four limitation and the races were cancelled.

After the awarding of trophies, Norman Towle and his son were unceremoniously dunked in the swimming pool; everybody expressed thanks to Holme Fleet Captain Dick Towle and Regatta Chairman Howard Grant.

Robert J. Hallisey



District 7 Championship

L to R: Ron and Jo Grossmann 1st, Joel McMinn and crew 2nd, John Rose 3rd.

Former Kansas City sailor Ron Grossmann, now sailing with Portland's Wilamette SC Snipe fleet, became the first Northwest Snipe sailor ever to win the District 7 Championship. Light winds followed the first day's windy races on Fern Ridge Reservoir, near Eugene, Oregon. More than half of the fleet elected to watch the race from shore as only six Snipes braved 30-35 mph winds (after paddling out to the starting line in a flat calm). Winds continued to diminish throughout the series, and the final race was cancelled for lack of wind.

The turnout was disappointing, with only eleven Snipes participating from three of the seven fleets in the district. In comparison, last year's event featured more than forty Snipes from every fleet in the district. Only one Snipe was on hand from California fleets.

Ron Grossmann made consistency pay

Boat	Skipper	Town	Races				Fin
11000	Ron Grossmann	Portland	3	6	1	2	1
17392	Joel McMinn	Portland	1	4	3	6	2
17767	John Rose	Seattle	DNS	2	2	1	3
14974	Tom Olsen	Portland	4	5	7	5	4
17620	John Hook	Portland	2	7	6	7	5
17906	Pete Dawson	Portland	DNS	3	5	3	6
17041	Dave Patterson	Portland	DNS	1	4	8	7
17393	Mal McMinn	Portland	5	8	8	9	8
16284	Walt Wittke	Portland	6	9	11	10	9
11926	Gene Shelley	Seattle	DNS	DNS	9	4	10
16049	Roy Klein	Portland	DNS	DNS	10	DNS	11

off and squeaked by fellow Portland Sniper Joel McMinn by finishing second in the last race. District Governor John Rose rounded out the top three by finishing third, after not sailing in the first race.

In other District 7 activities, Carlos Mattson of San Francisco topped twenty-four other Snipes in the "unofficial" district championships during the annual SBRA Regatta on June 19-20 at Clear Lake, California. Joe Horn III of Lake Merced was the top junior skipper and thereby won the Hook Trophy for 1971. Ron Grossman continued his winning ways at the annual Northwest Snipe Championship held on July 10-11 at Yale Reservoir, located near Mt. St. Helens in southwest Washington.

John Rose
Governor Dist. 7

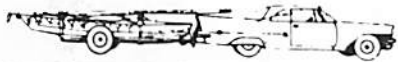
WINCHESTER INVITATIONAL

Fin	Boat Number	Skipper	Crew	Club
1	17758	Norman Towle	Ned Towle	Quassapaug
2	19258	Tom St. John	Todd St. John	Quassapaug
3	18034	Jack Gannon	Karen Keshian	Winchester
4	16116	Elisa Maroni	Mark Fitzgerald	Winchester
5	19191	John Swanson	Phil Gouzoule	Winchester

B DIVISION

1	18326	Lou Law	Margaret Law	Winchester
2	16698	Gabriel Caggiano	Bob Caggiano	Winchester
3	13006	Al Zachar	Joan Zachar	Quannapowitt
4	19010	Don Simpson	Ken Adam	Quannapowitt
5	9285	Howard Grant	Janet Grant	Winchester

Wells Wanderings



by Ted Wells

Annapolis

An attempt at analysing results of the Nationals frequently confuses the experts—and the latest one is no exception. The lake sailors did as badly as anticipated (or worse in my case) but the chop wasn't really that bad. The tides contributed to the confusion, but the shifts, streaks, holes and velocity variations in the wind were just standard lake stuff—like you are not supposed to get on large bodies of water. There were extreme variations in boat speed—some one made the statement that the ten fastest boats looked like a different class. Some people attributed this to weight distribution, but there were fast old boats and slow new ones. The conditions were apparently such that small differences in sails and sailing technique made large differences in speed.

One noticeable thing seemed to be that the fastest boats had fairly tight rigging, and going to windward, had sails trimmed flatter than one would normally do in choppy light wind conditions. I hope to find someone who really knows.

Sanctioned Regatta Comments (continued)

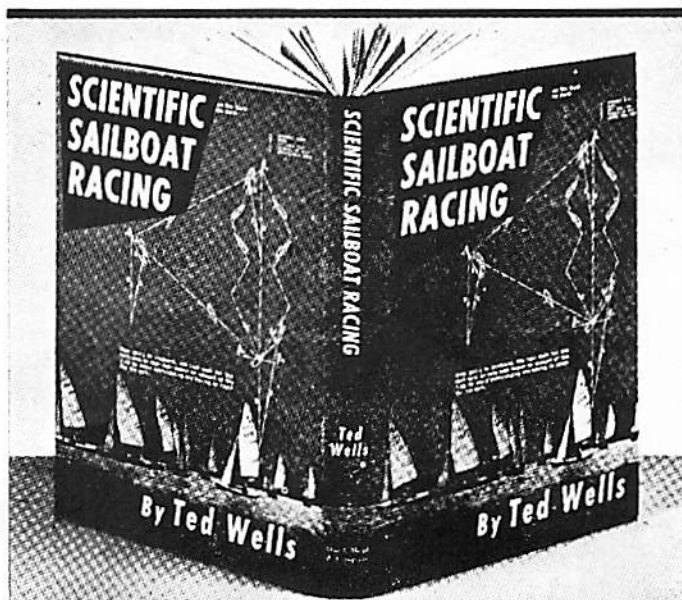
The RC performance which was the subject of last month's WW may look like a hard act to follow but a regatta two weeks later really did the job, from what I hear. Fortunately for my nervous system, I wasn't there. The consensus of those attending was that it wasn't a case of ignoring the rules—it was just ignorance.

All starts were on reaches or at best, no tack beats toward marks whose location and identity were generally pretty hazy. Any windward work was accidental. The R.C. had never heard of the one minute rule after a general recall, and was absent from the Sunday skippers' meeting when an 11 o'clock start was announced. They thought it was supposed to be at 10:30 and started shooting guns accordingly, sending off those who happened to be there on a port reach. It really didn't make any difference because after 18 boats had been recorded as finishing on a reach (out of 19 who actually finished in this group) a puff from behind brought the remaining 30 or so boats up on a run in one big glob—all but one on port tack with one lone starboard tacker screaming for right of way. To the considerable discontent of the boats whose finishes were recorded—the RC threw out the whole race because they couldn't figure out who was there in the mob that tied for 19th place. Whether or not the RC then took to the hills was not reported to me—but there were some very definite statements that in the future this regatta should be listed as scenic but not sanctioned.

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BOB VREELAND TOPS IN N.Y. STATE OPEN

Bob Vreeland of the Newport Yacht Club, Rochester, New York, captured the New York State Snipe Championship at Onondaga Yacht Club, June 12 & 13. Sailing "Cream Puff", 16800, Vreeland won one race and placed second in the two remaining races. Second place was won by Charlie Webster, while Chuck Loomis of the Cottage Park Yacht Club finished third in the light wind series. The B fleet championship was won by Jeff Aldrich of the Onondaga Yacht Club.

The first race, an Olympic course, was won by Charlie Webster, Newport Yacht Club, who started strong and lead by the windward mark. Bob Vreeland was a close second and Wayne Matson of the Silver Lake Yacht Club third.

With the winds picked up slightly by the second race, Vreeland easily won over Alvin Bugbee of Chautauqua Lake while Chuck Loomis was third.

Sunday's race started and ended in light winds. Chuck Loomis proved that Boston Sailors can do well in light airs by obtaining the lead on the second windward beat and holding it to the end of the race. Again Vreeland was second and Charlie Webster third.

Ike Lawton
Onondaga Snipe Fleet No. 18

NEW YORK STATE SNIPE CHAMPIONSHIP

A FLEET

Boat	Skipper	Club	Races		Pts.	Fin.
16800	Bob Vreeland	Newport Y.C.	2	1	2	1
17733	C.W. Webster	Newport Y.C.	1	5	3	2
19254	Chuck Loomis	Cottage Park Y.C.	6	3	1	3
17018	Alvin Bugbee	Chautauqua Y.C.	9	2	11	4
17557	Chuck Fox	Newport Y.C.	10	4	6	5
17546	Jim Belford	Oakville Y.C.	5	6	10	6
8459	Harold J. Lyness	Onodaga Y.C.	7	7	7	7
5533	Wayne Matson	Silver Lake Y.C.	3	DSQ	3	8
12775	Steve Fisher	Newport Y.C.	11	8	12	9
16182	Ted Hains	Oakville Y.C.	4	DSQ	9	10
14234	Tom Cox	Onodaga Y.C.	17	10	8	11
3929	Lana Rittmann	Newport Y.C.	13	DNF	5	12
11389	Howie Fletcher	Olcott Y.C.	14	11	13	13
19175	Ellen Lawton	Onondaga Y.C.	16	9	14	14
18066	Bub Booth	Onondaga Y.C.	12	13	15	15
19365	George Hock	Onodaga Y.C.	15	12	16	16
10547	Howie Richards	Oakville Y.C.	14	DNS	DNS	17
14067	Leo Ziolkowski	Silver Lake Y.C.	18	DNS	DNS	18
17512	Graham Hoffman	Keuka Y.C.	19	DSQ	DNF	19

B FLEET

11600	Jeff Aldrich	Onondaga Y.C.	1
14675	Ron Lewis	Onondaga Y.C.	2
7873	Ron Bouverat	Onondaga Y.C.	3
13450	John Guidetti	Onondaga Y.C.	4
14636	Sue Stafford	Onondaga Y.C.	5
14954	Peter Szczbak	Onondaga Y.C.	6
12208	Bob Campbell	Keuka Y.C.	7
15113	Tom Koesta	Onondaga Y.C.	8
17622	Sam Garber	Onondaga Y.C.	9



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Sanctioned Snipe Regattas

OCTOBER 2 - 3 OXFORD INCIDENT. Acton Fleet, Tom Rolles, 3786 Quante Ave., Cincinnati, OH 45211.

OCTOBER 8-17 WORLD CHAMPIONSHIP REGATTA late Clube Do Rio de Janeiro, Jose Evaristo San Roman, Rua Mexico, 41-19^o - ZC 39, P. O. Box 2212 - ZC 00, Rio de Janeiro, Brazil.

OCTOBER 16-17 HOSPITALITY REGATTA. Jackson Yacht Club, Harley Hopkins, 6064 White-stone Rd, Jackson, Mississippi 39206.

OCTOBER 23-24 ILLINOIS STATE CHAMPIONSHIP-FROSTBITE REGATTA (Open). IVY Club, Paul W. Dovey, 2517 W. Wardcliffe, Apt E, Peoria, IL 61604.

NOVEMBER 6 - 7 LCYC HALLOWEEN REGATTA. Lake Canyon Yacht Club, James Wild, 311 Thread-needle, San Antonio, TX 78227.

NOVEMBER 6 - 7 HALLOWEEN REGATTA, Atlanta Yacht Club, R. Means Davis, Jr, 6620 Wright Circle Rd, NE, Atlanta, GA 30328.

MARCH 6-9 MIDWINTER SNIPE CHAMPIONSHIP Clearwater Yacht Club, Jajor Philip Blair; 1609 Lavern St, Clearwater, FL 33515.

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