

SNIPE BULLETIN

APRIL 1954

VOL. 3 NO. 11



RUNNING BEFORE THE WIND IN AN INTERNATIONAL EVENT. Norway in the lead, with Cuba in the background. England, #3291, lost her wisker pole shortly afterwards.

--- Picture by Morris Rosenfeld, N. Y.

1953

SNIFE NATIONALS

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and TED WELLS third. They all used sails by Watts.

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SNIFE BULLETIN

The SNIFE BULLETIN is edited and produced monthly by Birney Mills, Executive Secretary.

Address all correspondence to:

Snipe Class International Racing Association,
655 Weber Ave., Akron 3, Ohio, U. S. A.

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THE 5TH RACE in the Mid-Winter Regatta at Clearwater was very similar to the 2nd race in the same series last year. Rising winds and heavy seas resulted in several capsizes and broken masts, with 10 out of 34 starters failing to finish. These disturbing facts raise the question again: Why so many broken masts? Are they too light for heavy winds or aren't they rigged properly? This subject was ably and completely covered by the Rules Committee in the August 1953 issue of the Bulletin and we suggest that you re-read it carefully. Perhaps you should check your mast specifications and rigging again.

SNIFE BULLETIN was first issued in June 1951 and we have all copies except the June and July 1951 issues, #1 and #2. In order to complete a reference volume, we will pay \$1.00 each for copies of the 2 issues, one of each. Write first, for we don't want to go for broke. Incidentally, we bought a 3-ring binder and punched holes in all the Bulletins and now the result is the pride of our sailing library. When you get them all together, you have a really impressive volume of Snipe history, rules changes, sailing articles, and a general reference book to settle all arguments. We suggest you do the same. There are a limited number of most back issues which we will sell for \$.20 each, or 6 for \$1.00. Send cash or stamps with your order. Satisfaction guaranteed.

JACK MESSNER, Commodore of the Sea Explorers, B. S. of A. of the Central Indiana Council, advises SCIRA that they were recently granted the rights to sail on the Geist Reservoir, a body of water 1 mile wide and 5 miles long, at Indianapolis. Their sailing committee, consisting of competent and experienced yachtsmen, have chosen the Snipe as their class boat. They are anxious to have all help and assistance possible in building and acquiring boats, so all you Indiana Snipers get busy and let's get a Snipe Fleet established there. This is the kind of opportunity we are looking for and certainly augurs well for the future. There has never been a fleet in this area.

HARRY LUND has noticed a couple of errors in his measuring rack as published in the February 1954 issue of the Bulletin. (1) For checking Stations A and B, the legend should read "This band 1/2" wide. Heights to Stem and Keel meas. at A and B." (Platform for taking these heights should be same height as baseline.) (2) On the deck jig, the Max. Mast Var. on deck arrows should point to dimensions 60" and 71". The Max. Var. to for'd edge of C. B. slot arrows should point to 70 1/2" and 73 1/2". Blue prints of this rack, along with a copy of Instructions to Measurers, are available at this office for \$1.00.

EMMONS—

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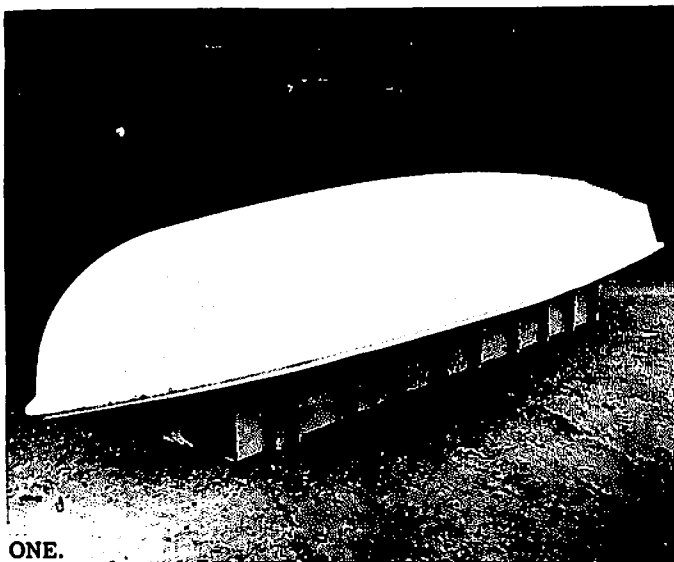
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FIBREGLAS HULLS NOW IN PRODUCTION



After several years of discussion and much work on rules, regulations, and restrictions, fibreglas hulls are now in production.

Past Commodore Hub E. Isaacks started the ball rolling by building a hull by experimental methods to prove that the only advantage was durability, not racing ability. The Board of Governors, in finally approving the use of fibreglas for Snipe hulls, decided that all of them must be identical and therefore, that the Association must own the master mock up and that all hulls must be built in molds from this master mockup.

It was also decided that, in order to repay the Association for the master mockup and to build up the treasury a bit, a \$25.00 royalty would be charged on each hull, for, if each builder had to build his own master mockup, the cost to the purchaser would be greater and SCIRA wouldn't get anything.

Photograph #1 above shows the completed master mockup.

Photograph #2 shows the female mold with a hull in it. The sheer reinforcing strips are being molded in, and a molded hull is in the foreground.

Photograph #3 shows a hull being removed from the female mold, and a hull in the foreground.

Female molds may be purchased from SCIRA by any builder (there are no exclusive territories), but the builder must submit his proposed molding system to the SCIRA International Rules Committee for approval and must agree to charge each customer \$25.00 to turn over to SCIRA. This fee covers the assignment of a number for the boat and allows the molder to issue a measurement certificate for the hull.

The female mold is made of eleven laminations of polyester impregnated SM 567-114 glass cloth with a flange 1 1/4" wide normal to the inside of the mold, 1 1/2" above



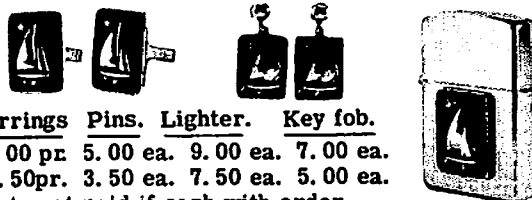
the theoretical sheer. The entire flange is reinforced with 3/4" iron pipe and there are three diagonal braces of 3/4" pipe, all being bonded to the mold. The weight of the mold is about 300 lbs.

All specifications on the hull are on an "or equivalent" basis and epoxy resins may be used. Complete specifications were printed in the Bulletin and extra copies are available from Birney Mills. Orders for the mold should be sent to him. Delivery is on a first-come-first-served basis and, at present, would take about three weeks. A \$300.00 deposit is required with the order and the total cost is \$737.64 f. o. b. Wichita, Kansas, crating extra.



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WELLS WINS MID-WINTER TITLE



REGATTA AWARDS--Clearwater Yacht Club Commodore A. T. Cooper, Jr., 3rd from right above, and regatta chairman Ed Barnard, behind Cooper, are presenting the trophy awards to the five top skippers of the Snipe Class Mid-Winter Regatta at the banquet following the final race Friday. Left to right: Francis Seavy, third place finisher; Morris Whitney, runner-up; Ted Wells, International Commodore of SCIRA and regatta champion; Guy Roberts, fourth place; and John Hayward, fifth place finisher. (Photo by Fulmer & Cole).

WHITNEY WINS 3 HEATS IN ROW TO TAKE SECOND

Ted Wells, the Wichita sailing wizard, took the runner-up spot to Clearwater's Morris Whitney in the last race to win the 16th annual International Mid-Winter Snipe Championship Regatta sponsored by the Clearwater Yacht Club. Ted, with a record of 3 seconds and 2 thirds, took his fifth Mid-Winter title without winning one of the five heat races.

Whitney, former national junior champ and runner-up to Wells in the 1952 National Championship at Green Lake, put in a spirited bid for the title. Off to a bad start with a 10th and 6th place in the first two races, sailed in light winds, he finished with a bang in the heavy winds and seas of the last 3 races, taking 1st place in all three by wide margins.

Seavy, the defending champion, lost out in his bid for 2nd place, when he snapped a mast in the last race. He held up his jib and caught enough wind to coast across the line to finish 5th and 40 points behind Whitney to take third place in the final standings.

The first 2 races were on the Gulf in a 3-5 mph light breeze on a triangular course. Guy Roberts and Seavy, using orlon mainsails, could not be denied. Roberts, with a good start, lead all the way, constantly increasing his lead, with Wells coming in 2nd. Seavy got a bad start, but picked up steadily to win 3rd place in the 1st race. The 2nd race was supposed to be windward-leeward, but the wind changed and the course became nothing but reaches. Roberts got a very bad start, but took long tacks to get clear while most of the other boats sailed directly from the starting line to the first mark. Zimmerman lead most of the way, but Roberts came up, as one Cuban remarked "like a Star that had sneaked into a Snipe race and copped 1st place, with Wells second, and Zimmie 3rd. Seavy did not use his orlon main in this race because of trouble with the leech collapsing before the wind. He finished 7th, his worst spot for the series. After these 2 races, there was considerable discussion as to whether orlon had or would obsolete cotton sails--also, how often synthetics would obsolete other synthetics in the future as they had in the past.

In the 3rd and 4th triangular races held on the Gulf, the wind started to blow from 15-25 mph and resulted in a Whitney and Seavy parade. The young Clearwater skipper showed the veterans up by taking 1st place by a wide mar-

gin. Seavy got a comfortable 2nd. Roberts, using cotton sails this time, was in 3rd place most of the race, but Wells, having trouble with waves going to windward, managed to go faster on reaches and finally grabbed 3rd place, with Mantillo 4th.

In the 5th race, windward-leeward, the wind really began to blow. Starting at 25 mph, it picked up to average 38 before the end of the race, with gusts up to 45 mph. Wells needed only a spot in the first 4 places to cop the championship. With Whitney and Seavy leading the parade, Levinson, Mantillo, and Wells were at all marks together on the 2nd lap until things began to happen. Wells had just passed Mantillo when Mantillo lost his mast; Levinson's mast left shortly after to be soon followed by Seavy's. Seavy, not far from the finish, managed to cross the line for a 5th place and a 3rd for the series.

This regatta demonstrated that Clearwater has a top team of skippers. When the air was light, Roberts definitely held sway, with the veteran John Hayward making his best showings then. When the going got rough, Whitney and Seavy took over, but the two oldsters were able to garner enough points in the heavy weather to capture 4th and 5th places. So Clearwater got 4 out of the first 5 positions. The Havana entries of Jorge Mantillo, Gonzalo Diaz, and Gonzalo Melendez, showed their best efforts in the strong winds.

But Wells would not be denied. He stayed right up with the leaders in both light and heavy winds to earn, once again, the stamp of the most versatile skipper in the field.

O CONSISTENCY, THOU ART A JEWEL!

(Final standings on page 5.)

IT'S HERE!!

FIBERGLAS SNIPES

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5 of the 6 Cuban Snipes in the Clearwater Mid-Winter Regatta arrived on board this Cuban gunboat. Gonzalo Diaz of Havana is in the foreground.

Snipe Regatta Standings

No.	Name	Skipper & City	Flash	Order	Pt.	Tot.
6025	Good News III	Ted Wells, Wichita, Kan.	2-2-3-3-	2	2	7,451
8598	Melody III	Morris Whitney, Cw.	10-8-1-1-	1	1	6,986
6895	Honey	Francis Seavy, Clearwater	3-7-2-2-	5	5	6,938
6156	Mice	Guy Roberts, Clearwater	1-1-4-8-	9	9	6,682
8099	Winifred	John Hayward, Clearwater	4-5-16-9-	12	12	5,155
6772	Naval	Jorge Mantilla, Havana, C.	6-13-5-4-	df	df	5,074
6979	Wisp	Jerry Jerome, Tulsa, Okla.	8-10-10-	8-13	8-13	5,020
4835	Jupiter	Gonzalo Diaz, Havana, C.	17-19-	6-5-	4	4,950
8789	Restless	E. Williams, Kansas City	14-12-11-11-	3	3	4,814
7371	Skipper II	Peto Leach, Green Lake	8-8-15-10-	ds	ds	4,022
8298b	Windmill	P. Levinson, Indianapolis	11-14-13-	7-df	df	3,960
4208	—	Craig Doennecke, Tulsa	7-11-14-18-	df	df	3,810
9361	Amigo	Cleve Slauson, Peoria, Ill.	12-4-17-14-	ds	ds	3,515
8938	Dehattr II	H. Carver, Green Lake	13-18-22-17-	6	6	3,475
9304	Teyabo IV	Gonzalo Melendez, Havana	24-20-	7-df	7	3,442
7877	Banshee	Jules Kroeger, Rochester	18-9-12-18-	df	df	3,419
6940	Cynl	Allyn Stevens, Orlando	18-18-	8-15-df	df	3,318
9028	Flo	Floyd Purcell, Orlando	22-24-	8-dq	8	3,124
8989	Caribe	Carlos Bosch, Santiago, C.	19-22-18-13-10	3,074		
8437	Ola	J. McHenry, New York	21-23-20-12-11	2,906		
6978	Dee Doe	Bob Williams, Wichita	8-15-24-19-df	2,873		
6775	Jerry L	Carl Zimmerman, Akron	20-3-18-ds-ds	2,414		
9500	Crazy	Al Kroeger, Rochester	23-21-21-ds-14	1,853		
2740	Blue Nose II	Don Cochran Jr., Cw.	15-17-25-ds-ds	1,508		
9298w	Snow White	Don Ricketts, Clearwater	25-27-26-ds-df	1,077		
8097	Bussy	J. Rousseau, Havana	28-26-23-ds-ds	774		
7703	Silmar	Ramon Estape, Havana	dq-25-df-ds-ds	621		



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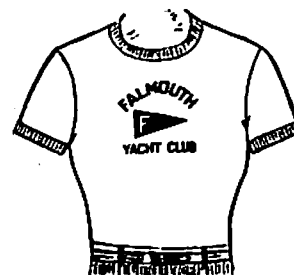
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WELLS' WANDERINGS

By TED WELLS

MORE ON HOW TO MAKE A BOAT GO FASTER TO WINDWARD.

One could write for months on the subject of how to make a boat go faster to windward and not cover the subject --and you can sail for years and still not know all the answers on how to do it--so this will be merely a lazy way of answering all at once a flock of letters that I have received.

In the first place, there just aren't any pat answers to a lot of questions. Some people move their masts forward and find that their boats point higher; others just the opposite. My personal opinion is that the only benefit from having the mast forward is to lessen weather helm in a high wind, and also that it doesn't make any difference whether the mast is stepped on deck or on the keel. So, put your mast anywhere at or near the forward limit, wherever it seems to make the boat go best.

The reports are now complete as far as the relative merits of boats using maximum tolerances versus those built to the nominal dimensions, and may be summarized as follows: In the east, the maximum tolerance boats are faster in high winds, especially on reaches and runs, but slower in light winds. In the center of the country, they are faster in light winds, particularly on a beat, but are slower in high winds. On the west coast, they are slower on reaches and runs in all winds, but go faster to windward. In the Mediterranean Sea, the nominal dimension boat is faster under all conditions, but has a tendency to hit buoys in a light wind and a heavy chop. Which, as far as I am concerned, polishes off this subject from now on and forevermore--AMEN!

So now, you have done everything to your boat that was suggested in earlier articles, and have good sails: what next? The answer to that is easy on paper--practice and lots of it. If your sailing water has turned into a mud flat as Wichita's Santa Fe Lake has, or if you live too far from your anchorage to sail evenings, this may be difficult, but practice is all important. And by practice, I don't mean just wandering around. If there is another boat that you can practice with (or against) so much the better, but you and your crew can do a lot by yourself. The standard complaint of the wife of a good racing skipper is "you never do any pleasure sailing--you're always pretending you're racing." Sad, but true--or it ought to be if you really want to win races.

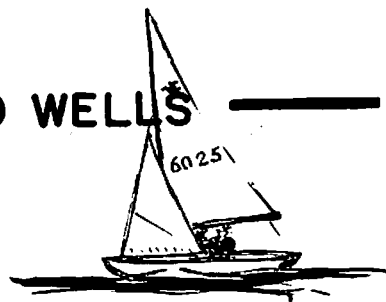
It is pretty hard to tell when your boat is doing its best when there is no other boat around with which to compare your speed, but you can get lots of practice trying to keep it headed on a beat, just far enough off the wind to keep the jib full. If there is a good breeze, practice luffing through the puffs, and don't stay on shore just because the wind is high. In most places--particularly at regattas--you will have to race at least part of the time in high winds, and it is on these occasions that lack of practice really shows up.

Coming about needs constant practice, as it is awfully easy to get sloppy on this maneuver. Except in practically no wind when you have to pump the boat around, and in a high wind and waves when you will find yourself in irons if you are not careful, you can just turn the tiller loose and the boat will get itself around somehow. If your mainsheet bridle is properly located, the boat will do a reasonably good job of it part of the time and a perfect job some of the time, but most of the time a little attention on the part of the skipper will result in a better job of coming about.

Have your crew watch the luff of the jib and turn loose of the sheet as soon as the luff shakes. This will be a little while after the skipper has moved the tiller, as the turning of the boat will keep the jib full for a short time. A good healthy jerk on the opposite sheet will start the jib over. In very light winds, it is possible to get the jib around quickly enough to be back-winded--which, of course, is bad--but otherwise it is only an exceptionally fast crew that can get the jib over too fast. The jib should still be fluttering when it is cleated down--if you can get it there that fast.

WHAT NOT TO DO
and
HOW TO DO IT!

APRIL 1954.



In general, come about on as large a radius as you can without slowing down too much. You can't help losing some speed in the process of coming about. Starting upward in the range of wind velocities from the pumping process necessary in drifting matches, the next step is to give the tiller a fairly good shove, let it stay at the limit of the travel for a moment, then ease it back to the center of the boat. A perfect job will be when you get the tiller back where it belongs at the instant that the jib fills out.

In high waves, try to wait for a moment when the waves are less high (waves generally come in groups and this usually happens), but in any case, don't crash into a wave while coming about if you can help it. Bear off a little just before you hit the wave, then as soon as the boat starts to move, slam the tiller over as hard as you can so that, if possible, you have things under control on the new tack before the next wave hits you.

Speaking of chop and waves: going to windward in either is extremely difficult if you aren't accustomed to it--and the technique of doing it can be acquired only by much practice, and it is as easy to lose as it is hard to acquire. I can't give anyone any secret easy way how to learn because there isn't any. Several days before this was written in Clearwater, John Hayward and I took our boats out, going downwind in Clearwater Bay, then going to windward on the gulf where there was quite a heavy chop and a light wind. John and I have sailed against each other for years and in recent times, I can generally go to windward faster than he does, but he goes down wind faster than I do.

On the occasion mentioned, I went off and left him going downwind on the way to the bay, but when we got into the chop, he went off and left me, pointing higher and going faster. I know what happened on the gulf. I just needed more recent practice. But as to how I ran away from John downwind, I only wish I knew. That's the interesting thing about racing boats--you never know all the answers.



NOW DON'T TELL ME
NEXT SUMMER THAT YOU
DIDN'T KNOW THIS!

HUH?

The RULES COMMITTEE

announces that the Board of Directors has voted to restrict Dacron sails in 1954 the same as Orlon--namely, to allow use of both of them in all races except National and International Championships, until more experience is gained.



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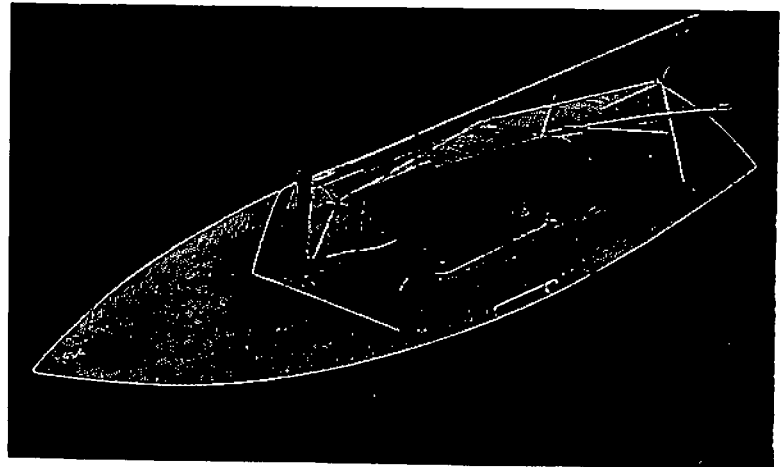


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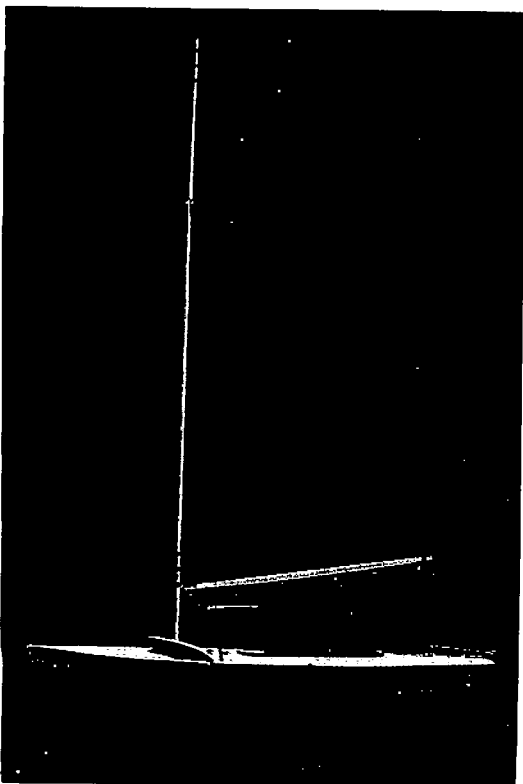


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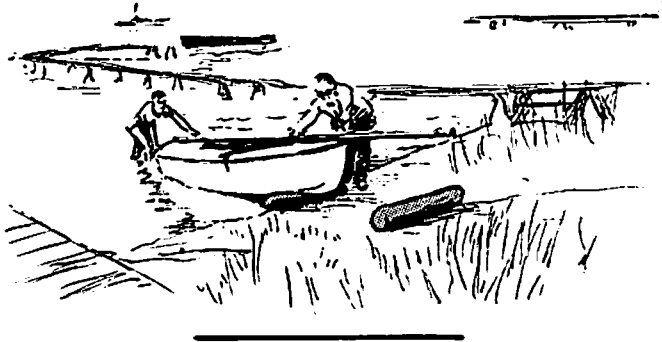


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Race Dates to Come

- Apr. 30, May 1-2 HOLIDAY-IN-DIXIE Regatta, Shreveport, Louisiana. Bob Lawton, 220 Ward Bldg. , Shreveport, La.
- May 22-23 SOUTHERN Championship, Lake Chickamauga, Tenn. Dan Williams, 1721 Auburndale Ave. , Chattanooga, Tenn.
- May 29-30 SEQUOYAH YACHT CLUB annual regatta, Lake Sequoyah. Okla. Chet Livergood, Tulsa 6, Oklahoma.
- July 3-4-5 ILLINOIS VALLEY , Ivy Club, Peoria Fleet. Welles Ellsesser, 108 S. Madison Ave. , Peoria, Illinois.
- July 10-11 PACIFIC COAST Championships, Newport Beach, Cal. Tom Frost, 1001 West Bay Ave. , Newport Beach, Cal.
- July 16-17-18 SNIPE INVITATIONAL, Green Lake, Wis. Burdick Richardson, 1616 Terrace Ave. , Davenport, Iowa.
- July 17-18 SNIPE INVITATIONAL, Upper Mystic Lake, Winchester, Mass. James T. Snow, 151 Jason St. , Arlington 77, Mass.
- July 17-24 LARCHMONT RACE WEEK.
- JULY 23-23-25 UPPER GREAT LAKES championship, Gull Lake, Mich. E. D. Gavney, Jr. , Gull Lake, Richland, Michigan.
- July 31-Aug. 1 SNIPE INVITATIONAL, Diamond Lake, Mich. Ed Ellsasser, Jr. , 409 Edgewater Dr. , Mishawaka, Indiana.
- Aug. 7-8 U. S. JUNIOR Championship, Lake Erie, Mentor Harbor Yacht Club, Mentor Harbor, Ohio. Arthur Hellman, 2973 Morley Rd. , Cleveland, Ohio.
- Aug. 9-13 U. S. NATIONAL Championship, Lake Erie, Mentor Harbor Yacht Club, Mentor Harbor, Ohio. Art Hellman, 2973 Morley Rd. , Cleveland, Ohio.
- Aug. 28-29 MICHIGAN STATE championship, Eagle Lake, Mich. John Pfaff, Odd Fellows Bldg. , South Bend, Indiana.

APRIL 30, MAY 1-2.
 SNIPE SPRING CHAMPIONSHIP at SHREVEPORT'S
HOLIDAY-IN-DIXIE REGATTA
5 RACES.
 Write: Bob Lawton 220 Ward Bldg. Shreveport, La.

PLAN NOW TO SAIL IN THE
SOUTHERN CHAMPIONSHIP
 SNIPE REGATTA --May 22-23--CHATTANOOGA, TENN.
 For particulars write to:
 Dan Williams--1721 Auburndale Ave. --Chattanooga, Tenn.

SEQUOYAH YACHT CLUB
ANNUAL REGATTA —MAY 29-30
on Beautiful Lake Sequoyah
 Tulsa, Oklahoma.
 Mail entries to: Chet Livergood
 1547 N. Elwood, Tulsa 6, Oklahoma.

GREAT LAKES CHAMPIONSHIP
DUNPHY TEAM RACE
JULY 23-24-25
 ON GULL LAKE----MICHIGAN'S BEST!
 Write to: E. D. Gavney, Jr. Gull Lake, Richland, Mich.