

SNIPE BULLETIN

AUGUST 1955

VOL. 5 NO. 3



Harold Gilreath in 8653 (synthetic) just manages to cross the line ahead of Dr. Richard Blumberg in 9876 (cotton) in late afternoon racing on Lake Allatoona, Georgia. Note the difference in the sail seams! - Delta-C&S Air Lines.

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SNIFE BULLETIN

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

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Forms close on the 10th 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 **SNIFE BULLETIN** of any change in address, giving both old and new addresses.

NOTICE TO ALL FLEET CAPTAINS: Your main duty is to keep your fleet organized and running according to **SCIRA** rules. And the first and most important thing is the collection of dues. A healthy treasury is a most important asset and **SCIRA** activities are largely governed by what we can afford. Many things have been suggested which, as an organization we should and would like to do for the benefit of the Class, but prudence urges caution and we file them away. Our financial problems can be easily solved, not by increasing dues or other charges, but by simply getting more snipe owners to join **SCIRA**. There are many unattached boats around owned by sailors who may just be waiting for such an invitation. Urge them to do so and we will all benefit by such a membership drive.

Starting in September, only paid-up skippers and their crews will receive the Bulletin. All others will be dropped! Go over your fleet list carefully and see what you can do for **SCIRA**.

IF YOU ARE NOT ATTACHED TO A FLEET, JUST SEND YOUR \$5.00 DUES IN TO HEADQUARTERS DIRECT.

ALL SET FOR THE WORLD CHAMPIONSHIP RACES.

August is the big month for Snipers this year. The U. S. Nationals will be in progress about the time you get this Bulletin and the lucky winner is scheduled to go to Santander, Spain, to represent the U. S. in the Snipe Class World Championships. Entry blanks have been received from Jose Maria Lasasosa-Dilla, Spanish National Secretary, and, as the General Chairman of the Regatta, he assures us that the event promises to be the biggest and best on record. Competition, of course, will be most keen. Sven Rantil informs us that Paul Elvstrom, Danish gold medal winner at the last two Olympic Games (England and Finland) is sailing a snipe this year and will be on hand. It promises to be a most exciting event and all **SCIRA** officers and members extend most hearty congratulations and best wishes to all the national champions as they gather from all over the world to race "the best little boat in the world". **GOOD SAILING!**

CALIFORNIA FLEETS ARE ACTIVE.

On April 21st, a group of Northern California Snipe Class sailboat skippers met at the Encinal Yacht Club and formed the Snipe Association of Northern California. They chose as officers: Jules Voerge, Jr., President; Don Trask, Vice-President; Bill Green, Secretary; and Bob Huggins, Treasurer. This is the first time the northern California snipe sailors have banded together as a single unit. Their purpose is to promote the class by building more boats, helping those interested in the class, sponsoring races, and acting as liaison between the skippers in the area and the District #6 Governor.

Their first task was to sponsor the Snipe Class Pacific Coast Championships at Richardson's Bay just north of Sausalito on July 9-10th. All the top skippers from the Pacific Coast were there, with southern California sending up stiff competition, led by Tom Frost. Tom, now a student at Stanford, was the Pacific Coast Champion in 1953; sec-

ond in the International Championships at Monaco in 1953; 1st in the 1953 National Championships; 1st in the 1953 Junior National Championships; and 1st in the 1954 National Championships. You can see that Tom is no slouch. Also from southern California is Charles Merrill of Alamitos Bay, winner of the 1954 Pacific Coast Championships. He and his dad, Paul Merrill, sail as a team, with dad acting as crew.

While this is surely fine competition, the northern boys can count on the following to give them good races: Jules Voerge of LMSC, the SBRA champion for 1953 and always a leading contender in any race; Rod Pimental of EYC, a hard-driving skipper and the 1954 SBRA champion who likes nothing better than a good blow, but can also go in the light stuff; Bob Carrick of LMSC, who placed 3rd in the 1946 International Championships and 1st in the Junior Nationals, has recently purchased another snipe and will be active again. Then there is a new-comer in the area--Bob Huggins of LMSC, formerly sailing at Winchester, Mass., and he has won an impressive number of races--much to the local boys' dismay. Dorward Henderson of EYC, a snipe veteran from Alameda, has sailed snipes for over 15 years and is still going strong.

This is a fine example of the class of sailors out in California and the rest of the U. S. snipers always have an eye cocked in that direction. They have been quite active this year and predict steady growth of the class in the area. Jules Voerge has done a tremendous job in getting the snipe skippers together and deserves a great deal of credit for arranging to have the P. C. C. held in San Francisco Bay. The regatta was covered by Tel Ra Productions and went out over 34 stations in 16 states, including Alaska and Hawaii, on the Telesport Digest program. Such activity and fine publicity will most assuredly arouse more interest in our great little SNIPE.

BOTVED SNIPEs AVAILABLE AT U. S. DEALERS

A. P. Botved, well-known Danish snipe builder, has established two new dealerships in the U. S. In addition to Ole Botved at 767 High Ridge Rd., Stamford, Conn., he has appointed Jim Orr, 5830 S. W. 3rd. St., Miami 44, Fla., and Ellen Jordan, 205 Calle Mayor, Apt. 8, Redondo Beach, Cal., as agents for his boats. Thus the country is pretty well covered and, if anyone wants to see the boat, what it costs, etc., demonstration models will be on display at these three places. They have also added sets of color slides--30 to a set--showing their fiberglass snipes in beautiful colors from A to Z. These sets of color slides may be borrowed by anybody and are primarily for people who live too far away from the dealers to see the boats. Thus they have a chance to see how the boats are made and what they look like, as well as the many exclusive gadgets they put on their fiberglass Snipes. All their fiberglass boats are fitted with Elvstrom sails and are thus qualified to be "sure winners".

NEW SNIPE TRAILER PLANS ARE PRINTED.

A few years ago, Tom Hanna of Nine Mile Point Fleet 29 at Rochester, N. Y., designed a trailer especially for his Snipe and it was so successful and so much admired by other skippers that he sent in a blue-print which was subsequently printed in Jib Sheet. SCIRA has furnished this blue-print at a nominal charge ever since.

Now Stan White, of the Bantam Lake (Connecticut) Fleet 301, submits a design for a new improved modern trailer which certainly looks good to the engineers in the Class. It is an all steel pipe and channel assembly welded together to form a light, compact job on different lines from Hanna's trailer and we print it on page 5 for your inspection and convenience. All details are complete and we recommend serious consideration of the project if you need a trailer. In recent years, the boat industry has been flooded with all types of carriers and trailers, where, a few years ago, there were none of any merit and there are some beautiful products available. However, a good snipe trailer costs around \$100.00 on the average and it is possible that, while costs will vary greatly according to locality, facilities, and your own personal ability, this job may be exactly what you are looking for. If it is, give thanks to Stan White!



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.

Make your next suit of Snipe sails Watts sails!

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Southern Sailmakers

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Complete specifications, fabric samples, etc., are available on request and with no obligation!

JERRY JEROME WINS MIDWESTERN CHAMPIONSHIP AT WICHITA

In order to prove that it isn't always hot and windy in Kansas, the weatherman provided pleasant temperatures and perfect sailing breezes for the Midwestern Championship Regatta held at Lake Afton near Wichita, Kansas, on June 25-26. He failed, however, to co-operate in arranging the direction of the wind, and it blew almost directly across the very narrow lake.

The first race Saturday afternoon started half an hour late as a result of the regatta chairman waiting until the last minute before laying out a course with the futile hope that he could guess where the wind was going to be by the time the starting gun went off. The course ended up by consisting of one beat, two close reaches, and a run, with a wind of about 10 to 15 mph. John Rix of Wichita in his new fiberglass Snipe took the lead shortly after the start and steadily increased it to the finish line, followed by Jerome, Wells, and Williams.

In the second race Saturday afternoon, the marks were again shuffled around and each lap consisted of two beats, a reach, and a run (the wind hadn't yet gotten directly across the lake--the worst was yet to come!). This race was quite close with Wells leading and Jerome and Hattie Carver battling for second place. Hattie picked up a little extra breeze close to the finish line and scared Jerry into tacking away from her, with the result that she finished in second with Jerry right behind her. Rix took a DNF in this race as a result of a broken main halyard and Bill Kilpatrick of Oklahoma City came in fourth.

In the third race Sunday morning, the wind was shifting 45 degrees on each side of a direction directly across the lake, so 8 marks were put out to provide three short beats with reaches in between and a run back to start the course over again. Commodore Eddie Williams and Jerome had a private battle far ahead of the rest of the fleet with Williams leading most of the time but Jerome was out in front when it counted the most. Rix replaced his halyards and took third place with Wells, after a bad start and took third place and Wells, after a bad start, worked up to fourth.

The Saturday night cocktail party and buffet dinner at the Lassen Hotel, a feature of the regatta for many years, was its customary big success. Trophies were presented for the first ten skippers and crews at the trophy presentation luncheon at the lake. 22 boats from 7 cities took part in the regatta. Places in the individual races are given below:

SCIRA MIDWESTERN CHAMPIONSHIP.

SKIPPER and CREW	CLUB.	RACES	1	2	3	PTS.
Jerome-Rathje	Sequoyah	2	3	1	4	565
Wells-Lippitt	Wichita S.C.	3	1	4	4	4413
Williams-Henry-Beddo	Missouri Y.C.	4	8	2	3	3979
Rix-Rix	Wichita	1	DNF	3	3	3444
Kilpatrick-Taylor	Oklahoma City	7	4	11	3	3425
Livergood-Webb	Tulsa	6	5	12	3	3362
Hughes-O'Brien	Iowa-Nebraska	5	13	6	3	3250
Carver-Pelley	Green Lake, Wis.	15	2	10	3	3140
Doennecke-McElwain	Tulsa	8	9	9	3	3137
Hoyt-Hoyt	Lake Quivera	11	11	5	3	3096
McClung-McClung	Iowa-Neb.	14	6	8	3	3043
D. Westholt-Shaw	Missouri Y.C.	16	7	7	3	2937
Diane Westholt-Higgins	Missouri Y.C.	9	10	14	2	2714
Becker-Becker	Tulsa	12	12	13	2	2466
Brown-Williams	Wichita	13	15	15	2	2136
Ames-Thomas	Wichita	10	14	13	2	2090
Jones-Jones	Wichita	15	16	17	2	1777
Gunn-Mann	Oklahoma City	19	12	13	2	1725
Kintas-Kintas	Wichita	20	17	19	1	1501
Mockler-Whelan	Iowa-Neb.	18	DNF	18	1	1458
Stanley-Stanley	Wichita	22	18	20	1	1331
Kennedy-Kennedy	Wichita	21	DNB	16	1	1025

"My wife says that, if I don't give up snipe sailing, she is going to leave me."

"Is that so? Too bad!"

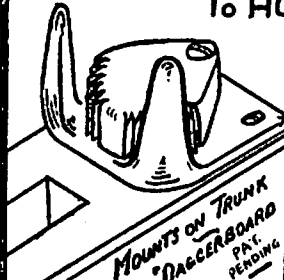
"Yeh! I'm going to miss her."



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 270 FERRIS AVENUE
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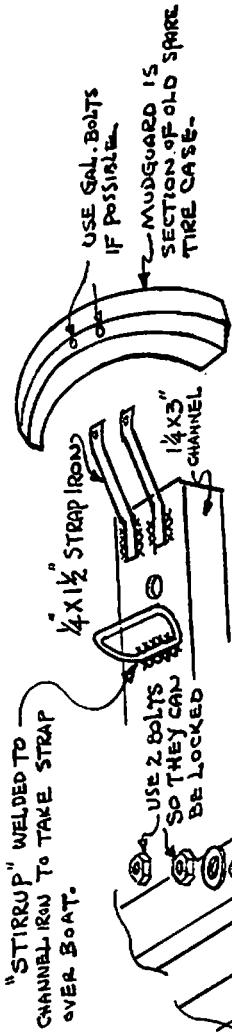
CUSTOM BUILT SNIPES

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 State your needs — write for prices

Hollow Masts - Booms

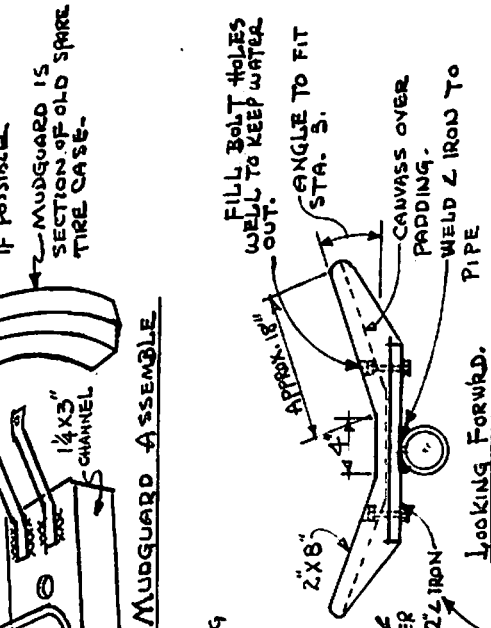
Luff-slot entrance ash-reinforced on both

1954 WESTERN HEMISPHERE CHAMPIONSHIP
 GERBER SNIPES TOOK 1st and 2nd PLACE!



MUDGUARD ASSEMBLY

"STIRRUP" WELDED TO CHANNEL IRON TO TAKE STRAP OVER BOAT.

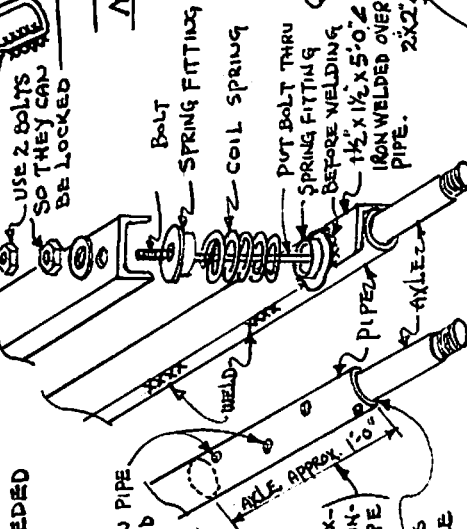


PLACE FOR MAST & CENTREBOARD CAN EASILY BE RIGGED.

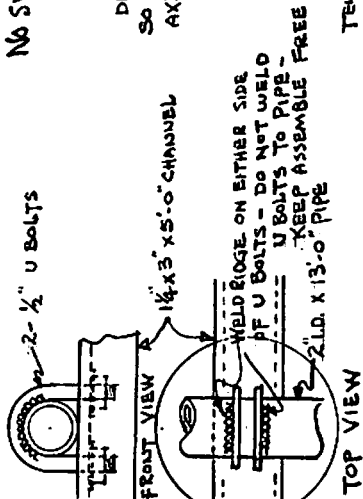
NO SWAY BAR NEEDED

DRILL HOLES IN PIPE SO YOU CAN WELD AXLE TO PIPE

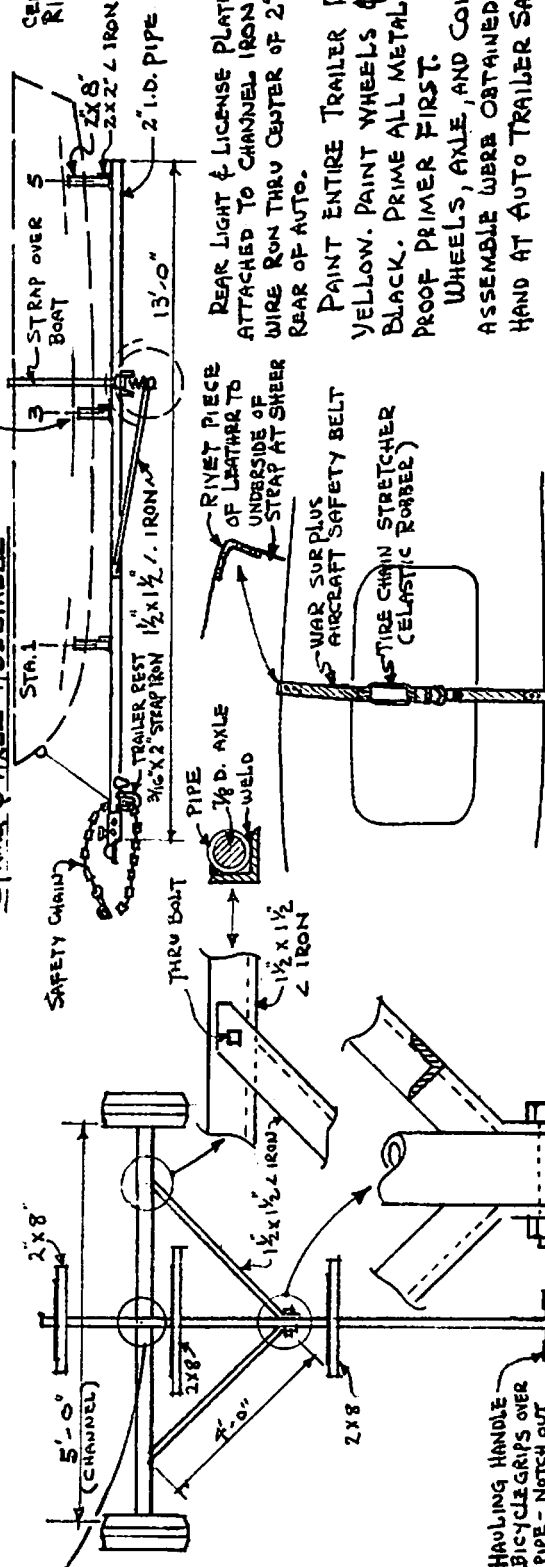
AXLE TO EXTEND ABOUT 1'-0" IN. TO EACH END OF PIPE
SIZE OF PIPE IS DETERMINED BY SIZE AXLE AVAILABLE.



SPRING & AXLE ASSEMBLY



DRAW BAR & CHANNEL ASSEM.



DETAIL OF STRAP OVER BOAT

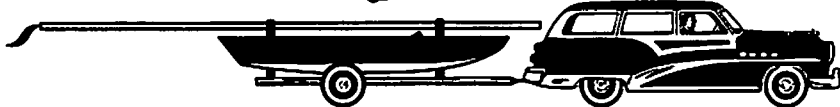
REAR LIGHT & LICENSE PLATE ASSEM. ATTACHED TO CHANNEL IRON. LIGHT WIRE RUN THRU CENTER OF 2" PIPE TO REAR OF AUTO.
PAINT ENTIRE TRAILER PRIMROSE YELLOW. PAINT WHEELS & SPRINGS BLACK. PRIME ALL METAL WITH RUST PROOF PRIMER FIRST.
WHEELS, AXLE, AND COIL SPRING ASSEMBLY WERE OBTAINED SECOND HAND AT AUTO TRAILER SALES LOT.

SPAIN WHITE · BANTAM LAKE SNIPE FLEET

TOP VIEW OF TRAILER

HAULING HANDLE BICYCLE GRIPS OVER PIPE - NOTCH OUT MAIN PIPE & WELD UNDERNEATH.

Wells Wanderings by Ted Wells



MORE ON RULES AT MARKS.

The rules as far as right-of-way at windward marks are really quite clear; but every regatta seems to bring up a few arguments on the subject, particularly where the windward mark is to be left to starboard.

A situation frequently arises, where windward marks are to be left to starboard, in which the boat approaching the mark on a port tack actually has the right-of-way--this because the starboard boat must tack to round the mark and cannot do so unless he can complete his tack without interfering with the port tack boat as required by Rule 6. When this situation occurs, all that the starboard tack boat can do is to keep on going until he is far enough to windward so that the port tack boat can go between him and the mark, and then make his tack.

When two boats, both on the starboard tack, are approaching the mark, the boat to windward and behind has the right-of-way over a boat to leeward and ahead, again because of Rule 6; and the boat to leeward and ahead must remember that there is no rule that requires the boat behind and to windward to tack immediately upon reaching the mark. If the boat behind wishes to go beyond the mark for several boat lengths or a quarter of a mile, that is his business; and the boat ahead and to leeward must stay clear. Also, a boat which is clear ahead of another one by only a small amount must remember that his stern will swing out when he tacks and that even if the following boat is directly behind him, if that boat is very close, the leading boat may have to carry beyond the mark until the following boat tacks, so that the swing of the stern of the leading boat will not interfere with the following boat.

Things are not quite so complicated when the windward mark is to be left to port, as the starboard boat always has the right-of-way. A port tack boat attempting to round the mark ahead of a boat approaching on a starboard tack must be sure that he can complete the tack in time as required by Rule 6. Every now and then a port tack boat will offer as an excuse the fact that the starboard tack boat was overstanding the mark when approaching it and that the port tack boat had room to tack under him between him and the mark. This is fine if the tack from port to starboard is actually completed under the starboard tack boat before the boats reach the mark; however, if the former port tacker approaches close to the mark and flops over onto a starboard tack directly in front of or directly under the starboard tacker as he is in the process of rounding the mark, the port tacker had better go home because he is through. The starboard tacker is not obligated to overstand the mark just because he was doing it while approaching the mark.

The comments above concerning the boat to windward and behind having the right-of-way over the boat to leeward and ahead still applies to two port tack boats approaching the mark, unless the boat to leeward and ahead in this case can gain right-of-way by completing the tack to starboard in time to comply with Rule 6. All of which seems to lead to the fact that it would be a good idea to take another good look at Rule 6.

The important thing about Rule 6 is that the tack must be completed early enough so that the other boat can hold her

course without doing anything about staying clear at all, until the tack or jibe is completed. After the tack or jibe is completed, the boat which does not have the right-of-way must then start to keep clear. The amount of distance necessary between the boats when the tack has been completed will vary greatly with the size of the boats, the wind conditions, and the relative positions of the two boats when the tack is completed. Obviously, six meters require more room than snipes, and in a 30 mph wind, it takes more time for the boat which does not have the right-of-way to get ready to come about or to otherwise clear the right-of-way boat. Appeal decisions of the NAYRU have, however, held that, in the case of two Snipes, the boat no longer having the right-of-way is not entitled to hold a five minute conference trying to decide what to do when another boat has tacked fairly close aboard in a light wind, hoping that by doing nothing it can manage to hit the boat that has tacked in front of it.

What it all adds up to is that the boat no longer having the right-of-way must be given adequate time to keep clear after the tack has been completed. It does not have to do anything in anticipation of having to keep clear, but must promptly start trying to keep clear when the tack has been completed. Also, there is that sentence that says, "When there is doubt, it shall be presumed that a yacht tacked or jibed too close to another yacht."

In the Snipe Bulletin for May, I mentioned the problems involved where two yachts are tacking or jibing at the same time. This rule can be read to mean two different things. My interpretation as I discussed it in that article was the worst one, and I wrote to Bob Bavier, Jr., to see if, in his connection with the NAYRU as corresponding secretary, he could shed any light on the actual intention of the people who wrote the rule. It is his interpretation that tacking at the same time means starting to tack at the same time; and, if the former starboard tack boat in the example discussed started to tack even a second or two before the former port tack boat, the former port tack boat would be considered to be tacking too close aboard rather than tacking at the same time.

SYNTHETIC VERSUS COTTON (continued).

About all that the regattas around this part of the country have proven so far in the synthetic-versus-cotton controversy as far as winning of races is concerned is that on the short courses sailed on Middle Western lakes, when a good man gets out in front he's awfully hard to catch no matter what kind of sails he's using, and that synthetic sails can be used efficiently over a wider range of wind velocity than cotton sails. With a 150-lb crew, I have never been able to handle medium cotton sails efficiently in a wind over about 18 to 20 mph, but in one of the races in the Iowa-Nebraska Regatta, I used medium synthetic sails in a wind that was averaging 25 to 30 mph with occasional gusts as high as 38 to 40 mph. We had to work, of course, but we were able to keep the boat from heeling too much in the average winds and it seemed to me that we were able to work to windward much better in the puffs than we would have been able to do with cotton sails because we didn't get knocked down as badly--probably because of the fact that the sails are slicker and the wind sort of slides off of them.

FIBERGLAS VERSUS PLYWOOD VERSUS PLANKING.

Any argument concerning whether or not a plywood hull was better or worse from a racing standpoint than a planked hull pretty well disappeared last year; but not enough fiberglass hulls have been in competition up until recently to permit any observations on these, and those that have been in competition have generally been owned by newer skippers who wouldn't be considered among those most likely to succeed anyway--with the result that earlier conjectures on the part of some people that a fiberglass hull would automatically be faster than a wood one were replaced by a conviction that somehow the fiberglass hull was slower than the wood one. It has always been my contention that the water didn't know what was behind the paint and that it was more important to know how to sail the boat than to fiddle with the tolerances in building the hull, and I believe that John Rix's performance in his fiberglass Snipe at the Midwestern Championship bears this out. John got ahead in the first race and nobody could catch him. In the second race, he found out that five seasons is too long to use manila halyards and got a DNF, and he took third in the last race. That ought to put an end to that argument.

As Others See It

Voice Of The People

OPPOSED TO CHANGES.

"I can't help but agree with Hal Winston's comments in the June Bulletin. It seems that every year there are changes incorporated which tend to make old boats more obsolete. Especially does this hold for synthetic sails. By allowing something which is so much better, it makes many suits of cotton sails worthless, including mine. We can't impede progress, but it is getting harder to keep up in a home-built boat, what with fiberglass, aluminum masts, etc."

--Herb Shear (San Diego, Cal.)

KEPT HIS OLD BOAT UP-TO-DATE.

"In answer to Hal Winston and any other disgruntled snipers, I wish to say emphatically that a fiberglass hull has absolutely no advantages over my \$280.00 wood-hulled snipe "Banshee" other than maintenance. Nor can I visualize any advantages in an aluminum mast over a GOOD wooden one. I have seen a lot of "sticks" (especially on older boats) that should be converted to toothpicks. However, he does have a big point on synthetic sails, which I think must be allowed as the coming thing. I might suggest that, for sportsmanship's sake, a person shouldn't use any in club races unless a couple of others have them, too."

--Julie Kroeger (Rochester, N. Y.)

WANTS OFFICIAL SCIRA PHOTOGRAPHER.

"Surely, there must be one man out of the thousands of snipe sailors in the United States and Canada who would be willing to gather in 8mm, 16mm, and 35mm pictures and film, spend a little time to edit them and arrange them in good sequences, and make them available to snipe fleets. The film and slides could be solicited through the Bulletin. I am sure there would be sufficient response to at least get a start on such a project. You could call your man the official SCIRA Photographer, if that would be any incentive to a photographer."

—Roy MacKeen (Dobson Y. C.)

WHY NOT IMPROVE THE PIVOT BOARD ?

"Our fleet captain, Burt Eaton, has written asking for a contest to devise a better daggerboard lift. Instead, I suggest that the pivot board be reversed with the curved edge forward so that it can present exactly the same underwater surface as the daggerboard. Experimentation with new synthetic rubber sheet should give suitable results. Closing up the slot and surely a non-leaking pivot pin can be devised. All this would add weight, but the molded rollers could reduce the total back down to 425 lbs."

—Jim Orr (Miami).

WANTED AND FOR SALE DEPARTMENT
CLASSIFIED ADS. Used Boats and Equipment
Why not try an ad here for only five cents a word, at a minimum charge of \$2.00? RESULTS WILL BE GOOD!

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FOR SALE: BOTVED MEASURED SNIPE #9919 with sails, fiberglass covered hull, mahogany deck, stainless steel rigging and daggerboard, complete ready to race--REASONABLY PRICED--J. R. Herzog, Box 263, Smethport, Pennsylvania.

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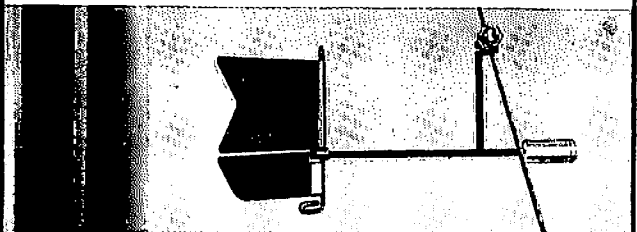
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Race Dates to Come

- Aug. 5-6 U. S. JUNIOR Championship, Lake Allatoona, Georgia. Frederic P. Pember, 877 Beaverbrook Dr. N. W. , Atlanta, Georgia.
- Aug. 8-12 U. S. NATIONAL CHAMPIONSHIP, Lake Allatoona, Georgia. Frederic P. Pember, 877 Beaverbrook Dr. N. W. , Atlanta, Georgia.
- Aug. 20-21 NORTH ATLANTIC Championship, Toms River-Barnegat Bay, N. J. Robert Hoyt, Beachwood, New Jersey.
- Aug. 26-27-28 GREAT LAKES Championship, Peoria Lake, Ill. Cleve Slauson, 15 Parkside Lane, Peoria, Ill.
- Aug. 28 — 1955 WORLD SNIPE CHAMPIONSHIPS at Sept. 1 Santander, Spain.
- Oct. 31-Nov. 1 INTERNATIONAL Regatta, Hofstaede, Belgium.

PEORIA FLEET #131 MAKES PLANS FOR BIG REGATTA.

Old hands at running regattas, but planning extra carefully for the first official Association meet, Fleet #131 at Peoria, Illinois, is host for this year's Central States Championship August 26, 27, and 28 (formerly called the Great Lakes Championship).

Co-chairmen Paul Anton and Cleve Slauson started their committees to working 'way last April to insure all Snipers of a smoothly-run regatta. Boats from Michigan, Ohio, Indiana, Illinois, and Wisconsin will compete for the Chalmers-Burns Trophy and the Dunphy Team Trophy as well as some fancy silver to keep.

At least four boats from each fleet may enter and larger fleets may enter one boat for every five registered boats in their fleet. There will be a \$5.00 entry fee as scheduled by the district Board of Governors last winter at the South Bend meeting. Skippers must bring along their SCIRA card, paddle, anchor, 2 life-preservers, and a protest flag as standard equipment. Sails will be measured.

Busily at work already are Food & Entertainment chairman Dorothy Slauson; Printing chairman Paul Anton; Race Committee chairman Ed Grier; Measurement chairman Tom Head; Publicity chairman Judy Head; Hospitality chairman D. A. Fraser and their able helpers: Stan Salzenstein, Russ Perry, Gersh Tillotson, Bob Martin, Art Pickford, Fred Dace, and many assorted crewing wives.

Lake Peoria and the Illinois Valley Yacht Club (IVY Club), where Fleet 131 headquarters, offer some of the best sailing facilities in the Midwest with a large sailing area, excellent hoist equipment, swimming pool, dining room, and nearby first-rate motels. Peoria expects a mob of Snipers and is going to be mighty disappointed if YOU aren't there. If you want more information and motel lists, write to Paul Anton, 2509 Overlook Dr. , Peoria, Illinois. —Judy Head.

CENTRAL STATES REGATTA

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