

# SNIPE BULLETIN

DECEMBER 1954

VOL. 4 NO. 7



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# SNIPE BULLETIN

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

Address all correspondence to:

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## Annual Meeting in Chicago

Final arrangements have been made to hold the Annual Meeting of the Snipe Class International Racing Association, Inc., at the Chicago Yacht Club on Saturday, February 5, 1955. The club, located in a new building on the lake front at the foot of Monroe St., is close to downtown hotels and easily reached by taxi. In such an appropriate atmosphere, we should enjoy one of the best meetings to date and all members are invited and urged to attend. The Chicago National Boat Show will be in progress at the International Amphitheatre at 42nd and Halstead Sts. from Feb. 4th through the 13th, so you can take in the event at the same time and thus have a real nautical week-end in the middle of the winter. A detailed schedule will be in the January issue, but you can make your plans now. The meeting was transferred from New York this year in order to give Mid-western sailors a chance to attend, and future policy will depend on the success of this meeting.

## Rules for Mahogany Planking

Permission has been granted to England and Spain to build Snipes out of Mahogany (Okume) due to unavailability of light weight woods. The planking must be 0.54 inches thick, or a reduction in thickness of 4 mm., to have the same weight as Western Red Cedar or other similar light-weight woods. The weight of a hull planked with 0.54" Mahogany, which has all the frames, transom, and centerboard trunk made of Mahogany, will be the same as that of a standard Cedar hull. The respective dimensions for these parts must be the same as outlined in the 1954 Rule Book, with the sides of the trunk 3/4" thick, etc. Any wood suitable for use in a boat that is known as "Mahogany" with a unit weight of 0.0185 pounds per cubic inch or greater may be used. No other requirements are changed. Specific permission must be obtained from the Rules Committee before this change can be made.

## Clearwater Mid-Winter Dates

John Hayward reports that the Clearwater Yacht Club has set the dates of March 8th to 11th inclusive for the 1955 Clearwater Midwinter Regatta. These dates will enable the sailors to take in the big regatta at Miami on March 5th and 6th and also be on hand for the St. Petersburg to Havana race starting March 12th. It promises to be a big week! John attended the Western Hemisphere Regatta in Havana as the official SCIRA representative and says that it was a marvelous performance and the best organized and run regatta he has ever attended. Coming from John, that means a lot! The January Bulletin will tell you all about it.

Burton Eaton reports that "Fleet #7 at Miami has grown tremendously and we now race bi-weekly all year around in addition to 5 or 6 local regattas and many more out-of-town events. We have a permanent course, using the new electric hoists and storage facilities of the Class Yacht Racing Association at Dinner Key. Palm Beach has a duplicate situation and we have some fine sailors in both fleets which will make for rugged competition in the regattas this winter. We invite you all to come down and sail with us".

# — NEWS FROM PORTUGAL —

This interesting report was received from Dr. Antonio de Meneses, National Secretary of Portugal.

"In July, we had the 10th National Championship for the Snipe Class. Snipe #10002 won the races with Jaime Sacadura as skipper and Jose Alfaia crewing. Skipper Sacadura used to crew in the Snipe which represented us in the World Championship in 1948 at Palma de Malorca, and which was 2nd ex aequo with Spain. 17 Snipes from 9 fleets took part in the above Portugal Championship races.

Jaime Sacadura and Jose Alfaia have also represented Portugal in the Snipe Championship of Europe which took place at Arcachon (France) last August. They were 3rd after France and Switzerland (10 countries!), but right up to half of the races they held 2nd place. But after the weather changed to fine rain and light winds, their cotton sails became water-logged and heavy as against the Nylon sails used by the Swiss and French. Nylon, of course, does not absorb moisture and is a decided advantage under those conditions.

Last August some very fine races took place between Spain and ourselves. In all, 56 Snipes raced regularly. The Spaniards brought their boats with them. 11 Spanish fleets were represented--Ferrol, Marin, Coruna, Vigo, Punta Umbria, Cadiz, Algeciras, Malaga, Castellon de la Plana, Valencia, and Gijon--with 28 boats. An equal number of boats from Portugal competed. Our fellows took all the places right up to 8th. A fine spirit of racing prevailed, and we gave a very friendly reception to our Spanish friends. Every helmsman and crew from both countries received a commemorative shield, a replica of which I am sending you as a souvenir. In October, the regional Championship of Lisbon was held with 25 Snipes, and #10003 won with Helder Soares de Oliveira as skipper and Dulio Severo as crew.

World Champion A. Conde Martins has not been in his good form lately. He has been taking a number of difficult exams, for which he has had to study very hard. He couldn't go to either the Championship of Portugal or Europe for that reason. As he hardly had time to practice, he did not place himself very high on the final list of winnings, although he did manage to secure a few firsts in the races against the Spaniards and in the Lisbon Regional Championship.

Fernando Lima Bello, who crewed for Martins when he won the World Championship, has left the Snipe Class and taken to the 12 m2 International Sharpies. He has been quite successful, going to the Connaught Cup Races in England and also to the International contest in Holland and placed high in both events."

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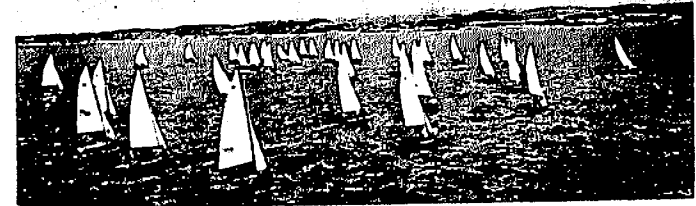
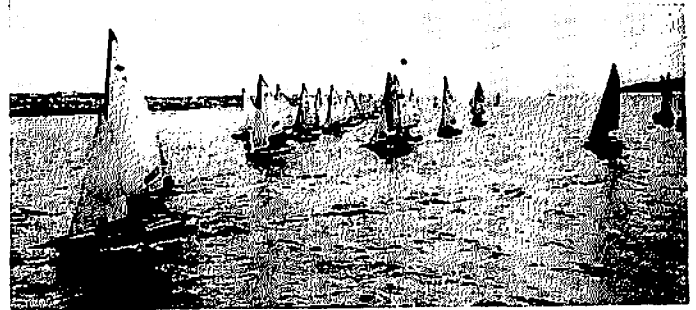
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Views of the harbor and two of the starts of the races between Portugal and Spain at Lisbon. — Instanta.

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# HALLOWEEN REGATTA BIG SUCCESS

## GILREATH WINS AGAIN!



TWO INTREPID SAILORS! Derek Peters, Captain of Fleet 330, presents the winner's trophy and his congratulations to Harold Gilreath, Chairman of the International Rules Committee. — Photo by Marguerite Reynolds, A. Y. C.

reath with Dixie Roberts as crew, followed in 2nd, 3rd, and 4th places by Eddie Williams and crew Ned Linscott; Carl Zimmerman and crew Geves Kenny; and Billy Roberts and his crew, Wert Fox.

The 2nd race of the day was sailed, after a reasonable drying-out-warming-up period, with 31 boats on the starting line (the right one this time!) and with the first ones over crossing the finishing tape in the following order: Guy Roberts with Frank Levinson, crew, 1st; Harold Gilreath, 2nd; Billy Roberts, 3rd; and Carl Zimmerman, 4th.

The remaining 27 boats all finished the race, and all were docked ere the sun went over the yard-arm. And so far as we know, inclement weather didn't interfere with the attendance at the cocktail party, the dinner, nor the dance that followed. Yep, we really ushered in Hallowe'en with that one!

Then, prior to a hot spaghetti feast Sunday noon, 31 intrepid souls again appeared on the starting line. And brother, brrrrrother, was it cold! Those little pins and needles you kept feeling stabbing you in the face were either liquified ice or solidified rain--we Southerners aren't sure. Anyway, those in the biggest hurry to get back to the warmth of the club house (and collect their trophies before going North for the winter) skimmed past the cannon committee in the following order: Billy Roberts, 1st; Harold Gilreath, 2nd; Guy Roberts, 3rd; and Eddie Williams, 4th; Again, all 31 boats finished this race in orderly fashion. When the awarding of the trophies and final adieus were made, a peak over the committee's shoulder showed that the first three places went to Harold Gilreath, Billy Roberts, and Guy Roberts in that order.

The first Atlanta boat in was skippered by Fred Pember with Brad McFadden, Jr., as able crew, and that team chalked up a creditable 7th with 3161 points. You can bet your boats we're proud of our 7th place and we had a wonderful time at our own regatta. We sincerely hope that you all had as much fun as we wanted you to and that you'll come again next Halloween. DO!

—Edith Huguley

### ATLANTA'S HALLOWEEN REGATTA.

BOATS	SKIPPER	FLEET RACES	1	2	3	Pts.	Fin.
8653	H. Gilreath	93 Kans.	1	2	2	4642	1
7428	B. Roberts	142 Tenn.	4	3	1	4413	2
6156	G. Roberts	46 Fla.	5	1	3	4340	3
9739	E. Williams	49 Kans.	2	5	4	4186	4
6775	G. Zimmerman	110 Ohio	3	4	13	3597	5
8644	L. Wheeler	110 Ohio	10	6	6	3411	6
9123	F. Pember	330 Ga.	12	9	5	3161	7
9500	A. Kroeger	103 N.Y.	9	7	11	3080	8
9363	S. Norwood	330 Ga.	6	15	9	2925	9
7877	J. Kroeger	103 N.Y.	8	10	15	2726	10
7435	B. Russell, Jr.	124 N.Y.	7	11	17	2632	11
5547	B. Norwood	330 Ga.	13	16	10	2370	12
9588	L. Irish	387 Mich.	11	8	30	2110	13
7197	F. Johnson	330 Ga.	22	12	12	2043	14
9330	G. Gupton	330 Ga.	16	13	25	1665	15
9329	F. Riker	330 Ga.	18	14	21	1658	16
9590	B. Ely	387 Mich.	14	19	20	1654	17
6940	A. Stevens	68 Fla.	DNF	24	8	1564	18
9747	D. Williams	142 Tenn.	DNF*	22	7	1517	19
9126	J. Ramage	330 Ga.	15	18	29	1349	20
9007	L. Card	142 Tenn.	DNF*	17	14	1305	21
7132	V. Norwood	330 Ga.	20	25	18	1226	22
8389	G. Randall	142 Tenn.	19	20	26	1150	23
9112	E. Bartoo	330 Ga.	DNF	23	16	1145	24
9598	M. Stevenson	Tenn.	17	29	22	1081	25
9876	R. Blumberg	330 Ga.	21	DSQ	23	788	26
9331	J. Boram	330 Ga.	DNF*	26	19	709	27
6260	D. Peters	330 Ga.	DNF*	21	24	689	28
7196	D. Magrador	330 Ga.	23	27	31	620	29
9750	W. Greene	330 Ga.	24	30	27	606	30
4432	A. Towers	330 Ga.	DNF*	28	28	338	31
6948	J. Wesley	142 Tenn.	DNF	DNF	DNF	296	32

They do say that one of the sailors down in Atlanta fell off the dock late Saturday night. And it seems that, when his anxious crew rushed up and asked his unfortunate friend, now on the dock amidst a gathering crowd, what had happened, the reply came back—"I dunno! I just got here myself!"

The second Annual Hallowe'en Regatta staged by the Atlanta Yacht Club on Lake Allatoona Oct. 30-31st was a howling success. 20 out-of-state boats, accompanied by 72 visiting skippers, crews, and landlubbers--and all intent on basking in our famed Georgia sunshine--descended upon the sailing population of Georgia snipedom for what turned out to be the finest regatta ever hosted by Fleet 330.

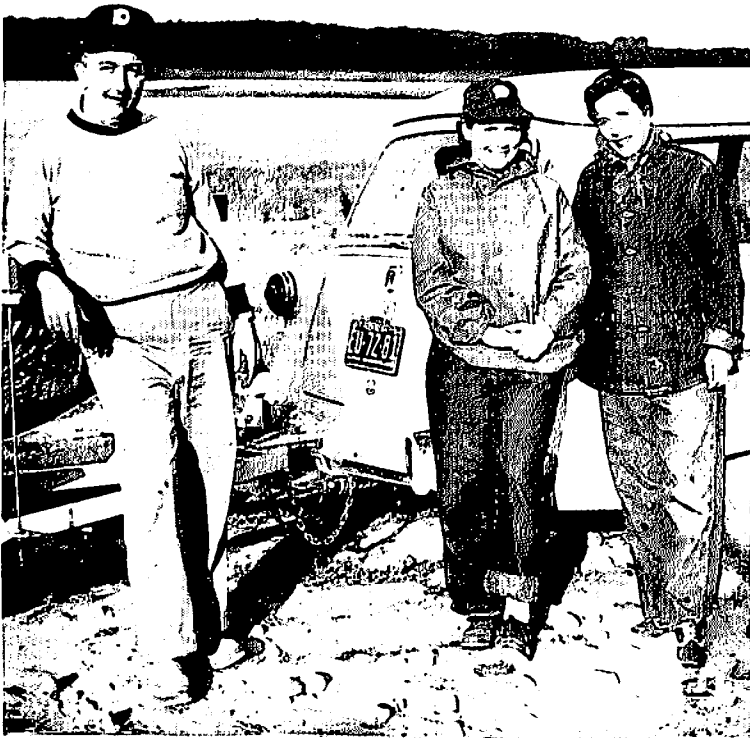
True, it was cold! (About 29 degrees, which they hate to admit-Ed.) At least, that's what our neighbors from across the border in Tennessee, and some of our friends from Kansas, Ohio, Michigan, New York, and Missouri kept telling us. We assured them that the cold front that had moved in was not among our invited guests. We also hope that, by now, they have thawed out and that, in retrospect, they think frost-bite sailing, Southern style, is great fun, too.

We did try to make up in every other department for the witchery of the weather. As each trailer-bound Snipe hove into sight, a cannon boomed and all hands were proffered welcoming refreshment. We wanted to make you feel like you had won the race even before you had launched your boat!

Immediately after lunch Saturday, the first race was sailed with 32 boats answering the starting gun, with only a Missouri and Tennessee boat remaining in dry dock because of the heavy weather. Out of 32 starters, 5 completed the course and got a DNS because of improperly crossing the starting line, while 2 were rated DNF. In the DNS column was host Fleet Captain Derek Peters, who, after personally officiating at the placing of the markers, failed to see them on the pay run! (All together, boys--short cheer for Peters!)

In the DNF category was a Florida boat and a Tennessee contender, both of whom capsized and came in under tow. Captain Peters, too, capsized in this race, righted his boat practically before you could say "Jack Frost" and, although he lost no places by the mishap, still earned his DNS with palm leaves by his faulty start. (A loong cheer for Peters!)

The finishing gun in this race brought in Harold Gil-



**MORE ATLANTA SCENES.**

Above: Mr. and Mrs. Leon Irish, Jr., from Green Lake, Michigan, are greeted upon arrival by Mrs. Dudley Magruder, Jr. of Atlanta.

Above-right: Top point men at Atlanta. Front row, l. to r. Harold Gilreath, 1st; Guy Roberts, 3rd; Carl Zimmerman, 5th; rear, Eddie Williams and crew, Ned Linscott, 4th; all being supervised by the Fourth District Governor, Frank Levinson of Dunedin, Florida.

Right: Fred Pember and his crew, Brad McFadden, Jr., get set for heavy weather. Incidentally, it might pay you to study the rigging on this boat. It is very neat and efficient.

Photos by Marguerite Reynolds of the Atlanta Yacht Club.



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# THE ONE-OF-A-KIND REGATTA SNIPE IS SAILED BY TERRY WHITTEMORE

As your Snipe representative in the ONE-OF-A-KIND regatta held at Riverside, Connecticut, on September 9-10-11, I would like to submit a report on the Snipe's performance as well as an over-all picture of the event.

Yachting Magazine's article naturally dealt with the fastest boats since that was the primary objective of the regatta. As an enthusiastic Sniper, however, I am going to take this opportunity to give SNIPE a deserving pat on the deck as well.

Twenty seven classes were represented at this--the third ONE-OF-A-KIND regatta since its inception in 1949 by Robert Bavier, Jr. The Comet and Star unfortunately were not represented this time, but, aside from those two popular classes, most of the other established classes were there as well as some of the newest designs.

The purpose behind these regattas is to test the speed and performance of the different classes in relation to each other under varied conditions. They also function as a proving ground for the new designs, for here they can compare their speed and performance with classes already established. Moreover, they serve as a worthy attempt to arrive at a fair formula for handicapping boats of different designs, not to mention perhaps uncovering some undiscovered relationship between displacement, design, and sail which will lead to faster boats.

I think the idea has many merits, and certainly the regatta was most interesting, besides being a great deal of fun. The results of this regatta are figured in two ways: (1) Boat for boat; (2) After an equalizing handicap which takes into consideration sail area, L. O. A., L. W. L., plus corrections for fins, keels, spinnakers, etc.

Of the 27 entries, only the International 14' Dingy, the 14' Fireball, and the 15'3" K-Class were shorter in length over-all than the Snipe. Only the Fireball carried less sail area, since the other two had spinnakers. One entry, the Windmill, ably sailed by ex-Sniper Don Cochran of Clearwater, was the same length as the Snipe. Although it carried about the same sail area, it only weighed 150 lbs.

The other 22 boats ranged from the 38' Class A Scow and Catamaran to the 16' M-16 Scow. The average over-all length for all entries came to just over 21 feet. Familiar names like the International 110 and 210, Raven, Highlander, Lightning, S Class, and Thistle were included in this group. Newer designs, for instance, the English 505, the Flying Dutchman, Rebel 22, Jay Class, and Buccaneer also augmented the list of entries.

Before taking a look at the statistics, I wish to apologize for having missed the third race. It was postponed until much later in the day because there was no wind, and I had to leave for a very important family wedding. The Snipe's standing in this regatta can be fairly accurately interpreted, however, despite the DNS.

SNIPE ended up 18th out of the 27 entries after applying the handicap and probably would have ended close to 14th if I had been able to sail in all the races. On top of that, SNIPE was able to beat the International 14' boat for boat in the last race when the going was very rough. This particularly pleased me a lot, since, in his book "Faster Sailing", Bob Bavier calls the Inter 14' "the fastest boat afloat per foot of length."

SNIPE also beat the 38' Catamaran boat-for-boat in at least one of the races as well as M-16, K Class, Fireball, Windmill, and Catamaran 20'. Boat-for-boat, Snipe ended 24th, which, considering her size, sail area, and design, is about what you'd expect when pitted against the size, designs, and scope of her adversaries in this regatta.

All participants were required to abide by their own class rules. If a foul was committed, the offender was requested to continue the race anyway so as to not upset the analysis. We all sailed the same course and started

with the same gun. There's an interesting sidelight to the starts, incidentally, which I am sure you will be able to visualize. Just prior to the start, the smaller boats would line up fairly close to the line timed to hit it right with the gun under full speed. Then, further back from the line, the larger boats, travelling at their proportionately faster speeds, would be approaching the line all set to hit it right with the gun, too. Somehow, we all managed to avoid any serious cases of leap-frog, although several transoms were nudged.

In order to take the elements of luck and skill out of this regatta as much as possible and make it a test of boats rather than skippers, certain limitations were set up. About half way to the windward mark, the committee placed a buoy which we were all required to leave on the same side as the windward mark. This prevented the fleet from splitting tacks to any great degree on the windward legs, since everyone had to converge on the intermediate en route. Thus, neither side of the fleet could gain or lose too much by a radical wind shift which, in turn, might botch up the analysis.

Naturally, the group most adversely affected by this mark was the slower boats. Shortly after the start, the faster boats would move out ahead. Thereafter, the slow boats would always be sailing in the disturbed air and water of those ahead throughout the entire windward leg. As a result, they could never travel at their maximum speed for the given wind conditions. This middle mark kept all the boats pretty much in line, which amplified the effect of disturbed air and water. It also, to a certain extent, handicapped all except the fastest boats from sailing tactically perfect races upwind.

The ONE-OF-A-KIND rule allows for a 5% reduction for sail area for boats not carrying spinnakers. Some of us debated whether this was sufficient allowance, particularly for heavy displacement boats whose class rules did not include the use of spinnakers. Most of the boats with spinnakers really improved their positions downwind.

It was nip-and-tuck between the Snipe and the Windmill. Although the Snipe was the victor by a very close margin in this regatta, it was because of the windward legs. The Windmill's light hull would really get up and go on the reaches and runs with the right wind.

The outstanding performer was the Class A Scow. She literally could sail circles around all the other boats there on every point of sailing. She pointed beautifully, eating out to windward way faster than her closest rival and, downwind, with the additional help from her 1700 square foot spinnaker, she was undoubtedly the fastest sailboat that has ever been on Long Island Sound. Unfortunately, the Scow fouled in the last race, which cost her the trophy, but it easily won all four races. Incidentally, imagine towing that rig all the way from Michigan to Connecticut for a three day regatta.

The new designs entered were nearly all of the light displacement type, and most of their performances were outstanding. Most noticeable in this group was the English 505, which won the regatta after handicap. Odd looking, with a shallow, curved hull with a pronounced flare near the top of the freeboard to keep the occupants dry, she proved to be versatile and speedy regardless of conditions.

One of the loveliest looking of the newcomers was the Flying Dutchman, and it apparently has tremendous performance to boot. In the trials last year, it beat the 505, Inter 14', and Jolly, boat-for-boat. The skipper and crew told us that the F. D. had far greater performance than they were able to demonstrate with her in this regatta.

Most of the Catamarans were handicapped on the windward legs because of the difficulty they experienced in coming about due to their design. However, they are ideal for cruising as they are dry and seaworthy.

The S-Class keel sloop showed up very well



in the last race when the sea was high and the wind next to howling, while the Thistle, Highlander, Rebel 22, Raven, and Jolly all put in excellent showings, proving once again that they are good all-around performers.

Most of the boats in this regatta were faster than the Snipe, but despite that fact, I am prouder now of the Snipe than I ever was before. It again demonstrated its ability to take it when the going gets rough--like it did in the last race when the gusts were over 30 mph, high seas from the strong southerly, with rain, thunder, lightning, and fog thrown in for good measure. I know of one boat that swamped, while a couple of maybe not so dumb skippers didn't even bother to go out. But the Snipe could and did, and beat the International 14' to boot.

If I seem to have devoted a good many sentences in this report to SNIPE, it's because I knew you'd be interested in her performance, and also because I'm prejudiced in her behalf. I have been racing them for quite some time now, and have spent some of my happiest hours doing so. In closing, I wish to thank Ted Wells for recommending me to represent SNIPE in this regatta. It was most interesting and great fun. I particularly enjoyed seeing all the lovely boats from the different classes there and meeting their skippers, many of whom are National Champions in their class.

### "First to the Mark"

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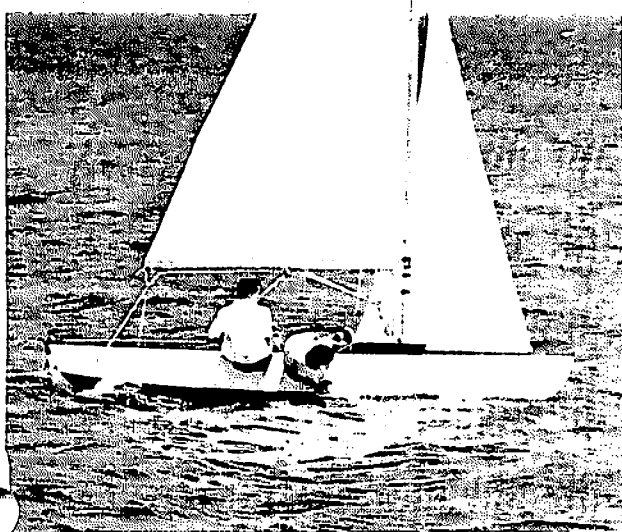
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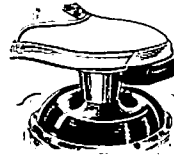
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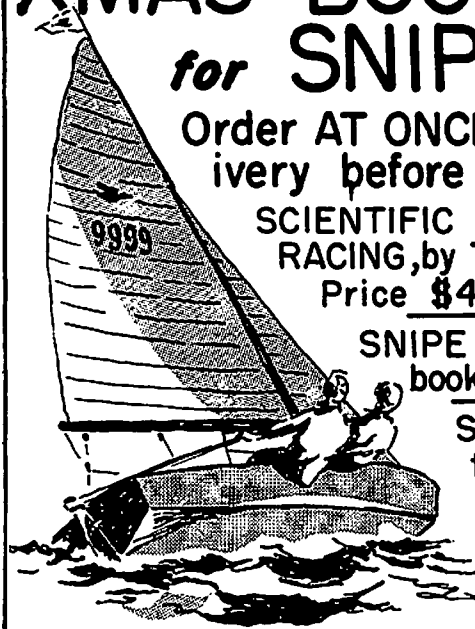
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