

SNIPE

BULLETIN



OCTOBER 1972

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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. Bandy booms waste power.

The 1972 Cobras will also have some new equipment —

MAST PRICES

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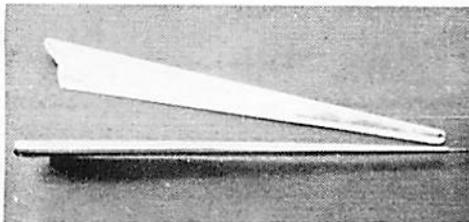
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Rigged with shrouds, halyards, halyard locks, bands, bottom of shrouds must be finished by you to fit your boat.

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Boom with end plates **\$32.00**

Rigged Boom **\$75.00**



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

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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.

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ELMS SAILS

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MEETINGS OF NATIONAL SECRETARIES

MINUTES European and African Secretaries of SCIRA, July 17, 1972 - Clube de Leca, Portugal.

PRESENT, Svend Rantil, Sweden, European & African Secretary, Eduardo de Queiroz, Portugal, Vice-Sec. for Europe; Nils Toftsgaard, Denmark, Sec. North Europe; Erling Olsen, Denmark, Ruy Moreira, Portugal, Puhaluvi Gragutin, Jugoslavia; Enrico Rosso, Italy; Raymond Lippert, Belgium; Wolfgang Allguer, Austria; Lennart Windquist, Finland; Morten Jensenhaugen, Norway; Arturo Delgado, Spain; Peter Davies, England, and Carlos Carvalho, South Africa.

Svend Rantil was elected chairman of the meeting. The following officers were re-elected: Nils Toftgaard, Secretary for Northern Europe; Vieri Lasinio, Secretary for Southern Europe; Aleksander Lukez, Secretary for Eastern Europe.

A proposal was unanimously adopted that Svend Rantil be recommended to the Board of Governors for the office of Rear Commodore for 1973.

The following proposal regarding the structure of offices was unanimously adopted:

a). US District Governors have same

status as national secretaries.

b). Snipe owners elect national secretaries who in turn, elect district secretaries (Secretaries for North Europe, South Europe, etc.)

c). National Secretaries (Dist. Governors in US) in their respective areas elect US National Secretary, Western Hemisphere and Europe/Africa Secretary and they will automatically be members of the Board of Governors.

d). All other Board members are to be elected by National Secretaries.

e). Board of Governors will elect SCIRA officers (Rear, Vice and Commodore) and they will be eligible for re-election.

f). Board of Governors will appoint Rules and other committees.

g). Meetings of the Board of Governors will be held at World Championships.

The proposal that only boats with sail away ability be allowed in Championship Regattas and that handbailers be dispensed with in boats with selfbailing cockpits was approved with the recommendation that it be referred to the Rules Committee for consideration.

A proposal to allow three crews in European & African Championship starting in 1974 was approved.

The proposal to have the European &

African Championship and the World Championship on an annual basis was defeated.

Svend Rantil's offer to obtain a number of programs to equal the number of dues was accepted.

PRESENT: Richard Tillman, Commodore and the European and African Secretaries and National Secretaries who attended the Meeting on July 17 at Clube de Leca with the exception of Carlos Carvalho of South Africa, who was absent from this meeting.

Svend Rantil welcomed the Commodore who thanked Portugal for their outstanding hospitality. He will recommend to the Board of Governors that they have their meetings at the World Championships.

Svend Rantil will resign as Sec. for Europe & Africa as of Dec. 31, 1972 and nominated Eduardo Queiroz as his successor. Unanimously accepted to take effect Jan 1, 1973. He proposed Arturo Delgado for Vice-Secretary of Europe and Africa. The nomination was accepted unanimously.

Ruy Moreira proposed a vote of thanks to Svend Rantil enthusiastically applauded.

N. Toftgaard proposed the following item.

Continued on page 12



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SNIPES BULLETIN

SNIPES CLASS INTERNATIONAL RACING ASSOCIATION

OCTOBER 1972

Vol. XXI No. 10

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PUBLICATION INFORMATION

Published monthly by Snipe Class International Racing Association, Incorporated, (not for profit).

Forms close on the 1st of the month preceding publication. Material received after that date will not appear until later month.

Printed in the U.S.A. at Chattanooga, Tennessee. Second-class postage paid at Hixson, Tennessee and at additional mailing offices.

ADVERTISING

Contract rates furnished upon application.

SUBSCRIPTION

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

CHANGE OF ADDRESS

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

THE COVER

The cover photograph shows a couple of sailors on a plane just prior to the second race of the Crosby series. Willard Kehr who took the shot was unable to identify the sailors - they went over just after he took the picture.

CAPTAIN LASINIO

We were very sorry to learn of the death in late July of Captain Vieri Lasinio di Castelveto of Quarto, Italy, Secretary for the Southern European District of SCIRA. Captain Lasinio had been a Snipe sailor and an officer of the organization of Snipes in Italy and in Europe since the Class was first introduced there. Although Captain Lasinio had been ill and unable to attend the meeting of European Secretaries in Portugal in July, he had been re-elected to his post as Secretary for South Europe.

THE COMMODORE SAYS

Inevitably, Spring and Summer have passed and many of us must put our boats to sleep in anticipation of the long winter which will soon be upon us. Most of our national and international competition is behind us. It is a sad time for those of us who sail only during the summer, yet the enjoyment is heightened because of the short season. Some, in more moderate climates, can continue to enjoy their boats and need only guard against the monotony of constant sailing.

What can be done during this anticlimactic period to maintain our interest and enthusiasm? First, it is a chance to reflect on our goals and success in achieving them during the past season. Many will be happy to have purchased their first Snipe and gotten a taste of racing. For you this will be the beginning of a never satisfied hunger to increase your knowledge of a sport enjoyed by so many. Others, more seasoned, can look back and see how much they have improved their performance and racing record. Finally, those most experienced can reflect on their season's record and vow to renew their efforts to do even better next season.

Logically enough, the sailors described above fall into the familiar bell curve with the majority in the middle and the beginners and experts at either end. Exactly where on the curve you lie is dependent upon your aspirations and efforts. A truism of racing is that there are no losers. The spirit of competition prevails throughout the fleet, for there is always the boat ahead to beat and if not in the

THOUGHTS WHILE SAILING

Admittedly, I do not do much thinking about the contents of the BULLETIN while sailing (and sometimes feel that I haven't been thinking at all.) But during a point score race the other day, I did wonder who would read all the verbiage in this issue. It is mostly the minutes of the various governing bodies of the Class, and probably not very stimulating. But it does affect you - the sailor.

All this is an effort in editorial policy as well as a determination by the Board to keep the members informed. So, read it and know what is going on. If you have opinions, be heard NOW. Speak to your District Governor or National Secretary, call the Commodore, or write a letter to the editor. Anything but wait around until some action has been taken that you don't like and then go around complaining that nobody is interested in what you think.

If you enjoy reading it, think how much fun it was to write it.

THE SCORE

Numbered SNIPES — 20248

Chartered Fleets — 722

45 numbers were issued during the past month. Brazil led with 18 followed by Denmark with 10 and the U.S. with 9. England took 4, Argentina 3 and Canada 1.

present race, then in the next race, the next regatta or next year's regatta.

The post season period can be devoted to a reading program or to improve your boat and equipment. Books I would suggest are Ted Wells' Scientific Sailboat Racing; Paul Elvstrom's Expert Dinghy and Keelboat Racing, Gary Hoyt's Go for the Gold and Stuart Walker's Performance advances in Small Boat Racing.

A few tips on tuning your boat include mast rake and jib lead location. The faster boats at the US National Championship had a mast rake aft of 21'6" (measured from top halyard position to edge of transom with both side stays taut.) These were keel stepped masts and cut boards. Jib fairleads are coming closer to the center of the boat. Ours are 17" from the centerline. In winds over 18-20 knots it seems better to place the fairleads 20" from the centerline and aft 2" from the normal position. Keep these points in mind for the next time you sail and if you have some tips on tuning to pass on, please do so.

Richard Tillman
SCIRA Commodore

Minutes Board of Governors

August 12, 1972, Ft. Gibson, Oklahoma

MEMBERS PRESENT: R. L. Tillman, Commodore; Ralph Swanson, Vice-Commodore, Stuart L. Griffing, Rear-Commodore; Ted Wells, Chm Rules Committee; Svend Rantil, Secretary for Europe & Africa; William Kilpatrick; Bruce Colyer, Arch Higman, C. L. Leonard, Dan Williams, members-at-large. Others present: Alan Levinson, Past Commodore; and Lowry Lamb, Executive-Secretary-Treasurer.

FINANCIAL REPORT: Treasurer Lamb gave a financial report showing an improved financial position. Receipts were up approximately 15% for 1972 through July. This is primarily from the increase in dues, and primarily in the US since other countries do not report until later in the year. Accordingly, the position should continue to improve.

BULLETIN: Lamb stated that the cost of printing and mailing the BULLETIN has continued to rise along with the general inflation. Bill Kilpatrick suggested that perhaps an increase in advertising rates should be made. Lamb said that the big problem is in the small number of advertisers and the rates are competitive with other class publications. He will look into the possibility of an increase in rates. Rantil suggested that an analysis be made of the exact cost of the BULLETIN. Lamb agreed to make this analysis but pointed out the problem of allocating various costs.

DECALS: The conclusion of the Board was that the use of decals has been successful and they will continue to be used. The 1973 decals will be mailed to National Secretaries in the latter part of 1972. It was agreed that a list of countries delinquent in their dues will be published in the BULLETIN.

NORTH AMERICAN CHAMPIONSHIP: The North American Championship was not held this year since there was no CORK. No other invitation was received in time. Commodore Tillman reported that CORK might not invite Snipe to be one of their invited classes in 1973. Every effort will be made to see that Snipe is invited.

WESTERN HEMISPHERE: The date for this championship has been changed to December 1-9, 1972, Cartagena, Colombia. Ralph Swanson was appointed SCIRA representative.

OLYMPICS: The progress of Snipe being selected as an Olympic class was discussed. The consensus was that we probably will not succeed for 1976 but that

we do stand a chance for 1980. It is essential for the US members on the Permanent Committee to vote for Snipe. An effort will be made to contact George Hinman of the Committee. Svend Rantil and Eduardo Quieroz are planning to attend the IYRU meeting in November. The board appropriated \$100.00 for expenses.

RULES: Since rules can only be changed every 4 years only discussion of proposed changes could be made at this meeting.

MINIMUM HULL WEIGHT/BALLAST: A proposal to increase the allowable ballast from the difference between 36 lbs and the actual centerboard weight to 60 lbs and the centerboard weight was discussed. The consensus was that a change of this sort would tend to bring a demand for further weight reduction even though this was not the purpose of the proposal.

MINIMUM HULL WEIGHT: (compliance) Compliance with the 195 lb minimum hull weight was discussed, as well as the difficulty of enforcement. A suggestion for using a minimum hull thickness in lieu of the minimum hull weight was referred to the Rules Committee for study.

FLOTATION: Rantil brought up the subject of flotation and the fact that the IYRU had noted difficulties in righting boats at the World Championship in Rio. These boats had all flotation in the bottom. Boats with flotation in the sides do not exhibit the degree of difficulty in righting as those with flotation in the bottom only. No action was taken other than to recommend that builders locate some of the flotation on the side and the IYRU should be notified that we feel our rule is satisfactory.

CENTERBOARD SHAPES AND RUDDER THICKNESS: Adoption of a single type board size and shape was proposed. No decision as to what can be done since there is the feeling that some boats do not sail equally well with one board as with the other. Since there was no strong feeling that the thick rudder is any faster than others no action was taken.

PIVOT BOARDS: Since the trend has been away from pivot boards the motion was made that this option be eliminated on boats built after Jan 1, 1976. This will be placed on the agenda and voted on by the board.

JIB WINDOWS: The proposal was made by Stu Griffing that the size of the window in the jib be increased from a maximum of 144 square inches to 288 square inches, effective January 1, 1976. The

motion was seconded and approved, and will be placed on the agenda.

RULES COMMITTEE: The proposal to change Section 29 of the Constitution to state that one member of the Rules Committee shall be a professional boat builder was amended by Svend Rantil to state that a professional boat builder can be a member of the Rules Committee. The amendment was approved. Since the present rule does not prohibit a professional boat builder from being a member the effect of the motion was for naught. Therefore a motion to table was approved.

ELECTION OF MEMBERS OF THE BOARD OF GOVERNORS: This item was discussed at length. The main argument in favor of election from the membership was that it would promote a more democratic representation. However, there are a number of difficulties, the biggest being that the members-at-large should not be confined to the US.

An amendment by Dan Williams to change the order of eligibility by districts was approved. The original motion as amended was defeated.

The following motion was made by Bruce Colyer, seconded by Stu Griffing: Each district, through the District Governor, shall nominate up to three members to be considered for the Board of Governors on the following schedule: 1972 (term 1-1-1973 to 12-31-1975), Districts 2 and 6 & 7 combined; 1973 (Term 1-1-1974 to 12-31-1976), Districts 1 and 5; 1974 (term 1-1-1975 to 12-31-1977), Districts 3 and 4; Motion carried.

MISCELLANEOUS: It was noted that a number of boats carry whisker poles on deck extending forward of the bow. This is considered a subject of racing rules rather than class rules.

HAND BAILERS: The requirement for hand bailers was discussed. The decision was made to no longer require hand bailers in boats that comply with paragraph 56 of the rules (sail away).*

BOARD OF GOVERNORS ELEGIBILITY: The requirement that no member of the Board of Governors may be a professional boat builder or sail maker was discussed. Nils Toft gard-Hansen was elected as North European Secretary with the knowledge of this rule. The Board felt they should not change this rule in spite of the fact that Nils would otherwise be a good member of the Board.

It was agreed that the VICE-SECRETARY of EUROPE and AFRICA should be an automatic member of the Board of Governors. Since this is an amendment to the constitution, it will be placed on the agenda at the appropriate time.

XIIth EUROPE AND AFRICA SNIPE CLASS CHAMPIONSHIP 1972



19882	Felix Gancedo/Rafael Parga	Spain	11/8/2/1/1/13/1	34	1
19926	Ove Lorentzen/Jens Norgaard	Denmark	2/1/15/2/2/DQ/3	35.7	2
16610	Antonio Basilio/Guy Pacheco	Portugal	8/4/7/7/9/1/2	51	3
12375	Gustav Krafft/Peter Krafft	Sweden	3/7/14/4/4/3/6	52.1	4
19690	Giorgio Brezich/Fabio Apolonio	Italy	4/5/10/10/7/2/14	66	5
14884	Mijic Vanja/Seric Ivica	Jugoslavia	1/5/14/3/5/15	66.7	6
18273	Fernando Masso/Cesar Cervera	Spain	7/9/9/3/5/11/5	68.7	7
19285	Stefan Winquist/Alf Renvall	Finland	14/2/11/5/8/7/7	70	8
19818	Daniel Graux/D. Stercx	Belgium	5/11/1/12/14/6/13	75.7	9
19780	Peter Bjurstrom/Hak. Bjurstrom	Finland	9/12/8/6/6/10/9	83.4	10
19148	Morin Sergio/Michel Sergio	Italy	17/3/3/13/NF/4/16	83.4	11
16619	Erik Thorsell/Claes Nordwall	Sweden	6/13/12/9/10/9/4	83.7	12
18985	Paulo Santos/Fernando Silva	Portugal	15/14/4/8/12/8/12	92	13
18322	Ruy Moreira/Antonio Roquette	Portugal	18/6/6/11/13/15/21	104.4	14
12153	Puovic Ante/Bonacci Juraj	Jugoslavia	13/10/13/15/15/17/23	119	15
13248	Robert Utharalt/Leonel Dassie	France	21/16/16/20/11/16/8	123	16
19351	Birger Jansen/Bjorn Gunnerud	Norway	16/24/19/16/16/12/10	125	17
18971	Christ.La Roye/Char.Bontridder	Belgium	12/18/17/23/18/14/17	132	18
19323	Jean M.Brossard/Yves Brossard	France	20/15/21/17/20/18/20	146	19
20008	Klaus Barnstorf/Pet.Barnstorf	Germany	10/20/22/19/19/21/NS	147	20
18965	Holger Hansen/Kjeld Hansen	Denmark	NF/17/20/22/17/19/18	149	21
19430	Brynjulf Romslo/Finn Hanssen	Norway	19/25/23/24/21/20/11	154	22
16902	Peter Harris/Miss Moira Harris	England	23/21/25/18/23/23/19	163	23
18440	Wolfgang Allgeuer/Aug. Scharf	Austria	24/22/26/25/22/22/22	173	24
19110	Carlos Carvalho/Sra C.Carvalho	South Africa	22/23/18/21/DQ/DQ/DQ	177	25
19087	R.A. Farrands/Paul Farrands	England	25/26/24/26/24/24/24	183	26



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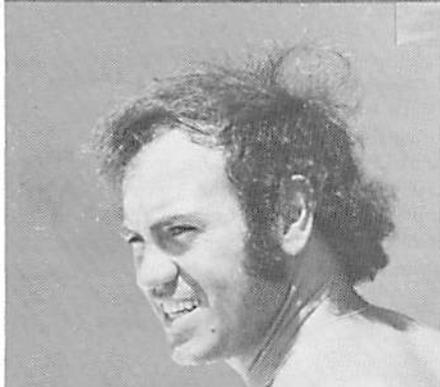
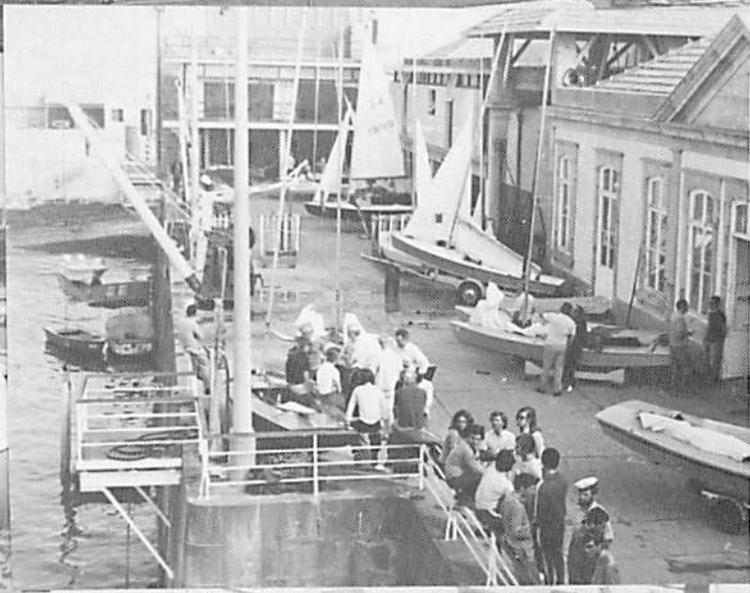


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photos by Dick Tillman

Left to Right, Top to Bottom: The Harbor, The Club, Eduardo Quierez and Arturo Delgado, Hoist and Launching area, Water taxi, Turning marks and Stake boat, And the winner Felix Gancedo of Spain.

EARL ELMS WINS U.S. NATIONALS -- AGAIN

AUGIE DIAZ IS SECOND, JEFF LENHART THIRD - JERRY STEWART IS JUNIOR CHAMP - RON FOX WINNER IN WELLS - ELMS TOPS IN CROSBY - TOM MC LAUGHLIN WINS PEMBER TROPHY

Calling this his "comeback" year, Earl Elms proceeded to do just that by winning the U.S. National Championship held at Ft. Gibson, Oklahoma, August 11-17. Most did not realize he had slipped that far although the best he could do last year was 4th. Earl has now won the Commodore Heinzerling Trophy a total of six times and, to make all the lake sailors feel good, four of these wins were on lakes. He has won the World Championship twice along with many other trophies. The only one that has eluded him so far is the Western Hemisphere Championship. Unfortunately, he will not be able compete this year because of an expected increase in family.

Number two this year is another familiar name - Augie Diaz from Miami. Always a top finisher, Augie finished 3rd in 1969 and 1970 and 4th last year. He has won the Junior National Championship twice, the Midwinters (when he was only 14), and was silver medalist at the Pan Am Games in Colombia last year. Augie is just 18 and will be entering Tulane this fall. If he continues in the Snipe Class as long as his father has, we will be hearing from him for many years to come.

Third place was taken by Jeff Lenhart, one of the fastest sailors in California. Fourth place was Commodore Dick Tillman from Charleston and rounding out the top five was Doug Desouza of San Diego.

The site of the championships this year was the Western Hills Lodge. This is a fine location, affording a variety of accommodations, all located near the launching area. Sailors were everywhere - rooms, cabins, camping areas, under the stars and on top of cars. The center of activity seemed to be the swimming pool which afforded ample opportunity for water fights. Gary Zars was the untested winner.

The lake provided a fine expanse of water, quite adequate for two courses. The only difficulty experienced was with the wind. Light and extremely flukey was the order of the day for the record 105 boats participating.



The Champ shows how it is done.

HEINZERLING

16104	Earl Elms/Donnie Bedford	San Diego	1-12-2-4-4	37	1
19393	Agustin Diaz/Glenn Sutter	Miami	3-2-1-9-20	49.7	2
18327	Jeff Lenhart/Eric Krebs	San Diego	4-10-11-2-9	59	3
19339	Dick Tillman/Linda Tillman	Charleston	16-7-3-3-11	65.4	4
18321	Doug DeSouza/Craig Martin	San Diego	9-4-9-14-5	68	5
19386	Terry Timm/Marie Lucas	Ann Arbor	7-1-7-13-26	77	6
16228	Tom Nute/Carolyn Nute	San Diego	5-3-13-8-23	77.7	7
19267	Don Hite/Gail Nelson	Detroit	2-11-10-17-17	82	8
16103	Dick Schmidt/Gwen Gordon	Ann Arbor	14-19-5-10-10	87	9
19914	Buzz Levinson/Paul Levinson	Indianapolis	17-5-6-23-8	87.7	10
19600	Henry Davis/Tom Connors	Omaha	25/6/12/21/1	87.7	10
18850	Leif Zars/Pat Zars	San Antonio	28-25-17-1-3	93.7	12
10111	Gonzalo Diaz/Mark Williams	Miami	8-8-14-22-14	96	13
19091	Pete Duvoisin/Jane Duvoisin	Chattanooga	10-21-27-12-6	105.7	14
16606	Dave Peterson/Sue Peterson	San Diego	15/18-19-11-16	109	15
18923	Tom McLaughlin/Tom Johnson	San Diego	20-24-4-20-15	111	16
20007	Bob Rowland/Sandy Rowland	Cincinnati	11-16-20-6-30	112.7	17
19177	Fred Thurston/Danny Coughlin	Sea Cliff	23-13-18-18-13	115	18
19392	Bubba Horner/Brownie Horner	San Antonio	22-30-23-15-2	117	19
18044	Griff Hall/Charlie Phelps	Annapolis	12-9-8-32-28	119	20
19119	Ralph W. Swanson/James Pazott	Winchester	21-20-21-5-25	121	21
19969	Roger Stewart/Jerry Stewart	San Diego	6-22-22-25-22	126.7	22
19387	Francis Seavy/Charlie Morgan, Jr	Clearwater	18-26-30-7-18	129	23
19999	Ralph M. Swanson/Marta Swanson	Winchester	30-23-15-28-7	133	24
19299	Bud Leonard/Jeff Troeger	Diamond Lake	26-15-24-29-12	136	25
18501	Frank H. Levinson/Carl Levinson	Indianapolis	24-14-NF-16-21	137	26
20006	John Johns/Pamela Johns	Ann Arbor	13-29-31-19-19	141	27
20221	Bruce Cochran/Fred Bickley	Clearwater	29-17-26-27-31	160	28
17233	Gary Zars/David Sinko	San Antonio	27-28-16-31-29	161	29
17733	Charlie Webster/Graham Hoffman	Rochester	19-31-28-26-27	161	29
19449	Keith Zars	San Antonio	32-27-29-24-24	166	31
19436	Jack Tillman/Pat Tillman	San Antonio	31-32-25-30-32	180	32

District 2 was sponsor of the event, under the able leadership of Jack Zink. Steve Taylor was again the race committee chairman for the Juniors, Crosbys and Heinzerlings and Stan Brander was race committee chairman for the Wells series. The sailors appreciated the efforts of these men along with those of Ron Reynolds, Jerry Whitt and Chuck Loomis and many others.

The new schedule was tried this year whereby the top three winners from each district automatically qualified for the Heinzerling Championship along with last year's champion, Roger Stewart. Not eligible to sail in the Crosbys, they raced for the Fred Pember Trophy which was donated by Fleet 330 of Atlanta. Seventeen sailors participated in this event with Tom McLaughlin of San Diego winning. Dick Schmidt of Ann Arbor was second and Don Hite of Detroit third.

The three-race Crosby series was held on Sunday and Monday followed by the five-race Heinzerling and Wells series. The 720° rule was used and no throw out races were allowed.

JUNIORS

Defending Champion Jerry Stewart knew that he had to be "the man to beat" in the 1972 US Junior Championship. Craig Martin, also from California, was Jerry's greatest threat. Craig's last year's scores of 1-DSQ-1-DSQ-3, indicated power that would be dangerous if he had gained experience and control since Annapolis. Going into the last race Jerry's finishes of 2-1-1-7 led Craig's 1-3-7-1 by 2.7 points. Jerry cinched it by winning the last race to Craig's 4th. Between them they won all five races. Griff Hall's consistent 6-2-4-4-3 netted him 3rd place. Steve Suddath in 4th showed refreshing humility in one so young: "I think we may have finished better than we were." Mark Williams of Miami rounded out the top five.

"The Juniors used up all the wind." That is the familiar complaint at the Nationals and this year was no exception. The winds were consistently good for the two days of Junior racing, never below 12 for any race and up to as much as 18 in some.

Twenty-six juniors from all over the US; East Coast, West Coast, North, South, and in between sailed the hard fought series.

Next year in California the title is up for grabs again and Jerry, who celebrated his 18th Birthday the day after the series was finished, can't defend his title.

JUNIORS					
19969	Jerry Stewart	San Diego	2-1-1-7-1	16	1
18321	Craig Martin	San Diego	1-3-7-1-4	26.7	2
18044	Griff Hall	Annapolis	6-2-4-4-3	36.4	3
19791	Steve Suddath	Jacksonville	10-4-2-2-6	41.7	4
10111	Mark Williams	Miami	7-6-13-9-2	62.4	5
18501	Carl Levinson	Indianapolis	4-8-5-1-1-8	63	6
18039	Val Simhauser	Springfield	8-9-6-3-15	67.4	7
19393	Glenn Sutter	Miami	3-1-1-9-12-13	74.7	8
18015	Steve Cooper	Chattanooga	11-18-17-6-5	85.7	9
18924	Tom Baffico	San Francisco	19-10-11-10-7	87	10
18899	Dave Wesselhoff	Peoria	15-14-19-5-9	91	11
9308	Terry Croasdale	Kansas City	9-15-10-13-16	93	12
19914	Paul Levinson	Indianapolis	17-12-3-8-26	95	13
6156	Sue Mitchell	Clearwater	21-5-12-15-14	96	14
19705	Joe Petrucci	Winthrop	18-7-8-16-17	96	14
20220	Scott Cline	Chattanooga	5-13-16-18-18	99	16
16308	Mike Craig	Chattanooga	14-21-14-22-10	111	17
9112	Kerry Lamb	Chattanooga	12-22-18-20-11	113	18
19269	Steve Barb	Muncie	23-16-21-14-20	124	19
16853	Chris Kibler	Chattanooga	25-17-15-19-19	125	20
15580	Ken Splawn	Kansas City	22-26-24-17-12	131	21
19019	Scott Welch	Kansas City	16-20-20-25-22	133	22
18333	Doug Goppert	Lotawana	24-19-22-24-21	140	23
19925	Kim Loveless	Kansas City	13-25-26-23-23	140	23
18090	Kurt Loveless	Kansas City	20-23-25-21-24	143	25
19119	Marta Swanson	Winchester	26-24-23-26-25	154	26

CROSBY

16104	Earl Elms/Donnie Bedford	San Diego	1-1-1	0	1*
18321	Doug DeSouza/Craig Martin	San Diego	2-2-2	9	2*
19393	Agustin Diaz/Glenn Sutter	Miami	5-1-1	10	3*
19339	Dick Tillman/Linda Tillman	Charleston	3-2-3	14.4	4*
19436	Jack Tillman/Pat Tillman	San Antonio	6-5-8	35.7	5*
18501	Frank H. Levinson/Carl Levinson	Indianapolis	10-8-4	38	6*
19914	Alan Levinson/Paul Levinson	Indianapolis	4-12-7	39	7*
20007	Bob Rowland/Sandy Rowland	Cincinnati	11-7-5	40	8*
16228	Tom Nute/Carolyn Nute	San Diego	9-11-6	43.7	9*
19299	Bud Leonard/Jeff Troeger	Diamond Lake	14-4-11	45	10*
20221	Bruce Cochran/Fred Bickley	Clearwater	7-10-12	47	11*
17233	Gary Zars/David Sinko	San Antonio	1-3-36	47.7	12*
18044	Griff Hall/Charlie Phelps	Annapolis	3-5-27	48.7	13*
20006	John Johns/Pamela Johns	Ann Arbor	8-7-18	51	14*
18850	Lief Zars/Pat Zars	San Antonio	7-19-10	54	15*
19450	Henry Schofield	Long Beach	6-25-6	54.4	16
19062	Mike Zalzal/Carolyn Williams	Cincinnati	17-21-3	55.7	17
17591	Ron Fox/Cathy Black	Long Beach	14-6-19	56.7	18
20222	Bill Buckles/Paul Adam	Decatur	11-19-9	57	19
19388	George Drake/Michele Manning	Detroit	13-14-13	58	20
17240	Mike Choquette/Hal Williams	Tulsa	26-4-14	60	21
19888	Frank Levinson/Harry Levinson	Clearwater	13-3-33	63.7	22
20200	Dick Caspari/Jim Tilford	Wichita	12-8-27	65	23
19491	Russ Cook/Suzie Cook	Rochester	8-NS-2	67	24

* Qualified for the Heinzerling Series

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CROSBY SERIES

The first race was held on Sunday morning and was started in a 10 knot wind. It turned out that this was just a small amount the Juniors had not used, since it died. The race was finished in drifting conditions. Gary Zars won in the first fleet and Earl Elms in the second.

The wind picked up in the middle of the afternoon so out on the lake they went. They were greeted with an impending storm. Because of shifting winds the race committee was delayed in setting the course. Meanwhile the storm began to look vicious. Having heard the worst about the storms out on the plains, nearly half the fleet left the course. The storm did not get to the race course and after the first lap the heavy winds had dropped. The race was won by Augie Diaz in the first fleet and Earl Elms in the

18923	Tom McLaughlin, Tom Johnson
16103	Dick Schmidt/Gwen Gordon
19267	Don Hite/Gail Nelson
19091	Pete Duvoisin/Jane Duvoisin
18327	Jeff Lenhart/Eric Krebs
19999	Ralph M Swanson/Marta Swanson
19392	Bubba Horner/Brownie Horner
19386	Terry Timm/Marie Lucas
19119	Ralph W. Swanson/James Pazott
19600	Henry Davis/Tom Connors
19969	Roger Stewart/Jerry Stewart
19177	Fred Thurston/Danny Coughlin
19449	Keith Zars
17733	Charlie Webster/Graham Hoffman
16606	Dave Peterson/Sue Peterson
19387	Francis Seavy/Charlie Morgan, Jr

PEMBER

San Diego	9-2-2	21	1
Ann Arbor	11-5-1	27	2
Detroit	5-6-4	29.7	3
Chattanooga	8-1-11	31	4
San Diego	3-NS-6	31.7	5
Winchester	2-11-9	35	6
San Antonio	10-4-7	37	7
Ann Arbor	1-NS-8	38	8
Winchester	NF-3-5	39.7	9
Omaha	17-9-3	43.7	10
San Diego	12-7-10	47	11
Sea Cliff	7-10-13	48	13
San Antonio	13-NS-12	51	14
Rochester	6-NS-15	56.7	15
San Diego	16-8-16	58	16
Clearwater	14-NS-14	64	17

second. Competition for the 15 openings in the Heinzerlings was substantially reduced. Those who dropped out could only use the last race as a practice race for the Wells series.

After waiting for an hour or so on Monday, enough wind appeared to start the third race. It was a repeat performance of the previous day, the wind died to a drifter. Again the winners were Augie and Earl. This gave Elms the top spot with a perfect score of 1-1-1. Doug DeSouza, with equal consistency, finished second with 2-2-2. Augie was third.

HEINZERLING SERIES

Tuesday opened with a brief excursion to the course and back. No wind appeared until late afternoon when the race was started in about 8 knot conditions. It dropped but was about the most consistent of all the races. Elms continued his winning streak with Don Hite of Detroit

second and Augie Diaz third.

Wednesday greeted the sailors with a mirror finish — on the lake. The race committee was getting desperate. Only one more day remained with four races to go. And the water fighters were hard at work. The wind did appear late in the afternoon and two races were held, the sun setting half way through the second race. Terry Timm of Ann Arbor won the first race, Augie Diaz was second followed by Tom Nute of San Diego. The order of finishes in the second race was Augie Diaz, Earl Elms and Dick Tillman.

Wind was sufficient for two races on Thursday morning. Again the heap was jumbled by those being in the right time and vice versa. Leif Zars won the day's first race followed by Jeff Lenhart and Dick Tillman. Henry Davis headed the list in the second race with Bubba Horner second and Leif Zars Third.

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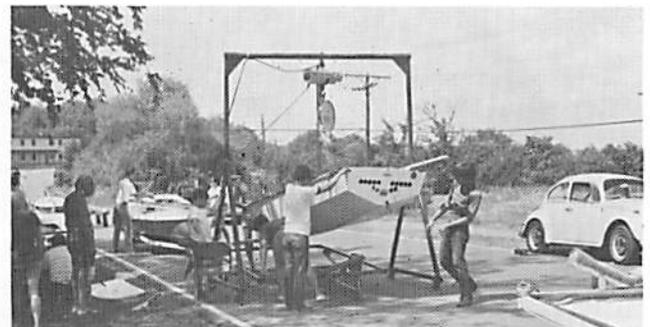
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*Weighing and Measuring
Photo by Lance Welch*

Augie Diaz was in the lead with a 3-2-1 going into the last day. All he had to do was "hang in." It was not meant to be, he

finally ran afoul of the flukey conditions finishing 9th and 20th. He dropped to second place when Elms had two 4th

places. Jeff Lenhart finished third and Dick Tillman finished fourth. Linda Tillman was the top woman in the series and received the Eleanor Williams Trophy. Doug DeSousa rounded out the top five.

The series was unusual in the high total scores resulting from the weather conditions. Fred Schenck, a past commodore and national champion was SCIRA representative. He told of even worse conditions on the same lake. On his command of "ready about" his crew did not respond — he had passed out!

Mention should be made of the durability of Snipe sailors. There were 6 past national champions in attendance as well as three world champions.

WELLS SERIES

Another horse race was going on for the 61 sailors in this series. As you might know, it was a couple of California sailors, Ron Fox from Long Beach and Mike Eisenberg from Los Angeles. Mike was leading Ron by 5 points going into the final two races but could not quite hold it and Ron finished as the leader of the series and Mike came in second. Buzz Lamb, with a brilliant stroke of luck pulled up from a 7th place standing to finish third.

WELLS

17591	Ron Fox/Cathy Black	Long Beach	1-1-7-3-2	21.7	1
17735	Mike Eisenberg/Larry Dubois	Los Angeles	4-1-1-7-3	26.7	2
7428	Buzz Lamb/Marge Lamb	Chattanooga	3-14-3-8-1	45.4	3
19062	Mike Zalzal/Carolyn Williams	Cincinnati	11-2-5-10-1	46	4
17159	John Wideman/Marilyn Wideman	Ft Smith	2-17-2-6-5	50.7	5
19447	Dan Wesselhoft/Joann Wesselhoft	Peoria	1-8-24-1-4	52	6
19491	Russ Cook/Suzie Cook	Wolcott	3-5-10-12-2	52.7	7
16497	Pete Fenner/Chuck Molyneaux	Dallas	5-3-4-16-6	57.4	8
19020	Bill Simons/Ken Simons	Chattanooga	24-2-8-1-6	58.7	9
20222	Bill Buckles/Paul Adam	Decatur	15-7-2-3-11	59.7	10
19795	Barry Cochran/Bob Carroza	Clearwater	6-12-9-2-10	63.7	11
15951	Martin Bebb/Rick Weeks	Muskogee	7-5-7-2-20	65	12
19387	Clemente Inclan/Rosemary Inclan	Miami	11-3-20-5-4	66.7	13
17232	Dick Craig/Mike Craig	Chattanooga	2-20-14-6-9	75.7	14
12884	Means Davis/Peggy Davis	Atlanta	6-12-1-22-13	76.7	15
19888	Frank Levinson/Harry Levinson	Clearwater	21-6-12-4-7	77.7	16
17240	Mike Choquette/Hal Williams	Tulsa	4-4-16-15-10	79	17
19438	Frank Riesenecker/Harold Tschirhart	San Antonio	8-14-13-11-5	80	18
20200	Dick Caspari/Jim Tilford	Wichita	5-9-23-4-14	82	19
17152	Jack Zink/Bette Zink	Tulsa	15-22-3-10-9	85.7	20
19440	Bob Williams/Dwight Rix	Wichita	14-8-12-19-7	90	21
9747	Dan Williams/Brainard Cooper	Chattanooga	23-16-6-9-8	93.7	22
19697	Chuck Fox/Helen Fox	Rochester	9-6-4-26-22	95	23
12875	Paul Festersen/Sigrid Festersen	Omaha	13-11-11-14-17	96	24
11900	Larry White/Tim White	Miami	24-7-22-5-12	99	25
16422	Jerry Zanzinger/Margo Zanzinger	San Francisco	17-25-5-24-3	99.7	26
18015	Steve Cooper/Marie Wesley	Chattanooga	13-17-15-15-11	101	27
19705	Chuck Loomis/Joe Petrucci	Winthrop	8-18-18-7-19	104	28
18943	Carlos Mattson/Marilyn Mattson	Merced	18-9-16-21-12	106	29
17151	Ron Reynolds/Barbara Reynolds	Tulsa	10-19-17-8-23	107	30
19844	Frank Vincent/Ginny Rolfes	Springfield	9-11-14-19-16	109	31
14731	Doug Day/Terry Smith	Kansas City	16-15-22-18-8	109	31
8569	Bo Cline/Eddie Craig	Chattanooga	18-10-27-11-14	110	33
19380	Gunnar Stickler/Duci Stickler	Rochester	19-4-9-DQ-19	110	34
18924	Tom Baffico	San Francisco	12-13-20-16-22	113	35
19388	George Drake/Michele Manning	Detroit	26-24-6-13-15	113.7	36
17018	Alvin Bugbee/Tooter Bugbee	Lakewood	7-10-17-NS-NS	118	37
8891	David Wesselhoft/Linda Wesselhoft	Peoria	20-24-10-18-25	121	38
13520	Ted Goldbeck/Phil Goldbek	San Francisco	23-22-11-9-17	122	39
20001	Stu Griffing/Lane Griffing	Cincinnati	22-19-21-14-18	124	40
6156	Don Reeder/Sue Mitchell	Clearwater	NF-18-13-12-24	125	41
19179	Dave Schafer/Tom Sly	Chicago	27-27-8-21-15	128	42
19794	Marvin Lee/Kevin Lee	Muncie	26-13-23-13-24	129	43
19300	Walt Hall/Linda Hall	St Louis	25-21-19-17-23	135	44
20220	Scott Cline/David Cox	Chattanooga	12-26-18-25-NF	136	45
20196	John O'Donnell/J. C. O'Donnell	Atlanta	28-21-21-23-13	136	45
18405	Steve Snider/Mary Snider	Tulsa	19-30-19-23-20	141	47
16853	Chris Kibler/Danny Cox	Chattanooga	20-20-NF-27-16	142	48
19924	Gene Tragus/Ted Tragus	Dallas	16-26-28-22-21	143	49
17471	Randy Nord/Kerry Lamb	Atlanta	22-29-26-20-18	145	50
19791	Steve Suddath/Connie	Jacksonville	17-NS-15-NF-NS	146	51
11518	Nick Longworth/Elke Longworth	Memphis	27-23-NF-17-21	147	52
16025	Ted Wells/Carol Lippert	Wichita	14-23-NF-NS-NS	156	53
19836	MacKilpatrick/Jim Taylor	Oklahoma City	10-28-NS-NS-NS	158	54
18039	Val Simhauser	Springfield	25-15-28-NS-NS	159	55
9833	Dick Goppert, Nancy Goppert	Lotawana	30-16-27-NS-NS	163	56
12888	Kevin Curran/Dave Doty	Lotawana	29-28-26-20-NS	163	56
9308	George Croasdale	Kansas City	NS-25-24-NS-NS	169	58
19333	Jack Schwindler/Jill Doty	Lotawana	21/NS/NS/NS/NS	171	59
19269	Steve Barb	Muncie	NS-27-25-NS-NS	172	60
19925	Kim Loveless, Kurt Loveless	Lotawana	NS-NF-25-NS-NS	175	61

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NATIONAL SECRETARIES.....
Continued from page 3.

Change No. 9 to allow ballast to be added to any boat, the amount to be 60 pounds less the centerboard weight, located anywhere. This in addition to 10 pounds for wooden boats.

Delete: 4th sentence:- If a boat's centerboard weighs less than 80 lbs., additional ballast may be carried, located in any visible place; the amount to be 80 lbs, less the centerboard weight when the minimum boat weight is 425 lbs, and 36 lbs less the centerboard weight where the minimum boat weight is 381 lbs.

Insert in it's place:- ballast may be carried, located in any visible place; the amount to be 80 lbs less the centerboard weight. When the minimum weight is 425 lbs and 60 lbs. less the centerboard weight where the minimum boat weight is 381 lbs.

Reasons for the change:-

1. Assuming a 25 pound board, the present rule allows for only 11 lbs of ballast. This is a minimum as well as a maximum since potential purchasers want to be able to change masts and rigging without going over the total minimum weight limit.

2. It is extremely difficult to build a boat to such close weight tolerances without resorting to expensive methods of production.

3. The rules permit a centerboard weighing as much as 80 lbs. This gives the same effect as additional ballast. It gives a strong and athletic crew a advantage in racing.

4. This rule change is considered to be one of extreme urgency since unless it is made there will be very few builders. The class cannot grow unless it has builders.

Passed unanimously to be recommended to the Rules Committee

Svend Rantil: Proposed that N. Toftgaard be invited by the Rules Committee to join them as it was the wish of the Delegates present and, due to his specialized knowledge, he would be an additional asset to the Committee.

Ruy Moreira: Submitted a detailed proposition the future of European & Africa Championships as follows:

1. Championships be organized in rotation which would mean from existing records that the next championship would be held at either of the following countries: Finland, Austria, South Africa, Romania, Germany, Norway, whereafter country having already organized it would come in turn starting with Denmark.

2. For those countries who have not organized the championship, the order of preference will be given by the best result of each country's skipper in the preceeding championship.

3. That it be understood that the country that organizes the championship shall be entitled to only pay to one crew per nation, bed and breakfast, it being acceptable that crews be lodged in private homes and that the country undertakes to find suitable accommodation reasonably near to the host club for the other crews who will pay their total expenses.

Discussion took place on the question of rotation of countries. If the proposal were adopted there would be no question of compulsion.

It was further suggested that a possible form of rotation would be:-

1. Finland; 2. Austria; 3. S. Africa; 4. Norway; 5. Romania; 6. Italy; 7. Denmark; 8. Belgium; 9. Spain; 10. Sweden 11. Yugoslavia; 12. Turkey; 13. England; 14. France; 15. Portugal.

It was agreed that the form of proposal be adopted and that if there was no country willing to offer, the proposal would be effective from 1974, and the country invited to hold the championship would be allowed to notify the Secretary up to the 31st December 1972. If such invitation were to be declined, then the next country on the list would be immediately invited to host the Championship and they would be asked to reply by the following 31st March.

Finance: Various suggestions were made by the Delegates to find a way of funding the office of European and Africa Secretary, but no solution was found and no proposal made.

Ruy Moreira: Proposed that a country not paying it's total dues for the year preceeding any championship should not be permitted to compete. Passed unanimously.

Svend Rantil: Reported that the Board of Governors had raised the question that according to the rules, Nils Toftgaard, being a person engaged in boat building, was not eligible to serve on the Board. Svend Rantil proposed that the European Vice Secretary would become a substitute. Richard Tillman suggested that the Board of Governors could make a resolution to accept this and the Delegates requested that this be done.

Svend Rantil: Further proposed that to increase the European Vice Secretary should be a member of the Board as of right. The Delegates requested that this proposal be

submitted to the Board for its approval and action.

Arturo Delgado: and others suggested that the junior championships become an Open Event and countries outside Europe and Africa be invited to attend.

It was further suggested that the country organizing the event should be allowed an additional five entries thus raising the limit from five to ten entries for the organizing country. This proposal was amended to give the greatest latitude to the organizing country to set its own limit on the number of entries to be invited from each country and this amendment to the proposal was carried unanimously as it was felt that this would help to encourage juniors.

Present: As for 21st July meeting.

Honored Guest: Count of Caria

The Count spoke of some half an hour on matters appertaining to the organization of the I.Y.R.U. and their processes for selecting a new 2 man c/board dinghy for the 1976 Olympics. He personally is in favour of Snipe although he indicated that the general trend is not for Snipe for 1976. He thought however that the chances were somewhat better for 1980. He encouraged all the delegates to meet their I.Y.R.U. representative, particularly on the Class Policy Committee in order that no member of the Committee would be left in any doubt of the wide spread of Snipe throughout the world, their members in various countries and the apparent similarity between the boat and the requirements which have previously been discussed by the Committee for a new selection.

He went on to say that 4 or 5 in the Permanent Committee will vote for Snipe, but it was particularly important that the Norwegian delegation to that Committee be impressed with Snipe as their influence on other delegates was great.

A vote of thanks was given to the Count by the Commodore and the Secretaries thanked him for his attendance.

The Commodore further suggested that all National Secretaries become members of the I.Y.R.U. and that they should encourage their members to become members also.

In order to give a wider spread of information it was suggested that the next rule book 1974/75 contain the names of individual Country Champions for each year and the Secretaries were asked to submit lists to the executive secretary.

Wells Wanderings



by Ted Wells

OCTOBER 1972

Militarily, a seige is where everybody just sits around for long periods of time and waits for something to happen. That is precisely what we did during the recent Nationals — after, naturally, the Juniors had used up all the wind. I'm sure that the District 2 Establishment learned two things as a result: First — don't plan an important regatta in these parts after July 15, and secondly, always find out where the World Parachute Jumping Contest will be and stay as far away from it as possible, geographically and timewise. (This year it was in Tallequah, Oklahoma, simultaneously with the Nationals. It was a huge success. Perfect wind conditions. Naturally — for them.)

Most people had problems with lack of consistency. Not me, I never picked the correct side of the course, and went fast to windward only when going from hole to hole. The fact that I went pretty well off the wind only served to put me in position to do a better job of blowing the last windward leg. Old Joe was there with his latest and most sophisticated equipment.

There was nothing new in rigging or equipment that I saw — which is as it should be in a one design class. Which brings up the fact that careful measuring indicates the presence of quite a few professionally built boats around the country which just can't be accepted as Snipes. Most people don't seem to realize that at each step between the drawing board and the final hull — there are a lot of possibilities for goofing — and careful and consistent checking is the only

safe thing to do. Which of course is the reason for the new certification procedures.

Some US builders feel that some European (and maybe some US) builders are ignoring the minimum hull weight. They base their contention on the amount of ballast carried in some of the boats. On a 381 lb boat which is all fiberglass, 20 lbs of ballast may be carried under the deck (but nobody wants to put it there) and the difference between 36 lbs and the centerboard weight can be carried anywhere.

There was argument at the SCIRA Board meeting for repealing the minimum hull weight limit since it can't be checked on a finished hull and specifying a minimum hull thickness which could, in theory at least, be checked on a completed boat. These proposals will be published in the Bulletin as agenda items. I will be interested in seeing the response. My personal opinion is that it should be possible to find an honest, impartial individual to check the weight of a bare hull during the course of manufacture. If it meets the minimum — and the completed boat has the same amount of lead as its predecessors — fine. If the amount of lead is a lot less — the evidence is pretty conclusive that the minimum was not being met in the past.

What is the bare hull to be checked for minimum weight? My definition would be to weigh the hull, including centerboard trunk, mast step, floorboard supports, stay* and core and inner coating of any sandwich construction in either the bottom or sides. This weight would not include any structure which provides air tanks regardless of location (bow, stern, sides or double bottom). It obviously would not include any part of a cockpit which is molded with the deck and houses a self bailing cockpit. From the weight so determined, subtract the weight of any core material which might be considered as contributing to flotation (either balsa or foam). The amount arrived at should be 182 lbs (195 lbs minus minimum foam which is 6½ cubic feet of foam at 2 lbs per cubic foot). Note that all fiberglass hulls must have the equivalent of 6½ cubic feet of flotation material — air tanks don't count here. They can be punctured. Speaking of puncturing — I hope somebody comes up with what minimum hull thickness should be and how it should be checked if we ditch the minimum hull weight.

* stay anchorages,

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LEMKE

Minutes.....
continued from page 5

NOMINATIONS: Past Commodore Bill Kilpatrick presented the following slate: Ralph Swanson, Commodore; Stuart Griffing, Vice-Commodore, Svend Rantil, Rear-Commodore; Lief Zars, Member-at-large (District 2), Jack Steele, Member-at-large (District 6); Arturo Delgado, Vice-Secretary for Europe and Africa to fill the vacancy of the North European Secretary. This will be voted on by mail ballot by the Board.

RULES COMMITTEE MEMBERSHIP: The following were appointed as members of the Rules Committee: Ted Wells, Chairman, Gary Boswell, Arch Higman, Bob Hill, Buzz Levinson, Chuck Loomis, Brad McFadden, Eduardo Queiroz, and Bob Vreeland.

The meeting was adjourned at 1600.

**This is considered a rule interpretation rather than a rule change. Consequently, it is effective immediately.*

MINUTES U.S. BOARD

MEMBER PRESENT: Dick Tillman, Ralph Swanson, Stu Griffing, Ted Wells, Bill Kilpatrick, Bruce Colyer, Bud Leonard, Dan Williams. Others present were Alan Levinson and Buzz Lamb.

FINANCIAL REPORT: A financial report was presented by Treasurer Lamb. Receipts were up over the past periods attributable to increased dues and sail royalties.

EXPENSES OF TEAMS AT WESTERN HEMISPHERES AND WORLD CHAMPIONSHIP: After considerable discussion, a motion to pay for economy air fare only for the defending champion and top two skippers and their crews from home town to Cartagena, Colombia for the Western Hemisphere Championship to be held in December 1972.

A motion was also made to pay for the eligible teams' air fare to Malaga, Spain for the World Championship. In addition, a maximum allowance of \$300 will be made to each eligible team to ship their boats.

Sending a junior to Europe to sail in the European Junior Championship was discussed. No decision was reached except to approach the U.S.I.S.A. for funds.

MEASURING: Stu Griffing, U.S. National Secretary discussed measurement of boats at the U.S. National Championships. The following decisions were made: 1. Boats with "green cards" will be accepted throughout the life of the boat. 2.

No fleet Measure Certificates will be accepted on professionally built boats after January 1, 1973, except in very unusual circumstances. 3. All boats after number 20,000 which do not have a class certificate will be charged \$35.00 when measured at the Nationals. 4. If a boat is challenged, the challenger will pay the fee if the boat passes.

U.S. NATIONALS: Mission Bay Fleet is host for the 1973 regatta and has requested that we return to the longer series. The motion was made and approved to return to the longer schedule with no district qualifiers subject to a favorable vote at the general membership meeting.

The meeting was adjourned at 1810.

U.S. MEMBERSHIP MEETING

The general SCIRA U.S. membership meeting was held at Western Hills Lodge, Oklahoma on August 14, 1972. Commodore Richard Tillman presided.

Commodore Tillman announced that the U.S. Board had authorized the expenditure of jet coach air fare for our two entries to the 1972 Western Hemisphere Championship plus defending champion Gary Boswell (boats will be furnished); also jet coach air fare plus up to \$300 boat transportation for each of our two entries to the 1973 World Championship in Spain plus defending champion Earl Elms (if not qualified directly at our Nationals).

Commodore Tillman announced that the U.S. Board had voted, for the 1973 U.S. Nationals only, to revert to the 1971 regatta schedule and format, subject to the opinion of the general meeting.

Following discussion, the following majority opinion was recorded; final vote by the U.S. Board will be by mail:

1. The longer Nationals schedule is preferred (70% - 30% vote)
2. The total of 32 Heinzerling contestants (plus the defending champion) is preferred (70% to 30% vote).
3. If there is a tie score for the 32nd place, all who tie should be included in the Heinzerling.
4. The 720° rule is preferred.

5. Qualification of each District Champion automatically for the Heinzerling Series is preferred, leaving a minimum of 24 slots to be determined by the Crosby Series.

Means Davis commented that this would leave the Pember Trophy without a reason for being, for the 1973 year.

The subject of pitching moment of

inertia, and minimum bare hull weight of 195 pounds was discussed. There has been comment that a reduced moment of inertia has been achieved in some boats by reducing the hull thickness in the ends. Rules Committee Chairman Ted Wells commented that moment of inertia problems are not considered significant because we could easily check all entries and equalize to a standard by adding no more than 5 pounds of lead in the ends. Non-uniform thickness of the hull would be a rules violation (yearbook page 82); this and the 195 pound minimum bare hull weight can best be checked before assembly by unannounced Chief Measurer visits to builders' shops.

Svend Rantil, Secretary General for Europe and Africa, assured the meeting that Europeans are not working toward further weight reduction below 381 pounds.

Stu Griffing then reviewed the July 1972 Snipe Bulletin article on Snipe Measurement in the U.S., and noted the following actions voted by the U.S. Board:

1. Green cards will continue to be valid at U.S. Nationals
2. An M.D.S. from a local fleet measurer on a new professionally built boat will not be accepted, effective January 1, 1973, except in unusual circumstances. Measurement for a Class Certificate by a class appointed measurer, before shipment, is mandatory.
3. A measurement fee was authorized to be paid at the Nationals for any boat not already having a Class Certificate (or green card) and thereby requiring measurement. This will apply starting at the 1973 Nationals, effective with hulls built since the start of the system (January 1, 1972; but for ease in identification will apply to hull No. 20001 and later). This fee will also be paid by a person who challenges another boat and it measures O.K.
4. Some Nationals measuring will continue as an audit of the jigs.

Commodore Tillman commented that this improved class certificate system is possible through the efforts of Herb Shear and Dick Grob (who made the master SCIRA jig in 1970), Bud Hook (who paid for 5 similar jigs), and Dick Caspari (who made the group of jigs on a no-profit basis), Chief Measurer Chuck Loomis, and the appointed measurers.

Svend Rantil commented that a similar system in Europe, using measurers independent of builders, permits him to

continued on next page.

Sanctioned Snipe Regattas

OCTOBER 7-8 OXFORD INCIDENT and OHIO OPEN CHAMPIONSHIP, Acton Lake, Robert L. Hill, 11422 Pippin Rd., Cincinnati, OH 45231.

OCTOBER 7-8, CRACKER BARREL REGATTA, Dist IV team championship, Chattahoochee Snipe Fleet, Robert W. Kolb, 2124 Munson Dr., Columbus, GA 31903.

OCTOBER 20-21, CLEAR LAKE SNIPE REGATTA, Houston-Galveston Fleet, Max Faget, 221 W. Bayou Dr., Dickenson, TX 77539.

OCTOBER 21-22, GEORGIA STATE OPEN, John T. Friis, Box 2551, Valdosta, GA 31601

OCTOBER 28-29, HOSPITALITY REGATTA, John L. Whitfield, Jr., Box 4282, Jackson, MS 39216

NOVEMBER 4-5, HALLOWEEN REGATTA, R. Means Davis, 6620 Wright Circle Rd., NE, Atlanta, GA 30328.

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advise "Never pay for your boat until you receive the signed measurement certificate!"

Commodore Tillman commented that U.S. has about 1800-paid up boats, which is an improvement, but shows we need to encourage more participation, fleet development and more Junior sailing. The European Junior Championship is now open to five Junior boats from any country in the world, and the U.S. should plan entries. Sven & Rantil noted that the age limit used is per the I.Y.R.U. definition (eligibility continues through the calendar year in which the sailor becomes 19). Mr. Rantil also thought that the event could be established as the World Junior Championship to be sailed anywhere, if the SCIRA Board were agreeable, and this will be placed on the agenda of the International Board.

Stu Griffing
U.S. National Secretary

Mission Bay Yacht Club has announced August 13-23, 1973 as the date of the 1973 Nationals:

Monday, August 13, Junior measurement; Tues, Wed August 14-15, Junior Series; Thurs. - Sat. Aug. 16-18, Crosby Series; Sun - Wed. Aug. 19-22, Heinzerling and Wells Series; Thurs. August 23; Make-up races, Trophy Dinner.

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

FOR SALE: 17747 Lofland Snipe - Proctor E keel stepped, blue hull-white deck, bailer, self rescuing (won't swamp), Levinson sails, trailer, dry sailed on Gull Lake, Minimum weight (lead removed and light weight floor boards installed) 390 lbs at present. \$1200. Leigh Melvin, 3812 Heights Dr, Hickory Corners, MI 49060. (616) 671-5452.

FOR SALE: cut-off aluminum centerboard for cut-down trunk; hooks aft. \$95.00. Bill Laskey, 330 Dolle Lane, Crystal Lake, IL 60014. (813) 459-5084.

FOR SALE: Call Snipe No. 19345, new August 1971. Perfect condition. Dark blue hull, Lt blue deck. North sails, \$1300. Dr. Marvin L. Lee, 5219 Nichol Ave., Anderson, IN 46011.

FOR SALE: Snipe 6628 complete with trailer, two sets of sails, two rudders, fiberglass deck. A bargain at \$360. Jim Holloran, 59 Hillcrest Dr., Orinda, CA 94563. (415) 254-5460.

WANTED TO BUY: recent fiberglass Snipe. Preferably Chubasco or Varalyay within 400 miles of Connecticut. Arthur A. Tanner, White Deer Rock Rd., Woodbury, CT 06798. (203) 263-4805.

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| Over boom, fastens under chines with draw rope. | |
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| 10-A TRAILING COVER | \$60.00 |
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| 10-C BOTTOM COVER | \$50.00 |
| Covers bottom and sides - overlaps top of deck with draw rope. | |
| 11 TRAILING COVER | \$110.00 |
| Specify 10 or 10-A with separate bottom cover. | |
| 11-B ENVELOPE COVER | \$90.00 |
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