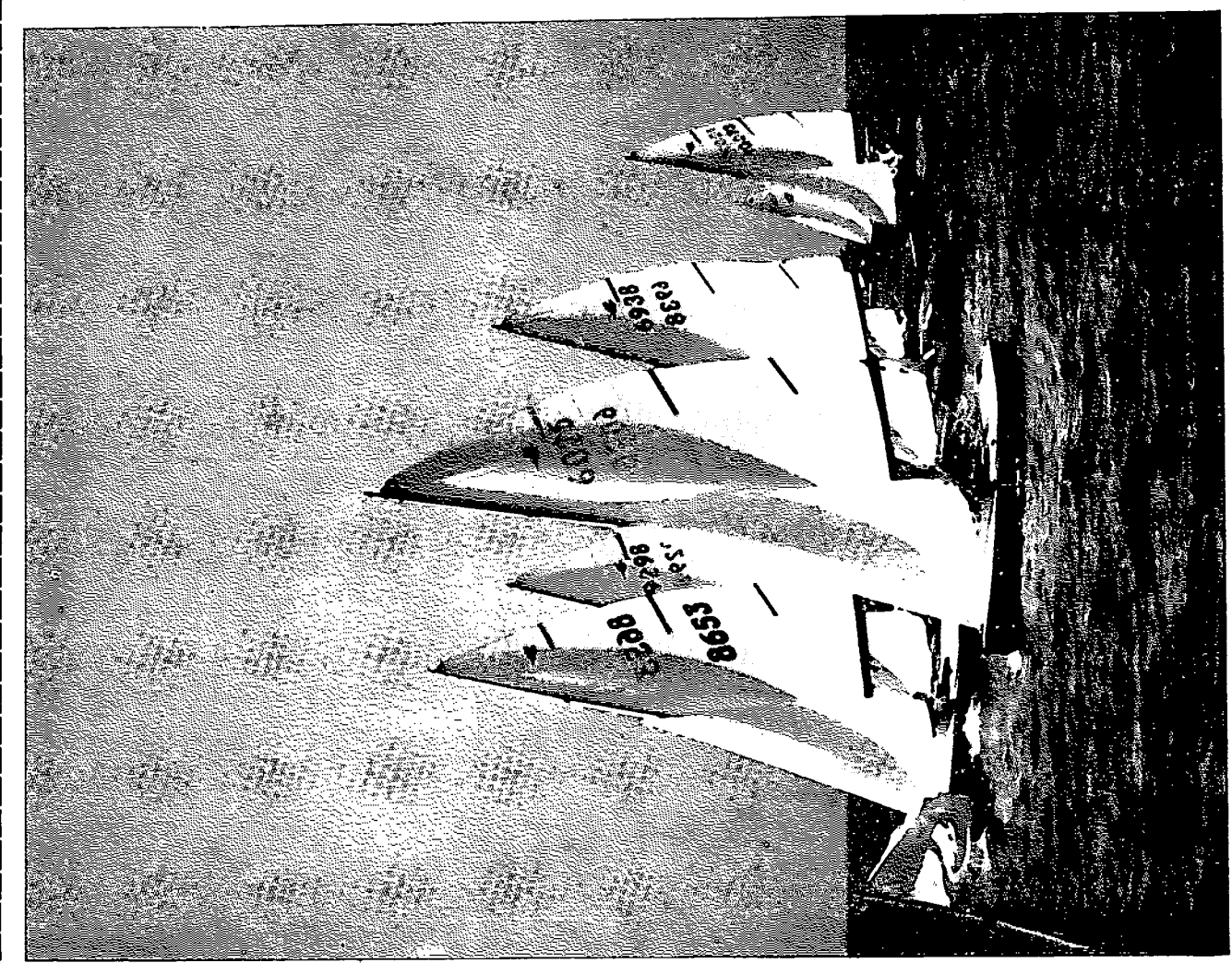


JOHN ROSE

SNIPER BULLETIN

APRIL 1955

VOL. 4 NO. II



START OF THE FIFTH RACE
Clearwater International
MID-WINTER SNIPER CHAMPIONSHIP REGATTA

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SNIPE BULLETIN

The **SNIPE 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.

Subscription Rates.

\$2. 00 Per Year.

Owners of measured and paid-up Snipes receive **SNIPE BULLETIN** as part of their membership free.

Forms close on the 15th of each month preceding publication. Material received after that date will not appear until a later issue. Contract advertising rates may be had on application. Be sure and notify **SNIPE BULLETIN** of any change in address, giving both old and new addresses.

An Appeal to all Snipe Skippers

Last year was the first time in which you were entitled to receive two copies of the Bulletin upon payment of the annual dues of \$5. 00. The experiment has been quite successful—our circulation has increased legitimately and, since most copies went to crews and prospective sailors, to the ultimate advantage of the Class. However, it is evident that we are not taking full advantage of the fine opportunity to publicize and arouse interest in our sport and hobby. Too many have not furnished instructions as to the second copy, while many skippers have ordered two copies to the same address. There may be a real reason for the latter request, but in many cases, the extra copy is not being read and is, therefore, wasted.

LET'S LOOK AT THE POSSIBILITIES: If every member now paying \$5. 00 dues would take it upon himself to see that his extra copy went to the proper person, we would have the greatest promotion and selling crew any business man would ever desire. Just consider the possibilities of recipients:

- (1) Your own crew, if not a member of your family who can read your copy.
- (2) A close neighbor, friend, or relative who is attracted by your boat and hobby.
- (3) If you are going to high school or college, the local sailing group or the school library.
- (4) Local sea scout units, boy scouts, or even (sic) the Brownies and Girl Scouts.
- (5) Local libraries, especially in seafaring or lake towns where sailing is a recognized sport with racing events.
- (6) Sport editors of newspapers, news bureaus, chamber of commerce bureaus, or any professional news source interested in sailing activities.
- (7) Local yacht, sailing, and water sports clubs where a copy could always be lying around for the casual reader.
- (8) Local manufacturers and purveyors of boating supplies who might become future advertisers.
- (9) Other sailors in other classes, especially the youngsters who are interested in all boats and sailing and thus might unconsciously be steered to **SNIPE**.

We have, without doubt, the largest and finest one-design class organization in the world and we now are enjoying a monthly paper which is unique, to say the least. It is growing steadily and it is easy to foresee a regular twelve page edition. You don't need to be ashamed of it--get out and push it, for there is nothing like it. It is an ambitious little paper and, best of all, the advertisers like it, for they are getting good results (testimonial letters on file for your inspection) and it has now become an asset to **SCIRA** instead of a liability. We never expect to be a general boating magazine, but we do have a specialized function of distributing **SNIPE NEWS TO SNIPERS**, so let's all get together and accomplish that purpose by increasing our circulation—the advertisers will love it and we will, too. It stands to reason that, if enough people see the Bulletin, it will greatly in-

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crease interest in any local fleet or national class, but the main difficulty is to get the names of people who would like to see it. That is where you come in!

Just one more thing--when sending in dues and mailing instructions this year, be sure and specify your boat number with the extra address. It will make it easier for us to check last year's list, as all those who got the second copy last year will be eliminated with the new dues. We have to have a system and this annual revision seems to be the best way to keep the list from becoming obsolete. Let every skipper be a salesman for SCIRA and remember! **YOU DON'T EVEN HAVE TO TALK—JUST SEND THEM THE BULLETIN!**

Concerning News of Your Regatta

If you enjoy reading about the activities of other fleets in various regattas and would like to see your own name in the Bulletin occasionally, there is one way to accomplish that end—appoint a member of the fleet to handle all publicity this season. There is always someone who likes to write and enjoys the little work involved and this is a good opportunity for embryo writers to practice reporting and, at the same time, help improve the Bulletin by making it more interesting with a wider coverage. A review of past issues reveal that some fleets and regattas are always in print, but others are never heard from. The difference or seeming favoritism is easily explained for we can't print anything about something we know nothing about (although there might be room for argument here) and we welcome with glee well-written articles accompanied by good photographs.

All that is needed is A BULLETIN REPORTER IN EVERY FLEET and now, at the beginning of the season, is the time for fleet captains to make such arrangements. If you wait until next summer, the regatta might be over before you think about it and it will be too late. If every fleet contributes a little, the Bulletin will be more valuable and interesting to all and thus be a real class paper.

ATTENTION—*all fleet captains!*

Section 21 of the Constitution under NON-PAYMENT OF DUES says: If the owner of a measured boat of the Class shall fail to pay his dues within one month of the start of his Fleet's official racing season, such boat shall become ineligible to race. Such an owner shall lose his membership in this Association and all rights connected herewith.

The Fleet Captain is charged with the proper payment of dues by the members in his fleet, which means that he must see that the boats are properly registered (transferred if necessary) and measured before sending in any collections for membership in SCIRA. He distributes the membership cards and thus knows the official standing of each boat and it is up to him to police participants in all official races. He should check constantly to see that all entrants are eligible to race in point score races and, in sanctioned regattas, make the display of a SCIRA membership card part of registration. We have a strong international organization today because that procedure has been followed in past years and strictly observed without any loopholes. Dues in SCIRA are low, but let's see that they are paid by the proper persons at the right time.

There still seems to be a little confusion regarding dues paid by co-owners. While the rule is stated as clearly as possible, some send in \$5.00 dues for the owner (skipper) and then \$3.00 for the co-owner, or \$8.00 per boat. When more than one person is listed as having ownership in a snipe, it is assumed they own equal shares in the boat and should pay equal amounts in dues as co-owners, or \$3.00 each, thus obtaining equal rights of membership in SCIRA. Cards are issued accordingly. In order to help clear this up again, new dues report sheets have been printed and it is requested that you use these sheets exclusively in making all returns of money transactions to the national office. It makes it much simpler for all concerned and your supply is here for the asking. Just follow instructions and you can't go wrong—or can you?



Watts Sails finished 1-2-3 in the Western Hemisphere Snipe Championship Series sailed at Havana, Cuba. First place went to Terry Whittemore, second to Dr. Clemente Inclan, third to Jorge Mantilla.

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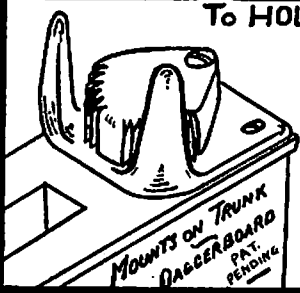
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FRANCIS SEAVY WINS FLORIDA CHAMPIONSHIP AGAIN

CARLOS BOSCH OF SANTIAGO, CUBA, TAKES SECOND PLACE



Bosch leads the fleet at the start of the second race.

Photos by City of Miami News Bureau



Commodore Bob Noble of the Miami YC (left) presents the state championship snipe trophy to Champion Francis Seavy.

Top skippers from 3 nations and 4 states competed at Miami on March 6th for the Florida State Snipe Championship, but Francis Seavy of Clearwater again swept all 3 races to cop the event for the 3rd straight year. The weather was wonderful for racing with winds of 20 mph in the morning dipping to 15 mph in the afternoon. A southeaster with 10 degree shifts of 10 minutes duration, it hit the thermometer at an even 80 degrees without a cloud in the sky.

The 5-mile long course wandered between the islands separating Miami from Miami Beach. Due to its complexity, the legs were: a short beat, a short run, a short beat, a short reach, a very long beat, a run, and a final long reach to finish. This course is not used by the local Fleet #7, so it was rough for everybody. 18 boats participated, with half of the skippers champions or x-champions of some sort. Many local skippers refrained from racing and joined the hundreds of spectators lining the causeways to watch the series, which received top billing from local scribes.

The caliber of the competition could be summed up in one word "rugged". The best the local skippers could do was a 7th by the Fleet Captain, 13th by Jim Orr, and 14th by Steve Bellows, state champion of 1951-52. It appears that certain boats and skippers are much faster now due to some changes in rigging and sails.

As for the racing itself, it was no picnic, as the course was tortuous, the wind shifty and strong, and during the last heat the tide was coming in at a furious rate. On the long mile beat to windward against the tide, this writer made no less than 12 tacks in a channel a half mile wide. What with

5 marks to round both to port and starboard and a big fleet, it was a miracle that no protests were filed. The fleet divided into two groups with the first 10 boats usually together and the rest running indian-file. Seavy was the only consistent skipper at the finish line, the rest finishing differently as the wind dropped off.

At the start of the 1st heat, all the boats hit the line in a bunch with the faster skippers all covered and not taking any chances. At the 1st buoy, it was Rodriguez, Seavy, Bosch, and Eaton in order after splitting tacks. It was the same at the 3rd mark, except Eaton had moved up to 3rd and Rodriguez, the 1955 Florida Junior Champ, had walked away from the fleet and was a third of a mile out in front. Then came the long beat to windward and both Bosch and Jules Kroeger picked off Eaton. On the long run and reach home, Seavy caught Rodriguez by a minor miracle, as Carlos was way out in front. Rodriguez had gone down the center of the channel although the mark was to the left, thus getting free air, but heading tides. Seavy went down the edge to the left of the channel, got used air, but very little tide. At the finish Seavy had won by a boat length and Zimmerman moved up to fifth place.

The start of the 2nd heat was a mess with boats all over the place after a false start. But at the first mark, the skippers in front were Bosch, Zimmerman, Williams, Seavy, and Rodriguez in that order. This group changed lead several times but, at the fourth can, the eventual order of finish was established and it was Seavy, Bosch, Rodriguez, Zimmerman, Williams, and Lightbourne at the final marker.

Unfortunately, the start of the 3rd race found a Missouri boat at the dock drinking cokes and a New York boat with its crew combing her hair in the ladies room. But the fleet got off to a good start without them and the same six boats fought it out. The incoming tide became a tremendous factor and those skippers who pinched found themselves going nowhere fast. Seavy won the heat, followed by Bosch, Rodriguez, Zimmerman, Williams, and Lightbourne.

As you can see, this year's race was a real good event, following the traditions set in a decade of existence.

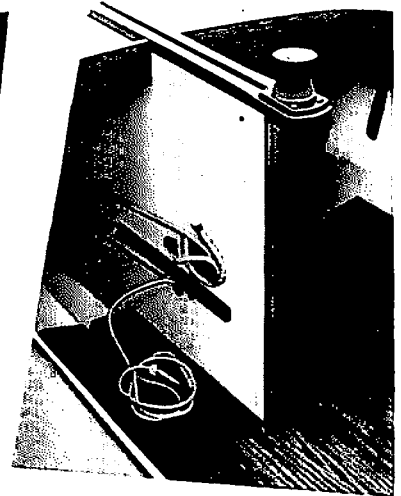
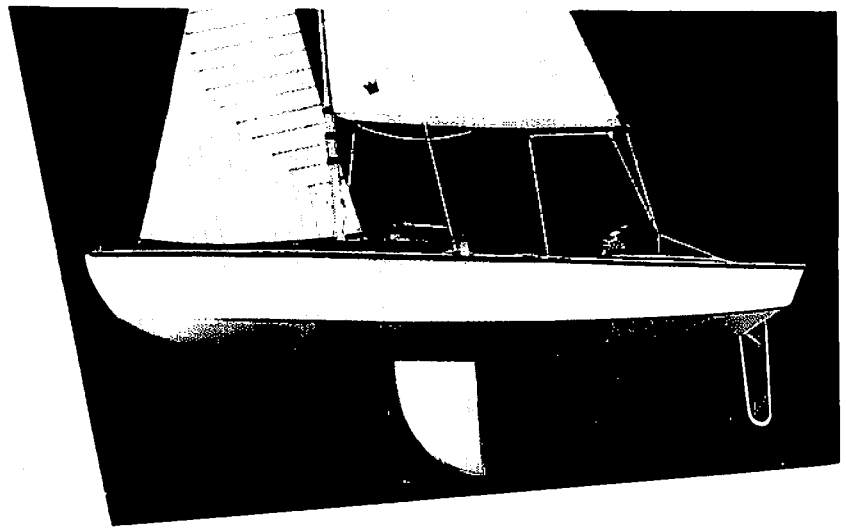
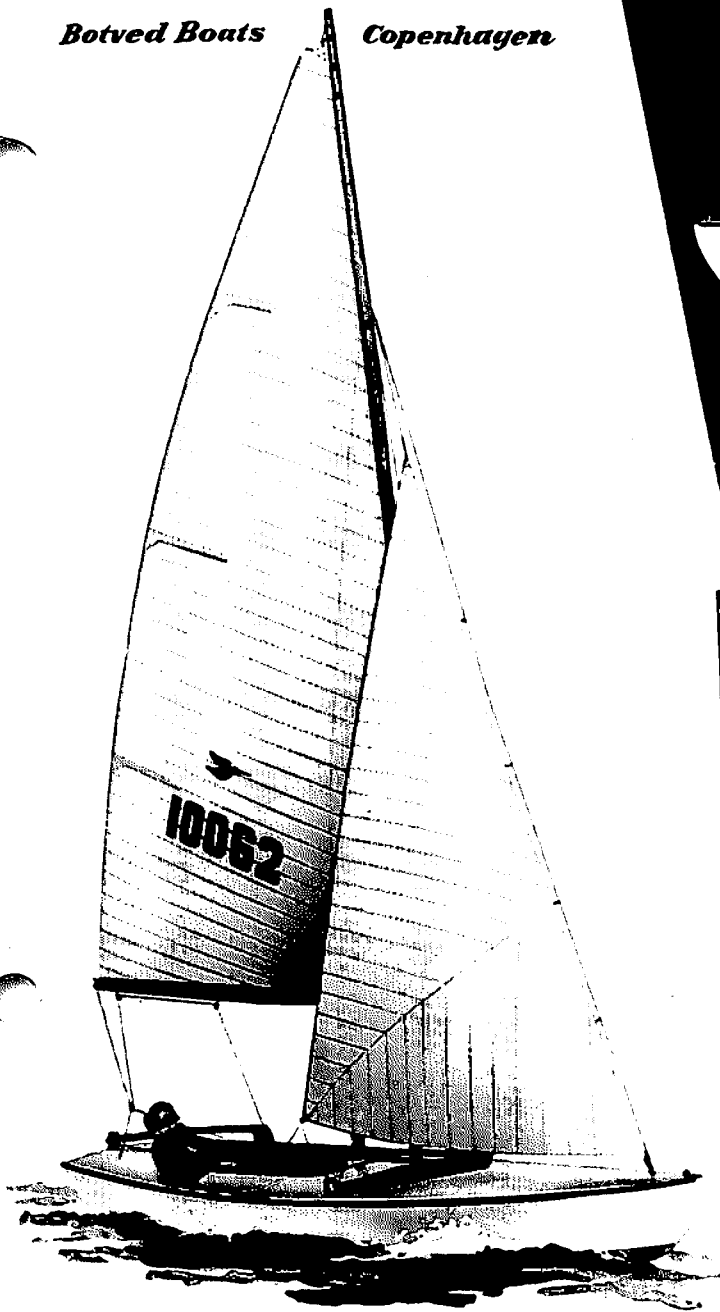
FINAL STANDINGS--FLORIDA STATE CHAMPIONSHIP.

BOAT	SKIPPER	HOME PORT	RACES	1	2	3	FIN
6995	Seavy, Francis	Clearwater, Fla.		1	1	1	1
8999	Bosch, Carlos	Santiago, Cuba		4	3	2	2
8569	Rodriguez, Carlos	Palm Beach, Fla.		2	4	3	3
10175	Zimmerman, Carl	Akron, Ohio		5	2	4	4
9739	Williams, Eddie	Kansas City, Kans.		7	5	5	5
9920	Lightbourne, G.	Nassau, Bahamas		11	6	6	6
9443	Eaton, Burton	Miami, Fla.		6	9	8	7
7877	Kroeger, Jules	Rochester, N.Y.		3	8	16	8
9740	Ramel, Joseph	Kansas City, Mo.		8	7	12	9
2170	Ricketts, Den.	Clearwater, Fla.		12	12	7	10
9500	Kroeger, Al	Rochester, N.Y.		14	10	9	11
9030	Hartstone, Marcia	Palm Beach, Fla.		9	14	11	12
9584	Orr, Jim	Miami, Fla.		15	11	10	13
6913	Bellows, Steve	Miami, Fla.		10	15	13	14
6246	Guest, Lucia	Palm Beach, Fla.		13	13	15	15
5828	Colyer, Bruce	Palm Beach, Fla.		16	16	14	16
9171	Seal, Bob	Miami, Fla.		18	17	df	17
2989	Caldwell, Janet	Miami, Fla.		17	ds	ds	18

—Burton Eaton.

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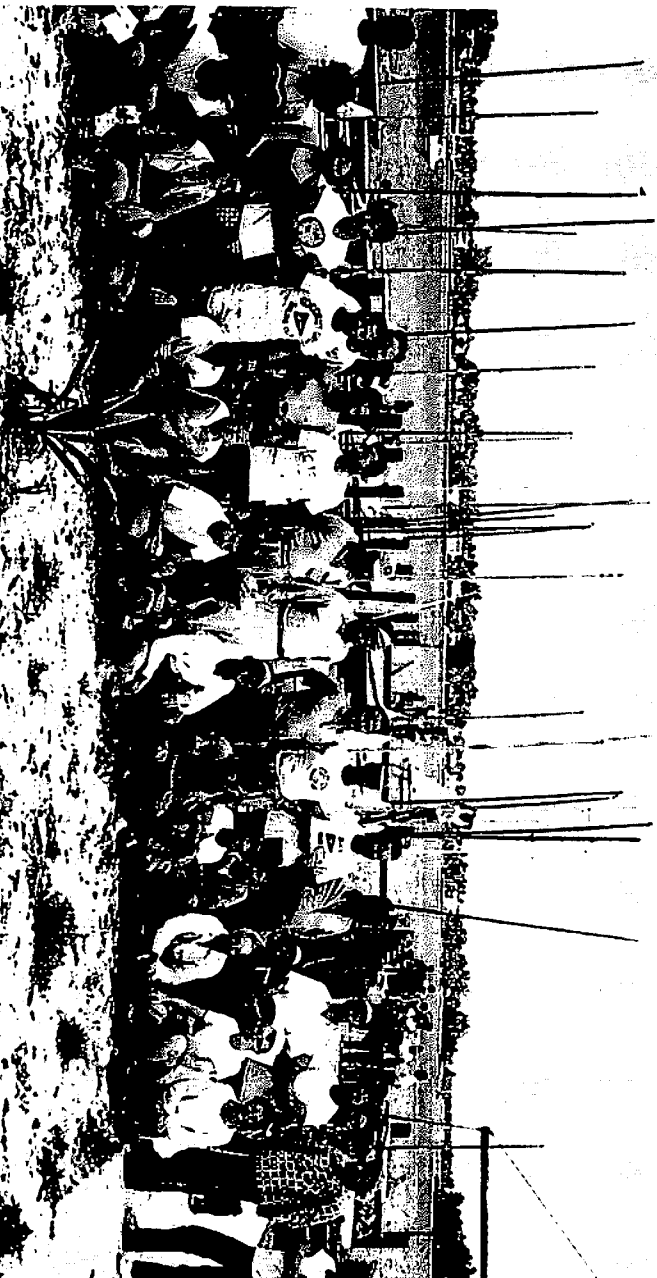
Write for illustrated folder to:

East coast area: Ole Botved · 767 High Ridge Road, Stamford, Conn.

Florida and Carribbean area: Jim Orr · 5830 S.W. 3rd street, Miami 44, Fla.

California and west coast area: Ellen Jordan · 205 Calle Mayor, apt. No. 8. Redondo Beach, Ca.

MEET THE GANG AT MIAMI!



Here they are on the patio of the Miami Yacht Club at the Florida State Snipe Championship of 1955. Standing from left to right are: Raymond Le Dieu, Janet Caldwell, Marcia Harstone, Carlos Rodriguez, Burton Eaton, Jules Kroeger, Don Ricketts, Francis Seavy, Joseph Ramel, Eddie Williams, Godfrey Lighbourne, Carlos Bosch, Jim Orr, Al Kroeger, Carl Zimmerman, Steve Bellows, Jean and Bob Scal, and Frank Eaton. The crews of each skipper are kneeling in front. — Photo by Russell Hopkins.

—A DISAPPEARING PAINTER—

A self-retracting painter can be easily rigged on your snipe which is a real convenience when coming in or leaving the dock. This painter, except for the knot on the end, disappears automatically into the boat when released and is always ready at the bow. Lead one end of the painter through a hole on the deck just aft of the bow so that it clears the stem. Before securing it to the keel, at a point below and just aft of the hole in the deck, put a pulley on it. To this pulley, tie a about 8' of 1/4" shock cord, which is then secured to the back side of the boat.

A 1 1/4" painter, rigged in this manner, will pull about 12' out of the boat when fully extended and, when retracted, will still be completely clear of any involvement with the cockpit area. I lead the 1/4" shock cord through a pulley on the side of the boat, thus holding it well to one side. The hole in the deck actually is an oak fitting glued and screwed on which protects the deck. I drill about a 5/8" hole at an angle so the painter runs smoothly through it. A shorter painter can be used, but I like the longer one because, except in the strongest winds, it is not fully extended--the shock cord is taking the strain and cushioning the pull. In very light winds, the shock cord may pull the boat into the dock, but this is easily prevented by putting a knot in the painter when you dock. John Hayward is, I think, the "daddy" of the idea of leading the painter through the deck--the shock cord addition is merely a fancy frill to his idea.

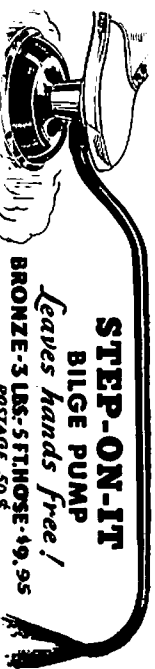
Jerry Jerome-Seguoyah Fleet #68.

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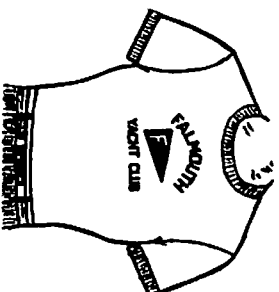
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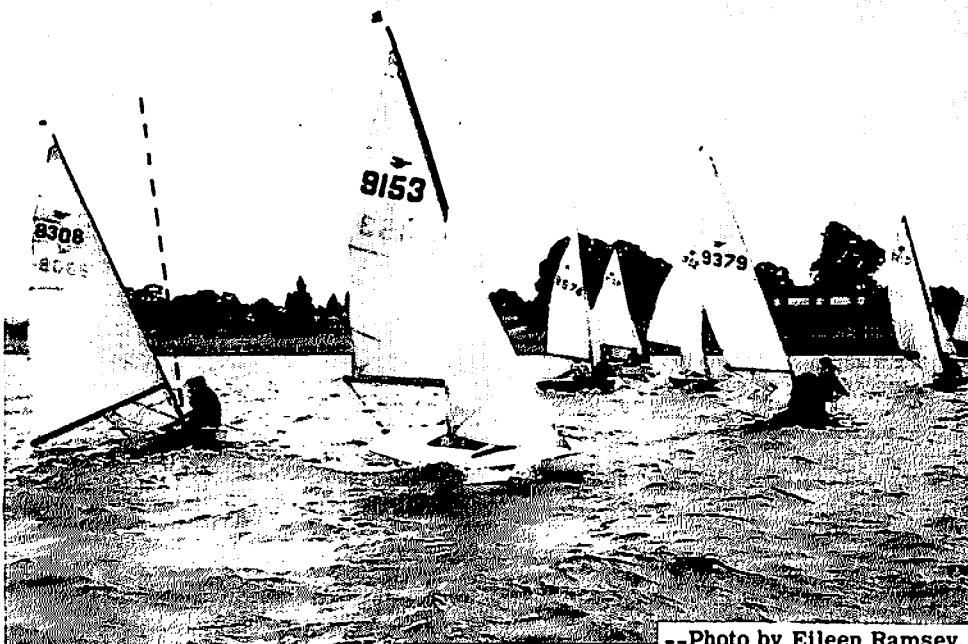
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--Photo by Eileen Ramsey.



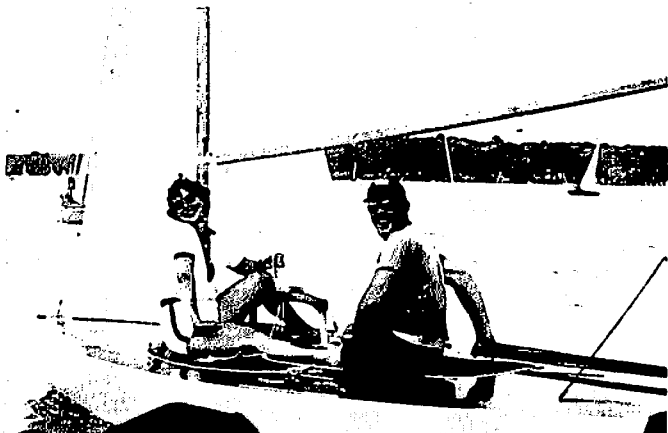
Did You Ever See a Mast Breaking? —

Well, you are looking at one in the above picture! Taken during one of the starts in the British Nationals, it shows #8308 in the act of losing her mast. The dotted line is projected at right angles to the hull to give you the proper perspective of this most unhappy event. Notice that it is breaking right at the deck line. Dr. Frank Penman, National Secretary for England, says that this is the only picture he has ever seen of a mast actually in process of breaking. We believe it!

Europe Chooses SNIPE —

Ole Corneliussen, National Secretary for Norway, sends the following GOOD NEWS to the Bulletin: "In order to further promote sailing and racing in Europe, the I. Y. R. U. decided last year to arrange for an annual European Championship in the two-men boat class. The first championship was held in Italy last year and the boat used was the FLYING DUTCHMAN.

This year, the championship will be held in Oslo, probably in the last days of August under the sponsorship of the Royal Norwegian Sailing Association (K. N. S.) and the boat used will be Snipe. We expect 15 European nations will participate in this contest and it is likely to assume that the respective entries will send their best Snipe sailors to Oslo. This is such good news that I am doubly happy to send it in. And all snipe sailors everywhere are more than doubly glad to hear about it, Ole! It is just another instance of the high esteem that SNIPE enjoys all over the world.



There is, of course, only one reason why we print this picture! We want you to know Thomas Holt, the happy (and why not?) short-shirted skipper who donated the new Michigan State Championship Trophy last year.

Malden Has One-man-in-a-boat Race —

The picture at the right above shows "Michelle" in a single-handed race which the Maldon Yacht Club in England conducts yearly for the Commodore's Cup. This innovation enlivens the racing schedule and, as you can see, provides a lot of experience and fun for the lone skipper. Perhaps your local regatta chairman can arrange such a race in your fleet this summer.

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—Hayward Wins Mid-Winter Regatta Crown—

Veteran Skipper Three-Time Winner—Frank Levinson Runner-up



The three top winning teams line up for presentation of the championship trophy. Left to right: Dexter Thede and Carl Zimmerman, 3rd place; Charles Morgan and John Hayward, winners of the regatta; Connie Kokenes, presenting the trophy; Boyd Bennett, Commodore of the Clearwater Yacht Club, Frank Levinson and Bill Colvin, second place winners.

John Hayward, veteran Clearwater Snipe skipper, won the 18th annual Mid-winter Snipe Championship when he took first place in the last race to win the series. This regatta, consisting of five races run from March 8-11 by the Clearwater Yacht Club, will probably be remembered as a regatta with perfect, though somewhat mild, winds for every race. The first race, with a 15 mph wind, was held in Dunedin Bay, but the other 4 in the Gulf in 5-10 mph breezes with some slop left over from the previous blow. The series was noteworthy by the manner in which the boats remained bunched together with the leaders constantly changing places.

The first race went fairly well to form, with the exception of Ted Wells, defending champion and five times winner of the event in the past. Seavy, Whitney, Gilreath, Frank Levinson, and Terry Whittemore (Western Hemisphere Champion) finished in that order and, of this group, all but Gilreath and Whittemore are local sailors. This was a two lap triangular race and the only other comment might be that several sailors were unfamiliar with the channel and went aground a few times. One or two boats capsized and Carl Zimmerman added novelty by falling off his boat as well, saying he was looking for weeds and decided on a swim.

In the second race, the wind died down at the start and shifted counter-clockwise so that those caught behind the line on a starboard tack were quite a while getting across the line and free. Later, the wind shifted back again so those who had taken a port tack found that the maneuver had been unnecessary. Gilreath won this race with Pete Leach, Seavy, Allyn Stevens, Frank Levinson, and Hattie Carver finishing in order. Ted Wells spoiled a creditable fourth by stopping to caress a buoy. Hayward, the eventual winner, was in tenth spot for the series at this point. The second of the two races scheduled for this day was called off because the wind, which was fair but light, had been spotty and it was felt it might be too poor for racing.

Two races were sailed the next day in fair but light winds and the fleet experienced quite a shuffling for no apparent reason as the winds did not appear particularly shifty. In the first race (3rd in the series), Carlos Bosch from Santiago, Cuba, saw something to his liking out in the Gulf and took a long port tack while most of the fleet took a long starboard tack along the shore. Bosch obtained a big lead which he kept to the finish. Carlos Rodriguez, Florida State Junior

Final Regatta Standings

No.	Name	Skipper & Home Town	Finish	Points
8099	Winifred	John Hayward, Clearwater	9-9-4-6-1	6241
9298	Windmill	Frank Levinson, Clearwater	4-5-8-8-7	5999
10175	Up 'n Atem	Carl Zimmerman, Akron	10-7-5-2-9	5958
9870	—	Pete Leach, Oshkosh, Wis.	7-2-7-13-5	5913
8569	Make Way	Carlos Rodriguez, Palm B.	8-12-2-13-4	5798
6985	Honey	Francis Seavy, Clearwater	1-3-10-dq-3	5645
8989	Caribe	C. Bosch, Santiago, Cuba	20-13-1-4-8	5283
6940	Cynl	Allyn Stevens, Orlando	15-4-8-6-15	5242
9220	Tropet	G. Lightbourne, Nassau	13-11-3-7-13	5068
7422	Elation	T. Whittemore, Conn.	6-14-15-11-6	5058
6025	Good News III	Ted Wells, Wichita	12-24-9-3-2	5035
8653	Texan II	H. Gilreath, Chattanooga	3-1-16-14-19	4827
6938	DeHafira II	H. Carver, Green Lake	11-6-13-17-12	4328
8598	Melody III	M. Whitney, Clearwater	2-3-18-19-17	4199
4208	—	Craig Doennecke, Tulsa	8-15-10-15-21	3741
7908	Moby Dick	D. Westholt, Kansas G.	18-14-19-10-14	3432
9935	Crispian III	J. W. Rix, Wichita	22-21-14-16-10	3076
6156	Mice	C. Clauson, Clearwater	19-16-12-20-17	2910
10172	—	H. Levinson, Indianapolis	14-ds-17-1-ds	2805
9740	Sea Esta	Joe Ramel, Kansas City	ds-19-20-9-11	2849
7877	Banshee	Julie Kroeger, Rochester	16-17-24-18-23	2343
9343	Try Again	Sam Norwood, Atlanta	23-18-21-23-16	2202
9500	Holiday	Al Kroeger, Rochester	24-20-23-21-20	1895
9026	Flo	Floyd Purcell, Orlando	17-22-23-24-24	1771
10073	Menas	D. Rickette, Clearwater	21-df-22-22-22	1739
4558	Stormy	Ted Lindquist, Rochester	25-23-26-df-ds	1061

dq—disqualified.
ds—did not start.

Champ from Palm Beach, was second with Godfrey Lightbourne from Nassau third, Hayward fourth, and Zimmerman fifth.

In the fourth race, Harry Levinson decided that, if brother Frank was not going to do anything spectacular, he would, so off he sailed to an early lead which he kept to the end. Zimmerman was second, Wells third, Bosch fourth, Stevens fifth, and Hayward sixth. Seavy was well up in this race but was caught on a port tack early in the second lap and was later disqualified on protest. Thus, at the start of the final race, Zimmerman was leading with Frank Levinson and John Hayward in second and third place respectively.

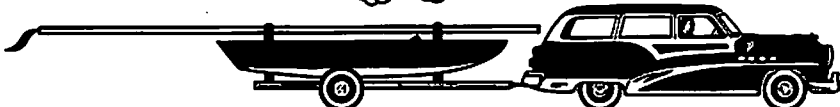
The last race was Friday afternoon in a mild wind which had been heavier in the morning, so that a pronounced wave action gave the boys (plus Hattie and Diane) something different to think about. But Hayward decided there had been enough flubbing around and he worked up to finish first with Wells second and Seavy third. The best Levinson and Zimmerman could do was a 7th and 9th and thus John took top honors in an event which he had won twice before in his long and illustrious snipe sailing career. It is interesting to note that he was only once higher than 4th place with a record of 9-9-4-6-1, while Frank Levinson, who never had better than a 4th, took 2nd with 4-5-8-8-7. Seavy's 3rd place brought him up to 6th place for the series in spite of his DSQ on the day before, which probably cost him the championship. Likewise, Wells had his worst regatta in several years with a 12th and a DSQ in the first two races, but he finished 9th, 3rd, and 2nd in the last 3 races to climb to 11th in the standings. The regatta's only girl skipper, Hattie Carver of Green Lake, Wis., was 13th in the final standings after a 12th on Friday. Morris Whitney of Clearwater, and last year's runner-up, had trouble in the light wind of the last three races to drop to 14th. He was one of three skippers who had no orlon sails to fall back on when the wind dropped.

It was unfortunate that Commodore Eddie Williams could not participate in the regatta due to the death of his father-in-law in California. His genial presence was sincerely missed.

As usual, the Clearwater YC was an excellent host with cruisers available to tow the boats to and from the races, free lunches, and the usual parties given in addition to the splendid banquet Friday night when Commodore Boyd Bennett presented the trophies to the top five skippers. The favors at the banquet were miniature Snipes, fashioned by Seavy and rigged by Mrs. Seavy, Mrs. Levinson, and Mrs. Guy Roberts. Commodore Bennett and his co-workers did an excellent job and George Shead, Chairman of the Race Committee, is especially commended for an able, amiable, and efficient job.

We'll all look forward to this regatta next year!

Celebrating by Ted Wells



COTTON VERSUS SYNTHETIC VERSUS SYNTHETIC

Last year's Midwinter Regatta in Clearwater gave the first opportunity for boats from different parts of the country to get an idea of the relative merits of synthetic and cotton sails. Most people were convinced that synthetic sails were superior as a result of this regatta, and, while the regattas on lakes during the summer did not contribute any conclusive proof, this year's Clearwater Midwinter Regatta certainly strengthens the belief that synthetic materials make better racing sails than cotton.

In the first race, with about a 20 mph wind, Morrie Whitney used a cotton mainsail and an orlon jib and did very well with this combination in spite of going up the east shore on the first windward leg instead of the west shore, which turned out to be much better. The fact that he finished so well, however, was due to the fact that he and his crew are young, tall, and husky, (handsome, as well); held the boat absolutely flat going to windward; and are very good at sailing in the wind and water conditions which existed during this race. I don't believe that a cotton sail was seen in the first 10 or 15 places from there on out.

I used both a cotton main and jib in this race which contributed something to the 12th place I got in this race, although taking the port tack on the east shore first and the fact that my crew only weighed 138 pounds and his tummy muscles weren't in any better condition than mine, had quite a bit to do with it. We weren't doing badly with Seavy and Whitney for about the first ten minutes of the first beat, but we would not have been able to compete with the synthetic sails even if we had been able to hold the boat flat.

The rest of the races were sailed on the gulf in winds of about 7 or 8 mph except for the first beat of the second race which was a drifting match up to about 100 feet from the windward mark, at which time the wind came up from behind completely scrambling the positions of everyone except Harold Gilreath, and it also shifted enough to turn the race into a reaching and running contest in which practically no one passed anyone else. There was very little room for doubt left as to the superiority of synthetic sails after the first race, and there was absolutely no room for doubt as the regatta progressed. The only question then became one of trying to find out whether there was any difference between the performance of orlon and dacron sails.

The winds at Clearwater, both in Dunedin Bay or on the Gulf of Mexico, are normally very steady in direction; however, this year the winds at Clearwater, like those at Havana, did not go along with the rules and regulations and there were some terrific geographic variations of wind in every race (see WW in Snipe Bulletin December 1951); and the positions of the various boats in any particular race frequently depended more on where the boat went and when he went there than how fast he was going, so it is difficult to make any accurate conclusions on sails. Also, Harold Gilreath, who was using orlon sails, and Terry Whittemore, who was using dacron sails, (both of whom could be expected to be near the top in every race) had a great deal of trouble with the chop on the gulf in the last three races and were also in the wrong places at the right time more often than not.

I had a new suit of medium dacron sails and also a new suit of full orlon sails and hoped to learn something of their relative merits, and also something of the general characteristics of synthetic sails. I had never sailed either suit of sails before this regatta (or any other synthetic sails, for that matter) and conclusions drawn from using either suit of sails in two races are probably not too valid, but here they are anyway.

In light winds, I can see no difference in performance between sails made of the two materials. I also did about as well with the medium sails, which were slightly smaller than maximum size, as I did with the full cut sails; however, the full sails were of a cut which I am not accustomed to sailing, and I probably would have done better with them had I had more experience with them.

In the tune-up race before the regatta, the wind varied greatly in velocity and for a few minutes may have been as high as 20 mph. I was using the full cut orlon sails with the boom set at the third stripe down from the top and we were able to hold the boat down much better than we would have been able to hold it down with cotton sails of the same cut. Part of this was probably due to the fact that my mast was bending quite a bit, but a large part of it I believe was due to the fact that the synthetic sails are so slick that they just simply cause less heeling tendency than cotton sails. I believe that it has been the experience in other classes also that synthetic sails are good for a larger range in wind velocity than cotton sails. This characteristic, however, brings up another problem.

I had always thought that I had a mast which was quite stiff; however, in this tune-up race when the wind started blowing at about 20 mph, my mast was bending so much with the full sails that I could not trim the main at all. I was going along fairly well on the jib alone, but the main looked exactly like a flag waving behind the mast. I had never used a cotton main cut as full as this orlon main and I might have had the same difficulty with a cotton main. Also, I did not have a chance to try the medium dacron in a fairly high wind, but nevertheless, it was apparent that, in order to take full advantage of the fact that synthetic sails can be used quite well in higher winds than they are designed for, it is necessary to use a very stiff mast.

There is, apparently, considerable argument as to the relative amount of stretch and durability of orlon and dacron. The proponents of orlon claim that dacron stretches more than orlon. The proponents of dacron will not admit the validity of this argument and claim that dacron sails will hold their shape and remain efficient for a longer period of time than orlon. Having sailed but two races with each of the two materials, I am in no position to vote on who is right.

Since sailmaking is more of an art than a science, there is bound to be variation between supposedly identical sails from the same sailmaker; however, in the case of cotton quite a bit of this variation, I believe, was due to variation in the characteristics of the cotton itself, and I think that there is no question but that synthetic sails are much more nearly identical in performance than cotton sails are.

Anybody want to buy some good cotton sails? I have a number of suits of them that I can part with.

Voice Of The People

WHY THERE IS A SNIPE ASSOCIATION.

"I am considering building a larger version of the "Snipe" by increasing her size by exactly 25%. That is, she would be 19' -4 1/2" long with a 6' -3" beam. Structurally, she would be the same with 3/4" planking with probably the only major difference being two additional frames. The sail area, etc., also would be increased proportionately. In doing this, would I seriously be violating your warning DON'T MAKE ANY CHANGES IN DESIGN? I would like very much to have your opinion on this matter." Alex P. Wosno—Chicago, Illinois. And just how would YOU answer this?

Seminar for Snipers

Paul H. Slack, New Hope, Pa., writes: "At our last meeting two of our members devised three models of small boats and buoys. These were used to set up problems in sailing. Wind direction was indicated, river banks and currents set, and various rules, meaning of overlap, and other regulations were explained to the help of all of us, especially those who just couldn't see what a rule meant until it was so clearly explained by these models. Mr. Case made them of pieces of 3/8" white pine 6" long and painted each a different color. To indicate the position of the boom, a piece of black stiff wire 3" long was looped at one end and tacked to the approximate position of the mast to the model just snug enough that the wire did not move by itself. The jib was not indicated, but some of the questions asked, led the instructor to explain just how a crew would handle the jib under each problem. We found three models seemed to be all that was necessary for most questions and problems, but I think that all owners will have a model representing his own boat, as we sailed some of last season's races and had to use ash trays. These models will help settle appeals to the race committee with the skippers and crews re-sailing those parts in appeal." It is a common practice in the U. S. Power Squadron classes to have scale models of the local harbors, lakes, rivers, or sailing grounds set up with all navigational aids and regulations indicated thereon. Models of boats are used to demonstrate race courses and problems encountered. The value of visual education in all fields has long been recognized and perhaps you might use it to advantage in your own fleet.

Report from the Wells Painting Co.

In the March issue, I promised to report on what happened when you sanded metallic-pigmented enamel one week after spraying and tried to polish it three weeks later. The answer is that—at least in cold weather—you are wasting your time and effort on the polishing. The surface is only very slightly smoother than the sanded surface and it has a muddy appearance with practically no improvement in the gloss. I guess you just have to wait for three or four weeks of hot weather at a minimum in order to cure the enamel.



**One
Minute,
Please!**

SOME OF US can remember when the old-fashioned wife used to darn her hubby's socks. Now it seems that the sweet young thing socks her darned hubby!

*The
Lighter
Side*



A MAGICIAN WAS entertaining the guests aboard a ship—all except a parrot in a cage hanging nearby.

Everything, including a pigeon, that was made to disappear by the magician was greeted by a shout of "FAKER" from the parrot.

Suddenly, an explosion destroyed the ship. The parrot badly tattered—landed on a raft occupied by the magician.

For two days the parrot sat and stared at the man. Finally, the bird spoke:

"All right, you win! What did you do with the ship?"

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FOR SALE: RUMSEY-OTT SNIPE #6382. Good condition, completely done over last Spring, dry sailed with a good racing record. Complete, with one suit of sails for \$550.00. Write: Louis H. Jordan, 69 Central Ave., Waterbury, Conn.

FOR SALE: EMMONS SNIPE #9310—Excellent racing condition, fully equipped, mahogany veneer deck, and very light weight. Two suits of sails, perfect condition—1 Larsen, 1 Watts. Outstanding racing record. Must sell immediately as I am leaving for service. \$795.00. Jack Cummings, Marcellus, New York.

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Race Dates to Come

SCIRA has never sanctioned any official inter-club regattas which interfered in any way with the U. S. National events. **SO, AVOID THE DATES OF AUGUST 6-12 THIS YEAR!**

- May 14-15 SOUTHERN Championship, Lake Chickamauga, Tenn. Dan Williams, 1721 Auburndale Ave., Chattanooga, Tennessee.
- May 20-21-22 SPRING CHAMPIONSHIP Holiday-in-Dixie Regatta, Shreveport, La. Charles O. Hardey, 118 Richmond Circle, La.
- July 3-4 PEORIA INVITATIONAL Regatta. Peoria, Ill.
- July 16-17 INVITATIONAL REGATTA Winchester Boat Club, Upper Mystic Lake, Winchester, Mass. Roger A. Levanson, 4 Cambridge St., Cambridge, Massachusetts.
- July 16-17 MICHIGAN STATE Championship, Grand Rapids, Mich. John D. Rose, 902 Lakeside Dr. S. E., Grand Rapids, Mich.
- July 23-24 NEW JERSEY STATE Championship, Lake Mohawk, N. J. Roswell W. Chandler, Box 271, Caldwell, N. J.
- July 25-30 CANADIAN PROVINCIAL, MARITIME, and DOMINION Championship Races. Armdale Yacht Club. Paul Connors, 126 Harvard St., Halifax, Nova Scotia, Canada.
- Aug. 26-27-28 GREAT LAKES Championships, Peoria, Ill.

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