

SNIPE BULLETIN



FEBRUARY 1966

Vol. XV No. 9

Pacific Coast Championship Regattas

East Coast Races

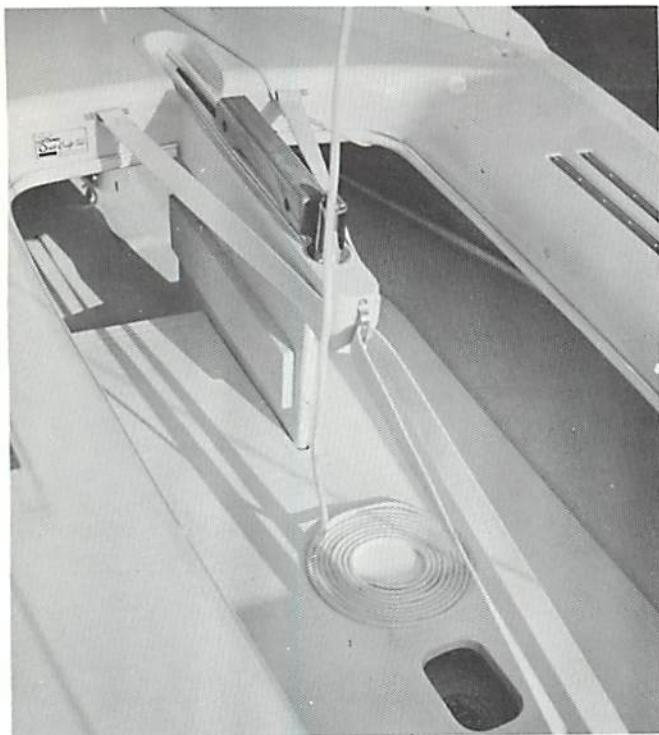
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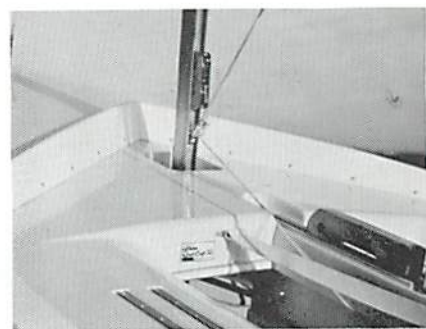
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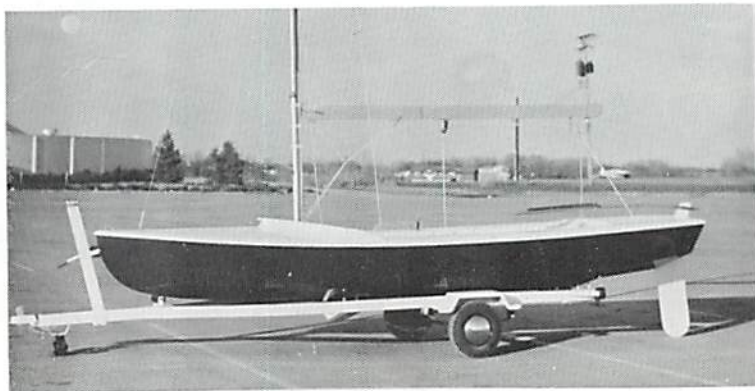
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As Others See It

Voice Of The People

A GOOD SUGGESTION

"The reason I'd like the '59 World Championship number of the BULLETIN is that the photos of Elvstrom's Snipe #11304 used in his ads in late 1961 and early 1962 show an unusual treatment of the decking. Surely, there was some comment on this in the BULLETINS of 1959.

My first contact with BULLETIN was the samples (Sept., Oct. and Nov. 1961) you sent me when I wrote for information after purchasing my Lofland Snipe in Nov. 1961. Have all numbers since and impatiently await each month's copy. I feel I've missed a lot by not getting into the act years ago.

Next to sailing my own Snipe, I enjoy reading of other Snipers in the BULLETIN. I've especially liked the photos, drawings and discussions of particular Snipes or equipment such as - "Comfort on a Snipe", "What's New", "Snipe Hardware", "Snipe Researchers Reports", and "Pump".

By the way, how about a series of historical Snipe photos from the past for us newcomers?" — C. G. KACHEL
State Game Warden
Madison, South Dakota

THERE'S ACTIVITY ON THE POTOMAC!

"For the record, I would like to take exception to Donald Beaver's comment (Voice of the People, January 1966 issue of the BULLETIN) that "the (Snipe) class is not too active here in the Washington-Annapolis area." As one who competes against them, I can say quite emphatically that "not too active" should not be used to describe the Snipe sailors at Annapolis either quantitatively or qualitatively.

And as evidence of our own activities in Washington, I enclose the names and scores of 10 members who sailed the five minimum races required in official point scores, and we had 6 more who participated in less than 5 races. A total of 19 point score races were held last summer.

You can see by the enclosed clippings from the Washington Star that we are having another fine booth in the local boat show this year. Our group works hard at this venture, and their enthusiasm is engendered by the avid interest aroused by would-be sailors and prospective Snipers. Summing it all up, we have more activity now than in recent past seasons, and we are all looking forward to our best year this coming summer. If anyone comes into the area, they are invited to join us in the fun."

— Robert Mills, FC Potomac 60
2110 Seminary Rd.
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SNIFE THE FINAL CHOICE

"After writing 5 different sailboat builders including SCIRA, I choose "Snipe Class". I chose it because at Lake Cowan, Ohio, I saw the Snipe maneuver in, around, and by all the other boats under sail on these waters.

I also choose Snipe because of the rigid plans and rules. If I can build a boat that will pass your requirements, I'm sure I can compete with any other Snipe. In many sports, money dominates the game. I have searched Snipe rules completely and I find that all I need is a boat to pass your rules and skill."

— Donald Kipker
Lima, Ohio.

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"All I can say is that I have yet to contemplate or to actually place an ad in the BULLETIN without it being sold immediately at the exact price offered. The merchandise must be good. The price must be right and the media certainly is tops."

— Stan Salzenstein

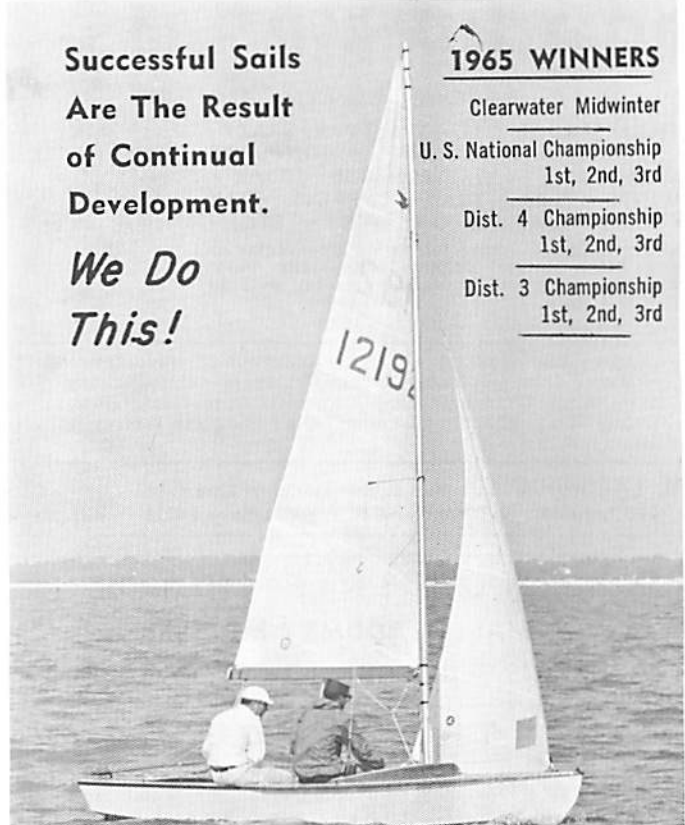
EVERYONE SHOULD HAVE A COPY

"Enclosed is my check for \$5.00 for 20 copies of Fearon Moore's revised rules. These will be distributed to skippers of large cruising class boats. (They need it much more than any Snipe sailor ever did!)"

—Dr. Myron Appel
Corpus Christi, Texas

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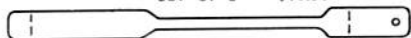
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SNIPES BULLETIN

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

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The Cover

This scene depicts the launching of Snipes prior to a race in the 1965 World Championship Races held in Las Palmas, Grand Canaries, last September. The ramp is located in front of the clubhouse and activity there always attracted a crowd of on-lookers and friends of contestants. Argentina is the boat in the foreground - the one in back is a large ocean liner tied up at a landing pier. Quite a picturesque harbor!

THE SCORE

Numbered SNIPES — 16192
 Chartered Fleets — 604

When the score was broken off at the end of our fiscal year Oct. 1st, it stood at 16081. In the following 3 months, we have issued 111 new numbers, which is not at all bad, for the same period last year produced 106. The United States took 65; France followed with 30; England and Belgium 5 each; Brasil and Canada 2 each; Argentina and Virgin Islands 1 each. Looks like a good start to possibly another record-breaking year.

After considerable investigation (and much talking about another fleet in the Bahamas), a group finally got together at Freeport, Grand Bahama Island, and organized the Hawksbill Yacht Club, adopting Snipe as the official Club boat. They plan to teach children how to handle and race and expect to be quite active in all competition. (Why not? — look at the beautiful water they are sailing in!) Charter 602 was granted to them October 24th. They have 7 boats and expect more. Ian Walker, P. O. Box 82, is the first Fleet Captain.

It was a pleasure when, 4 days later, Charter 603 was presented to the Cruzan Gold Snipe Fleet at Christiansted, St. Croix, U. S. Virgin Islands, for that marked another step in the hoped-for Caribbean circuit. The new San Juan Blue Fleet 591 helped them get organized. They have 7 plywood Portugese hulls and 1 fiberglass, and Ralph Yula, P. O. Box 1149, 2 Comapny St., is the first FC.

It is not too easy to start a Snipe fleet from scratch, but about 2 years ago, when the Jackson (Mississippi) Yacht Club negotiated a long-term lease on a local reservoir 23 miles long and 8 miles wide, they decided they would have plenty of room for large regattas. Bryson Lesley started pushing Snipes, and two years and 2 Boat Shows later, he realized his ambition when 5 owners got their recently acquired Snipes into good official standing and applied for a charter. #604 went to the Magnolia Snipe Fleet December 2nd with Dr. W. R. Walker, University of Mississippi Medical Center, Jackson, their first FC. Some members made their first appearance into Snipe competition at the Atlanta Halloween Regatta last Fall, and District 4 will be greatly pleased to see them around in the future. So will we all!

PEORIA 1965 U. S. NATIONALS FILM — Watch the BULLETIN for announcement of release dates. Should be about April 1st.

Snipe News from Brasil ———

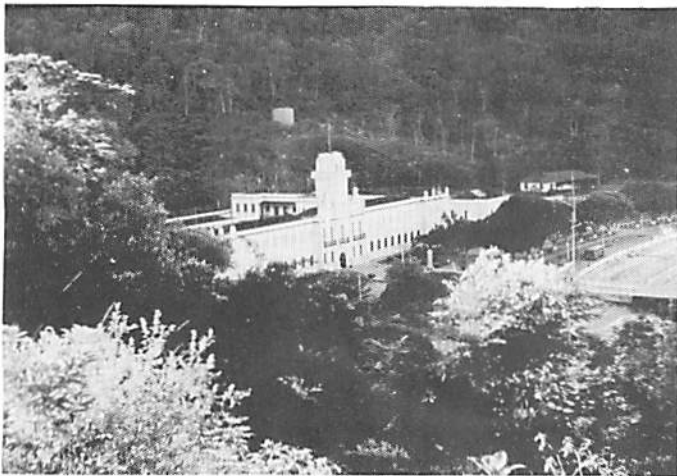
AN IDEAL SPOT FOR A SNIPE FLEET

The Colegio Naval Fleet 438 is one of the most important in Brasil, for it is there that many young sailors make their first acquaintance with Snipe, and then continue on for many years as they spread throughout the territory.

Constructed in the beginning of the century to be a sailors' apprenticeship school (Escola de Parendizes Marinheiros), the building has been occupied by the Naval Academy, the Marines, etc., in the intervening years.

In the recess of a paradisiacal little bay called Enseada Baptista das Neves (the name of a Navy hero), the college, now about 15 years old, only has a course of two years preparatory for the Naval Academy (Escola Naval de Villegaignon). Baptista das Neves belongs to a great indentation in the State of Rio de Janeiro territory that forms two great bays: Sepetiba Bay and Ilha Grande Bay, protected by many islands and the Restinga de Marambaia, a long sandy tongue of earth west of the Federal District. Fishing is ideal there - jewfishes of a 1,000 pounds are not rare (WORD OF HONOUR - not word of fisherman!)

— Fernando de Avellar



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Seeing is Believing



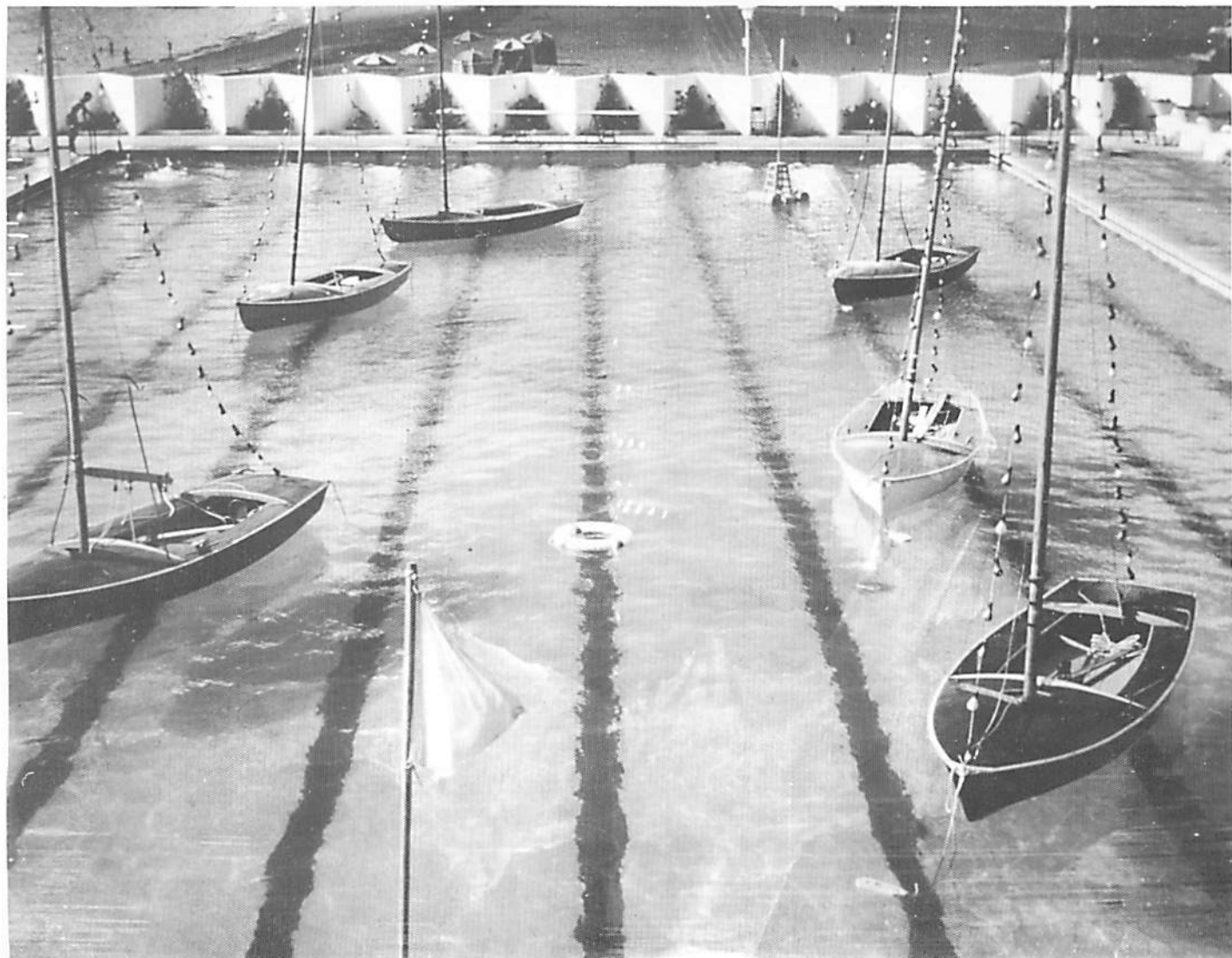
When Peter Harris stated in his account of the World Championship Regatta at Las Palmas, Canary Islands, last September, that prizes were awarded beside "the swimming pool, in which were floated six Snipes, with the rigging festooned with colored lights", he was merely stating a fact. But he aroused considerable clucking of tongues, head shaking, and "seeing double" remarks.

Here are pictures to prove it! Actual dimensions of the pool are not on hand, but it must be one of the largest in captivity. The shot above taken at one end (black dots are people) looks to-



ward boat storage space by the clubhouse (upper right photo).

A finishing line was set up in the pool and 3 Snipes placed on each side. And the hulls were not jammed together! When you consider a Snipe is 15 1/2' long and 5' wide, you can get an idea of the space between boats. There was easily room for 6 more, but it was rather a job to carry them in and out. Cluster lights decorated the rigging and the effect in the lighted pool at night was entrancing. Those who saw it will never forget a sight they will probably never see again. —Photos by B. Mills.



Jack Steele Winner of Pacific Coast Championship



SNIPES RACE ON SAN FRANCISCO BAY with Golden Gate Bridge in the background.

— Photo by Lynne Warfield

The Pacific Coast Championship, hosted by the St. Francis Yacht Club and sponsored by Fleet 12, on San Francisco Bay was the high point of 1965 for Snipe sailors on the Pacific Coast.

Forty-six entries representing California, Oregon, Washington, and Nevada converged on the San Francisco Peninsula for the five-race weekend, October 9 and 10.

The racing program consisted of three windward-leeward and two triangular courses sailed in conditions which offered wind from 2 to 15 knots, water that was calm to white cap chop, and climate ranging from wet fog to sunshine.

Race committee responsibilities were wonderfully handled by Ralph DeLuca, of the host club. The starting lines were well adjusted to compensate for the strong current and variable winds. Recalls and postponements were signaled with clarity.

Saturday's first race started at 11:00 A. M. in 7 knots of westerly winds against 3.4 knots of flood tide.

Jack Steele of the Cabrillo Beach Yacht Club and current District 6 Champion had the start and proceeded to show the fleet the form he was to demonstrate repeatedly over the weekend. Warren Wheaton of Lake Merritt Sailing Club and Ed Hornung of Lake Merced challenged on the down wind leg but Steele held fast to finish first with Wheaton and Hornung taking 2nd and 3rd place.

The second race repeated the first course with the only variation being an increase in the flood tide. Tom Tillotson of Lake Merritt rounded the weather mark eighth and then gave a brilliant demonstration of down-wind sailing nipping club mates, Fred Kennedy and Jim Warfield (Dist. 7 Champ) at the leeward mark and then romped home first.

The last race Saturday was started in slack water with 12 knots of westerly winds. The grouping at the weather mark was tight and found Jerry Thompson, Dan Elliot, Mike Jager, Kim Desenberg and Dick Rose rounding as the leaders. The tricky ebb tide that was working out from the shore caused many skippers to overstand the reaching mark and the finish line. Those who short tacked up the middle on the last beat were the ones who were rewarded. Dan Elliot fought off Jerry Thompson and Mike Jager to take first place while the fast closing Jager almost caught Thompson for second place.

The results after the first day showed the leaders to be 1-Kim Desenberg; 2-Duane Hines; 3-Bob Hogan; 4-Jack Steele 5-Tom Tillotson.

Interesting to note that of the top three boats none had placed higher than fourth in anyone race. Sunday dawned with everyone counting himself in the running for the "Silver".

The first race was windward-leeward with a 3 knot tide into a weak easterly. These conditions played havoc during the rounding of the weather mark, the act of which took the better part of five minutes per boat. Two disqualifications at the mark were major turning points of the regatta. George Brown started the running leg with a handsome lead but lost it all bucking a 3 knot flood tide while being blanketed by forty-

five boats. Mike Jager of Newport Beach and Tom Tillotson rounded Crissy Field buoy first and second and then led the leaders to the middle of the bay hoping to find favorable tide and new wind from the west. However Jim Warfield and Warren Wheaton explored the shoreline. In two minutes Warfield had passed thirty boats. He finished on a run to take first place and was followed by Wheaton and Bruce Lockwood of Lake Merritt.

After two recalls the fifth race got under way in a 12 knot westerly winds. John Jenks (who swore he thought the first four races were tune-ups) shot right into the lead with a beautiful clear wind start, and steadily ground out an ever increasing lead. The planing reach from Harding Rock to the Inner De-gausing buoy saw Laurie Jenks (John's wife and crew) submerge through a dozen waves as she was out to her knees with nice long straps. John finished a good first. Kim Desenberg, who had sailed an extremely consistent series finished second closely followed by Jack Steele.

The final outcome was not known until the recorders had worked over the 230 individual race scores two hours later. Duane Hines and Bruce Lockwood, regatta chairman and general organizer, presented the first place trophy to Jack Steele, who posted a very closely fought 1-22-6-6-3 (no throw-out). Duane Hines of St. Francis Yacht Club placed second and Mike Jager of Newport Beach was third. Kim Desenberg, after absorbing a DSQ in the fourth race, placed fourth on the strength of his consistent placing in races 1, 2, 3 and 5.

The winning equipment breakdown is as follows: top four boats, Varalyay, Loftland, Varalyay, and Schock-using North, Mitchel, Schock-McKibben, and North Sails respectively. There was only one aluminum mast in the regatta and the majority of the wooden masts were built by Nels Errikson of Sausalito.

-- Don Yost

Final Results-PACIFIC COAST CHAMPIONSHIP -(Top 15 of 46)

BOAT	SKIPPER	RACE	1	2	3	4	5	Pts.	Fin.
13935	J. Steele		1	22	6	6	3	9695	1
14059	D. Hines		7	9	7	9	9	9164	2
6752	M. Jager		13	13	3	4	10	9082	3
15669	K. Desenberg		4	5	4	DSQ	2	8951	4
10792	J. Warfield		16	2	26	1	7	8687	5
14684	T. Tillotson		10	1	17	18	4	8635	6
11771	B. Hogan		5	11	9	30	25	8322	7
14847	W. Weaton		2	10	22	2	DNF	7613	8
14683	R. Miller		22	6	15	15	6	7456	9
10567	J. Jenks		18	7	24	29	1	6738	10
15551	J. Thompson		17	12	2	37	16	6703	11
11769	F. Kennedy		38	3	12	23	12	6299	12
13021	B. Lockwood		29	19	32	3	5	6289	13
15391	P. Seager		19	17	27	8	14	5974	14
15121	J. Selbach		12	35	10	11	26	5683	15

PERFORMANCE



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* **Dan Williams** and **Brad
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Jim Warfield Tops in District 7



TOP WINNERS - Front row l. to r: Paul Potter (3rd) and John Jenks (2nd). Rear: Jim Warfield and Marcia Penney (1st); Sue Schusler and Dick Schusler (4th).

Jim Warfield continued his winning ways by winning over a three state field of 16 boats at the District 7 Championships June 26-27. The beautiful sailing waters of Yale Lake in Washington state was the site. The brochure promised 10 to 12 knot winds and they arrived for four of the five races.

The fifth saw planing winds of 20 knots and some spirited action at the leeward mark. The regatta was hosted by the Willamette Snipe Fleet #533 on their favorite waters.

Yale Lake is located about an hour and one half trailing time north of Portland, Oregon and has excellent and free campsites available. The lake is formed by Yale Dam, one of the hydroelectric projects on the Lewis River built and maintained by Pacific Power and Light.

Tom Tillotson was the defending champion and it looked as though he would be in a good position to repeat until a gust of wind caught him about two-thirds through the second race and dumped him and his father, Bob Tillotson, who was crewing for Tom, in the lake. In the process, Tom broke a fitting which couldn't be repaired in time before the 3rd race. He came back with a 3rd in the fourth and finished up with a 1st in the final race but the damage had been done.

Three skippers entered the final race with their scores essentially tied. Jim Warfield took a second behind Tom Tillotson's first and it was enough to give him custody of the handsome perpetual trophy. John Jenks was second overall and District Governor, Paul Potter was third. Dick Schusler of Seattle was fourth.

The first four skippers received trophies and their crews received engraved ash trays as mementos of the event.

The competition was keen, the weather was beautiful, the winds were challenging and a good time was had by all.

Final Results - DISTRICT 7 CHAMPIONSHIP Regatta

BOAT	SKIPPER	Races	1	2	3	4	5	Pts.	Fin.
10792	Jim Warfield		1	4	2	2	2	7532	1
10567	John Jenks		3	1	1	4	4	7382	2
13480	Paul Potter		5	2	3	1	3	7305	3
11623	Dick Schusler		6	5	4	5	8	6275	4
13451	Gene Patrick		7	6	7	7	5	5989	5
13103	Willard Wright		13	3	4	13	6	5533	6
14684	Tom Tillotson		2	dnf	dns	3	1	5190	7
13453	John Hook		12	7	9	10	7	5138	8
14974	Al Morris		8	dnf	8	6	10	4989	9
14973	Don Waggoner		11	8	10	9	dnf	4599	10
11926	Gene Shelley		10	9	dns	8	9	4098	11
12558	John Headlund		14	dnf	dnf	11	11	3779	12
7553	Jim Conant		9	12	dns	12	12	3547	13
10600	Dave North		4	11	6	dns	dns	3494	14
15517	Don Moore		16	dnf	dnf	14	13	3388	15
8545	Jack Bilben		15	10	11	dns	dns	2537	16

Two Big Regattas Held in New England

Tom Legere Holds District I Title — Jack Hurley New England Champ



BEFORE THE RACE at Winchester Boat Club

The 1965 District #1 Championship Regatta, held at the Winchester Boat Club, Winchester, Massachusetts, was won by Tom Legere, of the Winchester Club, after a two-day duel with Tom St. John of Quassapaug.

The Regatta took place July 17 and 18. Twenty-six Seniors and twelve Juniors registered from Quassapaug, Overboard, Cottage Park, Manhasset Bay, Lake Mohawk, Narragansett, Fleet Four, Pine Beach, and Hartsdale, New York. Triangular, three-mile courses were sailed in each of the three races.

On Saturday, July 17, the day was fine and clear, with the wind from the East, and, as usual, shifty, 10-15 knots. E. Hardy of Cottage Park got off to a good start and was in first place around the first mark, followed by Tom St. John and Tom Legere. By the fourth mark, Legere had moved in front and stayed there until the end. He attributed his success to the facts that he had become a father the night before and had picked up a favorable wind shift.

On Saturday night Fleet Captain, Ralph Swanson, and his wife played host to the fleet at their lovely home, for cocktails followed by a dinner at the Club, and further entertainment at the Swansons.

The second race on Saturday was cancelled during the last minute before the starting gun because of threatening clouds, lightning and thunder.

Sunday, July 18, opened overcast and rainy, causing considerable concern whether any races could be sailed. However, by ten in the morning the rain had stopped and the wind came out of the south 15-20 knots and two exciting races were

sailed. In the first, Tom Legere took a lead at the first mark and held it over Tom St. John for the race.

The final race on the 18th was a duel between Legere and St. John, from beginning to end. Ray Smith in 15151 broke away from the start and rounded the first mark ahead of Legere and St. John, only to be eclipsed by them in the same order, at the second mark. From then on Legere and St. John traded the lead, with Legere apparently having some difficulty in getting out his whisker pole with the speed of St. John. St. John rounded the last mark 4 to 5 boat lengths ahead of Legere and it looked as though he would salvage a win from the series. However, Legere, splitting tacks, apparently gathered a favoring line, rode him outside the mark, then tacked back to make a clean sweep of the three races.

A series of races held simultaneously for the Junior Championship of the District saw John Murdock of Cottage Park best 10 sailors for the title. Joe Zambella of the same club was 2nd; Scooter Swanson of Winchester 3rd.

— Larry Callahan

FINAL RESULTS - DISTRICT 1 CHAMPIONSHIP RACES

BOAT	SKIPPER	CREW	CLUB	Fin.
10182	Tom Legere	John Swanson	Winchester, Mass.	1
14114	Tom St. John		Quassapaug, Conn.	2
15151	Ray Smith	Ed Kearns	Cottage Park, Mass.	3
14302	Tony Nevin	Jane Nevin	Manhasset Bay, N.Y.	4
8000	R. Zimmerman	Richard Miller	Fleet Four, N.Y.	5
8151	Jim Lawlor	Bill Carroll	Quassapaug, Conn.	6
13874	Ted Van Dusen	Karen Swanson	Winchester, Mass.	7
9448	Luke Czarny	Singer Desroches	Quassapaug, Conn.	8
12885	D. Patrick	Mary Ann Patrick	Winchester, Mass.	9
12999	R. Swanson	Berta Swanson	Winchester, Mass.	10
15777	G. Schwenk	John Berger	Quassapaug, Conn.	11
7021	C. Brown	W. Dannenberg	Winchester, Mass.	12
4164	R. Cook	J. Gannon	Overboard, N.Y.	13
14852	Vin Stanton	Norma Stanton	Quassapaug, Conn.	14
8300	Ernie Hardy	Ron Coolidge	Cottage Park, Mass.	15
14238	C. Eshleman	Wayne Bush	Pine Beach, N.J.	16
15073	Joseph Mark	M. Kollar	Lake Mohawk, N.J.	17
8646	John Judy	Dave Tuttle	Quassapaug, Conn.	18
7790	Dick Montimmy	Barb Dannenberg	Winchester, Mass.	19
11910	John Lalley	C. Pastore	Cottage Park, Mass.	20
11292	Bruce Patterson	Pat Tuatorar	Manhasset Bay, NY	21
12002	Ted Steadman	Barbara Steadman	Manhasset Bay, NY	22
10212	Don Harper	Lyn Harper	Narragansett, R.I.	23
8200	J. Zimmerman	A. Zimmerman	Overboard, N.Y.	24
7617	Mike Harris	Sue Amster	Overboard, N.Y.	25
14850	Ray Tallau	Betsy Ridge	Mohawk, N.J.	26

1965 New England Championship Regatta

The regatta was held on July 24 and 25 at Wessagusset Yacht Club in North Weymouth, Massachusetts. On Saturday, the 24th, we sailed in southwest winds freshening from 20 to 25 as the day progressed and in puffs estimated up to 35 mph during races two and three. On Sunday morning, our first race was postponed for lack of any wind at all. Sunday afternoon we sailed two races in a freshening west-southwester wind which shifted to southwest after the start of the last race and came in east as the last boats finished. All in all, Saturday's winds were too strong for most of us and Sunday's too shifty.

We sailed courses of triangle-windward-leeward-windward of about five miles and raced in one fleet in all races. In the first race, the Hurley brothers, Jack the skipper and Steve, capsized their boat while jibing the second mark. They were about 7th at the time, lost 10 boats before getting going again and worked back up to eleventh.

In the second race, the Hurleys took the lead at the start and worked out the largest winning margin of the series, but John Murdock broke a stay after rounding the first mark. John had lent his spare stay to a competitor who broke down at the start of the first race and was unable to start the third race, which may have cost him a prize.

In the 3rd race, Chuck Loomis gave the Hurleys a battle, but lost the lead on the last weather leg and in the 4th race,

Jack Willy and Murdock held Hurley for the triangle, but couldn't hold him going up wind the second time.

In the last race, Loomis, leading in points for the series, hit the last turning mark of the course and dropped out of the race.

— Robert J. Hallisey

Final Results - N. E. CHAMPIONSHIP RACES (Top 20 of 35)

BOAT	SKIPPER	CLUB	RACE	1	2	3	4	5	Pts.	Fin.
9446	Jack Hurley	Bay State		11	1	1	1	3	7144	1
14092	Jack Willy	Bay State		2	6	4	3	7	6715	2
13010	Joe Zambella	Mass. Bay		5	4	6	13	1	6274	3
14692	Chuck Loomis	Mass. Bay		3	2	2	4	DNF	6216	4
4140	Roger Howell	Win. B.C.		10	8	8	5	4	5804	5
11862	Bob Blomquist	Mass. Bay		4	7	7	8	12	5611	6
13874	Ted Van Dusen	Win. B.C.		12	5	5	12	19	4758	7
14177	John Murdock	Mass. Bay		1	DNF	DNS	2	2	4723	8
13999	Russ Cook	Win. B.C.		6	21	11	6	11	4650	9
12499	Tom Nichols	Mass. Bay		15	15	9	10	5	4633	10
13383	Russ Chase	Bay State		8	13	10	21	8	4323	11
15316	Don Cutler	Cuba, N.Y.		31	11	3	14	20	3614	12
13082	Richard Honan	Mass. Bay		18	3	DNF	20	DNF	3351	13
12559	Jack Peters	Mass. Bay		24	19	DNS	9	6	3022	14
11390	Joan Simpson	Mass. Bay		28	23	15	16	10	2755	15
14093	Larry Callahan	Bay State		16	22	DNS	17	9	2586	16
13628	John Richmond	Bay State		33	27	14	11	15	2565	17
15005	Mike Goll	Mass. Bay		13	17	DNF	27	DNF	2493	18
10951	Frank Mills	Bay State		19	31	12	26	14	2379	19
5804	Bob Dannenberg	Win. B.C.		29	29	DNS	7	13	2228	20

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How to Get the Best Out of Your Snipe Sails by LOWELL NORTE

NOTED SAILOR AND SAILMAKER GIVES SOME VALUABLE TIPS WITH DETAILED INSTRUCTIONS ON USING HIS SAILS AND RIGGING A FLEXIBLE MAST.



Axel and Eric Schmidt of Brasil, 1965 World Champions of the Snipe Class, in their Snipe "Osprey VII" 12748.

We have found that if you set your Snipe up with measurements about as follows that you will get good results in a wide range of wind conditions. I doubt if these recommended positions are optimum, but at least they work well. It makes a good point from which to start. The butt of the mast should be in a relatively forward position, which would be 35" from the aft side of the daggerboard slot to the aft side of the mast. The distance from the underneath side of the upper band on the mast to the top corner of the transom should be about 21'6" when the mast is straight. The distance from the front side of the mast to the jibstay at the deck should be about 3'11". The distance from the jibstay to the center of the jiblead track should be 7'4". The distance from the centerline of the boat to the center of the jib track should be between 18" and 20". In heavy winds with rough water the jiblead angle could be a little greater. At this position fore and aft it might be 22" or 23" out. It is best for the jib track to point directly at the jibstay so that by moving the jibsheet fore and aft the angle doesn't change.

If you get your boat set up as per the above measurements, the clew of the jib should be around 6" above the deck when it is sheeted in about a ten mile breeze, and the aft end of the boom should be a little lower than the gooseneck so the boom is actually tilting downward somewhat when the mast is bent in about a 10 or 15 mph breeze.

The fore and aft adjustment of the jibleads should be made under sail so the jib luffs almost evenly from the top to the bottom. The luff of the main should be stretched just enough to eliminate wrinkles. In light air it is better to have a few luff wrinkles, particularly when the sail is new, rather than have the draft pulled too far forward. The important thing

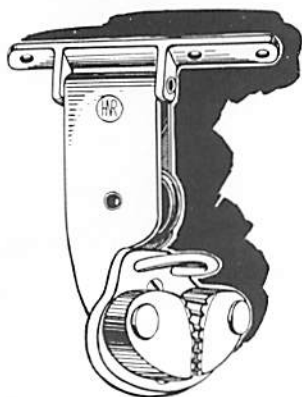
for the main is to have the proper bending of the mast. Instructions are included for making a deflection test on your mast. You can check and see how close your mast might be to the ideal mast we think you should have. It is possible to control the bending at least below the jibstay by adjusting the angle of the mainsheet. This can be done by having a track on the boom so you can slide the blocks fore and aft. If the aft blocks on the boom are moved forward, this will decrease the bend in the mast by quite a sizeable amount. We have found in some cases that moving the blocks forward 8" or 10" can reduce the bend in the mast by one-half. We have found that in smooth water, in 10 to 15 miles of breeze, that you should be able to bend the mast enough to distort the sail by over-sheeting, by pulling in the mainsheet say about 12". Ideally, if your mast is bending about right, when this distortion occurs, it should occur all the way from the top to the bottom. If it distorts first down low, this would mean that the mast was bending a little too much down low, or not enough at the top.

In winds below 4 or 8 mph we have found that it helps speed to have the main boom sheeted inboard 4" to 6" of the position that it would normally lay on the sliding rope bridle. At the same time this must be accomplished by easing the mainsheet rather than tightening the mainsheet. The object of this adjustment is to get the top and bottom of the main so that they luff evenly. In other words, if you head a little higher than you should the top and bottom of the sail should luff just at the same time, so to keep the bottom of the sail from luffing first, you have to pull the boom in and at the same time let the boom up so the top of the sail won't be trimmed too tight. One way of accomplishing this is to have a couple of trimming lines from the end of the boom going down to the deck on each side near where the bridle comes out of the deck. These can be adjusted to keep the boom closer to the center of the boat. In very light air you will find it best to support the boom entirely from this trimming line from the weather side. In light air to windward the outhaul on the main should be slacked about 1". For running and reaching it should be slacked about 2" or more. In winds under 6 mph you will have to slack the jib halyard, or jib downhaul until part of the load is being carried on the jibstay. This will make the luff of the jib set a little better in light air. The side shrouds should be loose enough so that the mast can tilt forward between 5 and 10 degrees.

The above suggestions are meant to be a guide and should not be misconstrued as being exactly what you should do to make your boat go the fastest. We recommend trying things in different places to obtain optimum results. Whatever makes the boat go the fastest is the best. You might try, for instance, moving your mast further aft than the measurements show in light air.

HOW TO DETERMINE THE FLEXIBILITY OF YOUR MAST

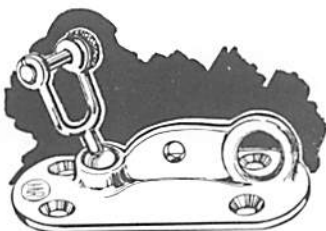
Support your Snipe mast on a couple of stout sawhorses, etc, at the top band at the top of the mast and the upper-most band at the tack or lower part of the mast. If your mast is round you can make the deflection test with the slot straight up. If it is an oval or teardrop mast rotate the mast so the slot is approximately 30 degrees from being straight up. Hang a weight of somewhere between 25 and 50 pounds 60 1/2" from the top band. Carefully measure the deflection caused by this weight, just below where the weight is hung. Repeat the weight adding a few times so you can get an average reading. Neglect the natural deflection of the mast. Also, measure the deflection caused by the weight at a point halfway between where the weight is hung and the lower support point at the tack of the sail. At present we believe that the ideal deflection at the jibstay for a 50 pound weight would fall between 2" and 2-5/8". A 2-3/8" deflection for this much weight seems to be very good. For a 2-3/8" deflection at the jibstay the deflection at the point halfway down the jibstay to the tack should be 2" approximately. If you use a 25 pound weight instead of a 50 pound weight the above deflections would just be half as much.



Boom-mounted Mainsheet Jam

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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.



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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.



QUALITY FITTINGS



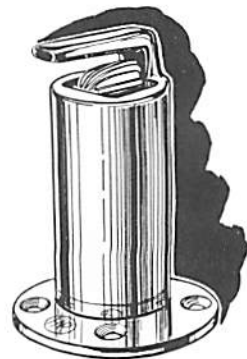
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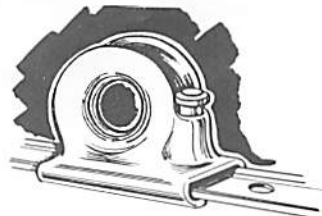


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Made of chrome plated bronze alloy and comes complete with fastenings. Mounts on aft end of centreboard box and takes 5/16" or 3/8" dia. sheet. Weighs 11 ozs., height 3-1/2" with a base dia. of 2-1/2"



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.

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Ray Kaufman Perennial Champion

In two separate summer regattas, Ray Kaufman of the Manhasset Bay (Long Island) fleet, took home the big prizes in his Snipe Furious II, #11291, with Mark Wentworth crewing.

At Sea Cliff (Long Island, N. Y.) Yacht Club, July 24-25, Fleet Four held their annual Individual Championship of Long Island for the Commodore George F. Becker Perpetual Trophy. Kaufman had a 1-1-4 series for 4,569 points, adding up to the sixth time he has individually won this event (1958, '59, '60, '61, '63, '65). In second spot, with a 2-8-2 and 4,131 pts., was Sea Cliff's Ricky Zimmermann in Eight Grand #8000, followed in the overall standings by Paul Henkart, Manhasset Bay, 5-2-6 and 4,042 pts. There were 21 boats racing.

On Aug. 14-15, down the road at Glenwood Landing, Overboard Snipe Fleet 492 held their regatta with 22 boats, mostly the same people, and Ray Kaufman took three firsts. In the generally light airs, he was followed in the overall standings by Paul Henkart with 4-2-5, with Ricky Zimmermann taking third with 2-4-6.

The last day's race (as it was with the Sea Cliff Regatta) was held for the most part in extremely light airs, with the first "windward" leg turning into a reach of sorts and then into a downwind plunge for the mark and one of those mass roundings that make brave men pale. Fortunately, things picked up after that, and the race proved to be little more than a tie-breaker for the first few boats, who seem to do well regardless of the weather.

Final Results - GEORGE F. BECKER Trophy Races - (Top 10).

BOAT	SKIPPER	CLUB	Races	1	2	3	Pts.	Fin.
11291	Ray Kaufman	Manhasset Bay		1	1	4	4569	1
8000	Ricky Zimmerman	Sea Cliff		2	8	2	4131	2
9130	Paul Henkart	Manhasset Bay		5	2	6	4042	3
12458	Art Joly	Manhasset Bay		11	3	1	3944	4
12500	George Becker	Sea Cliff		8	6	3	3758	5
14302	Tony Nevin	Manhasset Bay		4	5	11	3565	6
7120	John Nicholson	Sea Cliff		6	9	9	3273	7
4164	Dick Cook	Overboard YO		8	11	10	2950	8
10363	Sy Lobel	Sheepshead Bay		12	13	8	2714	9
12883	Ellen Horan	Sea Cliff		dns	4	5	2682	10

Final Results - OVERBOARD REGATTA - (Top 10)

BOAT	SKIPPER	CLUB	Races	1	2	3	Pts.	Fin.
11291	Ray Kaufman	Manhasset Bay		1	1	1	4800	1
9130	Paul Henkart	Manhasset Bay		4	2	5	4186	2
8000	Ricky Zimmerman	Sea Cliff		2	4	6	4115	3
14302	Tony Nevin	Manhasset Bay		5	3	4	4109	4
12883	Ellen Horan	Sea Cliff		3	5	8	3829	5
7120	John Nicholson	Sea Cliff		8	7	3	3689	6
12002	Ted Steadman	Manhasset Bay		9	8	7	3269	7
4164	Dick Cook	Overboard		13	17	2	2881	8
11536	John Becker	Overboard		12	10	9	2826	9
12500	George Becker	Sea Cliff		6	12	15	2742	10



TOP WINNERS of Commodore George F. Becker Perpetual Trophy - (left to right) Paul Henkart and crew Jim Stadler (2nd); Ray Kaufman is congratulated by George Becker; Mark Wentworth, winning crew; Ricky Zimmerman and crew Amy Greenberg (3rd). - Article and all photos on this page by Ellen Horan.



The Commodore George F. Becker Perpetual Trophy.



GOING INTO THE WATER



GETTING SAILS ON at Glenwood Landing.



MANHASSET BAY SKIPPERs and crews waiting for race results of the Long Island Sound Championship.

Wells Wanderings



by Ted Wells
FEBRUARY 1966

THOSE CUNNINGHAM HOLES

Frank Levinson (the sailmaking member of the family) remarked in a recent letter on the above subject that he thought the decision to allow a single grommet for tightening the luff (actually, this is all a Cunningham hole is) was a good one, but he anticipated some confusion on the part of some skippers. He was so right!

The first letter on the subject was from Bruce Lockhart. He admitted to confusion when confronted with sails having two grommets - one near the luff and one near the foot. He thought the synopsis of Rule Changes (WW for January 1966) said, "a grommet may be installed. . . . etc," and "This grommet shall be located 6" maximum above the boltrope." - this meant one grommet, with its location measured from the boltrope.

Should Fiberglass Hulls be Measured?

The 2 items below are taken from recent issues of "Lightning Flashes", official publication of the International Lightning Class. Ever since Snipe adopted fiberglass hulls 10 years ago, a big argument has revolved around the necessity of measuring all fiberglass hulls. It is interesting to learn of the opinions held by competent officials of another One-Design class.

We have received several inquiries concerning the necessity of full measurements being taken on the hulls of fiberglass boats. Everyone should understand that a "Lightning" is a "Lightning." We do not differentiate between fiberglass and wood boats. We require every wood boat to be measured. We require every "Lightning" to be measured.

Some have claimed that because fiberglass boats come out of a mold, it should be possible to predetermine that they would be satisfactory. The Lightning Class does not have a master mold. There are over a dozen molds presently in use throughout the world, and it's impossible for the Lightning Class to certify or guarantee that every mold is correct. In addition, it is relatively easy for some builder to change his mold by the addition of resin and cloth and alter the shape of the fiberglass hull without a Measurer ever recognizing the change. Also, some builders use more than one measurer, or a measurer might move to another part of the country, and a change would have to be made. It is just impossible to certify the mold of any one builder.

Beyond all this, I am personally convinced, that it's possible to attach the deck or assemble the hull of a fiberglass boat in such a manner as to completely change it's shape. A fiberglass hull, when it comes out of a mold, is a very flexible thing, and I believe that it is possible to change its shape through the addition of trusses, or in the manner in which the deck is secured.

In short, it is necessary to measure every fiberglass boat, just as it is necessary to measure every wood boat.

On the other hand, there are certain measurements shortcuts that can be made. It should be possible to make a master template for such things as centerboards and rudders. This template would have been previously measured and certified, and it would be necessary to have a separate template for each builder, depending upon his shape of the centerboard and rudder. In this manner, if each item is checked with the template, it would be possible to simply copy a known set of measurement figures, and simplify the procedure. It

Apparently, some sailmakers were putting in two grommets - one 6" above the tack grommet and the other 6" aft of the tack grommet centerline.

I assured Bruce that it wasn't he that was confused. "A" and "this" still mean a single object. It might have been clearer to mention the inside edge of the boltrope, but how anyone could confuse this with the center of the grommet at the tack I don't know.

The next question is how to make use of the new gimmick. I am working this out now for 16025 (GOOD NEWS VII). Basically, all you need is a piece of about 3/16" dacron line, with one end secured either to the boom or part of the gooseneck. This line is led up through the Cunningham hole and back down to a jam cleat either on the boom or the gooseneck. It will probably only be used with light wind sails, and will not be used at all in winds under about 15 mph.

As the wind picks up enough so that the sail is too full, it may be flattened somewhat by tightening up on this piece of line, which has now become a luff puller. It will probably be slacked off when off the wind and tightened on a beat.

It will probably still be desirable to slack off the tension on the foot of the sail when off the wind, and with medium or flat mainsails, where the "luff puller" will probably not be used, it will be desirable to slack off on both the luff and foot off the wind unless the wind is really howling.

might also be possible to make a set of fixtures to measure the hull. Again, an individual set of fixtures would be required for each builder, because the shape of a boat does vary from builder to builder.

If any Measurer or builder have any ideas or suggestions along this line, we would be very happy to receive them for study. At the present time, however, we expect that every measurement on a Lightning Certificate will be individually taken, with the exception of the rudder and centerboard, which can be checked with templates.

— Jack Swanson, Chief Measurer

What Do You Think of This Idea?

One of the Argentine boats displayed an unusual safety device which is excellent for rapid removal of water from the boat after capsizing or swamping. This device consists of two trap doors located in the transom. These doors open outward when water pressure inside the boat presses against them, and close automatically when this water pressure is absent. Each measured 5" x 8" (128mm. x 204mm.), and are hinged at the top with a shock cord attached to the bottom inside to pull them closed. The skippers say they can bail a boat so that it can be sailed in about 3 minutes. It is the consensus of many sailors that this transom bailer would be an advantageous device. We are all aware that to make this bailer work, the boat would have to be towed, and the act of towing would automatically disqualify the skipper from that race, but at least the boat would be in good condition for the next race.

The Measurement Committee has been asked to rule on the legality of the Transom Bailer. . . . it is an added safety feature which in no way interferes or benefits the sailing characteristics of the Lightning.

. . . . it adds some weight to the stern. . . a small disadvantage, . . . but its safety value far outweighs its drawbacks. . . . There are possibilities for such a wide variation in size, location, action, etc., that we feel some sound basic ideas should help us to make a correct ruling. . . . A firm desire is present to maintain the Lightning as a One Design Class, and in line with this, it is our desire to not make it a boat with "self-bailing" characteristics. We do not look with favor on a "flap" type trap door in the transom. It should be specifically sized, made of similar material as the transom of the boat that it is located in, and as obscure and unobtrusive as possible.

The MC would appreciate hearing from skippers who may have fixed ideas on this subject. " — Wilson Scott, Chr.

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Why not try an ad here for only five cents a word, at a minimum charge of \$2.00? RESULTS WILL BE GOOD! These small ads are accepted on a cash basis only, so send a remittance for the proper amount with your order.

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.

WANTED - EVERYONE TO KNOW that we can build a complete all fiberglass Snipe with metal mast and boom, built-in buoyancy, complete with Terylene sails, for only \$686.00. Wood deck special for \$28.00 more. This keeps the cost of a Snipe down to a level competitive with smaller boats. We are looking for dealers! **OLYMPIC BOATS**, 220 Hither Green Lane, Lewisham, London S. E. 13, 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: SNIPE 14297. Schock hull and sails; custom spruce mast, ideal flex, fully adjustable rig; 2 dagger boards; good trailer; light travel cover. Like new - priced to sell. Phone 405-CA3-2352. Ben Moore, 212 C St. SW, Ardmore, Oklahoma.

FOR SALE: VARALYAY SNIPE 10686. Wooden boat fiber-glassed by Varalyay. Excellent condition. Excellent record. 7 suits of sails. Trailer; fully equipped; 2 center boards. \$1400.00. Always dry sailed. Green measurement certificate. Selling for health reasons. Louis Buisch, Jr., 91 Hill St., Hornell, New York.

FOR SALE: PROCTOR B SECTION MAST. Deck stepped with stainless steel halyards and winches. Used only two seasons - \$120.00. Rex E. Ely, 66 N. 5th St., Batavia, Ohio 45103. Tel: 513-853-2242.

FOR SALE: LOFLAND FIBERGLASS RACING-RIGGED SNIPE 12330. Boston sails; stainless steel fittings; aluminum daggerboard; trailer (dry-sailed and garaged in winter). Excellent condition. \$850.00. Al Martenson, 33 Wendy Lane R. D. #1, Burnt Hills, New York 12027. Phone: 518-399-1459.

FOR SALE: WOOD SNIPE 10098. Daggerboard; newly rigged; one set cotton sails. New Custom large wheel trailer with '66 plates, cost \$390.00. Hull needs recaulking. Will sell boat for \$200.00, or boat and trailer \$450.00. Wm. DeSmith, N. Redwood Dr., Anaheim, California. Phone: 533-4379

FOR SALE: IRISH SNIPE 14146. Fiberglass. Dry-sailed for only one year. Garaged last 2 years. Two brand-new sets Boston sails. Finest marine fittings throughout. Proctor spar. Bailer compartment. All rigging is the best. Full cover. Excellent trailer with carrying slings. Every bit of equipment is par excellent. **MARRIAGE FORCES SALE** of this beautiful, top racing Snipe. Price: \$1200.00. Larry Davis, 4785 Walford Rd., Warrensville Heights, Ohio. 292-6376

YOU CAN BUILD YOUR OWN TRAILER - Plans for 2 different types especially designed to fit Snipes for \$1.25 from SCIRA.

SANCTIONED SNIPE REGATTAS—

MARCH 1-5 NASSAU REGATTA WEEK, Royal Nassau SC., Montagu Bay, Nassau Bahamas. William McP. Christie, P. O. Box 1628, Nassau, Bahamas.

MARCH 8-11 INTERNATIONAL MIDWINTER SNIPE Championship Regatta, Clearwater YC, Gulf of Mexico, Clearwater, Fla. Snipe Regatta Chairman, Clearwater Yacht Club, Clearwater Beach, Florida.

MAY 7-8 COTTON CARNIVAL Regatta, Delta SC, McKellar Lake, Memphis, Tenn. Frank Jones, 1416 Glen Oaks Dr., Memphis, Tenn.

MAY 14-15 LANSING KICK-OFF Regatta, Lansing SC, Lake Lansing, Haslett, Michigan. Thomas N. Braxton, 2101 Cooper Ave., Lansing, Michigan

MAY 14-15 SOUTHERN SNIPE CHAMPIONSHIP Regatta, Privateer YC, Lake Chickamauga, Chattanooga, Tenn. Lowry Lamb, Jr., 413 Georgia Ave., Chattanooga, Tenn.

JUNE 11-12 RIFF-RAFF Regatta, Cowan Lake SA, Cowan Lake, Cincinnati, Ohio. Stu Griffing, 1087 Meredith Dr., Cincinnati, Ohio 45231.

JUNE 25-26 CLEVE SLAUSON MEMORIAL Regatta, IVY Club, Peoria Lake, Illinois River, Ill. Robert J. Wesselhoft, Apt. A-1, 3400 W. Knoxville, Peoria, Illinois.

JULY 30-AUG. 5 EUROPEAN CHAMPIONSHIP, Karlshamn, Sweden. Svend Rantil, Box 115, Helsingborg, Sweden.

AUGUST 27-28 HOCSIER HARVEST Regatta, Muncie SC, Prairie Creek Reservoir, Muncie, Indiana. Park Wiseman, 309 S. Nichols, Muncie, Indiana.

GET YOUR REGATTA SANCTIONED EARLY THIS YEAR! Get official application forms from your District Governor or the SCIRA office and follow detailed instructions. All dates must be approved by your District Governor before an official SCIRA Sanction will be issued.



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.
413 Georgia Ave.
Chattanooga, Tenn. 37403

BUILDING A by Harold L. Gilreath PLYWOOD SNIPE

NOW is the time to start a WINTER PROJECT!

Be ready to sail next Spring

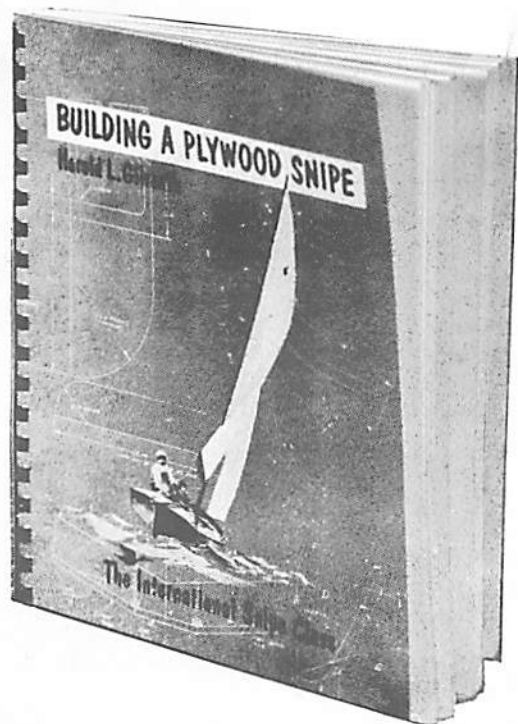
Written and edited by Harold L. Gilreath, 1956 SCIRA Commodore, Champion Sniper, and Lockheed Co. engineer, it is one of the finest DO-IT-YOURSELF construction books ever offered by any one-design class.

Consisting of 99 pages size 8 1/2 x 11, it contains 98 pictures, 47 plates of diagrams and sketches, and plans along with a text giving complete instructions for building a champion hull and finished Snipe with all outfitting and rigging details. Mr. Gilreath constructed Snipe #12345 as he wrote the book, so nothing is overlooked.

ORDER DIRECT FROM SCIRA — \$7.95

A set of blue prints included for \$10.00

SCIRA 655 WEBER AVE. AKRON 3, OHIO



Champions hoist SCHOCK and MC KIBBIN sails.



For perfection in entire fiberglass construction, Buy the SCHOCK built Snipe.

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