

# *Snipe* **BULLETIN**

DECEMBER 1965

Vol. XV No. 7



Commodore  
A. F. "Bud" Hook



Vice-Commodore  
Basil Kelly



Rear Commodore  
John N. Wolcott

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and  
Best Wishes  
for the New Year*



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## Voice Of The People

### WANTS A REAL "KICK-UP" RUDDER

"As everybody knows, competition for Snipes comes from other class boats as well as from all the new boats which seem to pop out of the woodwork almost overnight. New sailors don't know what kind of a boat to buy but people tend to buy a boat and then spend the rest of the time trying to justify their selection. Racing has no interest for the new sailors until after he buys a boat. (THIS is true of me as well because I just happened to buy a Snipe to begin with and then because interested in racing. Thank goodness I made the right selection in the first place).

The one thing that I think hindered the development of the Snipe fleet on Lake Lansing was the fact that in the beginning I had the only Snipe in the club but I had a standard rudder. The lake was and still is shallow and full of weeds. It is just impossible to sail under these conditions with a standard rudder. Other people observed my difficulty and bought other boats with kick-up rudders, even though I told them kick-up rudders were permitted under SCIRA rules if local conditions required the use of them.

Other Snipers that I have seen at regattas have expressed their desire to own a kick-up rudder. I even sent information to a fellow in Georgia so he too could buy one.

Sooner or later the vast majority of the inland lakes in the midwest at least, will be faced with the weed problem. Many have the problem right now. Since there are more fleets and active Snipers in district three than in any other district, I think if kick-up rudders with a piece of shock cord attached for automatic return of the blade became a standard piece of equipment, it would boost Snipe interest, not only within districts three but other areas all over the country that have the weed problem.

The returnable blades would maintain performance of the Snipe over all.

Therefore, I recommend that consideration be given to make the kick-up rudder with automatic blade return devices the standard rudder under SCIRA rules.

I hope I didn't re-open old wounds, but I got that one off my chest. " — Tom Braxton Lansing, Michigan

### LIKES SNIPE PERFORMANCE

"I presently own a Blue Jay and was most impressed the other day watching some Snipes plunking thru the water without pounding, which is most unlike the "J's".

The Snipe to me isn't a "pretty" boat with its' high boom, low freeboard and what appears to be a front or bow heavy appearance. Not much room in the cockpit either, but all these questionable points seem to be overcome by its' performance and the wind was gushing to 30 knots forcing my boat to remain in the garage. The Snipe appears to be a wet boat but so is mine when its' rough, but at least the Snipe keeps going.

I would like to build a boat that can be sailed under the rigorous conditions of Lake Ontario without too much danger of being dunked in what is sometimes 45°-50° water when the wind is offshore. If I can get a good kit, it will be SNIPE for me. " — Ex-Blue Jay Owner

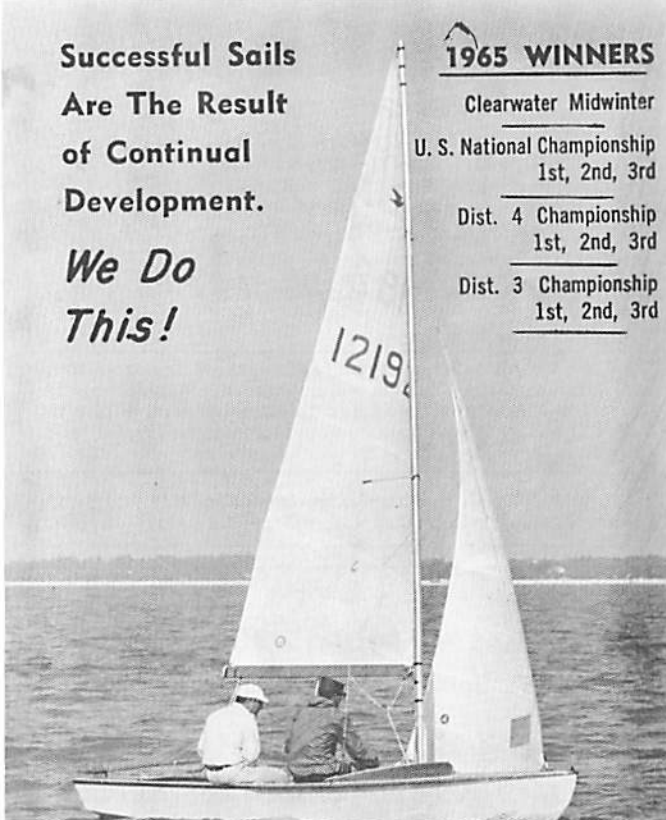
### SNIPE ACTIVITY ATTRACTS ATTENTION

"Our 1965 Snipe Season at Fleet 17 has been good. We had races twice weekly and took part in the Narragansett Bay Regattas.

The highlight was the Narragansett Bay Invitational, held on July 31 - August 1, which went off very smoothly. We are fortunate in having many experienced skippers who are prepared to help us run the races. These sailors have histories of collegiate dinghy championships, medium size sailboat competition, and Bermuda racing. Many of them sailed Snipes in their teens. " — Gerry Forman, FC, Edgewood, Rhode Island.

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

Address all correspondence to:

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 655 Weber Ave., Akron, Ohio 44303, U. S. A.

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## The 1966-67 Snipe Class Rule Book

In accordance with the new policy of publishing an official class rule book every 2 years (adopted in 1964), the 1966 SCIRA rule book will be printed as soon after the first of the year as possible.

The Rules Committee has been working on additions, changes, and corrections for the last 18 months and the Board of Governors acted on them in November. The hardest and most important part is now completed, but all names and addresses of present fleet captains should be sent in immediately. Also, additions to the trophy and regatta winners should be brought up-to-date for the years 1964-1965. Make sure this is done in your territory.

The old advertising rate of \$30.00 per page for one year has been doubled to \$60.00 per page according to the life of the book, which goes out all over the world and is perused by multiple readers. At less than 2¢ per copy, this is about half the postage if individual pieces of advertising were sent to the same readers. Don't hesitate to solicit ads locally - we need good salesmen!

## Point Scores Are Due

Your attention is called to point scores for the sailing season just passed. Every active chartered fleet must send in point score race results before the end of the official season on the 31st of March next year. Special forms are provided by this office and THEY MUST BE USED in order to get uniform records for proper and easy numerical filing. Please note the instructions for using the forms printed at the bottom of each sheet. Note particularly the first sentence which requires one sheet for each boat. This is so sheets can be put in numerical order according to standing. Also, the last sentence which permits sending of totals only for scores under 1650, thus eliminating a lot of detailed work which is not necessary in arriving at final comparative standings.

Of course, these scores must be figured according to SCIRA rules as printed and great care must be exercised that they are properly figured, as it is impossible to check all of them. The fleet official who has this job must make certain that each boat listed is in good standing for the current season and a member of his fleet. Each year some scores come in from unmeasured and unpaid boats. These are simply destroyed, so be sure you do the job as required and as soon as possible, for March may seem a long way off, but we need plenty of time to get the results compiled and ready for the new rule book. Your co-operation will be greatly appreciated, and, if you are a member of a fleet, be sure your officers get your scores in.

As previously announced, all Snipers who have not paid current dues have been removed from the BULLETIN mailing list. Notices have been mailed out, and, as in the case of all records, some errors have crept in. Now, as you check your score sheets, is a good time to get everything straightened up so all SCIRA records agree. Get after those who haven't paid yet - they may be waiting to hear from you right now! And it will help SCIRA in many ways!

# Snipe and the Olympics —

A REPORT FROM BASIL T. KELLY, CHAIRMAN SCIRA OLYMPIC COMMITTEE, ON FACTS COMPILED FROM PERSONAL CONTACTS WITH I.Y.R.U. MEMBERS AND LETTERS FROM I.Y.R.U. MEMBERS, AND ALSO FIRST-HAND EXPERIENCE FROM ATTENDING THE I.Y.R.U. MEETING IN LONDON ON THE 2ND NOVEMBER, 1965 PLUS FACTS QUOTED FROM THE 1965 YEAR BOOK OF THE I.Y.R.U.

First, I would like to clarify why our matter was not officially on the I. Y. R. U. Agenda for November, 1965. Apparently, in the Canary Islands, we were misquoted from an out-of-date I. Y. R. U. rule book, because the 1965 rule book on Page 1 quotes as follows:

"In order to satisfy I. Y. R. U. general rule 19.3, it will be necessary for all submissions for these meetings to be received at the offices of the I. Y. R. U. before the close of business on Friday, 17th September, 1965."

We were told in the Canary Islands that the date for closing was the 30th of September. All our applications from National Yachting Authorities were received by the I. Y. R. U. after the 17th of September.

I will now give quotes from the 1965 year book of the I. Y. R. U. These decisions were made at their meeting in November, 1964.

## 1. Future Olympic Classes

"The permanent committee may announce six or more years before an olympic regatta, the group of classes from which the olympic boats will be chosen. The final decision on the classes will be made at the first meeting of the permanent committee after an Olympic regatta."

## 2. The 1968 Olympic Classes

"This matter was referred to the class policy and organization committee and for the guidance of that committee later in the week, the permanent committee was of the opinion that the 1968 Olympic classes should be resolved during the present session. The class policy and organization committee was requested to make recommendations to the permanent committee regarding the selection of the Olympic regatta, and these classes should first be discussed not less than 6 years before an Olympic Regatta.

It was hoped that a catamaran class might be included in the 1972 Olympic regatta and the class policy and organization committee should explore the matter of an offshore racing event in Olympic regattas."

## 3. The Olympic Classes - 1968

The following classes will compete in the 1968 Olympic regatta:

- International 5.5 METRE Class
- International DRAGON Class
- International STAR Class
- International FLYING DUTCHMAN Class
- International FINN Class

It is fairly obvious from the above that the 1968 Olympic classes were in fact decided at the I. Y. R. U. meeting in November of 1964. Their main excuse being that the International Olympic Committee would not allow an additional class. However, I believe their main reason is the fact that none of their high performance classes, as they refer to them, were not going to be ready for the 1968 Olympics.

The Tempest was declared an International Class, although there are only three boats built and existing in the world. This was a complete reversal of the I. Y. R. U. decision made a year ago, which quotes as follows:

INTERNATIONAL Status for one-design classes

"No class, whether it already exists or whether it is

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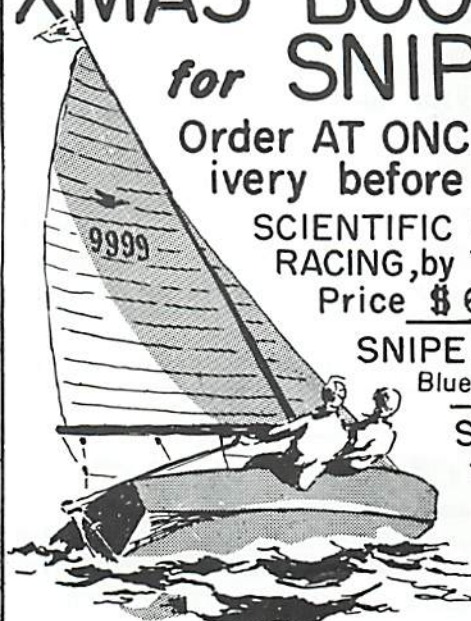
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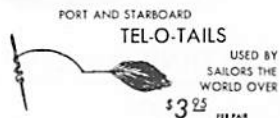
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intended to promote a new design, shall be granted international status except by express permission of the permanent committee unless:

1. An opening has been declared by the permanent committee.
2. The permanent committee is satisfied that as the result of trials it is clear the proposed yacht meets the high performance characteristics and technical requirements of boats in Group A.

At this stage an announcement may be made to the effect that the boat under consideration has met the requirements and should it prove sufficiently popular it may be accepted in Group A.

3. The boat can be shown to be internationally popular.

By the above, it can be readily seen that the I. Y. R. U. can change its mind, as we all can, if it wants to. In my opinion, there is no doubt, if the present I. Y. R. U. members are still in authority, that the Tempest will be a class in the 1972 Olympics, if they have anything at all to say about it.

As a matter of interest, the following is a list of one-design classes in Group A which are eligible to be in the Olympic yachting.

1. 5.5 Metre Class, Dragon Class, Starr Class, Flying Dutchman Class, The 5-o-5 Class and Finn Class.

Snipe is in Group B, along with the following:

2. Twelve Square Metre Sharpie, The Lightning Class, the Olympia Jollen, the Vaurien Class The Cadet Class.

This brings up another interesting point that none of the members on the I. Y. R. U. brought to our attention before the meeting in London. The fact that Snipe first must become recognized in Group A before it can even be considered as an Olympic Class.

In conclusion, the following are steps that we must take if we choose to continue to pursue getting Snipes in the Olympics:

1. Applications from National Yachting Authorities must be sent in to the I. Y. R. U. proposing:
  - a. That the International Snipe Class be moved up into Group A.
  - b. That if Snipe is accepted as an I. Y. R. U. A class, it then be considered as an Olympic Class in the future Olympics.

The other course that I think we should pursue and also, I believe, would have more effect, is to appeal directly to the International Olympic committee, outlining our case and that we are the largest class in the world, and that the I. Y. R. U. seems opposed to us and that they are considering classes and giving them International status before they are even put out in the world to be sailed. The I. Y. R. U. is definitely being crafty with us and they keep throwing us out on mere slight technicalities, because I think they realize our great International status, but yet they feel we do not belong in the Olympics.

The International Olympic committee is to meet in April and in all probabilities at that time they will approve a Sixth class for the 1972 Olympics. The class policy and organization committee will probably meet at that time and will, I am sure discuss the Sixth Class. Therefore, it is imperative that if we still desire to have Snipes in the Olympics that we continue our efforts and drive to make our voice heard in no uncertain terms to the International Olympic Committee as well as to members of the Class Policy and Organization Committee of the I. Y. R. U.

### NATIONAL SECRETARIES HAVE NEW ADDRESSES:

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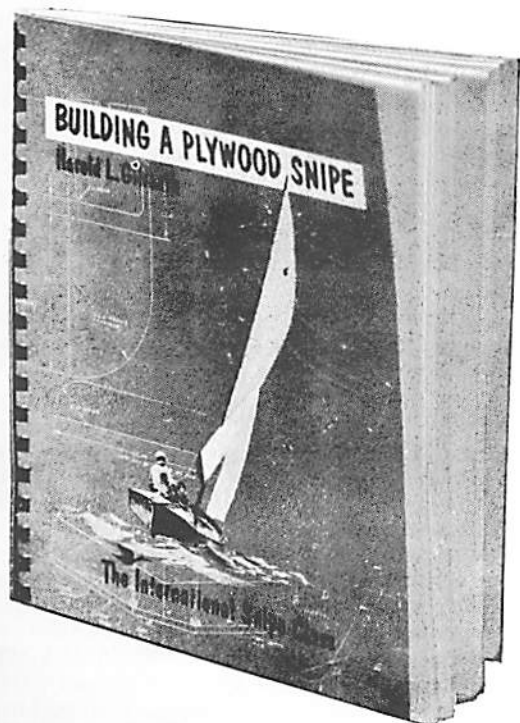
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# Comments and Observations on —THE BIG 1965 REGATTA—

By Peter G. Harris, National Secretary for England

The hosts for the 22nd World Championship of the International Snipe Class, held on the 9th to 14th of September, were the Real Club Nautico, Las Palmas, Canary Islands, Spain.

On arrival at the airport, the Snipers were greeted with a huge floodlight hoarding, bidding them welcome. There was also another at the Clubhouse, which was most impressive and which surely must be one of the most luxurious, well staffed, and equipped Clubhouses to be found anywhere. At



the opening ceremony, the flags of the 25 competing nations were hoisted on the terrace at the edge of the huge swimming pool in front of the Clubhouse, to the accompaniment of the National Anthems. Venezuela entered, but did not arrive.

An open regatta had been held on the 2nd & 3rd September for any competitors and any others wishing to enter who were including the Championship in a longer holiday.

For the regatta, special committees were set up to cover every aspect and everything was run very efficiently. An Olympic course was laid clear of the harbor. The trade winds were very constant in direction. The only disadvantage was the heavy swell which produced waves of six feet and in the stronger winds ten feet.

The official SCIRA representative was Dr. Frank Penman of England, past Commodore and European Champion in 1956, who was full of praise for the course laying. The first leg was set directly to windward, giving a very slight bias to port on the start line. The next two legs were reaches back to the home mark, forming the triangular course. Then another beat to the windward mark, a run to the start mark and another beat to finish at the windward mark. Various committee and other boats round the course relayed information on the races back to the Clubhouse where it was relayed out by loudspeakers. The marks were large floats with tall flags, but smoke flares were also lit at all marks.



Other Snipe personalities present were the Commodore of SCIRA, Bud Hook. Ted Wells, Past Commodore, past World Champion and Chairman of the Rules Committee. Alonso Allende of Spain, World Snipe Champion 1957; Horacio Campi of Argentina; the European District Secretaries - Dr. Angel Riveras of Spain; Aarno Walli of Finland; Svend Rantil of Sweden; Alexander Lukez of Yugoslavia; Capt. Vieri Lasinio of Italy; and Birney Mills, Executive Secretary of SCIRA.

## THE BOATS AND EQUIPMENT

Competitors mostly brought their own boats but those who did not, were loaned wooden Snipes built by Rovira of Barcelona, with self draining cockpits. The Brazilian boat OSPREY VII is the same boat in which they won the World Championships in New York in 1961 and Bendor France in 1963. It is an absolutely standard planked wooden boat. All the boats were wooden with the exception of three which were fiberglass. These were the Puerto Rican boats built by Schock of America. A normal type layout, with slightly curved side decks and the inside having no bulkheads. The disadvantage of this was shown when in one race, when placed well, they broke a jib halliard and capsized the boat in an attempt to fix it, but with the heavy seas the boat filled up. The Danish boat, No. 16000 - Immorale Jan Persson marks another milestone in the Classes growth, and was built by Skipper Snipes of Espergarde, Denmark who are selling large numbers of Snipes. This boat has a large cockpit which is, however, completely enclosed and should the boat capsize, it is self emptying on righting. The toe straps are on the floor, which is unusual in Snipes, where they are normally fixed at deck level, and is probably originated from Paul Elvstrom, World Snipe Champion in 1959, who was previously associated a few years ago with the production of fiberglass Snipes in Denmark.

The French boat by Ets Teurlay of Bordeaux, No. 16030 - "Leucosia," Pidier Poissant, has a double bottom forming a self draining cockpit; the side decks are rolled in. The water drains from a hole just behind the centerboard case through the bottom of the boat, whereas in the Spanish self-drainers, it goes through the transom.

The Finnish boat Albatross IV was a particularly attractively built dark wooden boat and of the very finest workmanship, built by Nykarleby Batuar. This boat was the only one to have a central mainsheet arrangement, although still having the usual transom sheeting arrangement if required, which in the Snipe Class still consists of an adjustable rope.

The Portuguese and Italian boats had a metal track on a bridge across the aft deck to clear the tiller. Nils Monstad of Norway in Chico V No. 13923 had changed from his metal horse, used when he won the European Championship last year, to a rope going between two metal supports. It is noticeable that the horse is now fixed in all cases much nearer the edges of the deck.

The Argentine boat Teide II - 13171, Ernesto Caviezel, has a self draining layout, draining through the transom, but with rolled in side deck, whereas the Spanish version has normal side deck open underneath, giving more foot room.

The Yugoslavian team of Antun Grego and Simo Nikolie had changed their Yugoslavian built boat in which they were runners up in the European Championship last year, for a new wooden Varalyay from America - No. 15006 - Pesja. This was the conventional layout, but incorporated simple winches for the halliards built internally into the mast.

The Swiss boat Cochise No. 10583, Jean Degaudenzi, who won the Junior European Championship last year, had a very long aft deck, whereas the Canadian boat Ookpik No. 10547, Howie Richards, had a wooden boat built at Oakville and owned by the crew, Douglas Keary, had a minimum aft deck of 1'6". Other boats of conventional layout with open cockpit were the Bahamas boat Okelle No. 14888, Basil Kelly, built by Lippen-cott of America; the United States boat Bluedevil No. 12192, Harry Levinson, built by Mills.

Most boats had wooden masts, as top skippers seem to take the trouble to get as perfect a mast as they can, but on Snipes



throughout the world, metal masts are being used to a greater extent. The Danish boat had a Holt Allen mast, the U. S. boat one of the earlier Proctor masts with spreaders, and the Swedish, Finnish and Puerto Rican boats, the later Proctor spars. The Finnish and Puerto Rican boat had external winches and several boats had external halliards with bobbles on, which caught on a lock near the top of the mast, reducing compression.

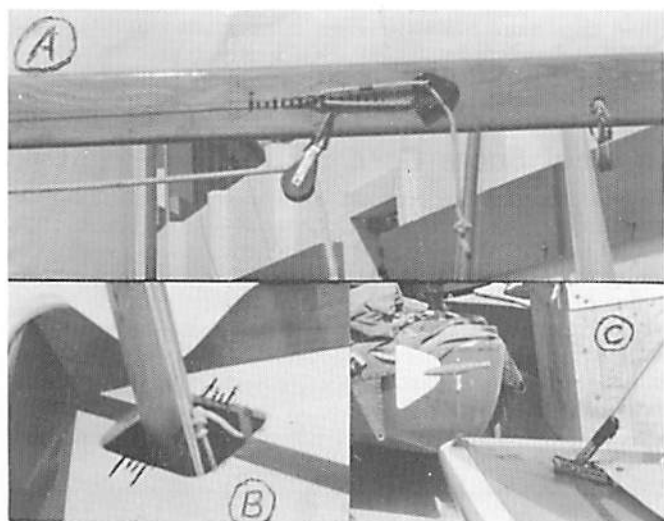
Several boats, including the winner and runner up use the patent Howard Richards jib jamb cleat, which consists of an upright tube on top of the centerboard case, with a cleat on the top which operates from either side. The jib sheet slides up the tube and can be easily cleated. Cleats for the main were either on the boom or the sheet led down to a pulley on the floor, and was then cleated by cleats on either side of the cockpit. The American boat carried a large compass behind the centerboard trunk and the Swedish boat two small ones, one either side of the cockpit. The Canadian boat had an electric bailer behind the centerboard trunk and other boats had Elvstrom bailers or the larger Portuguese type.

The Danish boat had a fiberglass rudder. The Canadian boat for the jib fairleads had two tracks either side, with a third track moveable along them by means of butterfly nuts below the deck. The fairlead was easily adjustable inwards or outwards along this third track. Most boats have tracks fairly far in for use on the boat, with in many cases, simple hooks on the deck edge for use when reaching.

The Brazilian boat had a noticeably flatter stem than most. On the deck where the mast goes through the deck, there were several colored marks to give various mast positions and rake. There were similar marks on the boom for the position of the sail outhaul tension mid-way along the boom.

A great majority of boats had dagger boards, the only boats with pivot plates being French and Italian. The American boat had a special wind indicator device mounted on the bow.

All boats had adjustable outhauls for the sail along the boom, and on the Yugoslavian and U. S. boats these were operated by a small winch on the boom.



(A) outhaul mounted on boom for adjusting main sail; (B) marks on deck for various mast positions and rake; (C) wind indicator on bow.

#### SAILS

The great majority of boats used sails by Lowell North of California. The U. S. boat had Levinson's own sails. Denmark and Turkey used Elvstrom sails. Bermuda had rather old Ulmer sails. Switzerland, Austria & Belgium and Senegal used Swiss Frangiere sails. The Canadian boat had a Charles Morgan jib and Clinton Johnson main. In addition to North sails, the Italian boat used Moscovitch sails. The Finnish boat used sails by L. Niiniranta of Turku, Finland. The Japanese boat had sails by J. Ohara of Yokohama. All the modern sails are now normal cross cut. In this regatta, the

Canadian Howard Richards could not get going at all and said he found the boat dead, but in Canada with the same sails and his own boat he had been winning many important regattas. The mainsail has cross cut seams, rather more than is current practice, but also has tucks on the foot.

Prior to the commencement of the Championship, the boats and sails were all carefully checked. A few boats had to have minor alterations to the stem, but the Italian boat had to have quite a large amount of its blunt stem faired away.

A full social program was arranged throughout the Regatta, including sightseeing tours in the town and island, with typical Canary Islands food and dancing. After the Regatta, some of the competitors sailed in a local sailing boat regatta, sailed in honor of the championship. These races are typical of the islands and the boats are greatly overcanvassed with much lead ballast. All the boats have team managers and the local inhabitants follow the race very enthusiastically and place bets on the boats. Such is the fever that the local football teams have to be careful not to clash with one of the races, as otherwise they do not have any spectators.

A magnificent dinner was arranged on the final night, with the prize-giving beside the swimming pool, in which were floated six Snipes, with the rigging festooned with colored lights.

During the regatta, meetings were held of the National Secretaries and Board of Governors of SCIRA. Bids were received for the next World Championship in 1967 by Bahamas, Canada, Portugal and Argentina. Next year the European Championship will be held in Sweden, with the Northern European Championship held fairly close by on the following weekend.

To win the World Championship of the International Snipe Class for three times running is a fantastic achievement and the Brazilians asserted their complete mastery with 9521 points, having a score of 2-1-1-1-1 and dropped a 2nd place



as a discard. The Schmidt twins, Axel and Erik did not have the spur of their fellow countrymen, the Conrad brothers, who were second in the World Championships in 1963 and who beat the Schmidts into second place in the Western Hemisphere Championships in 1964 held in Canada. The ruling of SCIRA is that only one representative shall enter from each country, except that the reigning champion shall also be allowed to enter. In 1963 the Conrads won the National Championship of Brazil, but this year the Schmidts won, so they were the only representatives from Brazil.



Boat at mark is on the crest of a wave; at right, in the trough.

# "Red" Won Lake Ontario Title

The Chautauqua Lake Yacht Club was the host club for the Lake Ontario Open Championship (Briody Trophy) this year. The regatta was held July 24-25th on Lake Ontario and 30 boats came to the starting line.

As usual, Saturday's races were held with plenty of wind and the local champions mastered the out-of-towners in convincing fashion.

Red Garfield was the leader at the end of two races by virtue of his first and sixth. Larson won the second race, but broke his spar in the first race. Alvin Bugbee continued his improved performance this year and ended up second after two races.

Sunday's race found Larson and Garfield up front again but not until Paul Betlem lead them at the first mark.

Garfield and Larson continued in hot pursuit throughout the race. Garfield managed to finish first with a quick spurt just before the finish. Larson sailed close to the shore, while Betlem unsuccessfully covered Garfield and barely missed second by half a boat length.

Bugbee ran in a foul situation in the third race. Fritz Gram who sailed a fine second in the second race held on well and finished in sixth.

Jules Kroeger, sailing his new Varalyay boat, managed a second on Saturday, did not find the combination to challenge the leaders.

Vreeland, who sailed well on Saturday, did not fare as well Sunday and settled for an overall fourth.

Carl Zimmerman, finding the Chautauqua Lake chop to his liking, finished a creditable fifth.

The Retzhaupt scoring, which determines overall District V Champion by adding scores from the three principal regattas garnered trophies for the following:

- (1) Paul Betlem; (2) Les Larson; (3) Fritz Gram; (4) Jules Kroeger; (5) Alvin Bugbee; (6) Howard Fletcher. - Paul Betlem

## Final Results - LAKE ONTARIO OPEN CHAMPIONSHIP

BOAT	SKIPPER	(Top 15)	CREW	Pts.	Fin
8570	Red Garfield	- Pat Garfield		4425	1
11600	Paul Betlem	- Nancy Betlem		4186	2
13087	Fritz Gram	- Larky Gram		3902	3
12099	Bob Vreeland	- Ken Mansfield		3756	4
13007	Carl Zimmerman			3354	5
15214	Julie Kroeger	- Dean Miller		3235	6
10390	Les Larson	- Vic Larson		3188	7
14115	Charles Rose			3037	8
10900	Alvin Bugbee	- Jim Wahlberg		3009	9
14065	Dick Edwards	- Glenda		2891	10
15104	Ted Haines	- Don Haines		2810	11
12775	Stephen Fisher	- Ford Fisher		2260	12
8571	Chip Ulrich			2189	13
11389	Howard Fletcher			2050	14
14003	Marianne VanderHorst	- Pam Petre		1938	15
14356	Mike Mitchell	- Susan Mitchell		1914	16

# Broken Masts at Peoria — Why?

There was a curious coincidence in the broken masts at the U. S. National Championships at Peoria this year. Most were broken 3 to 5 feet above the gooseneck. All were broken in very high winds (about 30 knots), and, as far as I know, all while on reaches or runs.

The fact that hull speed is so much higher on reaches and runs in high winds suggests that the forces on the sails and rig are much greater. The force of the wind on the main sail can be transmitted to the hull through the shrouds, sheets, and mast. By far the most important carrier of this force is the mast.

When beating increased wind velocity can be varied by luffing into the wind or by easing the mainsheet exposing less sail area to the wind's force. On a broad reach or a run, it is impossible to avoid taking the full force of the wind onto the full main sail, especially if the boom is held down tightly by the boom vang. The only relief from taking the full force is to allow the boom to ride up somewhat, thus loosening the leach of the main, and decreasing the force transmitted to the mast through the main. The boom vang must be eased somewhat to allow this to occur.

There are two reasons this is not often done. 1. It is considered advantageous to beat in high winds with a tight vang. On rounding the weather mark, a wild plane ensues, and one's own instincts of self preservation discourages anyone from going inboard to ease the pressure on the mast by easing the vang. 2. Often times the placement of the boom vang blocks near the base of the deck-stepped mast dictate that the vang tight on the beat will be even tighter still when the boom swings wide on the broad reach or run.

Now you can see that the great force of high wind on the main which has been clamped down hard by the boom vang has no place to go but into thrust onto the mast. Once this force has deflected the mast 18 inches or so, then the tremendous forces of compression under these conditions will finish the job quickly. The trick is to try to keep the mast from bending to that critical point where compression can snap it.

Every mast will have a different point of failure. The more fragile your mast the more the vang must be eased in these high wind conditions. I think most masts are well enough constructed that only a moderate degree of vang release would ease the leach sufficiently to keep the mast from bending too much.

- Dr. Bob Schaeffer

## An Ideal Score Card for the Nationals

Ever since the U. S. National Championship Regatta was finally settled for a total series of 12 races with 5 (Crosby) for qualifying and 7 (Heinzerling) for the title, score-keepers have devised all kinds of forms to give the whole picture at a glance but still try to keep it brief. Peoria, improving on the Mission Bay chart, came up with the one below. Careful study shows it to be the ideal - and perfect - report. It can be reproduced and used in many regattas with the same throw-out system. The card is 10 3/4" x 3 3/4" with holes in top corners for hanging.

CROSBY		HEINZERLING		WELLS			BOAT NO.		FLEET	
SCORE	POS	POS	SCORE	BEST 2 OF 3	BEST 3 OF 4	BEST 4 OF 5	BEST 5 OF 6	BEST 6 OF 7		
		1ST RACE								
		2ND RACE								
		3RD RACE								
		4TH RACE								
		5TH RACE		SKIPPER		FLEET NO.				
		6TH RACE		CREW		CLUB				
FINAL SCORE	FINAL POS.	7TH RACE		ADDRESS				FINAL POSITION	FINAL SCORE	



## AXEL SCHMIDT LEADING THE FLEET

Our heartiest congratulations to Axel and Erik Schmidt, 1965 Snipe Class World Champions of the highest caliber. We are, of course, very proud of the fact that Axel used our sails in winning this championship. If you have won a championship with our sails this year and don't find yourself listed on this page, please let us know so we can include you next time.

During the months of September, October, and November, we will be testing and developing different shapes for our Snipe sails. If we find a faster main or jib than Axel used, we will let you know.

*Jowell North*

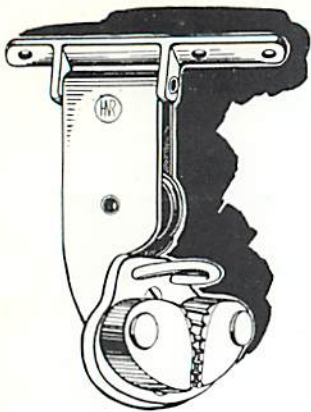
World Championship (5 firsts-2 seconds)  
 Barcardi Cup - Nassau  
 Brazilian National Championship  
 Portugal Championship  
 Argentina Championship  
 Luando (Angola) Championship

Puerto Rico Championship  
 Cotton Bowl - Memphis  
 Northeastern Int'l. Regatta  
 District 2 Championship  
 Ft. Worth Boat Club Regatta  
 Coronado Regatta - Calif.



**NORTH SAILS**

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## 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.

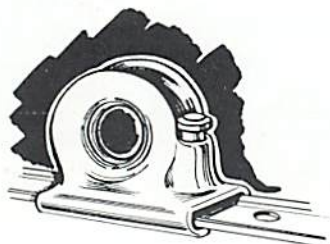
## Jibby Jib Jam

PRICE \$18.00 POSTPAID

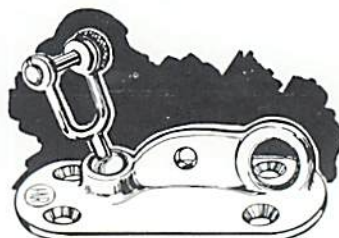
AS USED BY THE SCHMIDT BROTHERS OF BRAZIL IN WINNING THE 1963 WORLD'S SNIPE CHAMPIONSHIP

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.



## 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.)

## 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.

## Snipe News from Brasil

We are preparing our Brazilian Snipe Championship for 1966 at your well-known Porto Alegre. It is the Silver Anniversary of the Clube dos Jangadeiros where is based Snipe Fleet 426. So the District Secretary Remy Birk is a busy guy these days. It will be put to work a new system for the acceptance of entries. One third of the more than four race contestants in the previous year High Point Championship of every Brazilian Chartered Snipe Fleet is the Ceiling of participants of every fleet. If the number of entries surpasses 30, they will be divided into four fleets with each fleet racing a different group in the 3 regatta races. Something like your U. S. Championship anyway.

The twin Schmidts are considering to go to Florida next year for your famous Midwinter Snipe Championship. They will not be at Porto Alegre for the Nationals.

After the Nationals, the Gauchos will promote the Second South Atlantic Snipe Championship. The first one was made

two years ago at Punta del Este, Uruguay. After that will come the Western Hemisphere Championship by the Uruguayans at Montevideo as reported in the July 1964 BULLETIN. This regatta, sponsored by Argentina, Brasil, and Uruguay on a revolving basis, promises to be of increasing importance in our part of the Snipe world. It is held during Holy Week every other year, with 20 entries for the promoting nation and 15 each for the other 2 nations. Argentina is in line for the next regatta in 1968.

Reinaldo Conrad finished last December his five year course at ITA (Technological Institute of Aeronautics), our most advanced engineering college and his was the first place. A great Sniper and a great student. His brother Ralph next year will be doing his last term at Sao Paulo in a school of engineering, too.

Our boys returned from Las Palmas telling wonders about the organization and friendship of the Spaniards. By our records, they surpassed their feats at Santander and repeated the Palma de Mallorca accomplishments on sponsoring a World Championship. — Fernando de Avellar, Rio de Janeiro.

## New International Series Started

The beginning of September saw the inauguration of a new series of team races between the Oakville Yacht Squadron in Canada and the Spanish Point Boat Club in Bermuda. Four skippers and four crews from Bermuda arrived in Oakville on September 2nd for the first in a series of team races between the two clubs that is hoped will become an annual event, with each club acting as host in alternate years.

The series was planned as a 3 day affair with the trophy going to the club winning four out of seven scheduled races. In this first match of the series, Oakville proved surprisingly easy winners, capturing the first four races in short order. Boats were loaned by Oakville, being divided into two groups sailed alternatively by each team. No Oakville skipper was allowed to sail his own boat.

After some tune-up racing on Friday and a cocktail party, barbecue supper and skippers meeting in the evening, Saturday morning dawned bright and clear with steady winds of 8 knots from the east. There was, however, quite a heavy swell, rolling down the 100-mile length of Lake Ontario. Because of the possibility of poor weather developing later, it had been decided to schedule 3 races on this opening day, 5-mile courses with a triangle followed by an extra beat and finishing on a dead run.

In the first race in the morning, Richard Todd of Bermuda got off to a good start and held the lead for most of the first leg. However, all four Oakville boats were bunched immediately behind and the effort of covering them all proved too great for him. First one and then another Oakville Snipe slipped through. On the final leg, Todd appeared to have a certain third place, but with Oakville wrapping up first, second, fourth and fifth. Unfortunately, he inadvertently fouled an Oakville starboard tacker as he was returning on a port jibe run and dropped out of the race. This gave Oakville a clean sweep of the first race.

In the second race in the afternoon similar conditions prevailed. Three Oakville boats got away to good starts when Bermuda was luffed the wrong side of the committee boat at the start. Todd, however, was hot in pursuit and managed to catch two of them for a well-deserved second place. The other Bermuda boats, however, were having a hard time getting their boats moving in the lumpy swell and finished at the tale-end giving Oakville a second win.

The third race was sailed immediately after the second, with a short time given to change boats and sails. This one again showed Oakville moving faster and sailing higher, with all four boats finishing ahead of Bermuda.

With the score 3 for Oakville, racing was adjourned for a party at the clubhouse in the evening.

On Sunday morning there was heavy rain but with a 15 knot breeze from the southwest. It was decided to try for one or two races in the afternoon, even in the rain, in case impossible conditions were met with on Monday, the last scheduled day of racing. After lunch it was still raining hard, but with a good sailing wind of 15 knots still from the southwest. This was blowing at 90° to the swell left over from Saturday, making for a very confused and difficult sea. Some green faces were noted aboard race committee boats anchored in these conditions. The race, however, proved the most interesting of the series, with several wind shifts changing the positions of most boats several times. One Oakville boat quickly got far enough ahead so that he was impossible to catch, but there was much tacking and covering with the remainder. Todd again held onto a good place for most of the race and even succeeded in luring an Oakville boat into overstanding the finishing mark. This allowed two other Bermuda boats to slip through. But there was no denying Oakville and two of its tale-enders on the other side of the course got an even better break, giving them 1st, 2nd, and 3rd for sure. This win wrapped up the series for Oakville.

The Carl Simmons Memorial Trophy, donated for this event by members of the Spanish Point Boat Club in Bermuda, was presented to the winning team in the afternoon ceremonies. It was agreed by all that a most interesting event had been

started. Bermuda was handicapped by the absence of two of its best skippers who were attending the World Championships at the time. However, they were determined to get their revenge in Bermuda in the Spring of 1966 when Oakville would send down a team for a return match.

RACE NO.	OAKVILLE, ONTARIO		SPANISH POINT, BERMUDA	
	Positions	Points	Positions	Points
1	1 - 2 - 3 - 4	28 1/4	5 - 6 - 7 - Dnf	21
2	1 - 3 - 4 - 5	35 1/4	2 - 6 - 7 - 8	25
3	1 - 2 - 3 - 4	38 1/4	5 - 6 - 7 - 8	22
4	1 - 2 - 3 - 6	36 1/4	4 - 5 - 7 - 8	24
	Total Points	148		92

## Larson Still Champion of District 5

Les Larson continued his domination of District V Snipers by sailing to victory in the first three races. The regatta was held on Irondequoit Bay, Rochester, New York. Host fleet was Newport No. 103. The regatta was held Friday, Saturday and Sunday, July 9, 10, and 11.

Alvin Bugbee did equally well in the Juniors. For Alvin, it was one place better than the 1964 when he finished second to Robert Perrigo, Jr. Bob finished second to Alvin in this one. Five boats competed.

The Senior Championships started on Saturday with 35 competitors on the starting line. Larson employed natural sailing skill to obtain good starts and maintain a consistent lead in all races except the second. Paul Betlem challenged Larson and took over the lead briefly at the first leeward mark. Les got ahead on the windward leg and maintained his position.

Alvin Bugbee, fresh from winning the Juniors, sailed a consistent series and would up third. Betlem followed Larson with three seconds.

Jules Kroeger, Martin Heller and John Glenn sailed well and continually challenged Betlem and Bugbee for second and third positions in the first 3 races. A 4th race was sailed to permit each contestant a dropout. Fritz Gram made good use of it by winning handily.

The weather was perfect with 8 to 16 mph wind from the North. The Regatta was well managed and the host club was very grateful to have such excellent support from the surrounding clubs.

— Paul Betlem.

## FINAL RESULTS — DISTRICT 5 CHAMPIONSHIP REGATTA

BOAT	SKIPPER	CLUB	RACES	1	2	3	4	Pts.	Fin
10390	Les Larson	CLYC		1	1	1	DNS	4800	1
11600	Paul Betlem	NYC		2	2	2	NDS	4563	2
10900	Alvin Bugbee	CLYC		3	3	4	2	4409	3
11900	Jules Kroeger	Silver Lake		4	16	5	4	4034	4
14764	Marty Heller	Galway		11	20	3	3	3788	5
10870	John Glenn	NYC		5	6	6	9	3746	6
11389	Howard Fletcher	Olcott		7	4	15	8	3614	7
13087	Fritz Gram	CYC		9	17	11	1	3524	8
14115	Charles Rose	Loon Lake		8	5	19	13	3169	9
12331	Charles Fox	NYC		13	9	9	19	2832	10
12775	Steve Fisher	NYC		16	10	24	6	2811	11
8038	Ted Lindquist	NYC		10	24	17	7	2693	12
14733	Robert Perrigo	CYC		15	8	20	12	2606	13
7613	Walt Kornrich	NYC		12	18	8	DNF	2459	14
14065	Richard Edwards	CYC		18	19	18	5	2354	15
14854	Russell McHenry	Keuka		20	15	7	DNF	2273	16
12346	John Shoemaker	Keuka		30	14	10	17	2266	17
14003	Marjorie Vanderhorst	CYC		6	DSQ	13	11	2161	18
10512	Don Shoemaker	Keuka		22	13	26	10	2106	19
1007	Patty Hanna	NYC		25	7	22	22	1878	20
14636	E.F. Booth	OYC		DSQ	11	12	18	1766	21
14550	Wayne Ernst	Keuka		17	12	DSQ	14	1634	22
13450	Alfred Jeffery	Gallway		19	21	16	25	1509	23
9310	Henry Micher	OYC		23	29	14	20	1494	24
11832	Tom Morse	NYC		14	DSQ	23	15	1441	25
13311	Carl Lauterbach	NYC		28	23	21	21	1124	26
5245	John Davis	Keuka		26	28	25	16	1106	27
10560	Fred Jordan	Keuka		24	22	30	24	939	28
10587	Casey Gertz	Loon Lake		27	25	28	23	776	29
12223	Bob Wightman	Keuka		21	26	32	DNS	706	30
11463	Robert Stevenson	CLYC		32	27	29	26	565	31
7561	Roger Slattery	Wilson Y.C.		29	30	27	DNF	461	32
12774	James O'Hara	NYC		31	DSQ	DNS	27	332	33
15214	Dean Miller	CYC		34	31	31	DNS	249	34

# Wells Wanderings



by Ted Wells

## Some Observations on the Racing Rules

The current racing rules are a big improvement over the old ones in my opinion. There will never be a set of rules that won't cause some confusion and some arguments and leave a few traps for the unwary, but the current ones don't leave much to be desired if you really know them. Some of the rules on which people seem to be confused will be discussed here.

Rule 40 is the one rule which still leaves a bit to be desired from the standpoint of clarity or definiteness. It says, "Before a yacht has started and cleared the starting line, any luff on her part which affects another yacht shall be carried out slowly. A leeward yacht may so luff only when the helmsman of the windward yacht (sighting abeam from his normal station) is abaft the mainmast of the leeward yacht." All this is fine—but what did they mean by affect?

There was an appeal decision in England which, if I understand it correctly, states that a boat not having luffing rights can't alter course to windward even if a collision will not occur until a couple of minutes later. This decision would not be upheld here I don't believe, but affect does need a bit of defining.

It would be my guess that a luff which affects another boat is one which requires the windward boat to alter course to

avoid a collision, and in a reasonable period of time. This interpretation implies an overlapped condition, and I believe also pulls in paragraph 38.2 "Overlap limitations." I would think that a boat clear astern and to leeward could alter his course to windward any way he wants to, as he is not a right-of-way yacht at that time—he becomes one only after becoming a leeward yacht.

Also, I would think that a leeward boat not clear astern of the windward boat, but more than two overall lengths of the longer yacht to leeward, could alter course without the alteration being considered as affecting the windward boat.

This question becomes important when a bunch of boats are reaching down the starting line on parallel courses, and a leeward boat without luffing rights decides to bear off then alter course to windward and claim right of way as a leeward boat on a converging course. I think if he doesn't get more than two boat lengths to leeward before altering course—he's in trouble. Conversely—if he drops down more than two lengths—he can alter course as he pleases.

Some people seem to feel that the two boat length limitation on distance from a mark to claim room prevents a boat going to windward from tacking under another boat within two lengths of the mark. This can be a pretty dangerous operation, but not for this reason. Rule 42.3 (a) applies to yachts which have been clear astern which are trying to establish an overlap. When tacking off of a port tack close to the mark, remember that the starboard tacker does not have to stay above the mark to let you tack under him. If you can complete your tack without interfering with him in compliance with rule 41.2, he then must give you room at the mark—including, in my opinion, room to try to luff up and coast around it if you want to take the risk. However, he is not misleading or balking if, starting one or two lengths from the mark, he starts to close in on the mark after having overstood slightly to be safe.

There is a remote possibility that a boat just minding his own business and approaching and just fetching a mark, might get in trouble with a boat which crosses in front and clears on the opposite tack, then tacks to the same tack and to windward, and within two lengths of the windward mark. This might be a place where the boat by just holding its course until the other boat has completed its tack, has sailed into a trap. This is not likely to happen often, but it is worth thinking about.

## Two Important Scira Regattas

The two annual regattas announced on the opposite page promise to be of unusual interest this winter.

The Clearwater Midwinter Championship is one of SCIRA's oldest and most successful continuing events, ranking second only to the U. S. National Championship. Participants always experience the good racing and hospitality they have come to expect and so they continually return. But this year should draw even more Snipers with the added attraction of the anticipated appearance of the famed Brazilian sailors, Axel and Eric Schmidt, World Champions of the International Snipe Class for the last five years. They have been especially invited and all present indications are that they will be there. Better go down and race with the best! — And see for yourself why they are tops!

The Nassau Midwinter is steadily growing in importance and bids to become even more so in future years. They expect to have the biggest entry yet, for their special attraction will be the presence of the Queen of England and the Duke of Edinburgh in the Bahamas a few days immediately preceding the actual racing. This will make for a gala event. Since Prince Phillip is an ardent sailor, the waterfronts should be quite active. It promises to be a most interesting time, and your winter vacation trip should include both regattas — first to Nassau and then on to Clearwater. But a word of warning - make reservations at both places early.

FLEET OFFICERS: If you are holding a regatta next season, the best publicity is to advertise in the BULLETIN. That means copy should be in about 3 months in advance for early notice. Even a small ad for 5 bucks is better than none!

## Marc Teurlay

PRESENTS TO YOU HIS NEW  
FIBERGLASS SNIPE

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  - ELEGANT
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**FOR SALE: LATEST LOFLAND RACING RIGGED SNIPEs** and trailers at a bargain. Immediate delivery from our stock in Cuba, New York State. Chase Marine Sales, Cuba, New York. Phone Olean, New York FR2-0328

**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.

**FOR SALE: BRITISH BUILT FIBRE GLASS BOATS.** Wooden deck and trims. Three built-in buoyancy compartments. Price complete ex works, ex sails \$672.00. Approximate freight \$184.00. Particulars on request. Lockeyears, Boat Builders, Crow Hill, Broadstairs, Kent, England.

**SPECIAL WHILE THEY LAST!** Solid mahogany Rudders reinforced with 3/8" cheeks over Wilcox-Crittenden pintles spaced 11 5/8" apart. \$19.50 F. O. B. As above less pintles - \$16.00. Plywood rudders less pintles - \$12.00. Fred Post, 2020 East 1st St., Tempe, Arizona.

**FOR SALE: EXPERIMENTAL AND USED SNIPE SAILS.** Mains \$40.00 to \$60.00; Jibs \$20.00 to \$40.00. North Sails 1111 Anchorage Lane, San Diego, Calif. 92106. Phone: 224-2424

**FOR SALE: SUPER SNIPE 13087 (LOFLAND)** Former N. Y. State Championship, Lake Ontario Championship, present Northeastern International champion. Fully equipped including suction bailer, mast raker, adjustable cloth downhaul (jib), finely-tuned loosebendy rig, etc. 3 suits sails (includes ballas, North, Levinson) \$1250.00 includes trailer, tie-downs, and full covers. Fritz Gram, 63 Maple Crt., Buffalo 26, N. Y. TR6-3690

**FOR SALE: PROCTOR "E" SECTION MAST,** with swinging spreaders, halyard winches, shrouds. For mast stepped on keel - \$115.00. R. Kaufman, 69 Davis Road, Port Washington, New York. 516-PO-7-8047

**FOR SALE: LOFLAND FIBERGLASS SNIPE 10901.** - Two suits North sails. Gator Trailer. Stainless still board. Aluminum mast. Excellent condition. Good racing record. Completely outfitted - \$875.00. William Tyson, 3901 Glenfall Avenue, Charlotte, North Carolina.

**FOR SALE: VARALYAY SNIPE 13202.** Fiberglass Hull-YELLOW; natural finished deck; natural finished mast stepped on deck with built-in winches; all fittings are either stainless steel or chrome plated. Two dagger boards are included, one 80 lbs., the other 30 lbs. The boat weighs 425 lbs.; three suits of sails are included, one suit of Watts mediums, 1961 one suit of Hard fulls, 1964; one suit of Hild fulls, 1965; full cover for hull with mast up or down; new Hullguard trailer. Many other extras are included. Boat has always been dry sailed on fresh water lake; price \$1550.00. Call or write Donald R. Ploetner, 87 Slope Dr., Short Hills, N. J. Phone: 201-379-3702 nights, or 212-375-9505 days.

**FOR SALE: NORTH MEDIUM CUT JIB** - blue with window, like new. \$25.00. Ed Probeck, 4728 Lawn Avenue, Western Springs, Illinois.

**FOR SALE: FIBERGLASS-COVERED WOOD SNIPE 17099.** Includes trailer, Roberts Sails, new cover. Good racer - \$875.00. F. W. Pfeiffer, 511 Miller Ave, Peoria Heights, Illinois. Phone 682-5287.

*Nassau*

**REGATTA WEEK**

**MARCH 1-5, 1966**

**International Winter Championship**  
(SCIRA sanctioned)  
Gambelin Memorial and Bacardi Trophies

**HOST CLUB:** Royal Nassau Sailing Club.

**LIMITED ACCOMODATION** has been reserved at "Little Orchard Cottages".

**FREE TRANSPORTATION** of boats (if accompanied by their owners) will be provided from Miami by the S. S. Florida sailing on the 28th of February and returning March 6th.

**EARLY RESERVATIONS** are recommended at this time of year.

Write to:  
William McP. Christie  
P. O. Box 1628  
Nassau, Bahamas.



The  
Clearwater Yacht Club  
invites YOU to attend  
The  
29th Annual

INTERNATIONAL  
MIDWINTER SNIPE  
CHAMPIONSHIP REGATTA  
MARCH 8 - 11, 1966

For Information, Write to the:  
Snipe Regatta Chairman  
Clearwater Yacht Club  
Clearwater, Florida.

Lowry Lamb, Jr.  
871 McCallie Ave.  
Chattanooga 3, Tenn.

## THE WINNERS CHOICE...

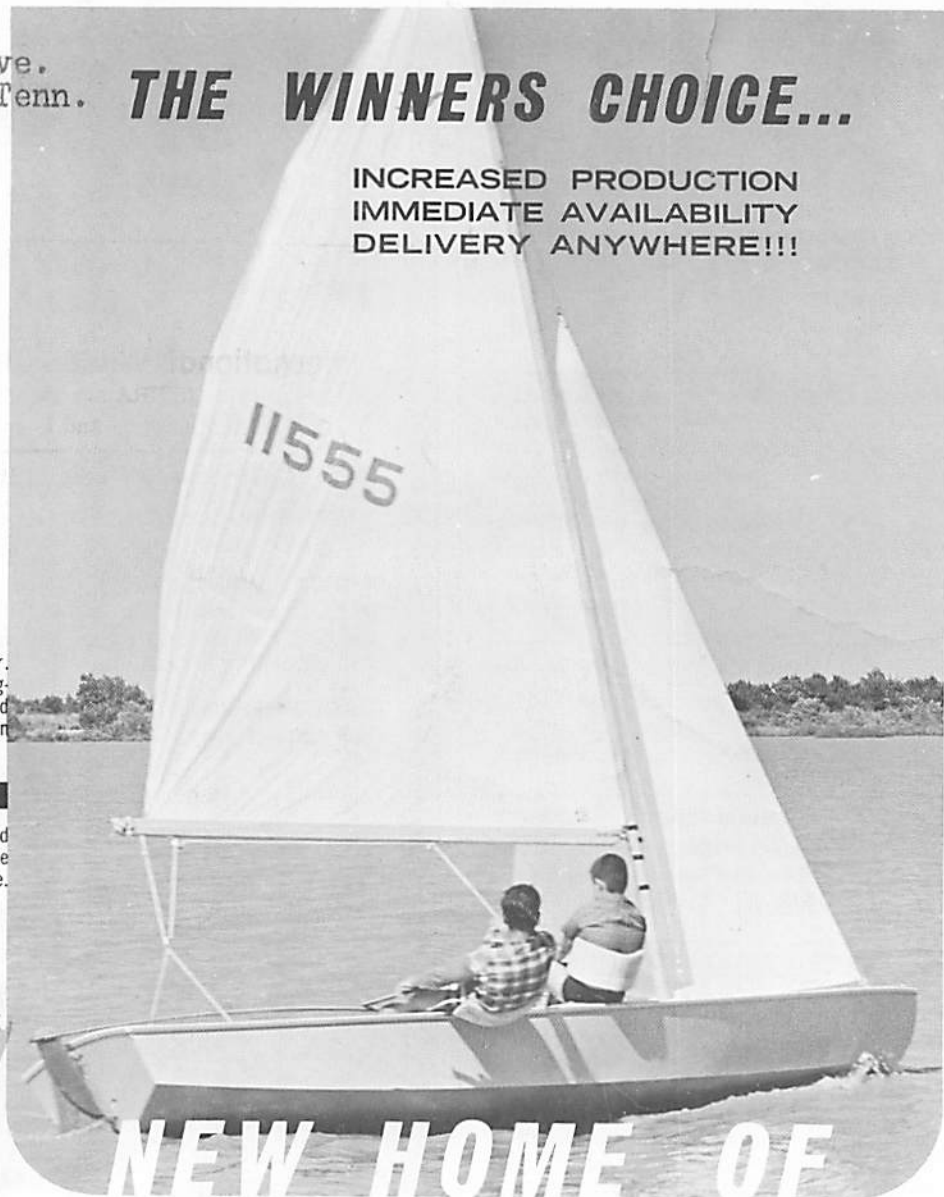
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Newly designed rudder. Thicker midsection — longer trailing edge — laminated fiberglass. Competition tested and proved.

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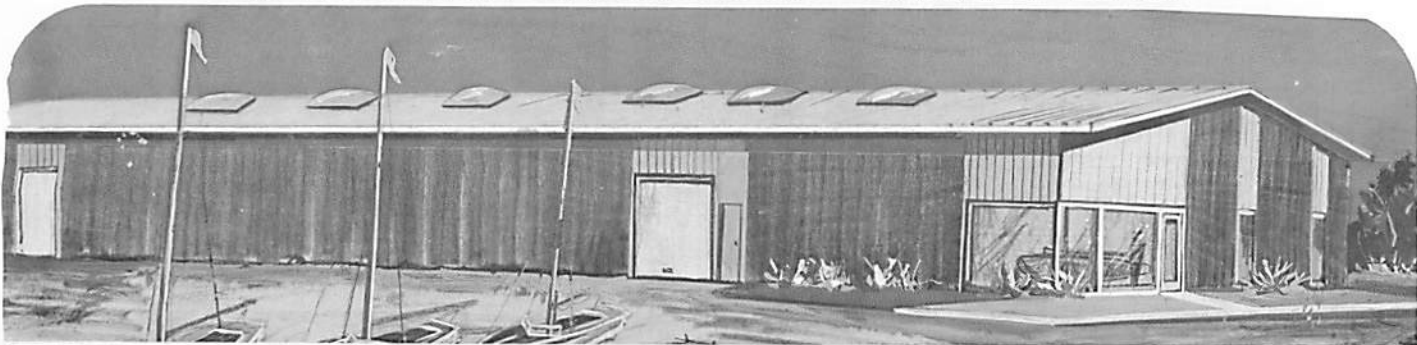
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Newly designed Proctor aluminum spar. New section — no spreaders — perfect flexibility.



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