

Snipe 
BULLETIN

FEBRUARY 1965

Vol. XIV No. 9

A SAILOR'S NIGHTMARE

CANADIAN REGATTA WEEK

MORE SAIL POWER

1964 ARGENTINE CHAMPIONSHIP



Varalyay BUILT SNIPES

**THE CHOICE OF CHAMPIONS
12 TIMES NATIONAL CHAMPION**

Available January 1, 1965

Our New Fiberglass Hull with the Exact Lines of Our Famous
Wooden Snipe of Proven Performance.

ORDER NOW FOR EARLY DELIVERY

Complete & Ready to Sail Semi-Finished
SPARS, HARDWARE & RIGGING

VARALYAY BOAT WORKS

1868 W. 166th ST.

GARDENA, CALIF.

Elvström bailers

LARGE \$16 **MEDIUM \$16**

MINI \$9

STAINLESS STEEL

See your Marine Dealer or order direct from stock in USA - J.O. ULBRICH, 89 Wyoming Road, Paramus, New Jersey - Tel. 265 - 1157

Please address inquiries for sails direct to

ELVSTRÖM SAILS
RUNGSTED · DENMARK

GRAMPIAN MARINE LTD.

OAKVILLE, ONT., CANADA

FOR THE FINEST FIBERGLAS SNIPES

- NEW LIGHTWEIGHT DECK
- MAHOGANY SPLASH RAIL & FLOOR
- STAINLESS STEEL FITTINGS
- HIGHEST QUALITY THROUGHOUT

P.O. Box 413 VI-55641

SO NEW... SO BRIGHT

so obviously

SAIL CRAFT

1965

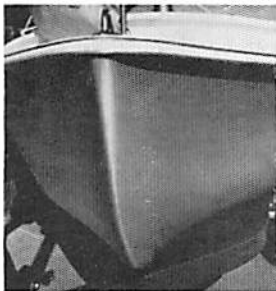
LOFLAND

FIBERGLASS SNIPEs

over the years have
set the pace in quality
and craftsmanship



FEATURES: Tested and Proved in action for 1965



Newly designed sharp entry bow section just approved for fiberglass construction by the S.C.I.R.A. Competition tested and proved.

Newly designed Proctor aluminum spar. New section — no spreaders — perfect flexibility. (Exclusive U. S. dealer. \$175 f. o. b. Wichita.)

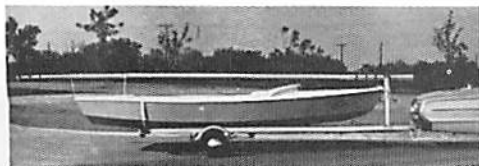
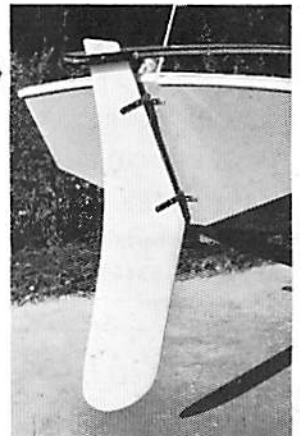


Newly designed minimum width daggerboard. New rounded entry and extra-sharp trailing edge. Competition tested and proved.

Newly designed floorboard to permit customer choice of bailer location and make.

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

New built-in gadget box. Standard equipment.



The LOFLAND SNIPE TRAILER is designed especially for the LOFLAND SNIPE. Performance proved by actual roadtesting. Complete with signal, stop, and tail lights. Extremely low structure permits unrestricted rear vision from auto. Springs, axle, tires permit pulling Snipe at all speeds in absolute safety. Tubular steel used in A-frame construction. A cradle is provided for carrying mast above deck.



Write today

LOFLAND SAILCRAFT, INC. 4123 N. BROADWAY, WICHITA KANSAS 67219 Ph. (316) TE 8-4462

BUILD YOUR OWN

Build a Winning Snipe with most advanced frame kit ever offered. No layout, no sub-assemblies, no building jig required.

Frame kit—\$203.50

Complete Mahogany Plywood Snipe Fiberglass covered. \$1275



Spars — Rigging — Parts — Fittings

English Dacron Snipe Sails - \$91.00

COMPLETE SNIPE FITTINGS
MASTS - BOOMS - RUDDERS
MASTS Built To Bend To Fit Your Sails

THE FAMOUS
NOW MADE OF STAINLESS STEEL



FITTED SNIPE COVERS

Proven designs of heavy Army Duck treated with the best mildew water repellent obtainable. Extras include a bolt rope around edges for added strength, brass grommets, and snaps with double thickness stress points. Satisfaction guaranteed!

1. COCKPIT COVER— Rectangular—Fits over the boom \$18.00
2. COCKPIT COVER— Over the boom - snap closed front - mast collar to keep rain out with boom tip cover \$25.00
3. COVER FOR ENTIRE DECK— Similar to No. 3 \$50.00
Snaps or ties under rub rail including snaps for boat
4. TRAILING COVER— Covers deck & sides with mast up or down. Has mast collar which closes opening when trailing \$50.00
5. WINTER COVER— Covers deck and sides but with no openings. \$50.00
6. TRAILING COVER— Choice of styles, similar to No. 4 or 5, with separate bottom cover \$85.00
7. MAST COVER with Red Flag— For protection when trailing \$10.00

K. & D. Supply Co.

Shipped Postage Paid

Phone EM-63167 501 Ashworth Rd., Charlotte 7, N. C.

A reliable pair of "hands"



SYNCR-CLEAT
WITH FAIRLEADER

Anodized aluminum cams.
Fairleader with generous
flare mounted on stain-
less base. Cat. No. 954

SEND FOR FREE CATALOG ON BLOCKS, TURNBUCKLES, ETC.



RACING FITTINGS

I. L. STEPHAN • BEVERLY 7, N. J.

SNIPE BULLETIN

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

Address all correspondence to:

Snipe Class International Racing Association,
655 Weber Ave., Akron, Ohio 44303, U. S. A.

Subscription Rates.

\$2.00 Per Year.

\$2.00 of the amount of membership dues in SCIRA are paid for a year's subscription to the Snipe BULLETIN.

Forms close on 10th of month prededing publication. Material received after that date will not appear until a later date. Printed in the U. S. A. at Akron, Ohio. Second-class postage paid at Akron, Ohio. Contract advertising rates on application. Notify Snipe BULLETIN of change in address, giving both old and new addresses complete.

The Cover

It is evident from the pleased expression on the faces of these two sailors that they have just heard the finish gun. The skipper is Jim Warfield, member of San Francisco Bay Fleet 12, and his crew, Mike Pond of Alameda. "PHFTT TWO" sails on Monterey Bay and has won many first places. Note the position of the sails, especially the jib, which illustrates perfectly the point of sailing with the whisker pole forward. And who else would take such a picture other than an admiring mother, Mrs. Vern Warfield?

THE SCORE

Numbered SNIPEs — 15460

Chartered Fleets — 594

61 new numbers were issued in December, which is way above normal, due to the fact that one country (Denmark) took out a block of 40. The United States got 11; Canada 7; and England 3. Next month we'll tell you what has been going on in Denmark to account for this sudden surge in Snipe popularity. No new fleets were chartered during that period.

International Status? NO!

At the International Yacht Racing Union meeting in November 1964, it was resolved that there is neither need or room at this moment for a new two-man centerboard International class. Thus continued efforts of any one-design class to get such recognition will be in vain until the above action is rescinded in the future. Probably rather disappointing to many classes, no doubt.

There are such classes designated throughout the world as "International" and three of these are U. S. designed boats: Star was the first to get this honor several years ago; Snipe in 1959 and Lightning in 1963. The appellation has considerable meaning, as it not only signifies size, but also world-wide acceptance. Classes without this official stamp should be careful in picking official names for their associations, so as not to mislead other sailors. However, you can never stop anyone from having an "International Regatta", which can be so called as long as there is one entry from outside native borders. SCIRA uses the name "The International Snipe Class" with justification and pride and treats it with respect.

Get Your Regatta Sanctioned Early

Official class approval of your race assures sailors the regatta is well organized and will be conducted to comply with all class requirements as printed in the Rule Book. Contact your District Governor and settle on a preferred and open date; he will furnish 3 entry blanks to fill out; return 2 to him and he will forward an initialled copy to SCIRA headquarters; the Secretary will then grant official class sanction. There is no other way to do it! Early action guarantees more publicity and affords opportunity for all to make plans in advance to attend.

A Skipper's Nightmare

By Herman Crumpler

The Delta Sailing Club of Memphis, Tennessee

The wind was blowing a steady gale,
and gusts were testing each inch of sail.
Skipper tense at what he'd face,
awaiting the gun to start the race.
The time was near as seconds passed,
and then a BANG! the start at last.
Well done, he thought, as he crossed the line
ahead of the others and right on time.
He hoped so much to keep this pace,
for if he did, he'd win the race.
'Twas all he needed to get a cup
in the long series just winding up.
One that was filled with ups and downs,
and narrow escapes as he'd sailed the rounds.

His mind on these things (all in the past),
he suddenly realized could bring him in last.
Alertness was necessary, this he knew,
for not only him, but also his crew.
By now the others were closing in,
for each was determined that he not win.
He knew these thoughts had slowed him down,
and made him lose his hard earned ground.
"Ready about" came his command--
such luck as this he could not stand.
Maybe this tack would regain for him,
the lead that now was much too slim.
His opponents aware of his serious plight,
maneuvered about and kept up the fight.

"Starboard tack" came a loud yell,
and what he said wouldn't do to tell.
Surprised that one of them was so near,
he had no time to pass to the rear.
Hardly a second for the other tack,
and very little time for his crew to react.
When safe again, he anxiously sighed
at the thought that he hadn't disqualified.
As he looked about he could plainly see
that boats ahead now numbered three.
His silver cup was going fast
to someone else as the seconds passed.
But worst of all the wind died away,
and in one spot he seemed to stay.

When others continued to hold their own,
it made him feel so all alone.
For here he floated it seemed an hour,
with sails hanging limp for want of power.
All at once with luck and skill,
his boat moved forward - what a thrill!
Around the buoy with great speed
he passed the others to regain his lead.
The force of wind became a gale,
and spray was heavy coming over the rail.
Both he and crew fought every heel
to try to stay on level keel.
The gusts were many, and as they came
he thought each one would end his game.

Floor boards afloat, he dare not bail,
for a dangerous opponent was on his tail.
Not only this, but the finish line
was just ahead and there wasn't time.
At long last he heard the gun,
'twas awfully close, but he had won.
Sailing about with spirit aglow
(knowing that he had put on a show)
So proud in thought, and in a spell,
he failed to hear the race chairman yell.

(Continued Page 6 bottom 1st Column)

The Crosby Series
had fourteen
SCHOCK Snipes
competing.

They placed
4th, 5th and 7th
out of the
first ten boats.

Seven
SCHOCK Snipes
qualified for the
Heinzerling Trophy
Series.

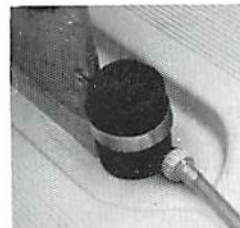
Doug De Souza
placed 3rd,
Dave Ullman 4th
and Earl Elms 5th.



BOAT BUILDERS
W. D. Schock Co.

3502 Greenville
Santa Ana, California
KI 9-2277

BAILS WHILE YOU SAIL



- * Leaves you and your crew free to sail the boat
- * Keeps the boat dry ALL the time.
- * Eliminates excess weight and the hazard of shifting water.
- * Compact size and light weight allow you to put it where it bails best.

Operated by a 6 volt aluminum encased battery, the Sportsman electric battery pumps 2 1/2 gallons per minute. It measures a compact 4" high, 3" dia., and weighs 4 1/2 lbs. Hooked up with a simple switch, it pumps at the snap of your finger. Pumps within 1/4" of the bottom. Complete package includes battery, pump, and 6 ft. plastic drainage hose.

PRICE **\$19.95** C. O. D. or FOB ELMHURST

Charles W. Greaves - 260 Arlington Ave. - Elmhurst, Ill.

Rockall Snipe Sails

4 oz. dacron

\$98.50 postage paid anywhere in U. S. A.
Send for free brochure and sample sail cloth

FEATHERWEIGHT MARINE
10 Edgewood Ave. Glen Head, New York.

PATRONIZE OUR ADVERTISERS

THEY DESERVE YOUR SUPPORT!

Howard Richards Won Triple Crown of Canadian Snipe Racing

SECOND PLACES BOUNCED AROUND, BUT CLAUDE FLEMMING ALSO GOT THREE 3rds WITH CONSISTENT SAILING
THREE IMPORTANT REGATTAS SCHEDULED TOGETHER
PROVIDE A THRILLING WEEK OF SAILING

Although belated, I am pleased to enclose the results of the 1964 Provincial, Maritime and Canadian Snipe Championships held at the Armdale Yacht Club, Armdale, Nova Scotia.

In retrospect the regatta appears to have been quite successful, with favourable winds for the entire series excepting the second race of the Provincial and the 4th Dominion where the wind scale approached the 30kts. mark consistently.

All the races were sailed over Olympic Courses of 4.5 to 5.8 miles in length in the inner reaches of Halifax Harbour. Fortunately the winds were quite steady and excellent windward legs resulted in all the races.

All races resulted in extremely close finishes among the top five or six boats and in at least four of the races, the top four finishers finished within seconds of each other.

Certainly the best performance of the week was Howie Richards who won the three major trophies, although none of the races were walk-a-ways by any manner, as Doug Keary, Al Jarrett, Claude Flemming, Tom Storey, Ina Sullivan, Harry Henderson and Jamie MacDonald were constant threats.

—Peter F. Bennett

Commodore Bennett's praise is well given, for Howie has carved a permanent niche in Canadian Snipe records which can hardly ever be bettered. 1964 will, no doubt, be known henceforth as Richards Year.

He started the season off auspiciously when he crossed the border to invade New York State in June and captured the coveted Briody Trophy (page 13 of this issue). This prize is emblematic of the Championship of Lake Ontario and it is the first time a "foreigner" had ever accomplished that feat in 23 years of competition in a real hot-bed of Snipe racing.

Then he entered these three big regattas a month later and, by using his broom in a clean sweep, did what no one has done in the 28 years since the inception of the series. And as a little extra, he simultaneously defended his National Championship title won in 1963.

Last month's BULLETIN told the story of how he piled even more frosting on his championship cake by winning the Province of Ontario Championship held in Ontario right after the Western Hemisphere Races were concluded there. The 58 starters included the present World, Western Hemisphere, and National Champions from most of the WH Snipe nations.

Truly a most remarkable sailing season record, and Howie (as well as wife Amy who usually crews for him) is officially congratulated by the class for this outstanding performance in the true spirit of Snipe competition. He will probably be a hard man to dislodge!

(A SAILOR'S NIGHTMARE from Page 5)

It took his crew and others around
to awaken him from sleep so sound.
With pride he sailed o'er to the place
where he'd be praised for winning the race.

Instead of this, the chairman explained
his recall signal had been in vain,
For at the start he had crossed the line
a second ahead of the official time.
Words then left him, so did his crew—
What happened thereafter

his friends never knew!

They watched him sail like never before
to open waters far from shore.
The sea was rough and the wind was high,
no sun to brighten the dull grey sky.
Soon he and boat were lost from sight.
There's been much talk about this flight,
But legend is he took a trip
to Davy Jones's locker in his scuttled ship.



THE CHAMPIONS - Howard and Amy in action in their Snipe 10547, equipped, of course, with his own hardware.

FINAL RESULTS - THREE CANADIAN CHAMPIONSHIPS

PROVINCIAL RACES - July 27-28, 1964 1st 10.

BOAT	SKIPPER	Races	1	2	3	Pts.	Fin.
Pathfinder	H. Richards		1	4	2	4490	1
Gemini	D. Keary		4	7	3	3936	2
Gubby	C. Flemming		8	1	6	3914	3
Acolus	J. MacDonald		9	2	5	3841	4
Hedy	H. Henderson		6	3	7	3825	5
Shirley III	A. Jarrett		7	dnf	1	3080	6
C. King	D. MacKenzie		13	5	12	2921	7
Thora III	T. Storey		2	dnf	9	2869	8
	W.C. Porter		5	dnf	8	2709	9
Ogo Pogo	W. Hendershot		11	dnf	3	2668	10

MARITIME RACES - July 28-29, 1964

BOAT	SKIPPER	RACES	1	2	3	Pts.	Fin.
Pathfinder	H. Richards		3	1	1	4644	1
Skidoo	I. Sullivan		4	2	3	4334	2
Gubby	C. Flemming		7	5	2	3973	3
Shirley III	A. Jarrett		1	10	4	3930	4
Acolus	J. MacDonald		9	6	5	3545	5
Gemini	D. Keary		2	3	dnf	3254	6
Hedy	H. Henderson		13	7	6	3165	7
C. King	D. MacKenzie		11	9	7	3080	8
Thora III	T. Storey		5	4	dnf	2954	9
	W.C. Porter		8	14	8	2907	10

DOMINION CHAMPIONSHIP SERIES - July 30-31, 1964

BOAT	SKIPPER	RACES	1	2	3	4	Pts./Fin.	
Pathfinder	H. Richards		1	5	1	3	4644	1
Thora III	T. Storey		3	7	2	1	4565	2
Gubby	C. Flemming		2	2	5	dnf	4338	3
Gemini	D. Keary		10	1	4	5	4265	4
Skidoo	I. Sullivan		5	4	9	4	4034	5
Hedy	H. Henderson		7	15	7	2	3833	6
Shirley III	A. Jarrett		6	3	10	dnf	3630	7
C. King	D. MacKenzie		9	9	3	dnf	3252	8
Acolus	J. MacDonald		11	8	6	dns	3214	9
	W.C. Porter		4	11	13	dnf	3110	10

MORE SAIL POWER

Author Herb Hild, famed Star sailor and noted sailmaker (Hild Sails, Inc., of City Island, N. Y.) sent in the following article originally printed in the Rudder Magazine. He thought it would interest Snipers. We agree - and print it with pleasure. -Ed.

Until recently, most of the people you met on the racing circuits were people who had raced or sailed all of their lives. They handled their boats with ease, tuned them properly and set their sails so that they performed well. Most of these people did things the way they did by instinct and training rather than by any real, empirical knowledge of why they did thus-and-such. Their fathers (and their fathers before them) passed on to them this lore-of-sailing. If you asked them as to the reasons behind a certain process or method, the usual reply was a 'well, that's the way it should be done,' or, at worst, an indefinite shrug and a vacant stare.

Well, this sort of answer may be adequate if you have your entire youth in which to learn, but won't help the new breed of sailors who join the sport when they are already adults. These people want to learn to race in a hurry. Half-baked answers like 'it works better that way' won't do at all. These are intelligent, thinking people who want straight answers to straight questions. As a sailmaker, I have been on the receiving end of many questions about sails. There have been so many that I was prompted to set down on paper my own ideas on how to get the most out of a suit of sails.

Before we get into the subject, it would be well to clear up a couple of points of confusion. The first is that sail-making, and sailing itself, are both arts. Both are subject to too many variables to be subject to analytical dissection.

The cloth that sails are made of is one variable. The textile people, although they have improved their product tremendously, still have not been able to produce material that is consistent in its characteristics. One bolt of five-ounce Dacron may vary considerably from another in things as finish and physical properties such as stretch. If the material varies some, the manufacture of the sail itself, being in the hands of variable humans, varies even more. While all sail-makers exert every effort to eliminate this variability of the human, differences in sails are inevitable until sails become wholly machine-made.

Once the sails are on a boat, other variables begin to apply. Wind is never quite the same twice, is notoriously changeable, running the gamut from zephyrs to gales in minute increments. The sea is always slightly different, offering waves in an infinite variety of shapes and sizes. Lastly, sailors themselves are the greatest variables of all. Not only are they unlike but, each one will change within himself to an alarming extent. A bad week at the office versus a week of sunshine and roses will make a momentous difference in how a man sails a boat.

All of this is intended to support my first point which is that sails and sailing are arts, not sciences. Sails are often compared with wings. However, the airfoil of a wing can be readily determined by wing loadings, required lift, speed and so forth. After the wing is designed, it is made out of nice, solid metal and bolted onto an airplane of a known weight which is dragged through the air with engines of fixed horsepower. All the factors in an airplane wing then, are stable and therefore, can be analyzed by scientific methods. Compare this to a sail with its variables, which is used under differing conditions by a sailor who changes hourly.

This last brings me to my second point. Sails and sailing are not only arts, they are subjective ones. That is, two people may say two different things and mean the same, or say the same thing and be referring to two different ones. For example, a main which sailor A refers to as a flat sail, sailor B will call full. Or, one man will say tight meaning with no slack while the next man will think tight means fiddle string tight. This communication problem gets out of hand when someone tells you something like "you should slack your lower shroud." How much should you slack them? A little or 'till they drag on the deck?

Principles are all very well but the big trick is to apply them to each individual case. When I set about making a sail for someone, I try to find out exactly what he means by full, flat and so on. Then, if he wants a fuller sail than he had, I can make him a fuller sail. It may still be flat as a concrete slab to me, but to him it is full.

All the problems connected with subjectivity can be eased to a large degree by doing the following:

1) **GET A FRAME OF REFERENCE.** Mark all the sheets and other adjustable rigging and hardware at appropriate spots so that you will have a continuing frame of reference every time you set or trim a sail. If your boat moved well with the sails set to certain marks, you can easily duplicate the settings on a similar day. You can also avoid repeatedly poor performances.

2) **KEEP YOUR EYES IN YOUR OWN BOAT.** Around the water, appearances are very, very deceiving. The other boat is always trimmed differently, pointing higher and going faster. If you spend your time indulging in this nautical rubber-necking, you will end up over-trimmed and pinched for sure.

This is not to say you should never look at the other boats. You should, especially if the other guy is going by you like you were lashed to a post. Observation is the only way we can learn. But make your observation intelligent, don't be misled by appearances, and don't try to be a carbon copy of the other guy, it rarely pays.

The same holds true for shoreside conversation. When the talk reaches the how-tight-are-your-upper-shrouds stage, smile politely, nod sagely and mumble something vague like "tight enough." Remember, your boat, your sails and you are unique. What is sauce for the goose is likely to poison the gander.

Sails develop drive from two things, area and shape. Since the area is usually fixed by class rules, although some tolerance is usually allowed, the shape is the only thing we can adjust to obtain maximum power from a sail. A sail is shaped in three ways; shaping the panels, shaping the edges, and gathering the edges. Normally, the bulk of the shape comes from curving the foot and the luff. Very little panel shaping is usually done while edge gathering is used a lot or a little, depending on the sailmaker. Personally, I depend on shaping the edges to get most of the shape and gather them enough to allow the sailor some latitude in the amount of draft in the sail. This gathering is done by dewing the sail to a bolt rope when it is under considerable tension. When the tension is removed the rope shrinks and gathers the sail. When the tension is reapplied to the rope, the gathers disappear and the sail flattens out.

Shaping the edges, as stated, is the primary source of a sail's shape. It also determines where the draft will be. A sail is made by cutting and sewing together flat panels of material. A predetermined amount of roach, or curve, is cut into the luff and foot. When these curved edges are applied to a straight mast or boom, the result is a bag, or shape in the sail. The conclusion follows logically, bending the spars controls the shape of the sail.

A third determinant of sail shape is the actual setting and trimming of the sail. Sheet tension and direction can cause radical changes in a sail.

Therefore, the three principles of sail adjustment are:

- 1) Sail edge tension
- 2) Mast and boom shape
- 3) Sheet tension and direction

Let's see how they apply to each sail.

THE JIB - Without going an inch further, we can put our finger on probably the biggest cause of poor windward performance. To wit, jibs are usually *not hoisted tightly* enough and most jibstays are too slack. Why this is so important can be deduced from how sails get their shape. Jibs are cut for a reasonably straight stay. The minute there is excess curvature in the stay, the sail will begin to become baggy and

(Continued top of next page)

(MORE SAIL POWER from Page 7)

the draft instead of being in the forward part of the wail, will move back towards the battens. The leech of the sail will take more than its share of the strain and tighten up, back winding the main. The result is a tremendous loss in windward efficiency. Their standing rigging is usually all right provided it is set up hard enough, but they are normally delivered with rope halliards which lead directly to cleats. I submit that it is virtually impossible to get jibs up tightly enough with this equipment. Wire halliards and winches are essential.

Many owners of these boats have asked me to put extra snaps on their jib luffs since they sag away from the stay. Extra snaps are not the answer. Some highly developed classes do away with jib snaps altogether and depend upon tension to hold the jib and stay together. Others have a jibstay merely to hold the rig in the boat until the jib is raised after which the whole rig hangs on the luff wire of the jib alone. Once again, the luff of the jib must be tight.

These boats also suffer from an additional loss in jib efficiency by not having adjustable jib sheet leads. The shape of the jib can be varied a considerable amount by shifting the lead of the sheet. The sail will have the shape that was cut into it when the sheet more or less continues the line of the miter. Then the tension on the foot and the leech will be the same. If the lead is moved forward more strain will be thrown on the leech, tightening it, while the rest of the sail will be slacker, allowing more curve. If the lead is moved aft, the reverse will apply. Now the strain will be on the foot making the sail flatter while the leech will be looser. The first condition, lead forward, is a good one for light air and the latter is preferred for heavier winds.

THE MAIN - Provided it is a good one, a main has its maximum draft between the center and the forward quarter. And this is where it should stay. As the wind increases, tension on the hoist should be increased to hold it there, not, as many people believe, to pull the draft forward. Tightening the hoist also flattens the sail to a degree.

While many very competent yachtsmen believe that a sail should be flat in a breeze, I can not agree with them. There is usually a sea when the wind is blowing. To plow through a lumpy sea requires power and this can only come from the sails. Since a full sail has more drive than a flat one, it follows that this is what is needed on a heavy day, not one shaped like a board. It is true that you will not point as high, but since you will be going so much faster, it won't matter.

While I do not believe in a flat sail and heavy air I certainly believe doing the things that people do in the name of flattening the sail, mainly, tightening the luff and the foot. While these may flatten the sail some, what they do is of far more importance. As stated, socking up the luff holds the draft forward where it belongs and tightening the foot helps loosen the leech. And the leech is the most important part of the sail. In fact, along with the tightness of the jibstay, it is one of the two ways to make sails function at their peak.

When I say the leech, I am referring to the last quarter of the sail, or roughly, the batten area. It is this area that will make or break the drive of the sails. The leech of a sail performs two functions. First, it controls the amount of drive the sail develops in the same manner in which flaps on an airplane wing develop tremendous lift when they are lowered. In the same way, a tight leech will develop a lot of drive. Flaps and tight leeches are not unmixed blessings, however. While they develop lift and drive, they also cause a tremendous drag. That is why an airplane only uses flaps at low speed landing and taking off, and why a tight leech is only beneficial when the wind is light. But when the wind is light, it is not only beneficial, it is essential. A sail with a loose leech in a light air is totally useless and it is amazing how much oomph can be gotten out of an otherwise nondescript sail by simply tightening up the leech.

While this tightness is the thing to have in light winds, anything but is needed when it is blowing. With any kind of breeze, a tight leech will make a sail into a wind-catching

bag, which may do a magnificent job in tipping a boat over and driving it sideways but will contribute little towards pushing her forward. The big trick in heavy air is get the leech loose. This can be done in several ways. As stated, the outhaul controls it to a degree. Outhauling the sail hard will loosen it, while, of course, slacking it away will tighten it. Another way, most effective, is to change the shape of your spars.

There are many ways to do this, depending on how your boat is rigged. If your boat has three-quarter rig with jumper struts and permanent backstay, the easiest way to do this is to put an adjusting device, such as a crank turnbuckle, on the backstay. With this, a controlled amount of bend can be induced in the mast. When the wind pipes up, a few turns will pull the head of the mast back enough to free the leech very nicely. When the wind slacks off, a couple of quick cranks will tighten up the leech again. Delightfully easy, the only trouble is most classes won't allow it.

With boats such as mine, a Star, this presents no problem. We have a stay running to the head of the mast which can be slacked or tightened at will. This makes bending the mast a snap. Others, like the Finns, depend on the natural elasticity of the mast to do the job. In every case, however, the top of the mast bends backwards when the wind is blowing.

Now, the vast majority of classes don't allow this mast bending hanky-panky and other methods of leech adjustment have to be resorted to. As already mentioned, the outhaul controls the leech and so will the hoist. Slacking the downhaul and pushing the boom up, will transfer a lot of the strain to the leech and tighten it. Another thing that will tighten the leech is to trim the main in enough to pull the boom down. The popular idea, which appears the most logical, is to slack the main out when the wind is light. However, if you watch the top sailors, in my class at least, you will see them all sail around in the lightest zephyrs with everything slacked off except the main sheet. That is pulled in tight.

The Finns, as well as many others, use another device, the bending boom. Their sheets attach to the middle of the booms. When the wind is light the boom is straight but as the wind increases the outboard end starts bending upward, effectively loosening the leech as needed, plus removing the draft.

The second function of the leech of the sail is to steer the boat. Sound far-fetched? Not a bit. The leech is the rudder of the boat out of the water, a kind of air rudder. The air that comes off the edge of a sail has to be headed in one direction or another. Exactly which direction this depends entirely on the leech. If the leech is in line with the rest of the sail, the air will move aft but if the leech is tight the air will move partially to windward. Since action has to have a reaction, the sail, and the stern of the boat to which it is attached, will try to move to leeward. As the stern tries to move to leeward, the bow tries to turn into the wind, in short, a tight leech creates a weather helm.

This isn't necessarily bad. A boat has to have some help particularly in light wind. It has to want to go to windward. This is one more reason, and a very important one, for having a tight leech in light wind, and a slack one when it's blowing. A lot of weather helms that people crab about can, a lot of the time, be traced directly to the leech of the main.

That completes my sermon on sails. The salient points can be boiled down to a very few, which, in closing, might well be re-stated.

- 1) Concentrate on the primary function of the sails. The details will look after themselves.
- 2) Keep your eyes inside your own boat. Observe, perhaps, but don't be misled.
- 3) Mark sheets, halliards, and all other adjustable rigging and hardware.
- 4) Keep the jibstay and the jib luff tight.
- 5) Keep your eye on the leech of the main and jib. Adjust them to suit the weather and the feel of the boat.
- 6) Adjust the tension of the main luff and foot, to suit the wind strength.

While relatively simple to list, they'll require studious application, and I'm sure you will get MORE SAIL POWER.

Brothers Luis and Angel Orella Won Argentine Championship

BY WINNING 2nd PLACE, THE OBARRIO BROTHERS ALSO GET TO GO TO THE WESTERN HEMISPHERE RACES



Start of the Third Race



"Laurel Leaves" of Victory.



The Argentine Champions in Action



TEIDE II (4th Place) - A Well Fitted-out Boat

By Fernando de Aldecoa, Argentina National Secretary

On the 23rd and 31st of May, the XXVII Argentine Snipe Championship was raced on the River Plate off San Isidro.

This race was well organized by Fleet No. 233 belonging to the Club Nautico Sudeste. Twenty six boats competed.

Boats belonging to the fleets of the Club Nautico San Isidro, San Nicolas, Chascomus, San Pedro and the Club organizing the race intervened.

A total of seven races were held in light winds and good weather. These conditions proved ideal for Luis and Angel Orella who, with their CID No. 11826, won three first and three second places in their six best races, thus totaling 9363 points and obtaining the first place in the general classification and the title of Argentine Champions.

Adrian and Alberto Obarrio finished second, totaling 8978 points, third came Fernando Sanjurjo with 8897 points, fourth Ernesto Caviezel with 7408 points and fifth Pedro Ferrero, with 7386 points.

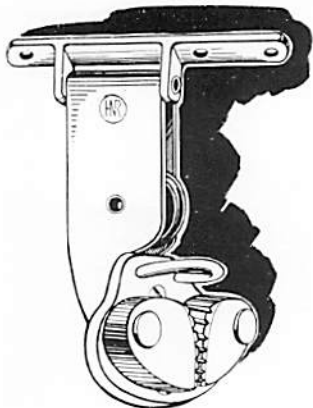
The prize giving event took place at the Club Nautico Sudeste on Sunday 31st of May.

After these results, Luis and Angel Orella and Adrian and Alberto Obarrio became eligible to represent the Argentine in the Western Hemisphere Championship in 1964.

XXVII ARGENTINE NATIONAL CHAMPIONSHIP

FINAL RESULTS - A=Abandoned Race; D=Disqualification

BOAT	SKIPPER	RACES	1	2	3	4	5	6	7	Pts.	Fin.
11826	Luis Orella		1	1	2	2	2	1	4	9363	1
14347	Adrian Obarrio		4	12	1	3	3	2	1	8978	2
13939	Fernando Sanjurjo		5	3	3	6	1	3	3	8897	3
13171	Ernesto E. Caviezel		3	5	8	12	4	4	12	7408	4
12674	Pedro Ferrero		11	7	10	5	7	5	2	7386	5
14349	Oswaldo Bacino		5	4	11	4	8	10	5	7380	6
13172	Fernando de Aldecoa		12	2	15	1	5	14	6	7212	7
11838	Horacio Domenicone		7	6	5	8	9	9	7	6946	8
13165	Silvia Volker		6	8	14	9	6	7	10	6680	9
13166	Roberto G. Haas		A	10	7	15	12	11	8	5623	10
14004	Horacio Campi		9	11	4	10	14	18	16	5608	11
11827	Carlos Vilar Castex		10	21	6	14	A	8	11	5304	12
13161	Manuel de la Orden		8	9	D	16	11	16	14	4992	13
11837	Juan Luciano (h.)		A	-	12	11	17	6	9	4971	14
14344	Miguel R. Loew		A	19	13	7	15	15	13	4560	15
12671	Carlos Moral		13	14	9	13	13	-	-	4105	16
13167	Martin R. Huergero		D	A	16	17	10	12	15	3904	17
14782	J. Fernandez Vinas		16	17	17	18	19	17	17	3458	18
12679	Elena Obarrio		17	15	21	19	21	21	-	2936	19
13164	Alejandro Caviezel		15	18	22	A	20	19	-	2716	20
13169	Rector Romero		D	20	20	20	16	D	-	2340	21
11885	Segiamundo Cortes		-	-	18	A	D	13	18	2263	22
11880	Eduardo Bradley		A	23	23	21	22	22	19	2254	23
14345	Enrique E. Claverie		14	13	19	A	-	1	-	2222	24
11839	Carlos Ferrando		A	16	A	-	18	20	1	2045	25
12815	Hugo A. Castro		18	22	-	-	A	-	-	1115	26



HOWARD N. RICHARDS

508 Morrison Road - Oakville, Ontario, Canada



QUALITY FITTINGS
for the discriminating yachtsman



Jib Jib Jam

PRICE \$18.00 POSTPAID

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

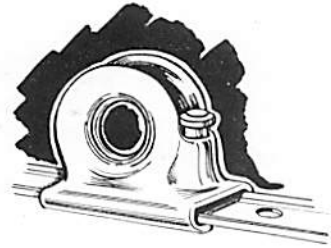
Also used by several National Champions in other classes. This is the fitting most of the top skippers have come to realize as being the ultimate in jibsheet control. Fast and efficient, eliminates fumbling and is a boon to your crew. Double acting cam works both ways, making only the one fitting necessary. 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"

Boom-mounted Mainsheet Jam Cleat

PRICE \$18.00 POSTPAID

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



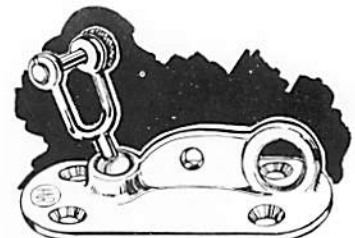
Jibsheet Fairleads

PRICE \$14.00 A PAIR POSTPAID

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

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

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



4 in 1 Forestay Fitting

PRICE \$12.00 POSTPAID

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



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



Snipe Building Plans

BLUEPRINTS . . \$5.00

REVISED JULY 1960

SCIRA 655 WEBER AVE. AKRON 3, OHIO

SAILS SUCCESS STORY

After 1 year of exhaustive tests, a NEW SNIPE JIB AND MAIN have been perfected. This is an all-weather set of sails for anything, except above 25 M. P. H.

THESE SAILS WILL DEFINITELY SAIL CLOSER TO THE WIND!

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

LEVINSON SAILS 900 N. OSCEOLA AVE.
CLEARWATER, FLA.

NEW!

LAMINATED FIBER GLASS

SAIL BATTENS

4 OZ. PER SET — UNBREAKABLE

SET OF 3 — \$10.50 Postage Free If Prepaid

SEND FOR FREE INFO TODAY

V ARBO 1868 W. 166 ST. — GARDENA, CALIF.

— Tony Nevin New Winner of the George Becker Trophy —

RAY KAUFMAN, WINNER OF 5 OF THE LAST 6 REGATTAS, GETS SECOND PLACE



Sailors board the Sea Cliff YC launch to be taken to their boats

Article and Pictures by Ellen Horan

Twenty-one Snipes sailed smoothly across the starting line at Sea Cliff on June 27th, each with an eye on the windward mark, and each, no doubt, with designs on the beautiful Commodore George Becker Trophy, the glass-encased gold and platinum Snipe model that is emblematic of the Individual Long Island Sound Snipe Championship. Fleet 4 washost.

The winds were fine on Saturday, averaging around 10 mph, and growing enough during the second race to warrant a shortened course. Sunday was a different story. With the intention of having two races since Saturday's first was disallowed, the fleet set out early and found only a semblance of what had blown before. After finishing one race, the official wind reading was clocked at zero-to-nonexistent and though the skippers bobbed about hopefully, the third race was of necessity cancelled.

With a first and a third to their credit, Tony and Jane Nevin of the Manhasset Bay Fleet were awarded first place honors. This commuting couple (they drive from Swarthmore, Pa. every weekend to sail at Manhasset) are very familiar faces at trophy time.

In second place (2-4) was Ray Kaufman, also of the Manhasset Bay Fleet. Third place went to Ricky Zimmerman of Sea Cliff, who won Sunday's race by a country mile.



After arriving at the Starting Line, they queue up behind a friendly sloop while waiting for the wind to arouse itself.

INDIVIDUAL CHAMPIONSHIP OF LONG ISLAND SOUND Final Results - (First ten places)

BOAT	SKIPPER	CLUB	RACES	1	2	Pts.	Fin.
14302	Tony Nevin	Manhasset Bay		1	2	3044	1
11291	Ray Kaufman	Manhasset Bay		2	4	2890	2
8000	Ricky Zimmerman	Sea Cliff		6	1	2825	3
7617	Rolf Carlsen	Sea Cliff		3	6	2669	4
12002	Ted Steadman	Manhasset Bay		4	7	2525	5
10546	Arthur Karpf	Manhasset Bay		8	5	2385	6
10292	Gus Kreuzkamp	Manhasset Ban		13	2	2305	7
11536	John Becker	Overboard S.F.		7	8	2245	8
7120	John Nicholson	Sea Cliff		11	9	1924	9
12500	George Becker	Sea Cliff		10	10	1922	10



Tony and Jane Nevin sport victory smiles at announcement of the final standings.



Commodore George Becker presents the trophy to Tony and Jane Nevin as Jill Morehouse and Ricky Zimmerman (3rd place), Mark Winkworth and Ray Kaufman (3rd place) look on.

Marc Teurlay

PRESENTS TO YOU HIS NEW
FIBERGLASS SNIPE

- SELF-BAILER
- ELEGANT
- COMFORTABLE

PRICE WITHOUT SAILS ON BOATS —
N.Y., Boston, Philadelphia, Baltimore - \$900
Quebec, Montreal - - - - \$923
Los Angeles, San Francisco - - \$940
Cleveland, Detroit, Chicago - - \$986

AGENTS

PORTO RICO and VIRGIN ISLANDS
SIRENA MARINE CENTER
P.O. Box 562 Hato-Rey, Porto Rico

SCANDINAVIA
AKTIEB OLAGET ROBERTS
Orebro, Sweden

ETS TEURLAY

Face 103 Quai de Queyries
BORDEAUX, FRANCE

New Sails \$95.00

4 oz. DACRON MAIN & JIB including BAG, BATTENS, JIB
HANKS & INSIGNIA — (Sail numbers 50¢ per digit extra).
GURANTEED QUALITY!!! IMMEDIATE DELIVERY!!!



ROBERT BOOMER

23016 EVALYN AVE.
TORRANCE, CALIF.

BOAT LUMBER

For Fine Boat Building and Repairs

SITKA SPRUCE • MAST & SPAR GRADE
• PHILIPPINE MAHOGANY • HONDURAS
MAHOGANY • WESTERN RED CEDAR •
WHITE CEDAR • TEAK • CYPRESS • OAK
• LONG LEAF YELLOW PINE • ETC.

Fir and Mahogany Plywood for marine use—lengths up
to 16 feet: Bruynzeel Marine Plywood, solid Regina
Mahogany throughout. Quality unsurpassed. Most all
sizes in stock.

Ripping and planing to order

We are specialists in all types and sizes of imported and
domestic boat lumbers. We ship anywhere—at surprisingly
low prices. Send 10¢ today for valuable manual "How to
Select the Right Boat Lumber" plus complete lumber and
price list.

M. L. CONDON CO. Boat Lumber Specialists Since 1912
278 Ferris Avenue, White Plains, N. Y. White Plains 6-4111

Akron Snipers Go to Chippewa

HELP INAUGURATE REGATTA FOR NEW FLEET



THE WINNERS - (left to right) PLYC Commodore Ray Miller gets to stand with the victors, for he also won an award (see picture below); Bill Kuehnling and crew, son Billy 1st; Mrs. Jahe Ake 2nd; Bruce Anderson 3rd.



Chippewa's First Annual Snipe Regatta was well represented by Portage Lakes. We were glad to welcome our neighboring Akron Snipes.

Saturday's morning and afternoon races offered quite a challenge to the skippers and crews with a 25 mph wind.

The first race put Miller in first, Kuehnling in second and Ake in third place.

In the second race it again looked like Miller would take first as he held this position for the first lap, but there a jibe on the run capsized the boat.

The club put on a ham luncheon and afternoon cocktail party.

Sunday's race with a 15 mph wind had everyone cautious and anxious to add on final points. The finish brought an exciting and close line-up. In this one Ake took first, Kuehnling second and Andersen third.

The visiting Akron sailors walked away with the three trophies at Sunday's presentation. —By Chuck Bartsche

FINAL RESULTS - FIRST ANNUAL CHIPPEWA REGATTA
Chippewa Lake, Ohio - Sept. 12-13, 1965

SKIPPER	CLUB	RACES	1	2	3	Pts.	Fin.
Bill Kuehnling	P.L.Y.C.		2	1	2	4642	1
Jane Ake	P.L.Y.C.		3	4	1	4413	2
Bruce Andersen	P.L.Y.C.		4	3	3	4257	3
Henry Young	P.L.Y.C.		5	2	8	3906	4
Ray Miller	P.L.Y.C.		1	dnf	4	3869	5
Dave Kenat	Chippewa Y.C.		8	5	5	3681	6
Chuck Bartsche	Chippewa Y.C.		7	7	7	3468	7
Bill Rosch	Chippewa Y.C.	dsq	6	6	6	3291	8
John Brinkerhoff	Chippewa Y.C.		6	8	dsq	3155	9
Bryce Meikle	P.L.Y.C.		9	dnf	9	2948	10
Ed Metzger	Chippewa Y.C.		11	dsq	11	2641	11

Richards Won Still Another One

BRIODY TROPHY GOES TO CANADIAN CHAMPION

Howard Richards won the regatta after surviving serious challenges from no less than three other skippers. Richards sailed to finishes of 2-3-1 to establish his margin of victory. Charles Webster was second with finishes of 5-1-2. Leslie Larson was third with 1-4-4 and "Red" Garfield fourth with 4-2-6. After Saturday's racing, these four skippers were within one position of each other providing an interesting setting for Sunday's race.

The first was started in light winds and a receding wave action. Two minutes after the start, the wind stopped completely.

Les Larson wisely started at the leeward end taking full advantage of the Niagara River, induced lake current. Fred Gram and Howard Richards followed close behind. Garfield and Webster rounded the mark in fourth and fifth respectively.

The wind gradually picked up to 6 or 7 mph with a fresh on-shore breeze.

Larson never relinquished his sizable lead. Richards sailed close enough to challenge. The remaining boats maintained their relative positions at the finish. The race was significant in respect to strategy employed by the Larsons who sailed a perfect race despite a few doubtful moments immediately after the start. Webster also employed the Larson idea after sailing behind the entire fleet for the favored starting position. Howard Fletcher sailed into 6th and Dr. Charles Rose was seventh.

The second race was sailed under different conditions with a Westerly wind and very little wave action. The course rotation was reversed, although the wind velocity did not exceed 8 mph.

Webster again siezed upon a correct race strategy by using a leeward end start (after being called back) to sail close to shore to pick up a favorable lift and less current. This strategy paid off handsomely. He never relinquished his lead, although Red Garfield and Howard Richards left him no room for error. Larson, Glenn and Betlem challenged for fourth, fifth and sixth respectively with positions changing frequently, especially on the second windward leg. Boats properly employing shore lifts sailed by others did not.

The finish was not without surprise as Webster tacked to cover Richards with regular monotony. Garfield took full advantage and slipped into 2nd place. Larson was 4th, Glenn 5th, Betlem 6th, and Fletcher 7th in a close group finish.

The third and last race was sailed on Sunday in light wind averaging 1 to 8 mph from the North. With four boats in contention for first place honors, an exciting setting was established. Betlem took full advantage of the tight competition by starting quickly and leading the contenders for 3/4 of the windward leg. A 10 degree windshift found Richards, Webster, Garfield and Larson in a favorable position and the boats rounded the first mark in those positions. Betlem who was ahead slipped to fifth, Glenn sailing close behind, 6th.

Betlem sailed into second on the off-wind leg with Webster, Glenn and Larson close behind. Richards, who is an outstanding light air sailor maintained his lead and eventually won the race and the regatta. Webster and Betlem alternated second and third positions. Webster needing second place for second in the regatta finally took over permanently on the finishing beat to weather. Larson took over fourth from Glenn. Garfield settled for a sixth and Jules Kroeger took seventh.

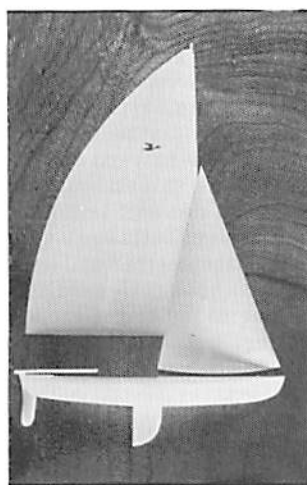
The regatta was won by a fine sailor employing conservative tactics and excellent hull speed.

FINAL RESULTS - BRIODY MEMORIAL TROPHY

SKIPPER RACE	1	2	3	Pts.	Fin.	SKIPPER RACE	1	2	3	Pts.	Fin.
H. Richards	2	3	1	4565	1	C. Rose, Dr.	9	11	13	2708	11
C. Webster	5	1	2	4417	2	J. Kroeger	12	dnf	7	2481	12
L. Larson	1	4	4	4338	3	P. Magde	13	12	16	2250	13
R. Garfield	4	2	6	4115	4	T. Morse	14	13	17	2089	14
J. R. Glenn	8	5	5	3681	5	W. C. Prior	17	14	14	2034	15
P. C. Betlem	10	6	3	3630	6	C. A. Rose, Jr.	15	dnf	12	2001	16
F. Gram	3	10	8	3494	7	E. Crook	16	16	18	1779	17
H. Fletcher	6	7	10	3342	8	P. Knauf	18	dnf	15	1689	18
T. E. Rose	7	9	9	3204	9	J. Steuf	dnf	15	dns	1160	19
B. Walch	11	8	11	2889	10						



Dr. Walter Allbach with Howard and Amelia Richards of Oakville. Commodore Allbach is presenting the Briody Memorial Perpetual Trophy.



SNIFE MODEL

Half model in gleaming white epoxy, mounted on 6"x9" solid mahogany wall plaque, in clear or stained finish. Snipe inlay in mainsail. **\$6.00** Postpaid

Personalize Your Model!
Your own Registration Numbers on the Sail—
Add \$1.00

Handcrafted Exclusively By

Richard Porter, Jr.

P. O. Box 33 Waterford, Conn.

Sorry, No C.O.D.'s

WE WANT YOUR BUSINESS - - - - -

Swaged SS Halyards - Stays - Custom made to your order SAME DAY - - - - -

SAMSON Yacht Braid - RACELITE Fittings - - - - -

NEW SNIPE IN STOCK COMPLETE

Prompt personal service from V. L. Beakey

AIRCRAFT SUPPLIERS COMPANY

Meachem Field

Fort Worth 6, Texas

HAND-ROPED SNIPE SAILS—\$94.50

British Dacron with leech draft adjustment for maximum efficiency in varying wind.

COMPLETE with slides, piston job hanks, bag, numbers, and battens. Postage paid in U. S.

CHOW'S TRADING CO.

Box 529 R. F. D. #1

Northport, New York

BUILDING A by Harold L. Gilreath PLYWOOD SNIPE

A 99 page DO-IT-YOURSELF book with 98 pictures, diagrams, and sketches with complete plans to build a champion boat along with details for outfitting and rigging — \$7.95 postpaid.

SCIRA 655 WEBER AVE. AKRON 3, OHIO

Wells Wanderings



by Ted Wells

More Mast Questions

Paul Betlem's article on masts in the December Bulletin has caused more questions than it answered--especially on the subject of halyard hooks.

Apparently, there are a lot of people who don't know what is a halyard hook. There are also a large number of people who do not know why they are used or what they accomplish, and there are some who think the halyard hook does things that it doesn't do.

The halyard hook in its simplest form is a claw-like hook of stainless steel which is screwed to the surface of the mast near the sheave or tube through which the halyard passes near the top of the mast for the main, and just below the jib stay intersection for the jib. Usually, the halyard consists of a section of steel cable attaching to the sail and just long enough to reach the halyard hook when the sail is hoisted. Near the end of the wire, one or more steel balls are swaged to the cable, at locations chosen to give the desired sail height when the ball is caught by the halyard hook. Generally, a light nylon cord is attached by splicing to the end of the wire part of the halyard. This cord is just left dangling outside the mast when the sail is hoisted. Inside halyards are possible with halyard hooks, but are very complex.

Why are halyard hooks used? To eliminate the compression load in the mast which would be equal to whatever tension the halyard carries. With halyard hooks, this compression load

is carried by the mast only from the hook to the sheave or tube. Without halyard hooks, the added compression is carried to wherever the halyard terminates near the foot of the mast.

In the case of the main halyard, the use of the halyard hook is about as effective in reducing the load in the mast as cleaning the ash trays would be in reducing a load in a Boeing 70' airliner. I must admit I'm completely baffled by Paul Betlem's statement that a halyard hook on the main increases bend in the mast.

Many builders of masts recommend halyard hooks on the jib. I have never used them as I think they are a nuisance; I don't like the aerodynamic drag of external halyards even if they are only nylon cords, and I don't think the reduction of compression load in the mast on a boat is that important. It depends, of course, on how much load is in the halyard. If the halyard is carrying all or most of the load normally shared with the fore stay; and if the mast is extremely flexible--maybe it is more important than I think. Around here, however, masts seem to blow out off the wind--not on boats. There is so little load on the jib halyard on a reach that its effect is inconsequential. On other classes--the Star for instance--the mast is more flexible and the halyard hook is probably considerably more important.

In any case, there is no question about the effectiveness of a bending mast in making life easier for a light weight skipper and crew. For full effectiveness--the mast and sail must work well together. If a bad wrinkle develops from the clew to a point several feet above the boom, you have too much bend down low. This can be corrected by moving the traveler back farther on the deck, and moving the blocks on the boom forward.

Bob Huggins made a remark last year which I think is pretty true--it was that you can do almost anything with the top third of a mast because they never break there. I haven't finished fiddling with mine yet--I think I can use a little more bend, but insurance companies take a dim view of people who consider masts expendable, and I had one blown out last year so I'm being cautious.



SITE OF THE 1965 SNIPE CLASS WORLD CHAMPIONSHIP REGATTA - Las Palmas in the Gran Canaria where Spain will be the host country. The yacht basin can be seen right below the Queen Mary at dock (top of picture).

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!**

FOR SALE: LOFLAND RACING SNIPE 14736. Dry sailed only three months. PERFECT-\$1070.00; with dacron sails by Levinson;\$1195.00. Original cost \$1500.00. W. G. Chase, Hillcrest Ave., Olean, New York.

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

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

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

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

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

FOR SALE: FINEST QUALITY TAPERED ASH BATTENS, varnished. Set of three for Snipe \$2.25 postpaid. Send check or money order to DON BLYTHE, BATTENS, 804 Euclid Ave., Jackson, Mississippi. 39202.

FOR SALE: SEVERAL GOOD USED FIBERGLASS SNIPEs. Registered boats from 11318 to 14736 at a bargain. Chase Marine sales, Cuba, N. Y. Phone; Olean, N. Y. PR2-0328.

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

FOR SALE. SNIPE 10292 by GERBER. Dry sailed wood hull in excellent racing condition. Two suits of dacron sails (1 by Ulmer and 1 by North); Racelite fittings; two masts; two booms; Trailer. Launching dolly for dry sailing. A real competitor at \$975.00. Gus Kreuzkamp, 44 Bigam Circle, Manhasset, New York. Phone 516 MA7-2887.

FOR SALE: SNIPE 13287. Lofland fiberglass with North sails and Lofland trailer. Absolutely complete and ready to race with many extras including new Jiffy Jam, compass, and Varalyay mast. A winner at the bargain price of \$1195.00. Chuck Atkinson, 1205 Usher St., Ft. Worth 16, Texas. Phone: CL1-1514.

FOR SALE: LOFLAND FIBERGLASS SNIPE 13314. Murphy-Nye dacron sails; Varalyay mast; self-bailer. Excellent condition and completely equipped for racing. Under-priced for quick sale \$985.00. Harry Goldstein, 604 High Point Rd., Peoria, Illinois. Phone: 691-0515

FOR SALE: BEAUTIFUL VARALYAY 12322. Fleet champion and 2nd place District 3. Fully equipped; top racing condition; North sails. Fiberglass hull; clear fiberglass covered mahogany deck and rudder. Ready to sail and win! \$1185.00. Specially made welded steel trailer available. Stanley Salzenstein, 912 W. Fairmont., Peoria, Illinois. Phone: 681-6983

FOR SALE: 22 FOOT ALUMINUM MAST \$85.00. Suit of full-cut cut measured dacron sails made by Southern Sailmakers, cut measured dacron sails made by Southern Sailmakers, PERFECT for \$65.00. Herbert Brown, P. O. Box 254, Memphis, Tennessee.

SPECIAL SALE: THREE NEW GRAMPIAN SNIPEs at \$1075.00 each. Cayuga Boat Co., 1979 Harlem Rd., Buffalo, N. Y. 14212 TELEPHONE: 716 - TX4-5003.

DO YOU NEED A NEW MAST? Get a complete set of plans for the CHAMPION round mast for Snipes designed by Ted Wells and build your own. 4 sheets of blueprints with all details for hardware and rigging for only \$1.00 per set. SCIRA, 655 Weber Ave., Akron, Ohio 44303.

BUILD YOUR OWN TRAILER. You can get blue-prints and a detailed instruction sheet for two different types of trailers which were especially designed by snipers to fit a SNIPE. Why spend a lot of money? Only \$1.25 postpaid complete.

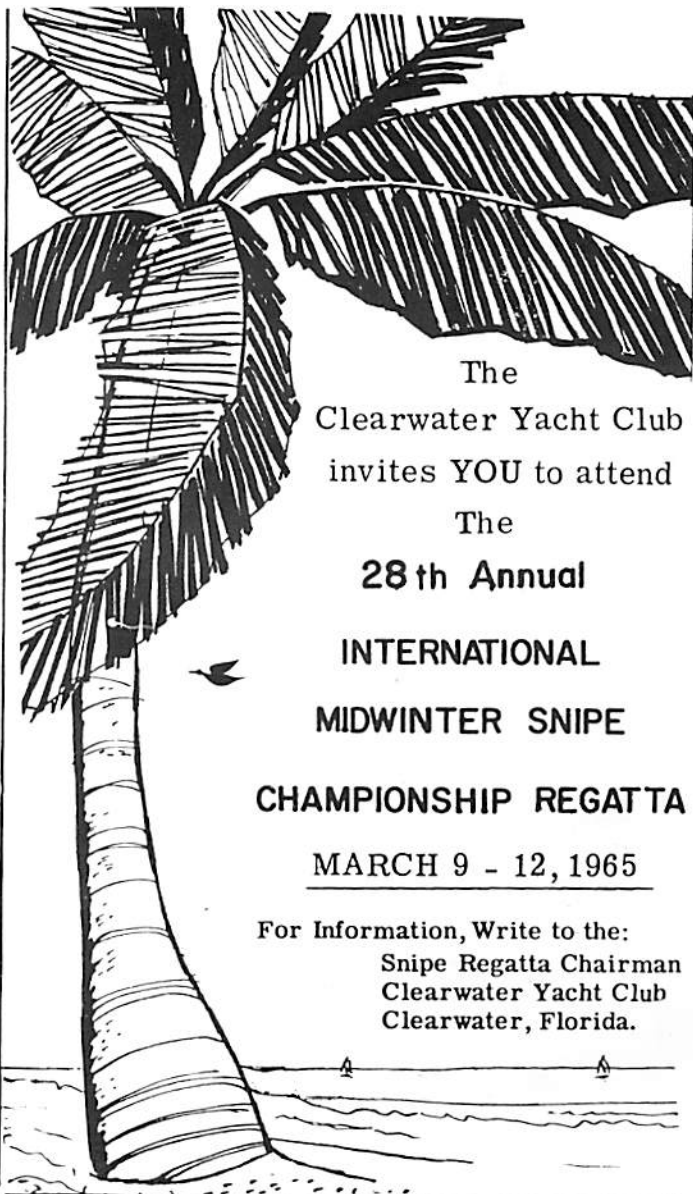
SCIRA - 655 WEBER AVE., AKRON, OHIO 44303.

SNIPE POSTCARD IN COLOR showing scene of Snipes racing in a WH Regatta with appropriate SCIRA information on the back. You can be proud of this card. Send \$1.00 to SCIRA for 20.

SOMETHING TO BUY OR SELL? Why not try a small ad here? Figure the cost of your ad and enclose a check when ordering.

**WANT ENTRIES FOR YOUR
REGATTA?**

Why not help Snipe Bulletin and Your Fleet by advertising here:



The
Clearwater Yacht Club
invites YOU to attend

The

28th Annual

INTERNATIONAL

MIDWINTER SNIPE

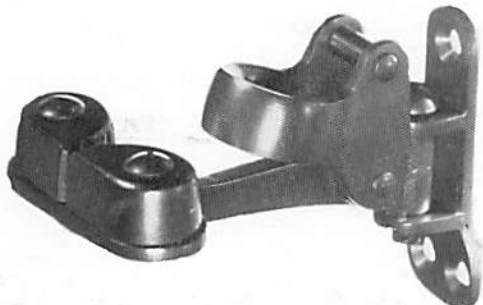
CHAMPIONSHIP REGATTA

MARCH 9 - 12, 1965

For Information, Write to the:

Snipe Regatta Chairman
Clearwater Yacht Club
Clearwater, Florida.

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



BOOM VANG TENDER

With becket fairlead and easy-open, easy release jam cleat. Operates from either side of boat, regardless of position of boom. Crew can trim or release while hiking.

Takes line up to 5/16" diam. Weight 8 1/2 oz.
ATTACHES TO MAST - independent of the deck
\$12. 50 - Postage paid in U.S.A. and Possessions

EUGENE A. PERESICH, JR.

640 LAMEUSE STREET

BILOXI, MISSISSIPPI

SAILS - SENSE



"Jerry's got it!"

1964 U.S.A. NATIONAL SNIPE CHAMPION, Jerry Jenkins, Crescent Sail Yacht Club, Grosse Pointe, Michigan, also took top honors for the highest total point score in both the eliminations and the U.S.A. finals, using Boston-developed Karnac sails exclusively.

Inter-Lake, Y-Flyer, Rebel, Flying Scot, Folkboat North American and numerous other 1964 National Class Champions used Boston-developed sails.

BOSTON

MT. CLEMENS, MICH.

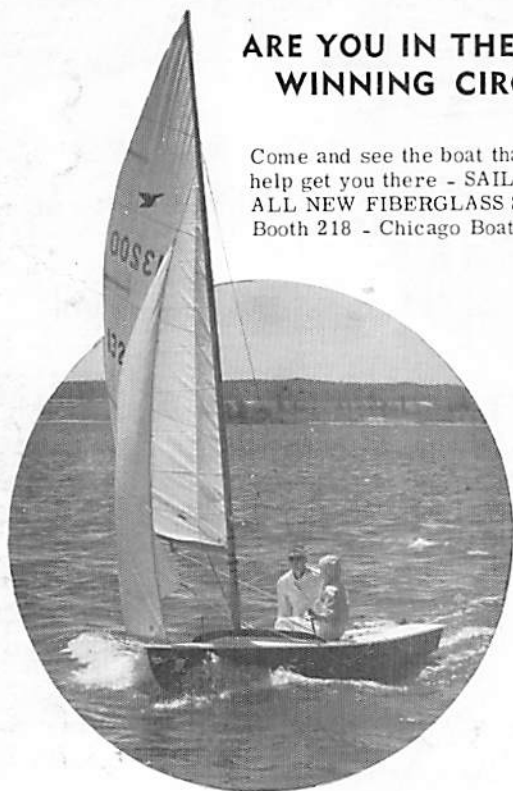
Sailmaker for the Champions

PLAN AHEAD—ORDER NOW FOR NEXT SEASON

BOSTON YACHT SAIL COMPANY
38807 HARPER AVE. • MT. CLEMENS, MICH.

ARE YOU IN THE WINNING CIRCLE?

Come and see the boat that will help get you there - SAILAND's ALL NEW FIBERGLASS SNIPE Booth 218 - Chicago Boat Show.



LEON F. IRISH CO.

4300 Haggerty Rd.

Walled Lake, Mich.

WRITE FOR FULL INFORMATION AND PRICES

SNIPE BOAT KIT

Send for new free 70 page boat kit and accessory catalog including the SNIPE.

Complete ready-cut Snipe Boat Kit \$349

Everything except sail & hardware—

Ready-cut Snipe Frame Kit includes \$165

frames, rails, deck beams, etc.—

Semi-finished round hollow Snipe mast, \$60

Semi-finished Snipe boom—\$17.00

TAFT MARINE WOODCRAFT

Department SBD • 636-39th Ave. N. E.
Minneapolis 21, Minnesota

MASTS —

by **CROWLEY SAIL-CRAFT**

SPRUCE MASTS OF WELLS DESIGN

Mahogany Rudders

Also Custom Built Masts

Spruce Booms

of Any Class

NO MASTS TOO BIG OR TOO SMALL

Built to Any Stage of Completion

R. D. #1 — Conneautville, Pennsylvania Phone 4065