

SNIPE BULLETIN

APRIL 1965

Vol. XIV No. 11



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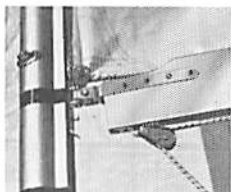


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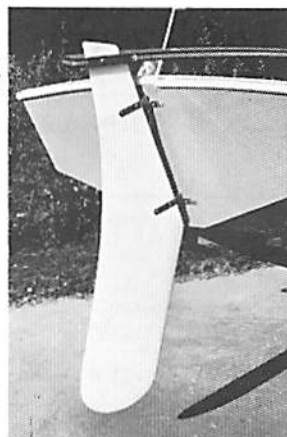


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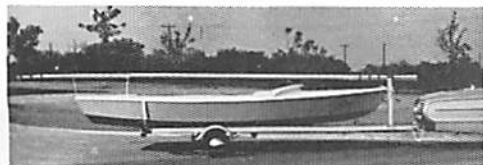


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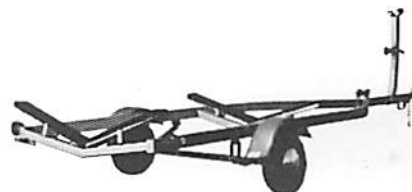
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SNIPE BULLETIN

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The Cover

Admittedly, the proper frontispiece for the BULLETIN is a photo of a Snipe or other subject relating to the Class, and over the years, this has been our goal. But once-in-a-while a sailing picture comes along that is too good to resist, and when the Miami News Bureau (a never-failing source of excellent pictures) sent this one along, we threw discretion to the winds.

ALL sailors will drool over this unusual shot of the 72-foot ketch Ticonderoga, skippered by Robert F. Johnson of Portland, Oregon. The first boat across the finish line in the 184-mile Miami-Nassau Yacht Race and the scratch boat, Ticonderoga covered the three legged course in unofficial time of 21 and 1/2 hours. Anyone for a ride?

And we are also susceptible to Spring. April brings yellow crocus and forsythia - a yellow BULLETIN seems most appropriate!

— THE SCORE —

Numbered SNIPEs — 15565

Chartered Fleets — 597

The pace of issuing numbers for new Snipes has stepped up a bit with the advent of another sailing season with 64 assigned in February. Spain got a big block of 30; England added 9 more to her 12 the month before; Canada, Colombia, and Portugal got 1 each; the U. S. took the remaining 22. Our 5 months total is now 211 new boats.

Three new fleets were established. In December, Kasuki Omori of Okinawa, Ryukyu Islands, requested a charter for a group building Snipes there. Charter 595 was reserved for them, but complying with a later request, it will not be awarded officially until sometime in April or May.

Most pleasing was the request from Peter Harris, National Secretary for England, for a charter for the 9th English fleet. Charter 596 was assigned to the Mengham Rythe Fleet with P. Farrands, 36, Carleton Close, Hook, Basingstole, Hants, as the first Fleet Captain.

Another new fleet has been added to District 2 with the issuance of Charter 597 to the Shawnee Yacht Club Fleet at Topeka, Kansas. They have 8 boats lined up now; have a couple more new ones in sight; and expect to have two entries in the Nationals this summer. A welcome addition to SCIRA!

1965 DUES Now Payable

When some old-time Snipers start sending in checks for \$3.00 and \$5.00 "in payment of the 1965 class dues", it is high time to publish the schedule again. Here it is: An individual owner pays \$7.50; if two or more people own a Snipe jointly, they are each considered as equal owners and each pays \$5.00. In the case of two co-owners, the total collected is \$10.00 and not \$12.50 (\$7.50 and \$5.00) as some think. The entire list is on page 145 of the 1964 Rule Book. The old cards expire March 31st, so all fees and dues are now payable.

The IYRU Meeting

As reported by U. S. Delegate Robert N. Bavier, Jr.,
in YACHTING Magazine

In an amiable and regal atmosphere, enlivened by the active attendance of two Monarchs, King Olav of Norway and King Constantine of Greece, several important decisions were made at the IYRU Meetings held Nov. 16 - 20 in London. Items of a detailed nature will be conveyed directly to the classes involved. There were, however, other happenings of broad interest to all American yachtsmen.

Not least of these was the fact that the Racing Rules after four years of status quo, have again been changed. In a subsequent issue, YACHTING will discuss these changes in some detail, prior to the time the new rules go into effect next spring. At this time, let me assure you that despite the fact that a great many rules have been re-worded in the interest of clarity, changes of substance are limited and a yachtsman who now knows his rules need learn very little new. Probably the three most important changes are as follows: In "Rule 30 - Bearing Away after Starting," this is now limited to a yacht sailing on a free leg of the course. Consequently on the windward leg, a boat to weather can drive off on a boat attempting to pass her to leeward and just so long as she observes the rule which specifies that a windward yacht must keep clear, she has violated no rule. This merely legalizes a practice which was pretty much done anyway and it returns to a rule which was in force in America many years back.

Two other major changes appear in "Rule 42," "42.1 (b)" now specifies that an inside yacht about to jibe around a mark and overlapped on the outside by another yacht on a different tack must jibe around the mark and get on with the race. Heretofore said yacht, provided she was on starboard tack, could go on past the mark and force the other one to jibe over.

"Rule 42.3 (a) (i)" is quite a revolutionary change. It specifies that a yacht clear astern shall not establish an inside overlap after the yacht ahead is within two of her overall lengths of the mark or obstruction. It used to be that said overlap could be established even as late as when the bow of the leading boat was one foot from the mark, provided the yacht still was able to give room. Removed from this rule is the provision concerning no overlap being established after the yacht ahead was in the act of rounding. This and other changes in substance in the rules will, as stated earlier, be discussed in greater detail in YACHTING shortly, but for the time being the above are the most significant changes. The new rules will remain in effect at least through 1968.

The classes to be used for the 1968 Olympics were decided upon at the meeting. There will be no change from 1964, and hence the 5.5 Meter, Dragon Star, Flying Dutchman and Finn are all "in". Flying Dutchman sailors in particular will have a sigh of relief, because there seemed a good possibility a year ago that the 5-0-5 would replace her as the 1968 Olympic two-man centerboarder. There was considerable discussion on this at London and a good deal of sentiment in favor of giving another good boat and another good class its day in the sun, but the Flying Dutchman won out in the end.

Looking to the still more distant future, the IYRU indicated that preliminary announcements of possible future Olympic boats will be made earlier than heretofore. In fact, in 1966 a tentative announcement of the boats to be used in 1972 can be expected. The final decision would doubtless be made in 1968, but by giving earlier warning it would be possible to give stimulation to a new class by announcing its tentative selection and then have a waiting period of two years to ascertain whether she had become sufficiently popular among good sailors around the world to warrant Olympic selection.

The biggest news coming out of the Keel Boat Technical Committee was the fact that in the future 5.5 Meters can have a rudder separate from the keel. At present, the rudder must be attached to the keel and with the trend toward smaller keels to reduce wetted surface, 5.5's were becoming somewhat unmanageable on downward legs. For international competition

(Continued - Top of next page)

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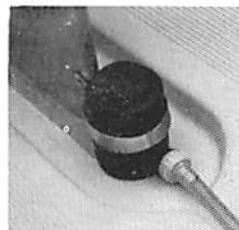
Doug De Souza
placed 3rd,
Dave Ullman 4th
and Earl Elms 5th.



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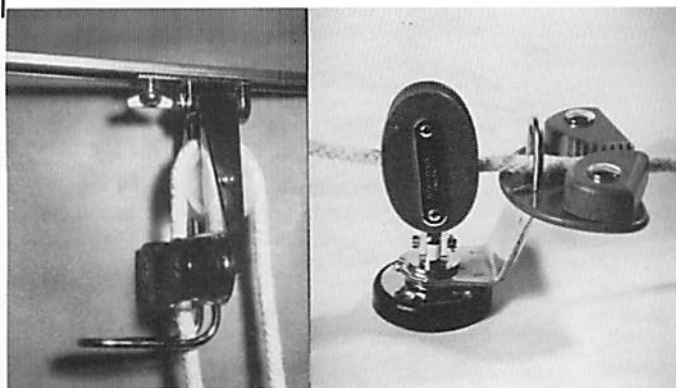
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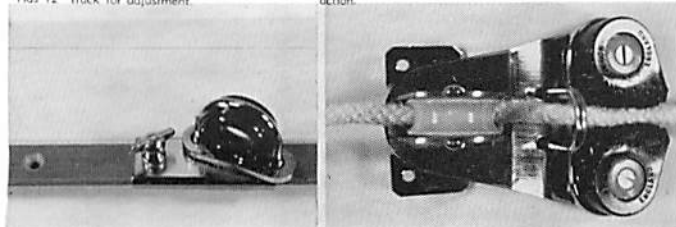


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(IYRU MEETING from page 5)

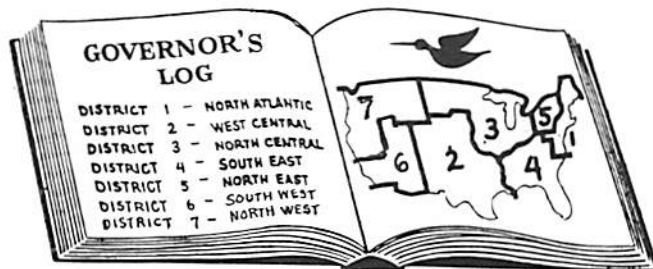
the new separate rudder designs cannot be used for the next two years but this will still give opportunity to effect new designs prior to the next Olympics.

Indicative of the growing importance of catamarans is the fact that the IYRU admitted the C Catamaran Class to official IYRU recognition. This is the restricted class which is used for the International Challenge Races familiarly dubbed the "Little America's Cup Races." Main restrictions in the class are a total sail area of 300 sq. ft., maximum length of 24 feet, maximum beam of 14 feet, and few holds barred otherwise. They are pretty generally recognized as the fastest boats afloat. This official recognition should give not only the class but the basic type a real shot in the arm. The IYRU reiterated its interest in giving recognition to a one-design catamaran either in the single-handed 150 sq. ft. class A or the two-man Division B boats which carry 235 sq. ft. of sail. Since no one-design has yet emerged as the unquestioned best boat in these divisions, it was deemed premature to grant this recognition, but the IYRU is sympathetic to the type, even to the point of considering it for future Olympic selection.

Also announced at the meetings were the winners of the Design Competition of a proposed new three-man keel boat, conducted by YACHTING for the IYRU. Indicative of the interest in such a class is the fact that YACHTING received 35 plans from nine different countries. The three judges, Olin Stephens, Peter Scott of England and Jan Linge of Norway, picked a design by Mario Tarabocchia of Freeport, L. I., N. Y. for the first prize. Gary Mull of Oakland, Calif. won second prize and E. G. van de Stadt of Zaandam, Netherlands, was third. All three plans will be published soon in YACHTING.

A number of committee appointments and elections has resulted in the United States being more completely represented than ever in the IYRU. Henry S. Morgan was re-elected vice president, George R. Hinman, current president of the NAYRU, has been added to the Permanent Committee and appointed also to the Small Boat Committee, the Class Policy and Organization Committee and the Constitution Committee. F. Gregg Bemis was elected Chairman of the Racing Rules Committee by his cohorts on that committee. Robert N. Bavier, Jr. will remain as Chairman of the Catamaran Committee and a member of the IYRU Racing Rules Committee. Olin Stephens II remains on the Keel Boat Technical Committee where he is joined by Briton Chance, Jr.

We have indeed come a long way from the time just a few years back where the United States was not even a member of IYRU, and it can be truly stated that we have a respected voice in the councils of international yachting.



Here are the U. S. District Governors for 1965. In addition to the duties listed on page 143 of the 1964 Rule Book, they must give their official approval to all requests for sanctioned regatta dates in their district. Important men to know!

DISTRICT

- 1 - Dr. James Lawlor, 31 Farnham Ave., Waterbury, Conn.
- 2 - Henry Towles, Jr., Suite 121-22 Park Ave., Oklahoma City, Oklahoma.
- 3 - Dan Wesselhoft, 5419 Sherwood Ave., Peoria, Illinois.
- 4 - Dan Williams, 834 Kentucky Ave., Signal Mountain, Tenn.
- 5 - Dr. Charles A. Rose, Jr., 437 Seneca Rd., Hornell, N. Y.
- 6 - Elden E. Campbell, 1041 Sherlock Dr., Burbank, Calif.
- 7 - Paul Potter, 620 - 20th Ave., San Mateo, Calif.

John Nicholson Won Overboard Regatta Over Stiff Competition



HAPPY WINNERS: (left to right) Third place crew Willie Barkley and skipper Rolf Carlsen; first place crew Denise Nicholson and her father, the winner of the regatta, John Nicholson; second place Maxine and Arthur Karpf. — Lynch photo.

By Ellen Horan

Snipe Fleet #462, The Overboard Snipe Fleet, of Glenwood Landing, Long Island, New York, held their annual Hempstead Harbor Regatta on August 8-9 with 21 eager participants and later, with 6 smiling winners.

Saturday's Gold Cup Course races were held in shifty winds of about 7 to 8 m. p. h., and the first race was deftly won by local skipper Ricky Zimmerman, with Manhasset Bay's Kaufman in second spot. Another skilled Manhasset sailor, Tony Nevin, claimed the second race as his own. Right behind him was John Nicholson of the Overboard Fleet, and at this juncture, the two-race standings showed Ricky Zimmerman in first place, Ray Kaufman in second, John Nicholson in third.

But Sunday, as Sunday is wont to do, brought some changes.

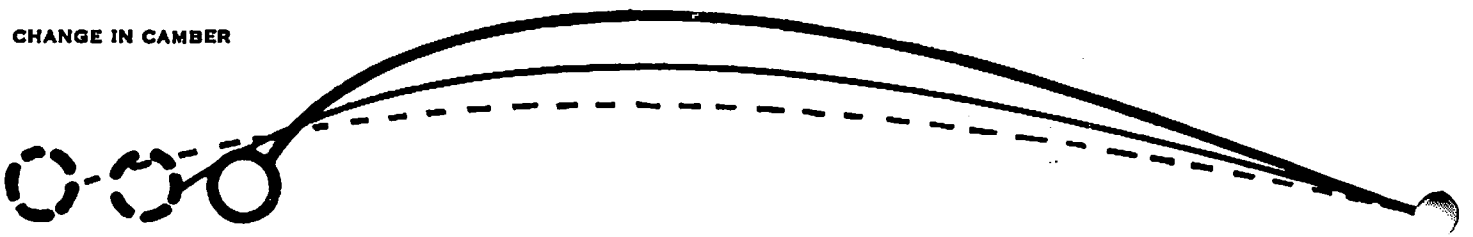
Greeted by a steady 20 m. p. h. wind, the Snipes screamed across the starting line and within five minutes, four of the top six boats in the standings were excusing themselves from the proceedings. It was all quite quick; protest flags never flew, for the fouls were familiar ones...barging, and port/starboard situations. There were lessons learned.

The planing breeze held throughout the third race and saw Arthur Karpf of Manhasset Bay as winner; Don Brandt, Manhasset Bay, 2nd; and John Nicholson of the home fleet, 3rd.

It was therefore John Nicholson, with his consistently good 4-2-3, who was the overall first place champion, and who was awarded the Overboard Fleet trophy.

FINAL RESULTS - 1964 OVERBOARD REGATTA

Boat	Skipper	Races	Points	Pos
7120	John Nicholson, Overboard	4-2-3	4334	1
10546	Arthur Karpf, Manhasset Bay	3-15-1	3720	2
7617	Rolf Carlsen, Overboard	10-3-6	3630	3
11752	Don Brandt, Manhasset Bay	7-11-2	3577	4
8000	Ricky Zimmerman, Overboard	1-4-dnf	3453	5
11536	John Becker, Overboard	14-8-4	3287	6
11291	Ray Kaufman, Manhasset Bay	2-5-dnf	3274	7
10291	Gus Kreuzkamp, Manhasset Bay	9-9-9	3072	8
8200	Andy Zimmermann, Overboard	5-10-13	3041	9
12883	Hubert Moran, Overboard	6-6-dnf	2934	10
13981	Ben Lizga, Overboard	8-14-8	2907	11
12500	George Becker, Overboard	11-12-7	2897	12
14302	Tony Nevin, Manhasset Bay	13-1-dnf	2868	13
12458	A. Goly, Manhasset Bay	21-13-5	2380	14
11534	Don Murphy, Overboard	17-16-11	2101	15
11533	P. Swensen, Manhasset Bay	15-18-12	2046	16
6692	A. Greig, Overboard	16-17-10	2042	17
9130	Paul Henkart, Manhasset Bay	12-7-dns	1997	18
7439	Leo Rynkowski, Overboard	19-20-14	1654	19
12437	L. Martin, Maryland	18-19-dnf	1493	20
9885	Don Opanhoske, Overboard	20-21-dns	841	21



Cross section of a mainsail at mid-height shows how camber lessens as the bend in the mast increases.

A Finn mainsail and spar in action look as though the whole assembly is on the rack; at any second there is bound to be a cosmic twang; the leech will suddenly give way; the mast will be simultaneously upstanding like an after-dinner speech-maker; the hull and the helmsman will be catapulted far down the course.

This is scarcely true. Finn masts are designed to bend easily, and Finn sails are designed and cut to be at home on bending spars. Hoist a modern Finn sail on a tightly stayed rigid spar and tack down—now that probably would be torture.

The purpose of a “bendy” spar is to increase the wind range in which *one* sail can be effectively used. Think of those shoreside committee meetings before a race.

“Shall we use the flat main or the full one? Blowing a bit fresh now, but I reckon it will ease before the second round—or will it? Eenie, meenie, minie mo—catch a dilemma by the toe!”

“Bendy” spars are a means of altering the flow in a mainsail so that it can be flat or full at the helmsman’s choice. On an aside, Paul Elvstrom says that masts ought to be made to suit sails rather than the other way round. Sails are the engines of a sailboat, and so far it hasn’t been found possible to beat to windward under a mast alone.

“Bendy” spars (also the understanding of the way they work and how they can be used) are a big step forward in the technology of rigging a racing yacht. This field is only partially explored. The performances of racing yachts are nowhere near their ultimate development. What we are after is “variable flow”—something like the variable incidence wing. Without getting into the basement of history, the appearance of the German Star *Pym* with a sliding mast step, which affected the bend of the mast to a noticeable degree, started folk thinking—this was in the days of cotton sails.

Modern Terylene or Dacron, with its greater drive, obtained by more impermeability, and a more smoothly finished surface, accentuates the advantages we can gain from “correct” sails set on a “correct” spars. After *Pym*, it mostly became a problem of making masts and fittings which wouldn’t fall down. People were beginning to put real pressure on such things as kicking straps—using six-part tackles and the lot. In England, it was Ian Proctor, with National Twelves like *Stimulus* and *Schehera*—

**. . . bendy masts—
sail torture or sail sense?**

BRUCE BANKS ON DRAFT CONTROL

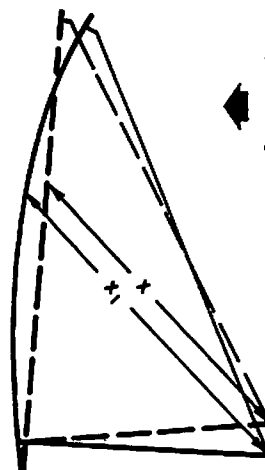
(Reprinted with permission of the author
and SKIPPER Magazine)

zade, who persevered with “bendies.” Ian and some others could see that, if the idea could be made to work, you could get away with murder.

The Finn is, of course, the notorious mast-bender—so is the O.K. Dinghy, for that matter. With this unstayed mast and the boom stuffed through it, we can really perform some tricks. But as a matter of fact, it all happened rather by mistake, and I doubt if Richard Sarby quite envisaged all we have done to his Finn when he borrowed the idea for his “simple” rig from the Scandinavian canoe. Far from being simple, the Finn rig and sail plan is today a wildly sophisticated piece of machinery.

Sail cutting for Finns is a really interesting problem made no easier by the unpredictability of wood when it comes to flexure and to the variation in behavior between two closely similar pieces of timber made up into mast blanks.

In other and metal-fastened classes, we can predict flexibility characteristics pretty accurately. With any given Finn or O.K. mast, there is really no alternative to laying it on trestles and festooning it with half-bricks to see exactly how it does bend. Since a heavy crew can keep a boat upright over a wider wind range, the greater sta-



As mast bends, the luff-to-clew diagonal varies as x and x_1 and the chord of the luff decreases. This allows flow to move toward leech, but can be controlled by the Infinitely Variable Tack.

Stepping and staying of the mast affects its characteristics.

bility of hull-helmsman means the more strain and stress and, therefore, the bend which will be thrown into the mast-sail section of the partnership.

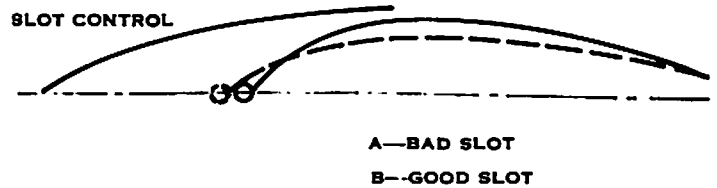
Again, a whippy mast helps a light crew a lot. This is because the whippy mast bends more easily to the round of the cut of the sail luff, and the sail sets correctly sooner. The lightweight will want to get cracking as soon as possible in his performance range. The heavyweight will be sluggish in light air and will look for his optima higher up the range. So we are very interested indeed in the weight of the owner for whom we build a sail—and don't forget these points when you are buying someone else's mount and you scale eleven stone to his fourteen!

One of the difficulties with "bendies" is that, as the spar bows, the chord on the luff shortens—and consequently, the tension comes off the luff of the mainsail. In order to keep tension on the luff, sails have been cut small so as to keep the tautness when the bend becomes effective and, as a corollary, have tended to be over-stretched in the light stuff. Another snag is the changing radial lengths from clew to the luff of the sail which make for tight drawlines and creases. We can solve most of this one by tricks of cutting. But we can get over both of these problems by the use of the Cunningham hole or Cunningham reef which might almost have been deliberately designed for the Finn rig—although, in fact, it wasn't. At Bruce Banks Sails, we have taken this gadget a stage further in development and brought out what I call the Infinitely Variable Tack.

Briefly, this "weapons-system" works something like this: there is no pin attachment of sailtack at the gooseneck, the sail being cut back and quite free of slides or track or groove in this area. However, there is a cringle some distance up the luff from the boom, and a similar cringle at a length along the foot from the mast. An ingenious but basically simple system of brails allows the helmsman to alter luff or foot tension or both from either side of the cockpit when under way—in much the same way as he can raise or lower his centerboard (nothing very complicated about that!). The luff cringle controls the flow in the top two-thirds of the sail, the foot cringle the bottom third, and the small area of flabby sail along the

In a breeze of wind, too much belly in the main-sail makes it hard to hold the boat up and the slot becomes inefficient.

SLOT CONTROL

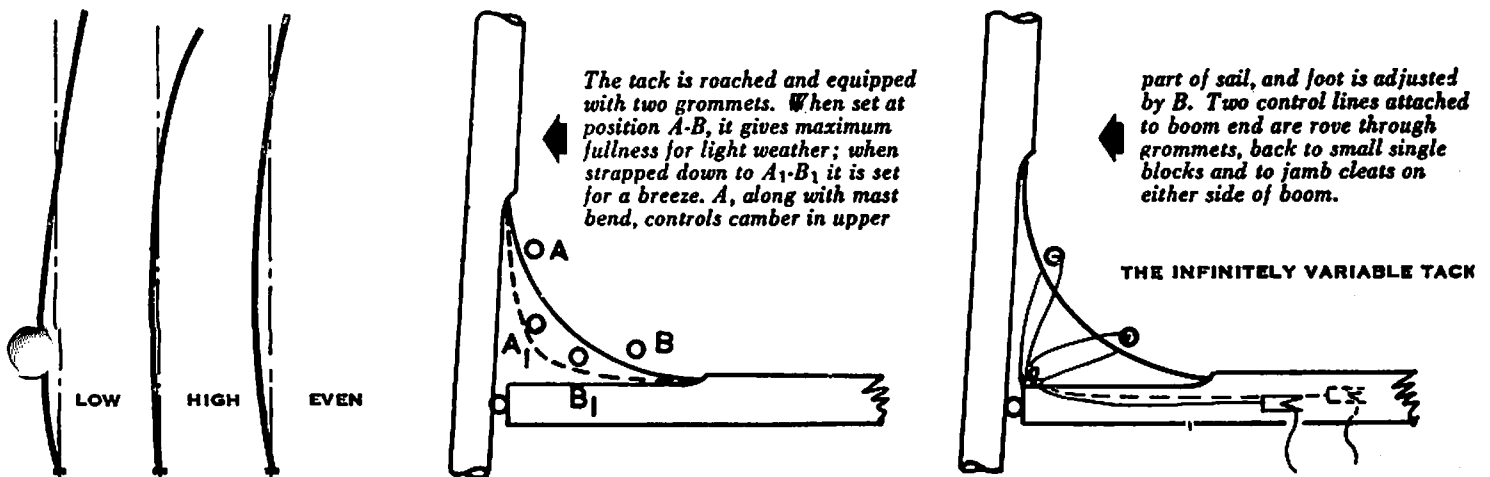


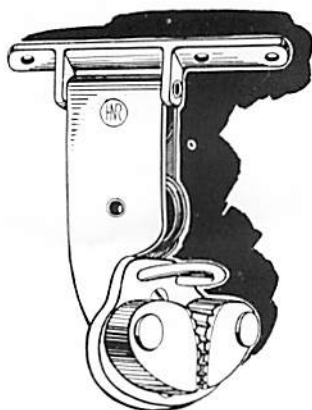
edge of the radiused cut-back between the two cringles matters not a bushel of sprats. The sail can be tuned over a wide range of mast bend.

The other advantage is that we can now make every sail to the maximum size, hoist them to the black band at the masthead, and haul them out to the band at the boom outhaul—and adjust all rope tensions in the gooseneck area and readjust them as race conditions vary. In fact, in classes where the mainsail size is entirely controlled by black bands on the spars, instead of actual measurement, you can clearly hoist an oversize main to the black bands and still tune it by tweeking your I.V.T. strings for windward work. On the run you let it all go, and the thing bellies out like stretch pants on a Gaiety Girl! Hm-m-m. . . .

I have written practically entirely from the point of view of una-rigged boats. However, in my opinion, study of the changing contour sail—the sailmaker's equivalent to the sparmaker's "bendy"—can be carried into classes with sloop sail plans. For instance, a large class like the Enterprise might consider allowing rig development. I am sure we can improve the boat's performance. People tend to get bored if they can't fiddle about, and anyhow, the standard of sailing doesn't improve if they are not allowed to exercise their brains and ingenuity. Designs like the Flying Dutchman are immeasurably better for development of this kind.

Nothing I did in designing the rig of my Dragon made me think I was on the wrong track. Although the mast bends a lot for a Dragon, the amount of flex is peanuts, really. †

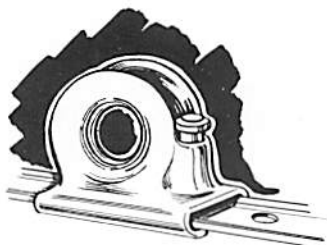




Boom-mounted Mainsheet Jam Cleat

PRICE \$18.00 POSTPAID

Smaller, neater, more efficient and weighs less than any comparable fitting on the market. Made of high-tensile bronze, chrome plated, with fibre jam cleat. Takes 1/4", 5/16" or 3/8" sheet. Nylatron sheave. Comes complete with fastenings. Weight 6 oz., width 1-1/4" and extends 4" below boom.



Jibsheet Fairleads

PRICE \$14.00 A PAIR POSTPAID

The new low-profile streamlined fairlead that you can actually hike-out over without feeling a thing. No protrusions to catch your clothing or you. Only 1" high by 1 1/2" long and weighs but 2 oz. Takes up to 1/2" rope and fits standard 3/8" external type track. Adjusts in seconds with spring-loaded plunger. Made of high-tensile bronze, chrome plated.

(Stainless steel track, polished and drilled for plunger, available on request at \$1.50 per foot.)

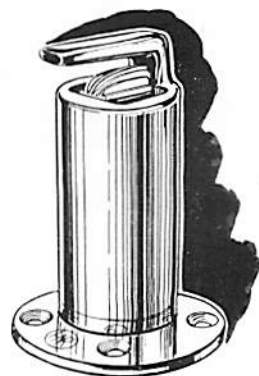
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QUALITY FITTINGS

for the discriminating yachtsman



Jiffy Jib Jam

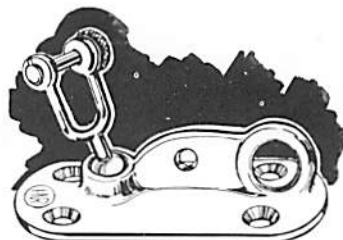
PRICE \$18.00 POSTPAID

AS USED BY THE SCHMIDT BROTHERS OF BRAZIL IN WINNING THE 1963 WORLD'S SNIPE CHAMPIONSHIP

Also used by several National Champions in other classes. This is the fitting most of the top skippers have come to realize as being the ultimate in jibsheet control. Fast and efficient, eliminates fumbling and is a boon to your crew. Double acting cam works both ways, making only the one fitting necessary. Releases instantly with a simple flip of the wrist, saving precious seconds every time you tack. Sheet automatically slides up the tube, engaging the cam, and is held positively and firmly in the desired position. Your crew can even hike-out with the jibsheet as support **without it coming unjammed**. Adopted as standard equipment by many builders of the Snipe class.

Made of chrome plated bronze alloy and comes complete with fastenings. Mounts on aft end of centreboard box and takes 5/16" or 3/8" dia. sheet. Weighs 11 ozs., height 3-1/2" with a base dia. of 2-1/2"

The four items depicted here were adopted as standard equipment on all the snipes used in the 1964 Western Hemisphere Championship.



4 in 1 Forestay Fitting

PRICE \$12.00 POSTPAID

This is the fitting that makes anything else up for'ard, superfluous. Incorporating four fittings in one, you have a mooring eye for up to 1/2" dia. rope, forestay anchorage hole for jaw type rigging terminal, jib tack attachment with no-lose pin, and a ball-joint swivel allowing the jib to swivel freely, eliminating wrinkles, giving your jib the efficiency it was designed to deliver. All this in one small fitting, made of chrome plated bronze alloy, 3" long, 1 1/4" wide, and weighing but 3 ozs. Comes complete with thru-deck fastenings.



Sterling Silver
TIE CLIP or Ladies **PIN**
with your SNIPE number \$4.50
Jim Parks, postpaid
623 Leonard Pkwy,
Crystal Lake, Ill. 60014 cuff links
\$ 8.50 pp.

Snipe Building Plans

BLUEPRINTS . . \$5.00
REVISED JULY 1960

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Two National Champions say, "These sails are real winners!"

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NEW! LAMINATED
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Wells Wanderings



SOUTHERN RACING CIRCUIT - Part One



by Ted Wells

This is written after the Nassau Regatta and the BULLETIN deadline is prior to the start of the Clearwater Midwinter, so the latter will have to wait until next month. Which has always made me wonder -- why not have a Midwinter Regatta in Midwinter instead of two weeks before Spring arrives? They always tell us how wonderful the winter was before we arrived.

Nassau had delightful weather, light to moderate winds, fairly warm to almost hot temperatures, and typical regatta weather in that whatever was normally the correct tactic turned out to be wrong. The lesson to be learned there apparently was simply (with light to moderate winds) sail like you were on a lake and don't get pre-occupied with tides or what ought to happen according to past norms, because it probably won't!

Professional jealousy prevents my advertising other authors or books, but one of them advises, "Expect the unexpected!" This was perfect advice for this regatta. I wish I had followed it on a couple of occasions in the Bacardi Series, and Basil Kelly wishes he had in the Gambelin Series.

BOARD OF GOVERNORS MEETING (Continued)

Here are the items covered by the last two paragraphs of my letter on Rule Book revisions suggested for consideration at the Board of Governors meeting in Indianapolis:

(3) GENERAL CHANGES TO YEAR BOOK NOT AFFECTING RESTRICTIONS AND MEASUREMENTS

These changes will be incorporated after appropriate action by the Board of Governors where required, when and if a 1965 edition of the year book is printed.

BY-LAWS

Section 1. Racing season shall be from January 1 through December 31. (This was adapted some time ago, but did not get published).

Starting at Page 92 - Major Regatta Trophies:

HUB E. ISAACKS TROPHY: - Omit paragraph on Official Representative. Also correct page reference on time limit (or omit).

O'LEARY TROPHY: - Substitute "World Championship" for "International Championship".

U. S. NATIONAL CHAMPIONS REGATTA: - Page 146 - Ref. to P. 189 should be corrected or omitted. Page 147 - Ref. to P. 180 should be corrected. Omit paragraph on Official Rep.

HAYWARD WESTERN HEMISPHERE TROPHY: - Page 105 - Ref. to P. 180 should be corrected or omitted. Omit paragraph on Official Rep.

EUROPEAN CHAMPIONSHIP TROPHY: - Page 110 - Ref. to P. 180 should be corrected. Omit paragraph on Official Rep.

PAGE 104 - WESTERN HEMISPHERE TROPHY:- Where it says, "Skippers shall draw a boat by lot before each race" - this was interpreted in Canada to mean immediately before each race. Actually, it would be desirable to complete all drawings before the regatta starts. Change to read: "--- shall draw a boat by lot for each race and shall sail a different boat in each race. The drawing may be made at any time."

Also - all representatives in Canada voted for always having two boats per country - so the paragraph "OPEN TO" should read: "Two skippers from any ---, etc." -- preferably the National Champion and Runner-Up for the current year. Omit the next sentence.

PROPOSED CHANGES IN RULES FOR CONDUCTING NATIONAL AND INTERNATIONAL CHAMPIONSHIP REGATTAS

Page 127 - To the first paragraph add the sentence from page 122: "Complaints about courses and starting lines should be settled before a race starts".

Page 128 - Rule 1. (a) "-----, the race shall be cancelled. Change to read: "-----, the race shall be cancelled or abandoned." (See NAYRU 1964 - Part I Definitions Page 138: "A cancelled race is one which cannot thereafter be sailed." "An abandoned race is one which is stopped while it is in progress, and which can be resailed at the discretion of the race committee.")

Page 130 - Rule 2 (d) - change last sentence to read "at the same time the boat carrying the second mark should be dispatched to set this mark as required for the specified triangle.

Page 130 - Rule 2 (e) - add: "Do not move the committee boat or the mark at opposite end of starting line after the five minute signal".

Page 131 - Rule 3. (a) - Omit the second sentence - "The Committee boat shall be moved after the second lap and anchored to establish the finish line". Replace with: "The committee boat shall note the elapsed time of the lead boat of every fleet racing for completion of the first lap, then proceed to establish the finish line."

Page 131 - Rule 3. (b) (new) - "The length of the finish line should be equal to the number of boats in the race multiplied by five feet, but not less than 100 feet or more than 150 feet." If the wind has shifted so that there is no tacking on the final leg, the line shall be perpendicular to the course from the previous mark.

Page 131 - Rule 5. (c) - Replace "called off" with "abandoned".

Page 132 - Rule 5. (d) - Add: "If this signal is used during a race, two guns shall be fired. Lead boats should be notified.

Page 132 - Rule 8. (a) "The first five boats to finish in any race should be checked immediately upon arrival at the mooring to be certain -----" Change to read: "The first five boats to finish in any race shall be checked as soon as possible to be certain -----".

Page 132 - Rule 11. Add paragraphs:

(c) The Board of Governors of SCIRA shall appoint an Official Association Representative for each regatta to see that the regatta is run in full

HOWIE RICHARDS

Canadian National Champion
Maritime Provinces Champion
Nova Scotia Provinces Champion

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for making me the best
suit of Snipe sails I
have ever seen."



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accordance with the deed of gift for the specific regatta and the Rules for conducting National and International Championship Regattas. The Official Representative shall have full power to assume the duties of Race Committee Chairman or other official if he is convinced that the regatta is not being properly run. He shall assist all committees in an advisory capacity and shall be consulted in any disputes concerning SCIRA Rules, but shall not be a member of any committee. He should be on hand far enough ahead of time to advise on any controversies concerning measurement, and during the races should be on the Race Committee boat.

(d) Decisions of the race committee, judges, protest committee, and official representatives are final as far as award of trophies and the determination of the winners are concerned. They may be appealed to the Board of Governors or any other authority subject to IYRU rules for future guidance.

(e) Flags need not be carried at the masthead.

(4) CHANGES IN RULE BOOK APPLYING ONLY TO U. S. A.

COMMODORE CHARLES E. HEINZERLING TROPHY

Page 147 - Paragraph "OPEN TO" - Consideration should be given to change the Deed of Gift so that the National Champion of the preceeding year should automatically qualify for the Heinzerling as well as the Crosby. This recommendation is made because the National Champion should always be allowed to defend his title. In the current system of running qualifying races back-to-back, if the defending champion should have a major breakdown in the 1st of a back-to-back race, in all probability he will miss the next race also, and perhaps not qualify. Several other instances could keep him from qualifying. THE CHAMPION SHOULD NOT HAVE TO FIGHT THE "TROOPS" THRU QUALIFYING RACES. He could, if he wishes, race in the Crosby and points counted towards the Harold Griffith trophy.

An active boat is now defined simply as one which is in good standing with his fleet and SCIRA, just as the paragraph reads. There is no additional requirement that the boat must have participated in any number of races to be considered as active in determining the number of entrants from any given fleet.

COMMODORE CHARLES E. HEINZERLING TROPHY

Page 146 - Paragraph "REGATTA" - omit page references.

Page 146 - Paragraph "REGATTA" - this paragraph states and 147 that 5 races shall be held in the Crosby series with the highest point scores (24) will race in the Heinzerling. The one race drop as stated (page 155, The Crosby Memorial Trophy, paragraph "Regatta") should be added to clarify and avoid confusion. Also, the automatic inclusion of the defending champion if so decided by the Board.

Page 147 - Paragraph "TIME LIMIT" - Omit page references.

Page 148 - OFFICIAL ASSOCIATION REPRESENTATIVE-Delete. Now part of " Rules for Conducting National and International Championship Regattas".

(Concluded top of next page)

THE CROSBY MEMORIAL TROPHY

Page 157 - Paragraph "AWARDED TO" - "The individual obtaining the highest point score in these three races". Change these to five.

DISTRICT No. 2 CHAMPIONSHIP

Page 165 - "WILLIAM H. KILPATRICK" Change to "WILLIAM M. KILPATRICK" in two places.

BY-LAWS - Page 49

Section 2:

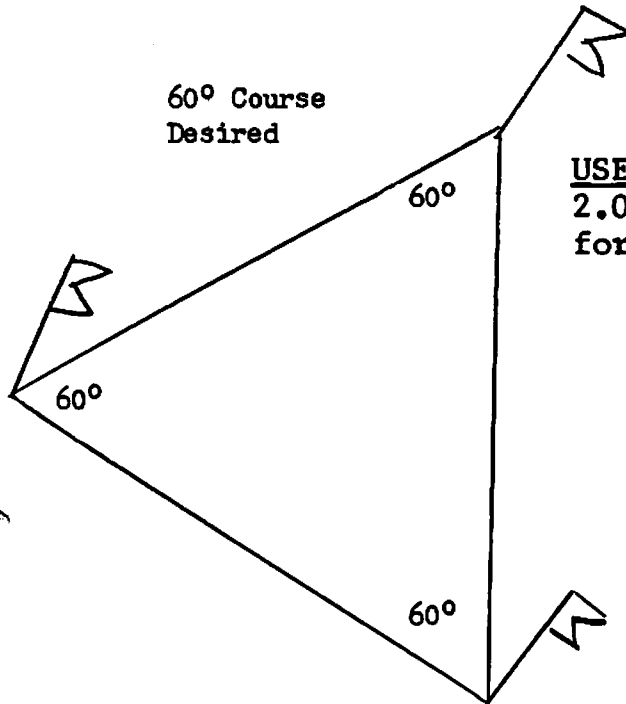
New charges for issuing numbers for U. S. A. , Canada, Bahamas and Bermuda shall be \$25.00 per boat regardless of material. Home builders shall receive credit for any payments made for BUILDING A PLYWOOD SNIPE and/or plans.

Section 11 - after point score "and/or sanctioned regatta . . . races of the current season". This was actually decided some years ago.

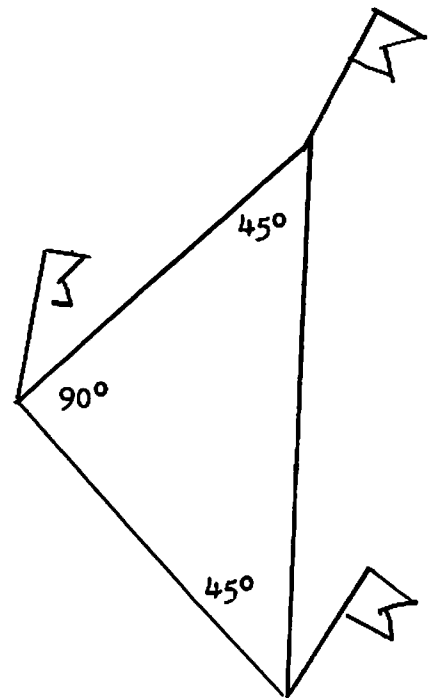
MILEAGE CHART

Use in conjunction with
REQUIRED COURSE AND STARTING LINE - 1960

Page 129 of the 1964 Rule Book



USE NAUTICAL MILES
2.026 yards per mile
for both courses



OLYMPIC TYPE COURSE

(1 lap triangle and
1-1/2 lap windward/
leeward. i.e.
windward/leeward/
windward)

	total
.7 mile legs (1418 yds)	- - - 4.2 Miles
.8 " " (1621 ")	- - - 4.8 "
.9 " " (1823 ")	- - - 5.4 "
1.0 " " (2026 ")	- - - 6.0 "
1.1 " " (2228 ")	- - - 6.6 "

2-1/3 LAP TRIANGLE

.6 mile legs (1216 yds.)	- - - 4.2 Miles
.7 " " (1418 ")	- - - 4.9 "
.8 " " (1621 ")	- - - 5.6 "
.9 " " (1823 ")	- - - 6.3 "
1.0 " " (2026 ")	- - - 7.0 "

OLYMPIC TYPE COURSE

Windward Leg	Each Reach	Total
.77 (1560 yds)	.55 (1115 yds)	- - 4.1 Miles
.83 (1680 ")	.59 (1200 ")	- - 4.5 "
.93 (1885 ")	.63 (1273 ")	- - 5.0 "
1.00 (2026 ")	.7 (1418 ")	- - 5.4 "
1.11 (2254 ")	.78 (1580 ")	- - 6.0 "
1.3 (2634 ")	.9 (1823 ")	- - 7.0 "

2-1/3 LAP TRIANGLE

Windward Leg	Each Reach	Total
.7 (1418 yds)	.5 (1013 yds)	- - 4.1 Miles
.77 (1560 ")	.55 (1115 ")	- - 4.5 "
.855 (1735 ")	.61 (1240 ")	- - 5.0 "
1.0 (2026 ")	.7 (1418 ")	- - 5.8 "
1.1 (2228 ")	.78 (1580 ")	- - 6.4 "

COME ON AND, HEAR!
COME ON AND, HEAR!

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This 11th Annual Regatta for Penguins, Snipes, Thistles, Lightnings, and Cougars will be held on Lake McKellar May 7-8-9th with the Delta Sailing Club as host.

For reservations write to: Frank Abbott, 1071 Kings Park Rd., Memphis, Tennessee.

SHREVEPORT

SNIPES SPRING CHAMPIONSHIP REGATTA

MAY 1 - 2, 1965

SHREVEPORT, LOUISIANA.

Write: John McKee, 736 Oneonta St., Shreveport, Louisiana

The PRIVATEER YACHT CLUB
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*The 14th Annual Southern Regatta
Lake Chickamauga
SAT·SUN·MAY 15-16
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First Class: Racing - Launching - Accommodations
Only 50 miles from Buffalo on a four lane highway
CONTACT: Arch Howie, c/o RHYC, Hamilton, Ont., Canada

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(most of us anyway) **Regatta**

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Win the Famous Governor's Bucket

Cowan Lake, Ohio

Write: — June 5-6, 1965
Frank Suesz
3763 St. Johns Tr.
Cincinnati, Ohio 45236



SANCTIONED SNIPES REGATTAS-

MAY 1-2 SHREVEPORT SPRING Regatta, Shreveport YC, Shreveport, Louisiana. Free meal and refreshments on Friday night to all who register that day. John McKee, 736 Oneonta St., Shreveport, Louisiana.

MAY 14-15-16 4th ANNUAL ROSE CITY REGATTA, Tyler YC, Lake Tyler, Tyler, Texas. Jim Finlayson, Old Ballard Rd., Tyler, Texas

MAY 15-16 SOUTHERN SNIPES CHAMPIONSHIP, Privateer YC, Chickamauga Lake, Chattanooga, Tennessee. Glenn E. Young, 5706 Lyle Circle, Hixson, Tenn.

MAY 22-23 DALLAS CORINTHIAN YACHT CLUB Invitational Regatta, Lake Dallas. Arthud P. Nazro, Box 2112, Dallas, Texas.

MAY 29-30-31 DISTRICT 2 Championship Regatta, Grand Lake, Oklahoma. Reservations and deposit by May 15th. Shangri-La Lodge, Route 3, Arfon, Oklahoma. Henry Towles, 22 Park Ave., Oklahoma City, Oklahoma.

MAY 29-30 NORTHEASTERN INVITATIONAL Regatta, Royal Hamilton YC and the Oakville YS, Hamilton Bay, Hamilton, Ontario, Canada. Arch Howie, RHYC, Hamilton, or Roger Flawn, Oakville YS, Oakville.

MAY 29-30 WHITTEMORE-St. JOHN Invitational Spring Regatta, Lake Quassapaug, Conn. Quassapaug Yacht Club. Dr. Phillip Paul, 23 Summit Rd., Naugatuck, Conn.

JUNE 5-6 RIFF-RAFF Regatta, Cowan Lake YC, Cowan Lake, Ohio. Frank Suesz, St. Johns Terrace, Deer Park, Ohio.

JUNE 5-6 FORT WORTH BOAT CLUB Regatta, Lake Eagle Mountain, Ft. Worth, Texas. O. L. Pitts, 2201 Montgomery St., Ft. Worth, Texas.

JUNE 12-13 HEART OF AMERICA Regatta, Quivira SC, Lake Quivira, Kansas City, Kansas. John K. Boyd, III, Lake Quivira, Kansas City 66106

JUNE 19-20 OHIO STATE OPEN Championship Regatta, Chippewa Lake YC and Portage Lakes YC, Chippewa Lake, Ohio. Arthur B. Kenat, 17819 Naragansett Ave., Lakewood 7, Ohio.

JUNE 19-20. OKLAHOMA CITY BOAT CLUB Regatta, Lake Hefner. Dave Babcock, 3143 Wilshire Terrace, Oklahoma City, Okla.

JUNE 26-27 MIDWESTERN CHAMPIONSHIP Regatta, Wichita Sailing Club, Santa Fe Lake. Ted A. Wells, 753 Edgewater Road, Wichita, Kansas.

JULY 10-11. MYSTIC LAKES Invitational Regatta, Winchester Boat Club, Upper Mystic Lake, Winchester, Mass. R. M. Swanson, 44 Swan Rd., Winchester, Mass.

JULY 17-18 DISTRICT 1 Championship - Senior and Junior Regattas run concurrently. Winchester Boat Club, Upper Mystic Lake, Winchester, Mass. R. M. Swanson, 44 Swan Rd., Winchester, Mass.

JULY 30-AUGUST 7. U.S. JUNIOR AND NATIONAL CHAMPIONSHIP Regatta, Ivy Club, Lake Peoria on Illinois River. Stan Salzenstein, 213 SW Adams St., Peoria, Illinois.

AUG. 14-15 ROCKY MOUNTAIN Snipe Championship, Rocky Mountain SA, Shadpw Mountain Lake, Grand Lake, Colorado. W. T. Scofield, Box 826 Rt. 3, Golden, Colorado.

SEPTEMBER 6-16. 1965 WORLD CHAMPIONSHIP Regatta of the Snipe Class, Gran Canaria Club Nautico, Las Palmas, Canary Islands. Note change of actual dates necessitated by steamer schedules transporting boats from the Western Hemisphere. More details later.

SEPT. 11-12 INDIANA STATE Open Championship, Indianapolis SC, Geist Reservoir, Indianapolis, Indiana. Paul Went, 3605 Balsam - Apt. 22, Indianapolis, Ind.

KICK-OFF
REGATTA

MAY 15-16

The Lansing Sailing Club

invites you to bring your Snipe and a kick-up rudder to a kick-off regatta with

THE LANSING KICK-UP FLEET

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FOR SALE: BRITISH BUILT FIBRE GLASS BOATS. Wooden deck and trims. Three built-in buoyancy compartments. Price complete ex works, ex sails \$592.00. Approximate freight \$154.00. Particulars on request. Lockeyears, Boat Builders, Crow Hill, Broadstairs, Kent, England.

RUGGED ALUMINUM WHISKER POLES - buoyant, light, strong. Shaped half-moon rubber pad clings to the mast, yet cannot gouge or scratch the varnish. Large, clothes-pin type jaws grasp the jib sheet hard enough to jibe the pole, yet release instantly. \$20.00 Postpaid.

We also make buoyant, light, aluminum tubing **UPHOLDERS** for dagger boards. 18" uplift, enough to retract the point of the board within the trunk. \$3.50 Postpaid.

Clarence Borggaard, The Boat Shop, 391 Riverside Ave., Medford, Massachusetts 04416.

NOTICE - INVENTORY CLEARANCE. Sale of all masts, booms, poles, boom crutches, rudders, and tillers. Up to 60% off list price on second grade masts and booms. Write for list and description. Fred Post, 2020 East 1st St., Tempe, Arizona.

FOR SALE: SEVERAL GOOD USED FIBERGLASS SNIPE.

Registered boats from 11318 to 14736 at a bargain. Chase Marine sales, Cuba, N. Y. Phone; Olean, N. Y. FR2-0328

FOR SALE: ONE NEW SCIRA MODEL SNIPE HULL. Will complete to suit or sell as is. Light blue deck and white hull. Attractive price to interested party wanting to save. Also available 3 - 65 lb. galvanized steel dagger boards. Varalyay Boat Works, 1868 W. 166th St., Gardena, Calif. 90247

FOR SALE: SNIPE 3519 - \$375.00. Complete with sails, spare rudder, and tiller. Mahogany planked. Fiberglassing seams would be a good Spring project. Write to R. Hallisey, 10 Rangeley Rd., Winchester, Mass., or phone: Days LI 2-7756 or Evenings: PA 9-4944.

WANTED: LOTS OF SNIPE at the RIFF-RAFF REGATTA, Cowan Lake, Ohio, June 5-6th. Compete for the famous Governor's Bucket on Saturday Night!!!

FOR SALE: IRISH FIBERGLASS SNIPE 13849. Watts sails; aluminum mast; no trailer. \$850.00. Hugh Tomlin, 2920 Beechwood Ave., Muncie, Indiana. Phone: 288-5968.

FOR SALE: SUIT OF WATTS DACRON SAILS, medium cut. Used only one season. A bargain at \$85.00. Also an aluminum daggerboard - 3/8" thick with holes which can be made into proper slots; wooden handle - \$50.00. Ed Metzger, 505 West Point Dr., Akron, Ohio 44313.

FOR SALE: SNIPE: #2253 - #3993 @ \$550.00. #7000 for \$500.00. #8989 for \$660.00. #11060 for \$600.00. We want to get these boats back in circulation. For further information contact: Jane Nevin, 311 Yale Ave., Swarthmore, Pa. 215-213-2238.

WANTED: ANY U. S. SAILOR coming to London soon to get in touch with me. Peter G. Harris, National Secretary for England, Highover, Westerham, Kent, England.

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Marc Teurlay

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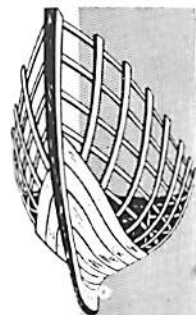
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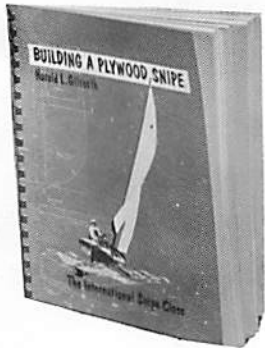
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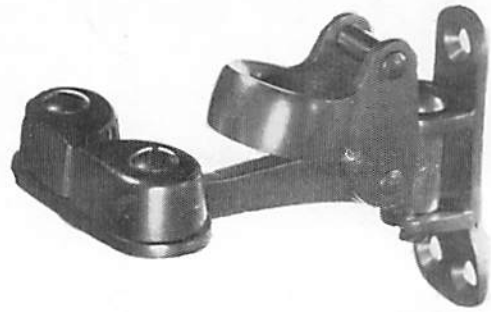
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