



SNIPER BULLETIN

SEPTEMBER 1973



Cobra Masts

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Cobra Masts have been out since 1969, since then they have been used on Snipes that have captured almost every major Snipe regatta in North America. They were used by the 1969 and 1971 world champion. In 1971 they dominated with 1st, 2nd, 3rd and 4th places.

They were used in winning the 1969, '70 and '71 U.S. Nationals. In '71 they were 1st, 2nd, 3rd, 4th, 5th and 6th.

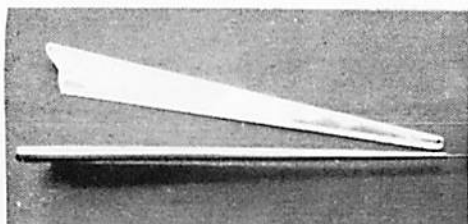
They were used by the winners of the last 2 Jr. Nationals, in '71 they were 1st, 2nd, 3rd, 4th and 5th.

They were used by the 1970 and '71 North American Champ (Cork).

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

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

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

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

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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EXPERIENCE WITH AN EARLY 'SELF-RESCUE' SNIPE

Reading the recent articles on self-rescue hardware, techniques, and problems, I recall with embarrassing clarity my experience in 1956 with one of the first self-bailing Snipes. The ruling permitting self-bailing cockpits was established at about the same time that fiberglass hulls were first allowed. Sailing out of Sheepshead Bay, N.Y., our Snipe Fleet was often in the open ocean. The Snipe, as we all know, can be a "wet" boat in some conditions of wind and waves. I decided to install a self-bailing cockpit in my new boat, a fiberglass hull which I was decking myself.

The self-bailing cockpit was patterned after those found on larger cruising auxiliaries. The cockpit was given a raised floor and side and end walls. These, along with a mast boot and tight thru-deck fittings for shroud anchors and bridle, sealed off the inside of the boat completely. Water which sprayed or splashed into the cockpit drained out through scuppers at the sides of the centerboard well and through hoses connected to thru-hull fittings in the transom. Drainage was assured by gravity flow whether flat or heeled, planing or standing still.

Hatches with removable watertight covers were installed at the cockpit ends for access to the underdeck space. These provided for stowage of life preservers, paddle, anchor, and other gear, and also allowed access to a small pump. Some leakage into the "sealed" space was anticipated, and the pump could be pulled out through a hatch, remaining attached by a hose to a fixed inlet fitting at the low point behind the centerboard trunk.

Sounds like a perfect system, doesn't it? And it was, until put to an unanticipated test which reads like a comedy of errors. The test which it failed

came under conditions quite opposite to those for which self-bailing cockpits are designed. It was a drifting match on a lake, not a stormy sea, which led to a demonstration of some of the problems of today's "self-rescue" Snipes. Many Snipe sailors still active today were at that regatta a Quassapaug Lake in 1956. Perhaps they recall it as a typical inland small-lake regatta with light and shifty winds much of the time. While roasting in the sun on a downwind leg I decided to remove the hatch covers and air-out the underdeck space. The centerboard was full up, and the boom vang was set, a potentially dangerous situation for jibing in those days before the angled front centerboard handle was allowed.

I must have been dreaming of ocean waves and breezes when the shift came, as it caught us by surprise. By the time we reacted to the jibe the boom was closer to the centerboard than the crew, and was gathering momentum as it went. The boat started to roll when the boom was stopped by the centerboard, and the roll continued at a rate consistent with the light breeze that powered it. The sight of a boat capsizing downwind in light air must have been strange, but the antics that followed made it stranger yet.

As the boat rolled, the crew tried to get the centerboard down, and succeeded only in getting it off the detent pin. This was significant since a centerboard safety line (which gets in the way at critical times) was not used on this boat in deference to an innovative "keyhole" shaped detent slot which kept the board from moving up or down—provided that it was engaged. As the crew had disengaged it, the board was free to fall out if the boat turned turtle—which it did.

There was nothing to grab to right the boat. When a sheet was passed over the

hull the lack of an overhanging sheer prevented us from getting a good foothold and exerting enough righting moment, even after taking "down" the sails.

Meanwhile, the scuppers and drains which did such a good job of letting water out of the self-bailing cockpit were letting the trapped air escape, and the upside-down hull was sinking lower and lower. Since the hatches were open the flooding continued until the entire boat was swamped.

A motorboat helped right the boat and towed us to shore to face the problem of emptying the water out. Those features which made the boat self-bailing also made it extremely cumbersome to empty. In the swamped condition, the scuppers and drains let water in faster than it could be bailed out with buckets. Makeshift stoppers solved that problem, and after bailing down to the cockpit floor level there remained the tedious bailing of the "sealed" space under the deck and floor. The pump could not be used as it emptied into the cockpit, whose floor was still below the waterline. The hatches were not large enough for a bucket. The hull was bailed by the cupfull, and we were still bailing while the rest of the fleet finished and bedded down with some liquid refreshment.

We took a lot of ribbing that day. The self-bailing cockpit was eventually removed when my sailing shifted from the Atlantic Ocean to Galway Lake, a somewhat smaller body of water. Articles on the problems of "self-rescue" and "sail-away" have highlighted the point that there are some improvements to be made before Snipes achieve such capabilities. The self-bailing cockpit concept probably represents the best that could be expected in a Snipe to provide sail-away capability. Provided, of course, that the hatches are battened down.

*Jesse Aronstein
Galway Fleet No. 412*

Western Hemisphere Regatta 1st
Miami Mid-Winters 1st
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SNIFE BULLETIN

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

SEPTEMBER 1973
Vol. XXII No. 9

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Notify Snipe BULLETIN of any
changes, both old and new addresses
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month to become effective.

THE COVER

The photograph shows a Snipe sailing in its light air best. The skipper is Steve Sherman of the Muncie Snipe Fleet. The photograph was taken by George K. Nichols of Decatur and was judged the winner of the contest run by Buzz Levinson.

THOUGHTS WHILE SAILING

SPINNAKERS!

Now why in the world would anyone want to bring that thing up at this point?

Some years ago it was felt by a number of people in the class that the addition of a spinnaker would promote Snipe Class. This idea came from the IYRU's definition of Class A boats. Their definition was "modern high performance...", and these would be the boats from which the olympic classes would be chosen. Evidently one of their criteria for this was the use of a spinnaker.

The Board of Governors studied the proposal and even authorized the use of spinnakers on an experimental basis and committee was appointed to study the proposal. To date, years later, nothing has come of it.

Rear Commodore Svend Rantil has written to me with the idea that we may yet use spinnakers to our advantage. His theory is that the Snipe is rapidly becoming one of the few boats that do not have spinnakers. As a consequence, we should be able to attract a lot of newcomers to our class simply because we do not have one of those sails that was probably thought up by the devil. Spinnakers do have the reputation of being contrary and if you don't believe it, try flying one in a good breeze sometime.

It is my opinion that we should devote our time and energy to building our class, rather than go into a frantic Olympic promotion every four years. Adopting this policy would make the promotion of a "no spinnaker" boat feasible.

As a matter of fact, perhaps being rejected as an olympic boat has been advantageous. A number of areas in the world have had a resurgence. We have had a number of reports from various countries stating that the class is again growing in their countries.

THE COMMODORE SAYS

After two regattas in Sweden, the Winchester Invitational, the District No. 1 Championships, the Champagne Regatta, the New England Championships, and the Mass Bay Open, I am off to the U.S. Nationals in San Diego. I am looking forward to seeing all my good friends in the United States and sailing at Mission Bay.

It is hoped that all countries in the world that sail Snipes will be represented at Malaga in August. The National Secretaries should make sure that their intentions to compete are filed in proper order and by the 15th of August with the Spanish Federation of Sail.

I sincerely request that as many members of the SCIRA Board of Governors as possible attend the Board meeting in Malaga during the World Championships. The time and date will be announced very shortly. The operations of a class of this size can be handled in many ways by correspondence, but nothing replaces a full meeting of the Board at least once a year. Also, as many National Secretaries as possible should try to be at their meeting in Malaga. A good attendance at this meeting will certainly strengthen the class.

Ralph Swanson
SCIRA Commodore

Joerg Bruder killed in French plane crash

The Snipe Class and the entire world of one-design racing was shocked and saddened to learn of the death of Joerg Bruder in a plane crash in France on July 11, 1973.

Joerg built the Snipes for the Rio World Championships from the prototype plywood boat which he built and which won the Pan American Championships in 1971. He was the first builder of fiberglass Snipes in Brazil. Before he became a boat builder he was famous for his development of masts particularly for the Finn Class.

In Brazil, where excellence of performance in small boat racing is almost a commonplace, Joerg Bruder was a champion among champions. He was Brazilian National Snipe Champion in 1972 and had represented Brazil in Olympic racing in both Finns, and Stars, where he was 4th in 1972. He won many other national and international championships in almost every international class.

Reminder on Point Scores

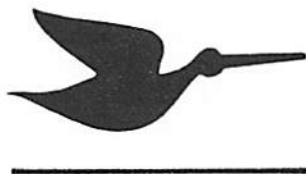
We hope to publish the 1973 Point Score Results beginning in the April BULLETIN. The deadline for receipt of point scores in the SCIRA Office is February 1, 1974. Please use the newer small forms which will be sent to all Fleet Captains late in 1973. Any Fleet Captain who has not received a supply by December 31, should request them from the office. They may be sent in just as soon as your 1973 season is over—you don't HAVE to wait until February 1.

And round and round we go . . .

It happened in Yosemite Lake on the last race of the series on May 20. There was no wind at all, but the Committee decided to start us anyway. Boats were drifting while jockeying for a good position at the start. Four minutes before the start we knew we wouldn't make it and

we were only 20 yards away. Two boats were approaching on opposite tacks and were out of control; "if you guys hit you will have to make a 720" came a voice from amongst the crowd. Three minutes later they gently collided. "You have to make a 720 for every time you hit" the same voice advised when suddenly several waves created by a power boat hit the whole pack and the same two boats started banging. "One, two, three, four...720's" advised the voice again. "SHUT UP CARLOS" came the irate answer from a skipper whose nerves finally gave up. We were too busy trying to get our boat to tack so we didn't see the end of the episode but we thought we saw a boat still making 720's while the trophy presentation was going on.

From San Francisco Fleet No. 12, SNIPE SCRAPs, July 1973



Measuring Kit Boats

A policy has been established covering the measurement of kit boats in the U.S. In the case where a hull without deck is purchased from a professional builder and is subsequently completed by the owner, the boat will be treated as a homebuilt boat. It should be measured by the Fleet Measurer and if it is acceptable, be issued a Fleet Certificate.

In the case of a hull and deck completed by a professional builder where the owner supplies his own rigging, the hull and deck should be measured by an Approved Measurer prior to shipping. A Measurement Data Sheet should be initiated and signed by the Measurer for only the portion measured. The rest of the measurement data sheet should be completed by the Fleet Measurer. The MDS will then be accepted and a Class Certificate issued.

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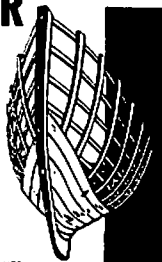


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Firewater Regatta Topped by Paul Festerson

The seventh annual Firewater Regatta
was held June 2 & 3 on Branched Oak
Lake, Lincoln, Nebraska.

Two races were held Saturday
afternoon in winds of 20-25 miles an
hour, although for a short time during the
first part of the second race the winds
moved up into the mid 30's. The first
race was won by Jack "Hurricane"
Wagener, a Lincoln sailor with a
reputation for loving high winds. Dr.
Harold Horn of Lincoln followed
Wagener around the first mark and held
second position throughout the race
except on the second reaching leg when
Dave Haggart of Omaha passed him for a
short period of time. Paul Festerson of
Omaha passed Dr. Horn on the last beat
to win the second race with Stewart
Simon coming in third. An equipment
failure dropped Jack Wagener back to
fifth.

A front came through Saturday night
giving us north winds of approximately 5
miles an hour for the start of the third
race Sunday morning. During the first leg
the wind began to drop and shifted first
to the northeast and then to the
northwest before becoming a drifter.

Dave Haggart of Omaha was leading at
the first windward mark and held that

lead until within about 100 yards of the
finish of the race when the wind brought
the rest of the fleet up and both Jelton
and Doug Hiner of Omaha passed Haggart
within 20 feet of the finish line. Paul
Festerson continued his consistent sailing
coming in fourth, while Dr. Horn
dropped back to sixth place. Paul
Festerson's 4-1-4 was good enough for
first place in the Regatta and Dr. Horn's
2-2-6 gave him a second place, with Dave
Haggart's 3-4-3 good enough for third.

Once again the careful one design
concept of the Snipe showed us that old
boats can win. Paul Festerson's boat is an
early Varalyay fiberglass wood
combination number 12875 and Dr. Horn
sails a wooden Eichenlaub number
16984. The skippers from Lake Manawa
won the team title as well as the majority
of the individual awards.

Twenty-five boats participated in the
Regatta and the results of the top ten are
as follows: Final Standing: 1. Festerson,
4-1-4; 2. Horn, 2-2-6; 3. Haggart, 3-4-3; 4.
Wagener, 1-5-7; 5. Simon, 5-3-9; 6.
Bochelman, 6-7-8; 7. Hiner, 8-dnf-2; 8.
Traub, 7-6-14; 9. Campbell-Kirk, 9-9-12;
10. Jelton, dnf-dnf-1.

Vincent T. Goeres

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IVY Sponsors 13th Slauson Memorial at Peoria

The IVY Club in Peoria was host to the 13th Slauson Memorial Regatta June 23-24. Thirty nine boats from seven states provided top notch competition.

Saturday dawned warm and sunny with winds for the first race out of the WSW at about 10 to 12 mph. After some close sailing on the first triangle, Jim Richter came out on top. The second race was started back-to-back, with an increase in the wind to 18 mph and gusting. Chris Stump from Decatur jumped into an immediate lead, never relinquishing it, although he was followed closely by Dan Wesselhoft for the whole race.


Sunday was once again warm and sunny with winds ENE at 8 to 10. Dan Wesselhoft grabbed the lead at the second mark and never gave it up. The next four boats were close behind, their positions

		SLAUSON MEMORIAL Top 20 of 39 entries			
19447	Dan Wesselhoft	Ivy - Peoria	3-2-1	8.7	1
18886	Bill Coberly	CDYC - Decatur	2-3-6	20.4	2
18247	Jim Richter	ISC - Indianapolis	1-4-8	22	3
20551	Frank Levinson	ISC - Indianapolis	4-5-3	23.7	4
20007	Bob Rowland	Cowan - Cincinnati	5-7-7	36	5
18887	Tom Sly	CDYC - Decatur	14-8-2	37	6
18266	Lee Griffith	Acton Lake - Cincinnati	6-13-5	40.7	7
20402	Chris Stump	CDYC - Decatur	8-1-26	46	8
19380	Gunnar Stickler	LaCrosse	9-12-11	50	9
19844	Bryson Lesley	PYC - Chattanooga	17-6-10	50.7	10
20880	Frank Vincent	IBYC - Springfield	10-10-15	53	11
18120	Bob Hill	Acton Lake - Cincinnati	7-17-13	55	12
19800	Tom Rolfes	Acton Lake - Cincinnati	12-9-16	55	13
16851	Mike Gray	TUY - Peoria	13-11-20	62	14
19445	Stan Salzenstein	DLYC - Cassopolis	15-21-9	63	15
19299	Bud Leonard	DLYC - Cassopolis	11-23-14	66	16
18647	Jim Pyott	Burnham Park - Chicago	16-27-12	73	17
19718	Brian Sherry	Burnham Park - Chicago	19-14-25	76	18
12536	Dave Bettinghaus	Ivy - Peoria	17-16-18	79	19
20004	Ed Griffith	Acton Lake - Cincinnati	18-19-27	82	20

constantly changing during the whole race. All three races were sailed on Olympic courses.

Trophies were awarded to the top ten skippers and crews and also the top junior and crew; Lee Griffith and his sister Sara. Hometown Wesselhoft filled up the first place bowl and spirits were "high" at the IVY Club.

Paul Dovy
Peoria Fleet No. 131



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"Tubbs ... according to the bulletin things a'int so good up top
think we better start paying dues to them guys?"

STATUS BY COUNTRIES

The following is a list of countries that paid dues for the year 1972. The figures indicate the number of dues-paying boats. Not included and we will be forthcoming. A statutory list will be



28
3
22
15
187
60
40
33
123
60
61
10
159
49
5
96
622
5
131
8
32
1,637
3,386



Port and starboard tacks were equally popular in this illustration of starting line action.

Rowland Edges Coberly in Riff Raff Regatta

On June 16, 59 Snipes gathered for the Cowan Lake Sailing Association's annual Riff Raff Regatta at Cowan Lake State Park, Ohio. Many sailors arrived Friday evening to take advantage of the excellent camping facilities. Bill and Marg Coberly, Decatur, IL, travelled the farthest. They showed everyone that they came to sail by winning the first two races but finished second over all to regatta chairman Bob Rowland.

While Saturday dawned with the appearance that the regatta would suffer the predicted showers, regatta chairman, Bob Rowland, called an early skippers' meeting and announced that we would try to sail three full length races. The triangular course was set and 33 boats in the A fleet and 26 in the B fleet started the race in 8-10 mph steady, southerly winds. The Coberlys were first, followed by Cowan Lake sail maker, Bob Rowland. Berkley Duck from Indianapolis was third and Jim Richter, a prior winner of the event who said he came because someone

bet him that he wouldn't, was fourth.

The winds shifted from the south to southwest and picked up to 12-15 mph. As the sun began to shine, oranges were passed out among the thirsty sailors and the race committee set the famous Cowan Lake "X" course which, on this occasion, featured (in two laps) five windward legs of about 1/3 mile each, two runs and two close reaches. Again, Bill Coberly showed the way, finishing first. Dan Wesselhoft from Peoria sailed "Honey Bee" into second. Mike Zalzal from neighboring Acton Lake was third.

After the arrival of more oranges, more sunshine, but a little less wind, the third race of twice around the "X" course plus one windward leg got under way. Bob Rowland led all the way and won easily. Jim Richter was second, Berkley Duck third and Mark Schoenberger from the host club was fourth. Bill Coberly fought his way back from the middle of the fleet to finish fifth. By 5:30 p.m. the fleet had completed the three races.

In the B fleet, Don and Barb Showers won the first race, Don Meredith and Louis Spencer took second and third respectively. In the second race, local sailor, Warren Trenary, won easily with his new Chubasco, followed by Dan Showers and another Cowan Lake sailor, Don Irvine. The third race was won by Don Irvine. Warren Trenary was second and Kevin Lee was third.

Cool showers and a keg of free beer were enjoyed by the sailors as they gathered for a steak dinner on the yacht club deck. A few retired to their tents early after a long day on the lake, but many danced and partied on into the night. Sunday morning greeted the sailors with warm sun, a 6 mph wind out of the southwest and a 10:30 start around the now-expected "X" course.

The race was long and hard fought and Jim Richter emerged victorious in the A fleet. Dan Wesselhoft was second, Bob Rowland third and Bill Coberly fourth.

In the B fleet, Mark Constant was first,

RIFF RAFF – A FLEET

20007	Bob Rowland	Cowan Lake	2-4-1-3	16.7	1
18886	Bill Coberly	Decatur	1-1-5-4	18	2
18247	Jim Richter	Indianapolis	4-6-2-1	22.7	3
19447	Dan Wesselhoft	Peoria	6-2-9-2	32.7	4
17671	Berkley Duck	Indianapolis	3-5-3-13	40.4	5
16734	Mark Schoenberger	Cowan Lake	8-13-4-7	54	6
19062	Mike Zalzal	Acton Lake	23-3-6-5	56.4	7
19487	Tim Prince	Cowan Lake	5-7-16-8	59	8
13020	Paul Dovey	Peoria	10-8-7-12	61	9
19800	Tom Rolfes	Acton Lake	11-12-18-10	75	10
18120	Bob Hill	Acton Lake	15-9-26-6	79.7	11
19339	Jim Menzies	Cowan Lake	13-11-15-18	81	12
18899	Dave Wesselhoft	Peoria	7-16-19-17	83	13
18887	Tom Sly	Decatur	21-15-8-21	88	14
17395	Steve Orr	Detroit	9-dnf-32-24-9	89	15

RIFF RAFF – B FLEET

20253	Warren Trenary	Cowan Lake	7-1-2-2	19	1
17147	Don Showers	Lansing	1-2-4-4	19	2
18250	Don Irvine	Cowan Lake	12-3-1-6	35.4	3
18913	John Meredith	Richmond	2-4-5-10	37	4
11463	Bob Stevenson	Worthington	5-6-12-5	49.7	5
16402	Mark Constant	Muncie	17-5-11-1	50	6
19362	Stu Spencer	Richmond	9-9-6-8	55.7	7
19618	Louis Spencer	Oak Brook, Ill.	3-7-13-15	58.7	8
18108	Brian Wasung	Cowan Lake	6-18-7-7	61.7	9
18661	Gordon Cook	Chippewa	4-8-16-13	63	10
19794	Kevin Lee	Muncie	8-22-3-17	70.7	11
19268	John Braun	Cowan Lake	16-14-8-9	71	12
18104	Peter Keen	Cowan Lake	23-15-10-3	71.7	13
11467	Kiffin Gilbert	Richmond	10-11-14-16	75	14
16152	Roger Ross	Cowan Lake	13-10-9-dns-27	83	15



Tim and Liz Prince thought the Riff Raff Regatta to be the perfect honeymoon scene; they were married the day before the regatta. Note the "just married" on the mainsail.

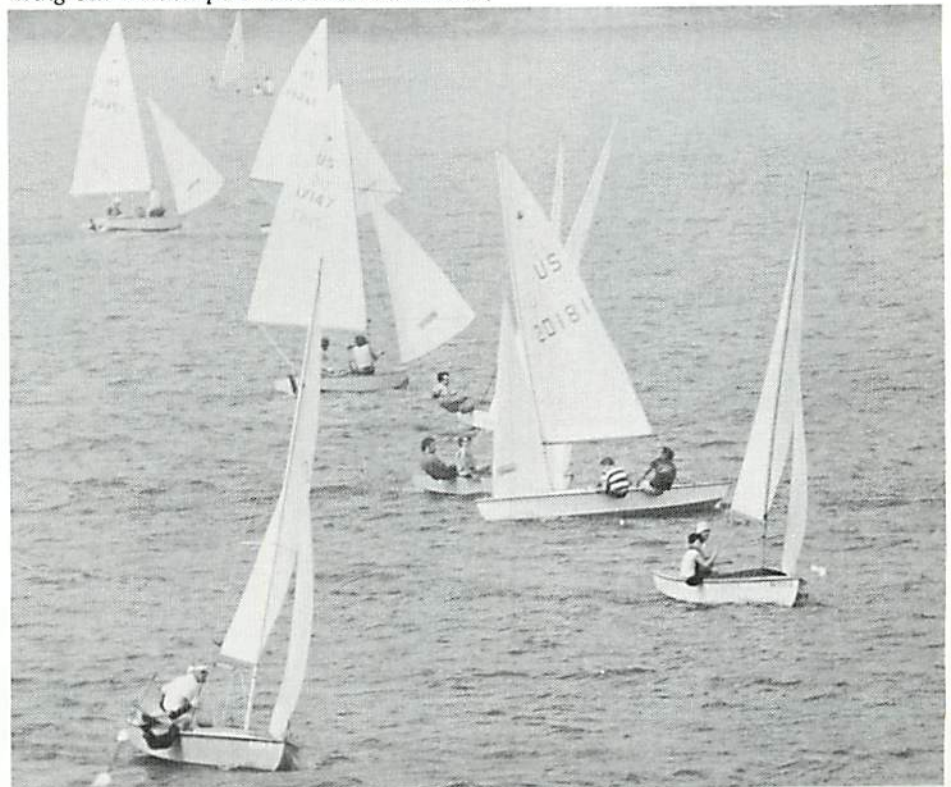
(More photos on page 10)

Some B Fleet sailors in the Riff Raff Regatta beat for windward mark while others wring out whisker poles and head downwind.

Warren Trenary was second and local sailor Peter Keen – the most improved sailor of the regatta – was third. The tie for first place was broken by the fact that Warren Trenary had finished in front of Don Showers in three of the four races.

The trophies, modernistic sailing craft formed by colored cord strung around brass nails against velvet backgrounds, were created by Sandy Rowland. The crew members received large reed anchors.

The thunder storms which had been predicted all weekend arrived in full force Sunday at 2:30, forcing the abandonment of the regularly scheduled 2:00 club races. Tim and Liz Prince were married the day before the regatta and raced with "Just Married" written across their sail.



John W. Eilers, Jr.
Cowan Lake Fleet No. 433

Snipe Boat Kit

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Red Snipe and white sailboat on light and dark blue background with yellow letters and border. Either on felt or washable cotton twill. Size 3" x 3 1/4"

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A smaller size 2-1/8" x 2-3/4" for caps, etc., but in twill only \$1.50

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Riff Raff...



Winners in A Fleet are pictured from left to right in order of their finishes: Bob & Sandy Rowland, Bill & Marg Coberly, Jim Richter & Mark Allen, Dan Wesselhoft & Jim Tinthoff, Berkley & Nancy Duck, Mark & Phyllis Schoenberger, Mike Zalzal & Carolyn Williams.

B Fleet winners are from left to right, 1st place Warren & Flo Trenary, 2nd place Don & Barb Showers, and 3rd place winner Don & Nancy Irvine.



Stone Open Attracts 45 UK, International Entries

Fleet 372 of the Stone Sailing Club, situated on the estuary of the River Blackwater, held its fourteenth annual Open International Meeting on June 2nd and 3rd. Entries totaled 45 with at least one representative from every fleet in the United Kingdom plus competitors from Brazil, Belgium, Denmark, and France.

The weather throughout the two days was ideal for sailing, giving those that prefer light airs a chance; then on Sunday the wind perked up to let the "heavies" show their skill, though at no time during the meeting did the wind really blow sufficiently to deter the light weight crews.

Three Snipes entered that had complete lady crews, helmed respectively by Penny Crispin, daughter of former National Secretary Horace; who held office during the 50's June Davies, wife

of our National Secretary, and Moira Harris, daughter of Peter Harris, past National Secretary and the current P.R.O. for Snipes in England.

109 sat down to the dinner in the club on Saturday evening presided over by the club president and the commodore, with Percy Douglas Snipe Chairman (U.K.) taking the role of toastmaster.

Sunday afternoon trophies and prizes were presented by the club commodore's wife Mrs. Marion Atkins. There were four races for which eight trophies were presented in the following order:

- Stone Buoy Trophy – 1st P. Farrands
- International Trophy – 1st R. Dobson
- Old Spice Trophy – 1st Wing Commander B. Farrands
- St. Lawrence Trophy – 1st P. Farrands
- Marlow Ropes Trophy – awarded to 1st lady helmsman Miss Moira Harris

- Ramsey Island Trophy – awarded to crew of winning boat C. Winfield
- Man-at-the-Wheel Trophy – awarded to first foreign helmsman J. Ribiero, Brazil

The Stone Snipe Trophy presented by Fleet 372 to those highest placed overall:

- 20244 Phillip Farrands, Bismark, King George SC 1st
- 20351 Peter Davies, Blue Mink, Stone SC 2nd
- 19894 Roger Dobson, Red Mist, Budworth SC 3rd
- 19327 Dennis Humphreys, Vendetta, Stone SC 4th
- 20255 Jimmy Marshall, Silvercrest, Stone SC 5th
- 19895 Gary Lewis, Heath Bleat, Northwich SC 6th

It may be of interest to note that as well as our own National Secretary racing, Stone also had the honor of having the Belgium National Secretary, Raymond Lippert and the French National Secretary Yves Le Bour.

*John Broughton
Stone SC Fleet No. 372*

Winds Challenge District VII Fleet at Lake Merced

Twenty nine boats from six different fleets showed up for the rerun of the District's which was cancelled at Clear Lake. Lake Merced was the host and everything was run like a clock. The wind blew perpendicular to the lake but the courses allowed for two small windward legs and two long reaches. The two windward legs were like playing chess,

you never knew which way the wind would be coming from next. It put tremendous pressure on the leaders because the choice of tacks were always different.

The Junior Trophy was won by Tryg Stratte who came all the way from Redding. The rest of the results are as follows:

DISTRICT VII CHAMPIONSHIP

Boat	Skipper	Fleet	Places	Points	Pos.
16112	Jorge Brown	San Francisco	1-3-1-2-1	3	1
17241	Rudy Hornung	Lake Merced	4-1-2-3-2	11.7	2
18924	Tom Baffico	Lake Merced	2-2-dsq-5-13	35	3
17730	Mike Parker	San Francisco	6-6-5-4-3	35.4	4
20574	John Jenks	San Francisco	11-5-3-8-4	37.7	5
17469	Jamie Horn	Lake Merced	21-4-8-9-7	40	6
18900	Bob Miller	Lake Merced	3-11-4-10-6	41.4	7
18920	Marsh Jenkins	Lake Merced	8-7-dns-1-10	43	8
16422	Jerry Zanzinger	Lake Merced	10-12-9-7-5	54	9
17571	Dick Reiner	Lake Washington	15-10-6-11-11	61.7	10
20204	Dick Jackobsen	Lake Merced	9-14-13-6-17	65.7	11
20354	Carlos Mattson	Lake Merced	7-8-15-18-12	66	12
18011	Bob Loomis	Lake Washington	13-13-12-13-8	70	13
16204	Jerry Webber	Del Valle	19-9-10-23-15	77	14
18040	Tony Picciano	Yosemite Lake	24-26-7-22-9	86	15
17759	Dick Hart	Lake Merced	23-15-14-19-16	88	16
13201	Pierre Cayard	Lake Merced	5-18-dns-21-22	89	17
15313	Tryg Stratte	Redwood	18-21-16-14-19	91	18
14590	George Nash	Lake Merced	14-17-19-17-20	91	19
16548	Connie Orton	Lake Merced	12-16-18-24-23	93	20
10281	George Baffico	Lake Merced	17-20-24-16-dnf	101	21
14891	Larry Power	Lake Merced	16-16-17-dns-dns	102	22
18388	Dale Aldeghi	Redwood	dns-25-22-15-18	104	23
12416	Homer Banks	Lake Washington	22-27-11-25-25	107	24
19923	Jim Pletcher	Lake Merced	dns-dns-dns-12-14	110	25
16050	Larry Murphy	Lake Merced	26-23-23-20-21	111	26
17727	Marty Plotkin	Del Valle	20-24-20-dns-dns	117	27
14847	Dave Sakai	San Francisco	25-22-21-dns-dns	121	28
18649	Imants Kaupe	San Francisco	27-28-25-26-24	126	29

NOW! PRINCIPAL SAILING RULES OF NAYRU GRAPHICALLY INTERPRETED

Hot off the press... this 15th edition by Fearon D. Moore contains 16 pages of diagrams and explanations of Rules to be used until 1977. Send 60c for a single copy or \$7.50 for 20 copies. Include another \$2.50 for the official IYRU-NAYRU Rule Book, if wanted (one universal price for this book).

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Competitors start first leg of first race in the Heart of America regatta in Kansas City.

Planning Keys Successful Heart of America Regatta

For the 18th consecutive year the Heart of America Regatta at Lake Quivira in Kansas City was a tremendous success. Skippers and boats from 7 Midwest Snipe Fleets attended the June 8th, 9th & 10th event. You always find good fellowship & fine competitive sportsmanship from the

35 to 45 sailors who annually come out for this big event. This, plus the pride of Lake Quivira Sailing Club in making thorough arrangements for these 2½ days makes an outstanding regatta. Friday evening, June 8th, approx. 30 people attended the free cook-out or barbecue. Saturday evening, June 9th steak dinner was enjoyed by 87 around an indoor swimming pool with live entertainment and music. Sunday noon, June 10th, after the third and final race, Jim Hoyt, Regatta Chairman, presented the Awards:

- 1st, Bob Williams – Wichita
- 2nd, Ted Wells – Wichita
- 3rd, Paul Festerson – Omaha
- 4th, Henry Davis – Omaha
- 5th, George Crosdale – Weatherby
- 6th, Mike Choquette – Tulsa
- 7th, Lou Joline – Lottawana
- 8th, Ken Rix – Wichita

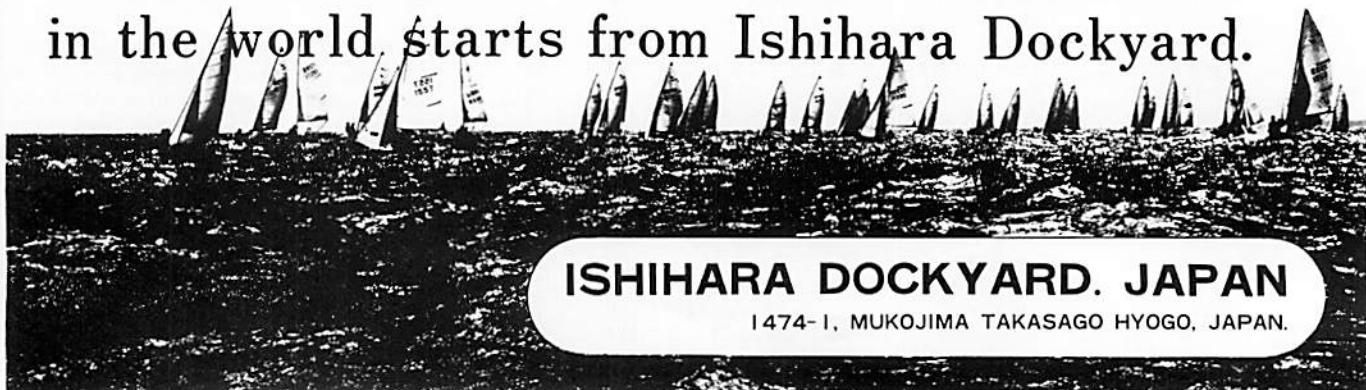
MIDWEST SAILORS! Plan on attending Lake Quivira "Heart of America" in June 1974!

*Darrell Murphey
Lake Quivira, Fleet No. 121*



Fleet winners and club officials include, from left: Murphey (commodore); Festerson and crew, Omaha; Williams and crew, Wichita; Ted Wells and crew, Wichita; Hoyt, regatta chairman.

The nicest and the most popular "SNIPE" in the world starts from Ishihara Dockyard.



ISHIHARA DOCKYARD. JAPAN

1474-1, MUKOJIMA TAKASAGO HYOGO, JAPAN.

Wells Wanderings



by Ted Wells

September 1973

Since I will be goofing off this entire month of October going to Spain to preside over measuring at the World Championship at Malaga, I've decided I had better not goof off another three weeks driving to and from San Diego for the Nationals. Those eight hour days which Marge still swears were ten hour days may have caused some lack of enthusiasm on our part also. I'm flying out for the Board of Governors meeting but this will be the first Nationals in which I have not sailed since I went to my first one in Fort Worth in 1941.

Since changes are made only every four years and this isn't the year - I don't anticipate any. Some interpretation will come up in discussion I'm sure.

From an engineering standpoint there is no such thing as an absolute dimension—a dimension may be a maximum, a minimum or have specified plus and minus tolerances—so there needs to be some tolerance on chine radius. There have been objections to the 3/4" maximum which I published in Circular Letter No. 2 last October. I agree that it is more than necessary and a smaller tolerance will probably be adopted.

Also—there is no absolutely flat surface or absolutely straight line. Scientists measure these items to a tolerance of a wave length of sodium light—which is pretty small. Maybe a tolerance of plus or minus 1/4" is too much to allow—but even modern hulls with thick bottoms will vary as much as 5/32".

Older hulls, and new ones with little or no sandwich filling will need plus or minus 1/4". Perhaps this tolerance should be related to span over which the concavity or convexity is measured.

A more troublesome problem comes up with the ballast situation. In the check on minimum hull weight, to determine what might be a logical maximum centerboard weight, it became obvious that if you combine all the lightest elements—you get into ballast problems.

A combination of lightest elements of various builders could produce this breakdown theoretically:

Hull and deck including hardware and flotation to meet requirements of Paragraph 56	263 lbs.
Mast, stays and spreaders	20
Boom and mainsheet	9
Rudder and tiller	9
Centerboard 1/4" Aluminum	20
Total	321 lbs.

This boat can carry $36 - 20 = 16$ lbs of ballast anywhere, and 20 lbs under the deck if it is an all fiberglass boat—which leaves it weighing 357 lbs—so it must have 24 lb floor boards. There is no way to interpret your way around this problem—the only solution is use a heavier centerboard which would probably be a good idea anyway—floor boards—or a little more ruggedness here and there.

SAILAWAY ABILITY

Buzz Lamb reports on filling his new boat with water and turtling it on purpose in light air on a warm day. This boat has a long airbag on each side tied to the floor. When swamped it will meet the requirements of Paragraph 56 if the airbags are properly inflated. (a maintenance and inspection item?)

He found two interesting things—the boat did not seem to be too difficult to right after turtling—and it was remarkably stable after it was righted—says he could walk around the sheer!

I've heard indirectly from Carlos Bosch in Bermuda that he has tried air bags and transom drains and found them very satisfactory.

We've heard nothing further from the IYRU Centerboard Technical Committee so maybe nobody has the perfect answer.

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LEMKE



Middlefork Opener winners of B Fleet are from left to right: (skipper/crew) Marvin Lee/Cindy Lee, 2nd place Louis Spencer/Edith Spencer, 3rd place Paul Porter/Steve Porter, 4th place John Meredith/Don Meredith, 5th place Kiffin Gilbert/Skip Gilbert, 6th place Dean Spencer/Jim Burdett and 7th place Jerry Makela/Jackie Makela.

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NOTICE, DAYSAILORS: We are closing out our fiberglass covered, plywood center keel stepped spruce masts — \$77. Prepaid. Varnished, laminated Vee shaped spruce booms \$22.50 packed F.O.B. Pre paid with order for \$65. or more. Post Woodworking Shop, 2020 E 1st St., Tempe, AR 85281.

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

17397 EICHENLAUB — Fiberglass hull, wooden deck. Minimum wt., full race equipment. Slightly used New North Sails, trailer & cover. Proctor EX mast included. Priced to sell \$895.00. Call Tom McLaughlin 714-224-2424.

NEW DUPLIN SNIPE: Proven hull design. Available with Cobra or Seahorse mast. Minimum weight with maximum lead. Glassed sitka spruce rudder. Well equipped with best hardware. Complete \$1795.00 F.O.B. Winthrop, MA. Hulls available. Rapid delivery time. For information contact Joseph R. Duplin Marine Inc., 8 Argyle St., Winthrop, MA 02152. Tel 617-846-2170. Evenings 617-846-9340.

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

FOR SALE: SNIPE TIE-TACS & SCATTER PINS. Exact in every detail. A replica of a Snipe 13/16" high of polished sterling silver. A high quality product of a nationally known jeweler. Ideal for gifts or awards. Only \$5.50 each. Check to Snipe Fleet 409, c/o Stan Kowalski, 5235 Mark Lane, Indianapolis, IN 46226.

NEW BOAT — Nor'easter! Fast and beautiful. Hand-crafted to your order as a decked hull, a finished Snipe, or as a "full-house" racing machine. Molded with an enclosed hull and a fully rolled deck that cannot swamp. A removable forward bulkhead allows good access for internal rigging. Large watertight lockers store miscellaneous equipment. Frank Suesz, Millington Boat Works, Box 234, Millington, N.J. 07946

WANTED — used Snipe cover — also trailing cover. Dylan F. Evans, 3800 S. Pierce St., Englewood, Colorado 80110.

FOR SALE — Southern 20201 with all extras, North sails, Southern trailer and under-cover. All used one weekend before ill health put me on the shore for quite a while. Boat built in August 1972 and never sailed but once this summer. Will sell for 50% discount on entire rig for \$1,250. to first buyer. Can be seen anytime in side yard. Burton Eaton, 29 Locust Avenue, White Plains, NY 10605, tel. 914-761-9144.

WANTED — Full length conventional aluminum centerboard. Joe Luckey, 1564 Eton Way, Crofton, Md. 21113, 301-721-0292.

WANTED — Chubasco, good used 1971 or newer in East, Midwest, or South, (OR West if it can be delivered to Nationals). Contact Steve Smith 9290 Riverside Drive, R. No. 3, Grand Ledge, Michigan 48837, phone 517-626-6833.

Middlefork Opener Draws 47 Entries to Indiana

Forty Seven boats from 13 fleets came to Richmond, Indiana, for the start of District III's regatta season at the Middlefork Opener, May 5th and 6th. This year's A fleet was more popular with 26 boats, leaving 21 in B fleet.

Saturday the back side of a high pressure area gave us no wind except thermals. One could excuse oneself for an unlucky random wind shift, but on Sunday a steadier south wind tested the talents of the skippers.

The drifter qualities of the first race were made to order for Bud Leonard of Diamond Lake who won. Bob and Sandy Rowland of Cowan Lake had their new sail cut set well, and won the second race. Jerry Thompson of Akron got a slow start in Saturday's races but found Sunday morning's wind right, winning the third race. By the fourth race late Sunday morning, Jim Richter of Indianapolis had it all together. He won that race and the first place silver platter for the regatta.

The B fleet was won by Marvin Lee of Muncie, a fellow with a habit of winning. Next came Louis Spencer of Chicago then Paul Porter of Muncie. Fourth place and winner of the Junior Skipper award was Jon Meredith of Richmond.

In addition to keeping the Junior Trophy here in Richmond, our Vintage Cup was again awarded to No 6290, Jerry Makela. This is awarded by altering the finishing place number with a handicap from the boat number.

Trophies were all silver this year and included 7 places, for skippers and crews in A and B fleets.

The highlight of the weekend was the Saturday nite entertainment. The talents of half the local fleet erupted into song during the dinner and this was followed by an hilarious half hour of skits. Many hours of practice went into this, but many requests for more next year will undoubtedly be honored.

*Jim Guthrie
Whitewater Valley Fleet No. 653*



Middlefork Opener winners of A Fleet are from left to right: (skipper/crew) 1st place Jim Richter/Gary Lemke, 2nd place Bob Rowland/Sandy Rowland, 3rd place Berkley Duck/Nancy Duck, 4th place Michael Zalzal/Carolyn Williams, 5th place John Brannan/Mary Alice Brannan, 6th place Dan Wesselhoft/Cris Engle, and 7th place Bud Leonard/Buddy Leonard.

A FLEET – MIDDLEFORK OPENER

Boat	Skipper	Club	Finishes	Pts.	Pos.
18247	Jim Richter	Indianapolis	3-3-3-1	17.1	1
20007	Bob Rowland	Cowan	4-1-2-6	22.7	2
17671	Berk Duck	Indianapolis	7-6-5-2	37.7	3
19062	Mike Zalzal	Acton	2-4-4-14	39.0	4
18116	John Brannan	Indianapolis	10-2-11-8	50.0	5
19447	Dan Wesselhoft	Ivy Club	5-13-10-4	53.0	6
19299	Bud Leonard	Diamond Lake	1-5-15-19	56.0	7
12192	Harry Levinson	Indianapolis	8-7-8-10	57.0	8
18502	Steve Sherman	Muncie	14-8-14-3	59.7	9
19715	John Stanley	Crystal Lake	13-14-7-5	62.0	10
17387	Jerry Thompson	Portage Lake	12-dnf-1-7	63.0	11
19800	Tom Rolfes	Acton	19-12-6-11	71.7	12
16797	Paul Zent	Indianapolis	6-9-24-13	75.7	13
19281	J.Goldsworthy	Cowan	17-17-13-9	80.0	14
20181	Dave Burdett	Whitewater	11-18-12-16	81.0	15
20004	Ed Griffith	Acton	16-22-9-12	83.0	16
18120	Bob Hill	Acton	9-10-23-25	91.0	17
18899	Dave Wesselhoft	Ivy Club	22-15-20-15	96.0	18
19361	Jim Guthrie	Whitewater	26-11-18-20	99.0	19
19487	Tim Prince	Cowan	23-20-17-18	102.0	20

B FLEET – MIDDLEFORK OPENER

Boat	Skipper	Club	Finishes	Pts.	Pos.
19794	Marvin Lee	Muncie	3-2-1-7	21.7	1
19618	Louis Spencer	Burnham YC	1-5-8-8	38.0	2
19198	Paul Porter	Muncie	2-1-12-12	39.0	3
18913	John Meredith	Whitewater	10-7-2-6	43.7	4
11467	Kiffin Gilbert	Whitewater	4-11-3-9	45.7	5
19278	Dean Spencer	Whitewater	5-6-5-10	47.7	6
6290	Jerry Makela	Whitewater	7-12-4-5	49.0	7
18108	Brian Wasung	Cowan	8-13-7-3	51.7	8
18661	Gordon Cook	Chippewa	15-16-6-1	54.7	9
17560	Ralph Townsend	Indianapolis	12-4-10-11	59.0	10
15301	Allen Quirk	Burnham YC	14-17-14-2	66.0	11
17224	P. Mehleman	Whitewater	17-9-17-4	69.0	12
18914	Jeff Jarecki	Whitewater	21-3-13-13	70.7	13
17170	Bob Langefels	Acton	9-8-15-18	74.0	14
18104	Peter Keen	Cowan	6-10-dnf-17	76.7	15



Sanctioned Snipe Regattas

SEPTEMBER 8-9, DISTRICT I, CALL OF FALL series, Sea Cliff, Dana Schnipper, 59 Parkway, Sea Cliff, NY 11579.

SEPTEMBER 8-9, HOSPITALITY REGATTA, Weatherby Lake Fleet No. 698, Hanns Hagen, 9909 NW 74th St., Kansas City, MO 64152.

SEPTEMBER 8-9, INDIANA OPEN, Indianapolis Fleet No. 409, Marshall McCuen, 9180 Haverstick Rd, Indianapolis IN 46240.

SEPTEMBER 15-16, DISTRICT I, CALL OF FALL series, Pine Beach, Ralph R. Bush, 631 Springfield Ave., Pine Beach, NJ 08741.

SEPTEMBER 15-16, JOE RAMEL MEMORIAL REGATTA, Missouri Y.C., Richard Gopfert, K-18, Rt.1, Lake Lotawana, MO 64063.

SEPTEMBER 22-23, CRYSTAL LAKE LAST CHANCE REGATTA, John E. Stanley, 208 Clinton Ave., Elmhurst, IL 60126.

SEPTEMBER 22-23, OHIO OPEN, Chippewa Fleet No. 621, William J. Bees, 503 McEntee Dr., Wadsworth, OH 44281.

SEPTEMBER 22-23, DISTRICT I, CALL OF FALL series, Bantam Lake, Alan Birmingham, Meadow St., Litchford, CT. 06759

SEPTEMBER 29-30, DISTRICT I, CALL OF FALL series, Lake Mohawk, Ray Tallau, RD 1, Box 405, Stanhope, NJ 07874.

SEPTEMBER 29-30, CRACKER BARREL REGATTA, District IV Team Championship, Chattahoochee Fleet No. 432, Robert W. Kolb, 2124 Munson Drive, Columbus, GA. 31903.

OCTOBER 6-7, OXFORD INCIDENT/ACCIDENT, Action Lake Fleet No. 515, Bob Hill, 11422 Pippin Rd., Cincinnati, OH 45231.

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

OCTOBER 20-21, FRIGID DIGIT, October 20-21, Annapolis Fleet 532, Eric Purdon, 71 Shipwright St, Annapolis, MD 21401.



1111 anchorage lane, san diego, california 92106 (714) 224-2424

cable address
"NORTHSAILS"

September 1, 1973

Dear Snipe Sailors:

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

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

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

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

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

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

For those of you still racing,

Good luck!