

# ***SNIPE*** ***BULLETIN***



FEBRUARY 1968

Vol. XVII No. 8

Meeting of the National Secretaries at Nassau

The 1967 Board of Governors Meeting.

Observations at the World Championship Regatta

# PROOF OF PERFORMANCE

## LEMKE RACING SNIPES



We are happy to present the above list of winning results of our snipes in major regattas during the last 16 months.\* These are at least the ones we know about. We submit this as proof that our boats are consistently faster not only in the top positions by a few outstanding sailors, but in great depth by many different sailors, that we have expended a great effort to build the best equipment within the limitations of the class rules. Perhaps even more significant than all out winning has been the improvement in fleet racing results by average skippers upon acquirement of one of our boats.

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\*As of Sept. 10, 1967.



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## Voice Of The People

### DON'T UNDERESTIMATE THE SNIPE CLASS

"While I think the growth of the class is good, I feel with a little work by the individual owners of Snipes it could sky rocket. There is one point I think lots of people overlook--every year lots of people move into a Snipe without making 'The Score' go up. They buy a used boat--so the new record of 762 boats is only a fraction of the boats in new hands last year--lots of classes 20 years old haven't hit 3000 yet.

The changes that Mr. Tillman and others suggest to make the Snipe possibly eligible for the Olympics sound more like 'the final death blow' than anything the IYRU has or could do or say about Snipe.

Would someone please tell me if any 'High-Performance' boat has a class going as well as ours? This area has had one major builder of both the Finn and the Dutchman for years and yet not one healthy fleet of either exists hereabouts. If people want to sail higher-performance than Snipe is now, why not look for some new hot-rod class?

If the Class adds a spinnaker and changes this and that, all I can see it will do is make it less attractive to the 95% majority of people who every year sail or move into Snipe--a man and his wife or family member won't be a desirable crew for racing. Like most higher-performance boats, you will need to be under 19 years old, 6 ft. 4", 240 lbs., and for a crew, a very well trained ape. "

— Ed Haynes  
Dallas, TX

To clear up a point: Only a fraction of the 762 new boats last year went into new hands; most of them were bought by old Snipers wanting to get newer models, etc.

### DISTURBED BY NEWS ITEMS

Jan. '68 Yachting - Bob Bavier on NAYRU

"The only new boat allowed might be a 'Mark 2 Snipe', but only provided the Snipe Class proceeds with tentative plans to develop a new boat, and only provided the present Snipe Class decides they want to administer a new class, neither of which is definite at the moment. "

Dec. '67 O-D & Offshore Yachtsman - Jack Knights

"Meanwhile Peter Harris, Secretary of the British Snipe Class has revealed that he has already commissioned Jack Holt to design a round-bilged Snipe."

"These quotes coming on top of self-rescue & spinnaker on Snipe make one wonder if we aren't placing far too much importance on Olympic Class approval. The best and only real reason IYRU should want Snipe as an Olympic Class is because of its proven popularity throughout the world.

The quest for Olympic status seems to be threatening to destroy the strict one-design concept that made SCIRA what it is today. Even successful Olympic acceptance would be a small consolation - if in order to gain it the boat was changed, the membership divided, and Snipes' popularity as an all-around boat went down hill. How many Finns or FD are purchased as all-around boats?

Self-rescue has been optional in the past. So nothing is really new. Spinnakers will likely be much more difficult to pass judgement on. Robert Donald in Aug. '67 S. B. made a good point in this regard.

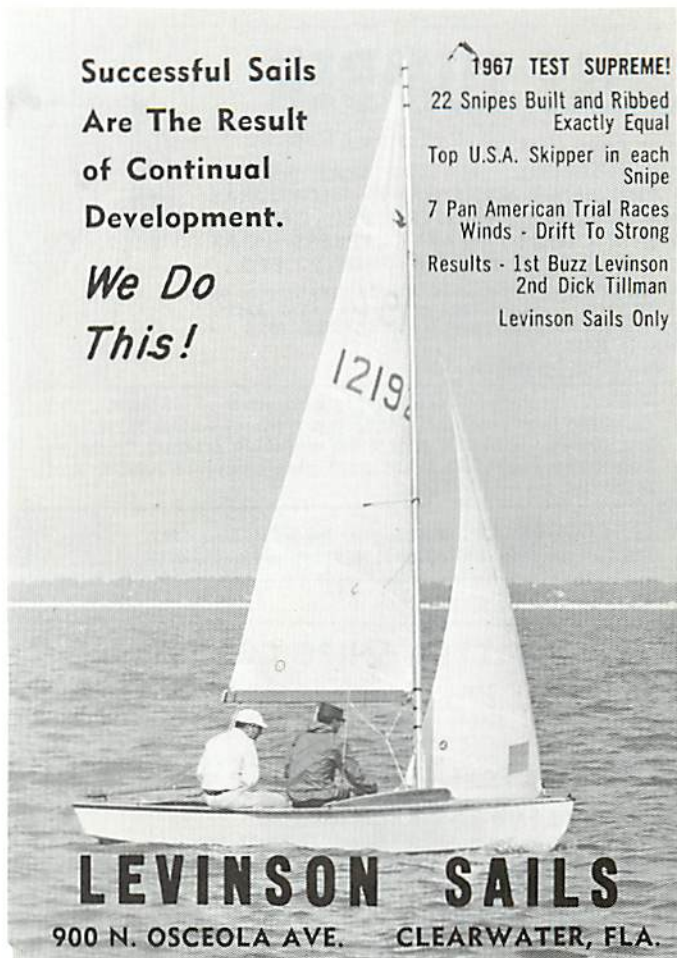
Just so spinnakers don't get so important that someone will want to make Snipes fuller in the bow sections to better carry same. "

— C. C. Kachel, State Game Warden  
Madison, South Dakota

Mr. Kachel's opinions should carry considerable weight, for, virtually a lone Sniper on a big lake, he has been using his boat for many purposes, experimenting with many features. The first pictures of a Snipe sailing with a spinnaker were furnished by him and published in the November 1966 BULLETIN. Look it up and read it again - very interesting!

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- 1st, 3rd, 4th & 5th—Lake Havasu Snipe Regatta
- 1st & 3rd—Redondo Snipe Invitational
- 1st & 4th—District 6 Governor's Cup
- 1st—Atlanta Open
- 1st—St. Croix Regatta—8 straight 1sts
- 1st—District 6 Championships
- 1st & 4th—San Diego Snipe Hunt—5 straight 1sts
- 1st & 2nd—Lake Ontario Briodi Cup
- 1st—District 6 Pan Am Eliminations
- 1st—Pan Am Trials, Puerto Rico
- 1st—Pan Am Trials, Canada
- 2nd—Southern Championships
- 3rd—1966 Western Hemisphere Championships
- 1st—North European Championships
- 1st—Semana Nautica, Santa Barbara

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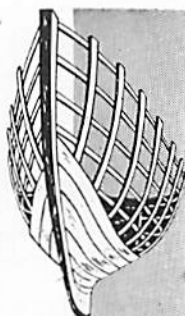
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# SNIPE BULLETIN

The SNIPE BULLETIN is edited and produced monthly for the INTERNATIONAL SNIPE CLASS by Birney Mills, Executive Secretary.

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## The Cover

Just 30 seconds allowed to figure this one out! Per and Mats Gothlin of Stockholm, Sweden, got this "jib's-eye" view of a close competitor, Lillen Ericsson of Gothenburg, (one of Sweden's most successful Snipe sailors), during a close race last Fall. Per's shot should dispel forever any objections to a jib-window. Now you can even get a kit and put one in yourself if you have been sailing with a "blind" handicap.

## THE SCORE

Numbered SNIPES — 17456

Chartered Fleets — 647

One could expect a little let-down after our "binge" of last year when we broke a 36 year-old record with 762 numbers issued for new Snipe hulls, and it is important to recall that SCIRA issues numbers only for hulls which are ready for decking. When a boat is that far along, very few will remain unfinished, thus eliminating "paper" or "phantom" boats which are likely to occur when numbers are sold with original plans or blueprints.

It has been a pleasant surprise to find that 77 new numbers went out for Oct., Nov., and Dec., the first quarter of a new fiscal year. That is 11 more than for the same period last year.

Spain led with 25; 20 each to Italy and United States; 8 to Norway; and 1 each to Bahamas, Chile, Paraguay, and Portugal. We are making an auspicious start - let's hope we can hold our lead!

TWO NEW FLEETS were chartered during the above period.

Roberto Garcia Guevara, National Secretary of Argentina, was quite pleased to announce the formation of a new fleet in his country. Charter 646 was accordingly issued to the Flota de Zárate with 4 boats as a starter; Alfredo Piris is the first Fleet Captain. This makes 16 fleets for Argentina, and is indicative of the steady growth Snipe has had over the years in that country. Senor Garcia has had a lot to do with this success. He has been in it from the start.

Sailors and spectators alike were impressed with the performance of Snipe in the Pan-American Games at Winnipeg last summer. Canada provided all new fiberglass boats for all the contestants, and when the Games were over, there were 13 fine Snipes numbered from 17001 to 17013 with no home. So a group was quickly formed to buy them all, and thus the new Pan-Am Fleet 647 came into being. The charter was issued to D.A. Tomlin, 55 Oak St., Winnipeg, Manitoba, as the first FC. This is an ideal fleet for a one-design class - all boats exactly alike; also makes a nice background for the club. We join the other Canadian fleets in welcoming them to SCIRA with wishes for fair sailing.

## Meeting of the National Secretaries

HIGHLIGHTS OF SCIRA MEETING OF THE NATIONAL SECRETARIES or their REPRESENTATIVES at the BAHAMA ISLANDS, NASSAU, BAHAMAS, Friday, November 3, 1967, 5:30 P. M.

Presiding: Commodore Basil Kelly, Bahamas.

Present: Argentina, Bahamas, Belgium, Bermuda, Chile, Brazil, Canada, Columbia, Denmark, England, Finland, France, Italy, Japan, Norway, Portugal, Puerto Rico, Spain, Sweden, Switzerland, Turkey, U. S. A., Virgin Islands, Yugoslavia; 23 Countries.

The minutes of the previous meeting at Las Palmas, Canary Islands, September 12, 1965 were read and approved.

A treasurer's report was read.

Mr. Moreira, speaking for the Portuguese Association of the SNIPE CLASS invites the current World's Champion and the National Champions of each country to be their guests for the World's Championship in 1969 at Luanda, Portuguese Angola, Africa.

"Self-Rescuing", as a characteristic of hull capability, was strongly recommended by this group.

Douglas Keary, Canada, asked that the Rules Committee or their representatives work out some details relating to specific definitions of buoyancy and floatation. It was generally discussed and concluded that the "self-rescuing" feature of hull construction should be mandatory but details will have to be worked out. The wish is to accomplish this without penalty to old boats.

Regatta scoring systems were discussed. The old SCIRA scoring system had little support. The current Olympic scoring system as published in the IYRU Bulletin was supported. Others felt that this gave the top boats too much reward, and supported the modified Olympic system used at the U. S. National Championship in 1967. A vote choosing between these two systems revealed a tie at 5 to 5.

Commodore Kelly pointed out that only "citizens" are allowed to represent their country in the World's Championship and other international events. He suggested this might be changed. Most present at this meeting recommended that a skipper who was a resident for 1 to 2 years might represent that country. A majority favored one year.

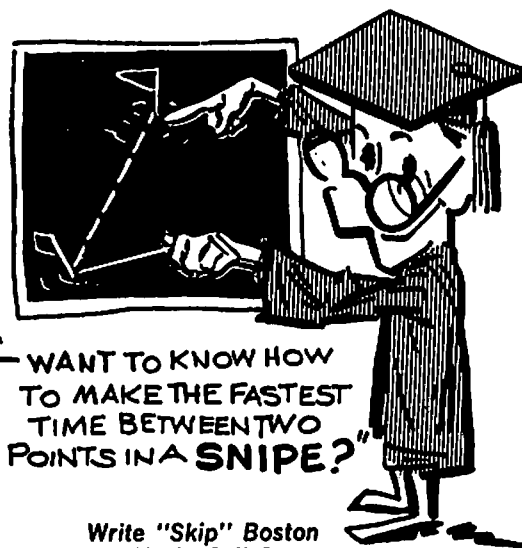
Peter Harris, England, has recommended that SCIRA might sponsor a two-man dinghy for competition to be selected by the IYRU for recommendation to the International Olympic Committee as a new or replacement Olympic class. Jack Holt has drawn up two designs, one a round bottom hull somewhat similar to present specifications on the SNIPE hull, and the other more of a scow type hull. He said these designs were already on the IYRU agenda and he will seek approval from them. He is asking for SCIRA approval of his designs.

Considerable discussion ensued. The prospect of the class supervising two different boats, somewhat similar in some respects; how to number boats and sails, competition within the class between the two hulls, and other controversies. Earl Elms, U. S. A., suggested the present sails might be unsuitable for the new hull. In fact, he could not be sure at all that the new hull would in fact be a faster hull despite its lighter weight and round chines.

Gary Hoyt, Puerto Rico, pointed out the desirability of getting into the Olympics, particularly for small countries. He said that 20 years ago the SNIPE was a considerably different boat from the one we sail now, and we must continue to change. He suggests keeping an open mind and encouraging changes which will make the boat go better. He is sure that while it is a good design basically, it can be improved upon.

Rear Commodore Dr. Riveras pointed out that our present rate of growth is considerably slower than several other classes in Europe. The faster growing classes have a lighter, cheaper hull. Some of our top skippers are moving to Olympic Classes. He wondered about the strength of the class in Europe in 5 years.

Commodore Kelly read letters from Mr. Romslo, Norway;  
(Top of next page)



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(SECRETARIES MEETING continued from Page 5)

and Mr. Svend Rantil, Sweden, and General Secretary for Europe, vigorously condemning any idea of a "Mark II Snipe". "Our beloved boat" need not be changed; we do not wish to alter our boat for the doubtful advantage of Olympic eligibility, they say.

Vice Commodore Dr. Schaeffer spoke enthusiastically of the virtues, too many to mention, in the existing boat, but reminded those present that the boat has changed quite a bit in the past years and would probably continue to evolve slowly. He reminded all that the officers and the Board of Governors of SCIRA have a primary responsibility to the existing SNIPE CLASS and the present skippers and boat owners. "Our actions should not in any way discourage participation of the older boats".

Gary Hoyt recommends experimentation; keep an open mind; change when it seems advisable. He asked for a vote on this type of policy. 8 for, 7 against.

Commodore Kelly thanked Peter Harris for his continuing efforts in behalf of SCIRA with the IYRU.

Bud Hook, past Commodore and National Secretary of the United States, advised that his country was host for the Western Hemisphere Snipe Championship at Jacksonville, Florida, October 20 to 25, 1968. These dates were observed to be too close to the time of the Olympics by some of those present. This conflict was thought inadvisable. A time late in November was advised.

Meeting adjourned.

— Robert Schaeffer  
Acting Secretary

SNIPE CLASS INTERNATIONAL RACING ASSOCIATION,  
BOARD OF GOVERNORS MEETING, CORAL HARBOUR,  
NASSAU, BAHAMAS.

5 NOVEMBER 1967

Present: Presiding, Commodore Basil Kelly, Dr. Riveras de la Portilla, Dr. Robert Schaeffer, Ted Wells, A. F. Hook, Louis Nelms. Also present were Past-Commodores Carl Zimmerman, Sam Norwood, and Harold Gilreath. Peter Harris of England was invited to attend.

The principle concern of this meeting is to consider an opportunity for the SNIPE to fill the opening for a two-man dinghy class for the Olympics. The International Yacht Racing Union (IYRU), is the body making the recommendation for this class to the International Olympic Committee.

Background was reviewed. Briefly, SNIPE has been proposed and rejected by the IYRU in the past. They wish only to consider "high performance" boats for their recommendation. Snipe does not fill these specifications, they say. Their stated principle objections are that the SNIPE is too heavy, has hard chines, is not self-rescuing, and does not carry a spinnaker. The SCIRA Board is not aware of other objections which disqualify us for "high performance", but expects there are some.

Dr. Riveras reports a relative decline in SNIPE development in Europe. He notes that new hull developments have made reaching and running in the modern boats more exciting, and these are due in part to hull development. Also, the Olympic acceptance of a class will do much to insure acceptance of a small boat class in small countries because this insures an opportunity for international competition and perhaps official local government financial support. Dr. Riveras recommended we study a plan for changing the hull design using the same spars and sails.

The strong policy of SCIRA, never to make an old boat obsolete, was re-stated and unanimously supported. The many small changes of the SNIPE in the past were reviewed showing that SNIPE is a continuously evolving one-design class modernizing as proven advantages are demonstrated. Changes are approved only if they do not harm existing boats.

Peter Harris presented an idea that SCIRA should develop a new hull acceptable to IYRU and therefore eligible for the Olympics. He presented a model of a round bottom planing ostensibly suitable for accepting the present spars and sails. This was exhaustively discussed. The opinion of the board

generally was that anyone could develop a new hull and could present it to SCIRA, but at this time neither a model nor drawings would constitute a satisfactory idea for the SCIRA board to, in any way, endorse or sponsor. Such a proposed development should never pretend to the name of SNIPE. The virtues of the new hull are very uncertain, untried and unproven. The idea of experimentation is endorsed by this board, but with no implied obligation by the board to accept any proposal in the future. We do not contemplate a new hull design as being necessary or wise for this class, at present.

The following resolution was unanimously accepted by the board:

WHEREAS:

- (A) The Snipe Class International Racing Association and the Snipe Class sailboat have changed and evolved continuously since their inception thirty-six years ago;
- (B) The Snipe sailboat performs in all winds in a remarkably superior manner to the boat which was a Snipe twenty years ago; and
- (C) SCIRA's elected officials are committed to the continuing encouragement of the finest possible one-design class sailboat racing.

NOW IT IS HEREBY RESOLVED that proposals for changes and experimentation for the improvement of the Class shall continue to be encouraged and when design changes have proven that a significant advantage in performance can be achieved, SCIRA will consider these improvements seriously.

It should be emphasized that changes in SNIPE class sailboats will be made as they have in the past, with proper consideration and dedication to the stability of the class and the many friends who are its skippers and supporters. Opinion was expressed that while the IYRU is a properly constituted body for the administration and development of a part of the sport of Yachting, they do not represent the small boat sailors in proportion to their contribution to the sport.

Concern of some members for the Olympics, enthusiasm of some members for radical change can do the class much harm, destroying its greatest virtue, that of stability of the class. SCIRA Board is conservative, but thoughtful of modern developments.

NO HULL DESIGN CHANGES ARE ANTICIPATED IN THE NEAR FUTURE. THE VIRTUES OF THIS BOAT SHOULD NOT BE DISMISSED SO LIGHTLY BY OUR CRITICS.

The financial report was presented and accepted. Concern was expressed that many countries in the world accept the benefits of our organization without paying the small obligation that we ask to cover our costs of administration. SCIRA will try to give service to all SNIPE skippers encouraging them to stay paid-up.

Spinnakers may be used up to national competition when agreed upon by that national authority. The board does not authorize their use in any international competition. Proposed designs should be submitted to the SCIRA rules committee. Sometime in the future a single design will be specified if spinnakers are deemed desirable.

Making the SNIPE self-rescuing was discussed, and it is anticipated that this will be required on all new boat construction in the near future, and perhaps on all boats in international competition soon. A modern boat should be capable of being capsized, righted, and continue racing. The board resolves that the self-rescuing principle with regard to hull construction should be required in the near future. The rules committee will investigate, communicate with boat builders, study different alternative methods and report back to the SCIRA Board by August 1, 1968.

Scoring System — Both the Olympic scoring system and the modifications developed by our class were discussed for using in regattas only. Generally the Board felt that our modification was superior. In the interest of international uniformity we accepted the Olympic scoring as published in the IYRU Rule Book for our official scoring system for the SNIPE Class. However, we reserve this exception: We will retain the tie-breaking feature in the SNIPE RULE BOOK,



By-laws section 9. This takes effect Jan. 1, 1968 for regattas only.

**Numbers.** All boats registered after December 31, 1967, must have racing numbers  $\frac{1}{2}$ " high burned, carved, or molded into the centerboard trunk in an unobscured position.

**Citizenship.** For purposes of class sailing competition, a skipper may represent a country if he is a citizen of that country or has been a resident of that country for one year. This applies principally to World's, Western Hemisphere, and European Championship competitions.

Board authorizes and directs that the deed of gift for the Isaacks Trophy to allow skippers to bring their own boats if they wish.

Board accepted a revised Constitution and By-Laws which is fundamentally the same, but clarifies many small details of the SCIRA organization. This will be published in the new Rule Book.

The Nominating Committee made a report, which resulted in the following men being elected to office for the 2-year period Jan. 1, 1968 to Jan. 1, 1970:

Commodore Dr. Robert Schaeffer, Palos Verdes Estates, CA.  
Vice-Com. Dr. Angel Riveras de la Portilla, Madrid, Spain.  
Rear-Com. William M. Kilpatrick, Oklahoma City, OK.  
Secretary-Treasurer Birney Mills, Akron, OH  
Chr. Rules Committee Ted A. Wells, Wichita, KS

The following men were elected to fill the membership-at-large spaces on the board vacated by Paul Betlem and Francis Seavy:

George Stewart Brown from District I for 3 years.  
Ralph Swanson from District I for 3 years.

In addition, the men listed below will also serve on the Board of Governors:

General Secretary for Europe Svend Rantil of Sweden; Secretary for Northern Europe Aarno Walli of Finland; Secretary for Southern Europe Capt. Vieri Lasinio di Castelvero of Italy; Secretary for Eastern Europe Aleksander Lukez of Jugoslavia; General Secretary for the Western Hemisphere

Horacio A. Campi of Argentina. Dan Elliott, Capt. Richard Tillman, Bruce Lockwood, and Louis Nelms along with the Immediate Past Commodore Basil Kelly of Bahamas comprise the rest of the 17 members of the SCIRA Board, of which 9 constitute a quorum.

Portugal has invited SCIRA for the World's Championship for the SNIPE CLASS in 1969 at Luanda, Angola, Africa. Free transport is offered from Lisbon to Luanda. The invitation was from the Portugese Association of the Snipe Class, and it was signed by Eduardo Guedes de Queiroz. No other invitations were received. The Board gratefully accepts the invitation from Portugal and plans to hold the next World's Championship at Luanda, Angola.

For his many services to the SNIPE CLASS the Board will ask the Count of Caria, C. B. E., of Portugal if he will honor us by accepting an appointment as Honorary Vice Commodore of the SNIPE CLASS INTERNATIONAL RACING ASSOCIATION.

There being no further business, the meeting was adjourned.  
— Robert Schaeffer, Acting Secretary

## Dates for the U.S. Nationals Announced

The Alamitos Bay Yacht Club at Long Beach, California, will be the host club for the 1968 U.S. National Championship Regatta. Snipe Fleet 218 is located there and they report that arrangements for a "bang-up" regatta are proceeding nicely, and Jerry Thompson, General Chairman of the Regatta, announces these final firm dates:

JUNIORS: Wednesday and Thursday Aug. 7-8.

CROSBY: Friday - Sunday Aug. 9-10-11.

FINALS: Monday-Thursday Aug. 12-15.

These dates are arranged to keep the weekends open for travel, a plan tried for the first time last year which proved popular and successful. This early announcement of dates will enable all to make vacation plans early. Jerry's address is 51-66th Pl., Long Beach, CA 90803. Watch the next issues of the BULLETIN for complete details.

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## One Model of a Self-Rescuing Snipe

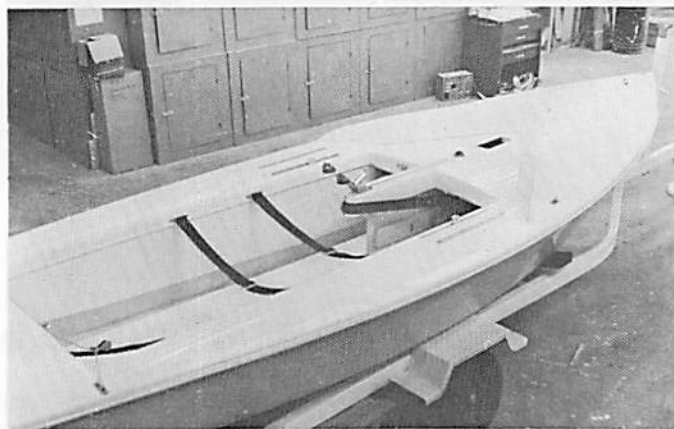
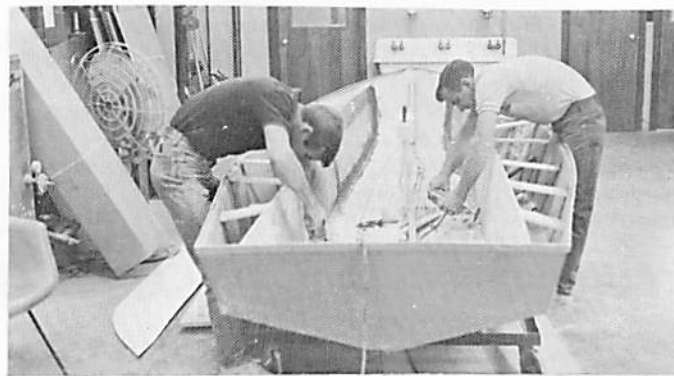
AS CONCEIVED BY FRANCIS LOFLAND

"The Snipe Class has long been needing a self-rescuing feature. The recent Pan-Am Games at Winnipeg further convinced us (and Buzzie Levinson) that we must make the Snipe a totally self-rescuing sailboat. Our subsequent invitation to produce boats for the World Championships led further encouragement for us to develop the idea.

Our first consideration was air tanks on each side of the cockpit, but experiments convinced us that we needed floatation throughout the full length of the boat; so we projected air tanks the full length of the boat on each side.

Most sailboats have a tendency for the stem to go down, first causing the water to rush forward into the stem and causing the boat to submarine. Bulk heads fore-and-aft would prevent this situation, but it would also restrict access to areas of the boat for storage of whisker pole and other equipment. The combination of built-in side tanks running full length of the boat and a good vacuum-type bailer has proved a good solution. The 12 World Championship boats were built in this manner, and the boats will be available as a regular production model.

Whether or not the class will ever come to the point of making the self-righting boat a requirement remains to be seen. In the meantime, we will continue to build the boat with the self-rescuing features."





## THE OLYMPIC SCORING SYSTEM

Here is the exact wording of the final form of scoring as adopted by the Snipe Class effective this year. It will be used in all official regattas above the local fleet level, and thus everyone all over the world will compete under exactly the same rules, which is befitting a large international organization like SCIRA. Race Committees at large regattas, usually composed of sailors from other classes, will not have to become familiar with a peculiar (and oft-times confusing) scoring system for the Snipe Class.

Note that it does not apply to local official fleet races for point scores to determine club standings. We will use the familiar SCIRA Point Score system in use for 36 years in these events.

This Olympic System was adopted as a result of popular demand, and once you get used to it, you should like it!

### THE OFFICIAL SNIPE CLASS SCORING SYSTEM

Any yacht which starts within the meaning of the rules and does not finish, including any yacht which commits a breach of the rules but retires within reasonable time, shall score the points for a last place finish, that is to say for the finishing place equal to the number of yachts starting in the race. Any yacht which commits a breach of the rules but fails to retire within reasonable time or is disqualified shall score the points for a last place finish plus 10% of the number of yachts starting in the race, fractions being raised to the next higher whole number. Any yacht which does not start shall score the points for the finishing place equal to the number of competitors. A competitor is an entrant who starts in any race of the series.

Each yacht finishing shall score points in each race as follows:

First Place	...	...	...	0
Second Place	...	...	...	3
Third Place	...	...	...	5.7
Fourth Place	...	...	...	8
Fifth Place	...	...	...	10
Sixth Place	...	...	...	11.7
Seventh place and thereafter.	...	...	...	place plus 6

Lowest total score wins.

In case of a tie in a regatta, the skipper beating the other the most times shall be declared the winner. If a tie still exists and any races have been dropped, the dropped race shall count. If a tie still exists, the race committee shall decide how to resolve the tie.

## Another Junior Contest

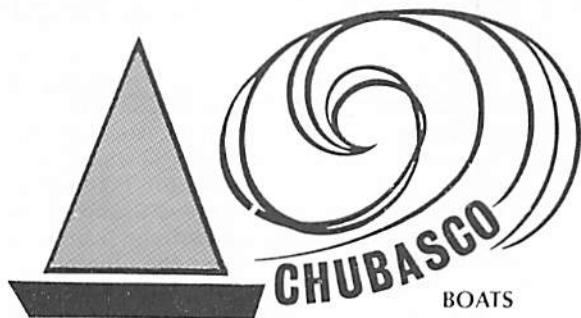
For the second year, the editors of Yachting announce an article contest for junior sailors who have not yet reached their 18th birthdays.

Articles should be approximately 1,000-1,500 words long and be concerned with some phase of your sailing experiences and activity. The subject matter can be varied, as you will see from reading what past contest winners have submitted, but the important thing is that it be well presented and be your own work, and that it be of interest to sailors your age.

All manuscripts should be typed and double-spaced and may include photographs or drawings. Each should be accompanied by your photograph and a letter with information on your age, school, sailing background, and class of boat you sail. All manuscripts become the property of Yachting Publishing Corp., and the editors retain the right to publish any manuscript, with payment made at our regular rates. The winners will be announced in our June, 1968, issue; first place will receive a handsome self-model of his or her one-design boat (or the one-design class of his choice), and second and third places will receive gift certificates for nautical equipment. Submissions should be made by April 15 and addressed to Yachting Publishing Corp., Junior Yachting Contest, Editorial Dept., 50 W. 44th St., New York, N.Y. 10036.

**JUNIOR SNIPERS!** Why not give this serious consideration? Work up a good story; take it to your English composition school course; test your writing ability. **GET BUSY!**

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OBSERVATIONS MADE BY PETER HARRIS,  
National Secretary of England,  
at the

## 1967 World Championship Regatta

This bi-annual event was held for the 23rd time on Nov. 4-11 at Nassau, Bahamas, hosted by the Royal Nassau Sailing Club which has its clubhouse at Montague Bay on the N. E. point of the island. The event was staged in the ocean off the Coral Harbour Club and Hotel 14 miles away on the S. W. coast. This provided food and accommodation for the competitors, plenty of area for measuring and storage of the boats, electric hoists and a pleasant well protected harbour leading through a narrow entrance to the ocean where the olympic courses were laid in clear water. Some competitors arrived days beforehand, but there were many who got delayed for 15 or 24 hours and some who didn't arrive at all. The Norwegian champion, Larry Damon was taking part with his wife in Olympic skiing trials, but his place was taken by Nils Monstad, European Snipe Champion in 1964 and winner of the North European Snipe Open Championship in 1966. It was startling to see the new Loftland Snipes to be loaned to some competitors, arriving behind a car towing 4 Snipes at a time on one trailer, one on top of the other, complete with their road trailers.

A large banner at the airport welcomed competitors to the Snipe Worlds and also the 5.5 metres Worlds to be held immediately afterwards. Measuring of sails and boats was carried out with the leadership of Ted Wells, Chairman of the Rules Committee. This was the first time that a sailing world championship had been held in Nassau. After a briefing meeting for crews, a three race tune-up series was held for the Christopher Columbus Cup. For this series the winds were very light with the sun blazing down out of a virtually clear blue sky. The Brazilians starting as favourites for the world title took three firsts in this series, but in the last race they were over the line at the start and didn't go back and this dropped them to 6th overall, with the Trophy being taken by Earl Elms of U. S. A., 2nd Puerto Rico and 3rd Bahamas, 4th Switzerland, 5th Italy.

After this series on the Saturday afternoon the official opening ceremony was performed by the Premier. The boats were lined up round the tree fringed circle in front of Coral Harbour Club and the flags of all the competing nations were hoisted. The class is doing well in South America and it was encouraging to see Chile, Colombia, and Virgin Islands entered. The Police band gave a dashing display in full uniform as darkness settled.

The chairman of the race committee was Carlos De Cardenes, well known yachtsman, fresh from his return from the pre-Olympic regatta at Acapulco. In the sailing instructions there was a provision to move the windward mark after the first windward leg, to give a true windward leg, if the wind shifted badly. It has since been agreed at the I. Y. R. U. that this provision shall apply in the Olympics.

### Sails and Spars

Nelson Piccolo of Brazil was using his own sails, but it was noticeable how Lowell North had been superseded by Earl Elms sails. This has undoubtedly come about by the fact that Elms used to work for North, and over the past few years has had so many racing success' in Snipes, not only in big regattas, but winning the U. S. National Championship for the past two years. The jibs and mainsails were all normal cuts of large cross cut panels. The Danish entry was using sails by Greensails, manufactured by the crew, Svend Christensen, and the jib had thick pencilled black lines along the seams of one of the jibs and also on the luff between the seams, apparently with the idea of slowing any luffing of the jib clearer. Sweden was using Watts sails. Windows in jibs were also much more prevalent.

Also noticeable was the large swing over to metal spar. Brazil

was using a wooden mast, as was Spain. Brazil had an International mast with spreaders and Bermuda a Holt-Allen, but the now fashion is very definitely for Proctor E section masts with swinging spreaders whose backwards swing was limited. The tendency is to use full sails with Cunningham hole adjustment, the mast being stepped on the keel with a narrow slot in the deck so that the side of the mast hits the side of the slot, this bends the mast sideways and opens up the slot between the main and jib. Thus the trend has gone away completely from the stouter D section Proctor masts and the round B section produced specially for the American Snipe market back to the flexible E section introduced into Snipes 10 years ago by Clark Penman in England. In fact on his boat 16025 Good News brought over especially for the Christopher Columbus tune-up series, Ted Wells was using the first E section mast which was imported into America. England can say she has a virtually 100% share of the metal mast market in the Snipe Class, although there were a few wood booms, and Bermuda and Belgium were using Jack Holt-Allen metal booms. Many were using thin flat slightly oval section metal booms produced in America.

All boats incorporated adjustable outhauls along the beam for the mainsail. Externally mounted winches for the halliards were common on the Proctor E masts, but Earl Elms was using adjustable hooks at the bottom of the mast for his halliards. The Brazilians favoured the wire and ball type halliard with locks at the top of the mast.

The only deck stepped mast was that of Bermuda, sailing a Danish built Skipper Snipe. The boats with self draining cockpits had theirs on the raised floor, but otherwise the masts were keel stepped.

### Boats and Equipment

The swing towards glass fibre construction continues, this time comprising 75% of the entries. However, this was brought about to a large extent by the fact that 12 brand new Loftland glass fibre Snipes were loaned to countries not bringing their own boats. This new model introduced this year has a large cockpit with fluted non-slip deck, which has a flat section behind the splashboard and highly curved ahead. Twenty two new boats of this type were used in the United States elimination trials to decide their entry in the Snipe Class of the Pan American Games held in Canada this summer. In this series the top three skippers from each of the seven U. S. Snipe districts entered together with the current U. S. National Snipe Champion Earl Elms of California. In this series, Elms could only finish 3rd behind Dick Tillman and "Buzz" Levinson, the winner. In the Games, Levinson was beaten into second place by Nelson Piccolo of Brazil. This event was again sailed in new identical Snipes produced in Oakville, Canada.

Since then the boats by Loftland have been further improved and side and bow buoyancy tanks have been added. These Loftland boats had a glass fibre floor board with a hole cut for access for the one off-set Elvstrom bailer mounted behind the case. The slides for the jib fairleads were on stainless steel track mounted in shallow recesses. The cleat for the jib was a patent 'Jiffy' jamb cleat mounted on a steel section raised at an angle on the back of the dagger board case which also carried the cleat for the main sheet which was a pulley and camb type Tufpblok fitting by Boston of England. The boats were using pulleys, cleats, and other fittings of stainless steel which were of Australian manufacture. They were very fully equipped and even included a compass. The Brazilian boat was a wooden built self draining model with the water draining through small tubes at the rear of the cockpit. The runner-up Earl Elms and Garry Hoyt of Puerto Rico had glass fibre boats by Chubasco of California. These boats had a very stiff glass fibre hull produced by laying up strips of plastic foam giving a sandwich construction over 1" thick. The deck was plywood and the floor was made from a large single sheet of thick ply-



wood. There was a plywood frame at station 2 near the mast and plywood stiffeners ran right along the inside of the keel. These boats were open, but had Elvstrom bailers, and Elms also had a large pump discharging into the dagger case operated by hand by pulling on a rope leading through the deck. On the starboard side of his dagger case, Garry Hoyt had a gadget incorporating a spirit level which gives his angle of heel fore-and-aft. Carlos Bosch of Bermuda had an all-glass fibre Skipper Snipe made in Espergerde, Denmark. These boats have a fairly wide cockpit with buoyancy all around. These boats have the toe straps of stiff self-standing material fixed to the floor, and this reflects the influence of Paul Elvstrom when he was associated with the production of Snipes in Denmark. The Belgium Champion, Patrick von Godesenhaven, who won all races in the Belgian National Championship and is an ex-Burnham Week Cadet Champion, also had toe straps of this type in his self draining all glass fibre French-built Teurley Snipe. The Swedish representative, Trygve Liljestrang also had a Teurley boat and this one had a pivot plate, every other boat having a dagger plate. These were anodized aluminum to make for easier handling, but the Brazilians had a steel plate. Teurley only makes the one type of Snipe with self draining cockpit draining through the floor by means of a tube in the middle of the cockpit. The Portuguese and Spanish boats were normal wooden boats built by the same builder in Spain. Both of these boats had irregularly shaped stems which Ted Wells insisted be planed away to a fair curve before they could race. Basil Kelly, the present Commodore of SCIRA and representative of the Bahamas was using his wooden Lippencott boat built in the United States. In the last Worlds at Las Palmas in 1965, he finished 4th overall, but this time, he had a hard fight to qualify as the National Champion—the result only being decided in the last race of an 11 race series. William Chandler of the Virgin Islands was sailing a Portuguese built wooden boat with raised double floor sloping at the aft end to drain

into an Elvstrom self bailer. The Yugoslavs, the present European Champions, shipped their own boat, a wooden Varalay, built in U. S., but it was held up in dock strikes at New York, and they were lucky to be able to borrow a wooden Lippencott, as they didn't like the plastic Loftland they used in the tune-up races.

The normal type of simple rope traveller was found on every boat. It was noticeable that on the Brazilian boat this was further back than normal, being only 16" from the transom. All were adjustable and most had a method of holding boom well to windward for light airs.

All boats had cleats for jib and main. The main cleat was occasionally on the boom, but mainly combined with a pulley on the back of the case, or on the floor, or else having separate cleats on the cockpit edges close to the helmsmans hand. On the Bahamanian boat the combined pulley and cleat was mounted on a metal pilot. The jib cleat, either normal camb type or patent tubular 'Jiffy' were on the back of the case or on top of the dagger board.

It was usual to have the foot of the jib adjustable so that it could easily be let off the wire leading below deck back to the cockpit for easy control.

The 24 countries represented was a very good turn out and illustrates the continuing popularity of the Class, with 796 new boats being built in the past year. This is after again being turned down by the I. Y. R. U. as a possible Olympic Class. It is therefore easy to imagine the tremendous growth there could be on acceptance as an Olympic Class. With the continued unrest throughout the world coupled with go-slows, strikes, and other restrictions, several countries who were expected to enter did not arrive, and these included Poland, ( PETER HARRIS - Top of Page 13)

## SNIPES WINTER RACING CIRCUIT

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IN BEAUTIFUL WEATHER DURING YOUR WINTER

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3. SCIRA MID-WINTER SNIPE CHAMPIONSHIPS  
Marc 5 - 8. 6 races with 1 throw-out  
Clearwater YC, Clearwater, Florida - Gulf of Mexico

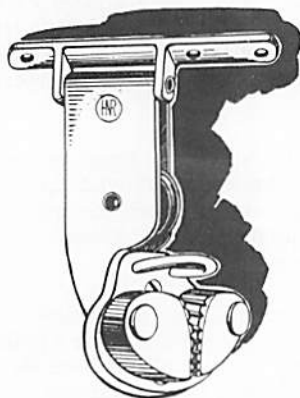
The Caribbean Winter Circuit Perpetual Trophy for the overall winner at these 3 regattas will be awarded at the conclusion of the circuit in Clearwater.

Transportation of boats available from Miami sailing on the 23rd of February and returning on the 29th.

FOR FURTHER INFORMATION, CONTACT:

1. Peter Christie, P. O. Box 1628, Nassau, Bahamas
2. Charles A. Fowler, 3305 NW 5th Ave., Miami, FL 33127
3. Regatta Chairman, Clearwater YC, Clearwater Beach, FL.

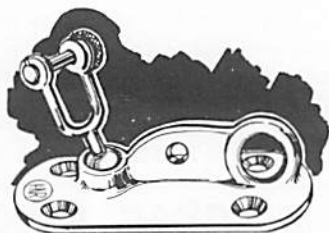
You can attend all three regattas in the short space of two weeks and have a wonderful unusual vacation the same time!



## 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



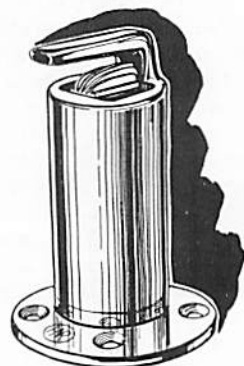
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This quality line of ingenious hardware is designed and manufactured by a Snipe sailor for those who want something better than the ordinary run-of-the-mill fittings. The proven efficiency of these products has received world-wide recognition in the Snipe class as well as many other classes. Take the Jiffy Jib Jam, for example. It has been adopted as standard equipment by most builders of the Snipe class, including the world's largest. The Snipe Class Championship of the World was won by boats equipped with it in the years 1963 and 1965 and the runner-up in 1967. It was adopted as standard equipment on all Snipes used in the 1964 Western Hemisphere Championship and all Snipes in the 1967 V Pan-American Games. The National Championship of countries too numerous to mention, have been won by Snipes equipped with it. In short, it is doubtful if there is an important Snipe regatta anywhere in the world that has not been won by a boat equipped with it. A convincing record such as this, should leave no doubt that when better Snipe hardware is made, Richards will make it.

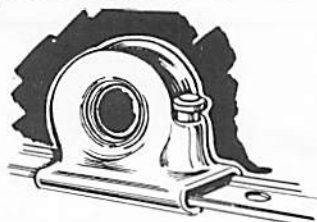


## Jiffy Jib Jam

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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"



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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 \$2.50 per foot.)



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**North Sails  
now produced  
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(PETER HARRIS from Page 11)

Austria, Venezuela, Cuba, and Uruguay. In two years time the World Championships are to be held in Luanda, Angola, Portuguese West Africa. It was unfortunate that the famed twins, Axel and Eric Schmidt, did not arrive to defend their World Championship title, which they had won the last three times, 1961 in New York, 1963 in Bendor, and 1965 in Las Palmas. They have recently taken to Star Sailing with an eye on the Olympics, but in the Brazilian National Snipe Championship could only manage 12th position, illustrating the very keen competition in the Class. However, with their win in the Brazilians, Nelson Piccolo and Carlos De Lorenzi have again proved what very fine small boat sailors the Brazilians are. This followed on their win of the Snipe Class event in the Pan-American Games in Canada.

It is a pity indeed that England with its many fine dinghy sailors spread throughout its multitude of classes cannot get someone to have a crack at the Snipe Championships.

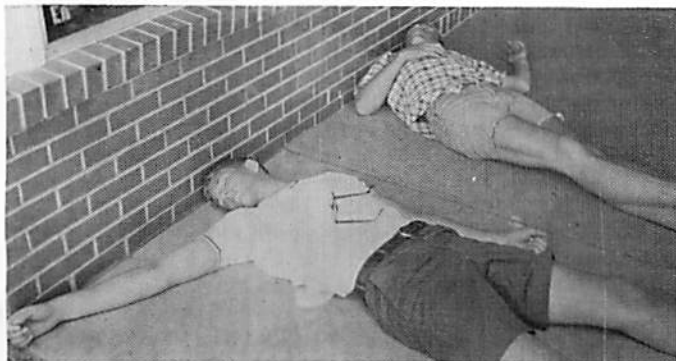
### ATTENTION—All Fleet Officers

Now that the time of year approaches when dues are collected and reports sent in to SCIRA headquarters, your attention is AGAIN directed to the fact that this office has a supply of blank forms to use in making up these reports. They have been developed over the years and contain just relative facts required to obtain necessary information. Their use certainly makes it easier for you; from our standpoint some uniformity must be permanently established for the same reason. Here they are:

- (1) Report sheets for payment of fleet fees and member dues. While money is always accepted regardless of how it is sent in, it is more businesslike to have every item on one sheet so future reference will be clear and correct. A copy in your files keeps us in agreement.
- (2) Point score sheets for making fleet reports of season Use them to keep scores throughout the season, then send in copies according to instructions printed thereon. Regardless of years of explanation, many disregard these rules to our great distress; submissions improperly made out are promptly returned. See the December BULLETIN article explaining why these sheets must be used.
- (3) Sanction blanks for regattas. You need 3 sheets for each regatta - fill them out according to the blue instruction sheet furnished. Keep one for your file; send the other 2 to your District Governor; he then approves and forwards a copy to this office; when sanctioned, you will be notified.

It may be that present officers have ample supplies of these forms in their files, but if you are newly elected and do not find any, send in for them at once. Be sure and specify about how many you need of each classification according to size of fleet, number of races, membership, etc. Please don't ask for more than you need. They will be sent promptly.

### Sailing a Snipe is Easy?



Jim Tilford and Preston Brammer, crews for Ted Wells and Dick Caspari, don't think so. After sailing 2 drifters in the A. M. in 95° heat, they hit the first cement floor available.

## Official Pocket Patch



(1/2 actual size)

Red Snipe and white sailboat on light and dark blue background with yellow letters and border. Either on felt or washable cotton twill. Size 3" x 3 1/4"  
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A 16 mm. color-sound 26-minute show for \$10.00

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**"AND ONE BOAT FOR ALL"** By John Biddle  
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— by Ted Wells —

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# Wells Wanderings by Ted Wells



HEY! WHAT GOES ON HERE? After many years watching Ted chase around in his car, trailer, and boat, we never supposed we would be seeing him wandering around in a power boat. And what's more, the wide grin on his face indicates he is enjoying it with complete abandonment of the cares of the sailing world.

All of which proves that the minute a fellow steps out of his widely accepted role, there is always some spy (usually a good friend) around to reveal his moment of aberration. This shot is considered locally as one of the rarest photos you will ever find anywhere in the world.

Actually, he is trying out Snipe Fleet 93's new committee boat on Santa Fe Lake. The boat was purchased at good price through a local Good Samaritan, and RC Don MacIvor has taken a new lease on life since he now has this fine equipment. "It has put a lot of new life into our club, as we now have no problem of getting a race committee for every race," says Francis Lofland. Now for Ted's WW article:

## SPINNAKERS

FEBRUARY 1968

To me, it appears doubtful that the SCIRA Secretary for United States will get a mandate from U. S. fleets to authorize use of spinnakers in even local races. The most intelligent and thorough critique on the subject that I have seen is contained in a letter received recently from Don Peters, an active Snipe sailor and manager of De Witt Sails. I will quote the letter in part:

"Now, to spinnakers. I have, for the past four years, been sailing Flying Dutchmen, which are, as you know, extremely fast racing machines. Having successfully perfected the techniques required for spinnaker handling in such a boat, including that of spinnaker reaching while carrying a crew on the trapeze, I feel reasonably well qualified to comment on the use of these sails and on their application on the Snipe. They have much to recommend them on any yacht, but only if of sufficient size to make a significant difference in boatspeed. (The Flying Junior has a ridiculously small spinnaker which results in many complications in boat handling with a disproportionately small increase in speed; in short, it isn't worth the effort to set it unless the air is very light.) Consequently, when I speak of spinnakers in the following pages, I shall be referring to a moderate-to-large sized chute."

"A large number of Snipes are sailed by husband and wife crews. Spinnakers are, at best, twice as difficult to set, jibe, and douse as a whisker pole. In a good breeze (18-25) they're a handfull for a sharp male crew. What's going to happen to those swell husband and wife teams then? I personally don't think the wives will be able to do the job, bravery and knowledge not withstanding (although I open myself up to a torrent of irate abuse from incensed female crews when I say that).

I'm sure you've heard the phrase, "Star boat widows". I don't think we should let that phrase become meaningful in Snipes; rather, we should protect those sailors who are the backbone of our class (and I'm single and have no axe to grind!)"

"The Snipe is small in the sense that we have a very small, cluttered cockpit compared to a Thistle, Lightning, FD, I-14, or 5-0-5. We just don't have room for spinnakers and all the attendant gear. Our crews have trouble getting over-under-around-through the raised daggerboard now in a wild jibe. What's going to happen when we're less stable, with a spinnaker, weak mast, and jittery crew to worry about at the jibing mark? Instant trouble!"

"We've got the greatest class now racing because we've got a boat that appeals to a wide range of people. They don't have to mortgage their homes to buy a Snipe, and they don't have to be muscle-bound experts to race one. They don't even have to be first class racing sailors; they can still compete and have fun, and learn a great deal from those who are good sailors. I don't think the class can remain that way with the addition of a spinnaker."

He also points out that most Snipe masts won't stand up with a spinnaker in any breeze, and predicts that we would see a lot of upside-down Snipes with the addition of the chute. Let France and Italy play with chutes if they want to—I'll bet their enthusiasm will wane rapidly.

## SELF-RESCUING

There seems to be general enthusiasm for making future boats self-rescuing, but not much enthusiasm for requiring this feature in older boats except for World, Hemisphere, or Pan-American Championships.

There seem to be three versions of self rescuing boats evolving: the self-bailing cockpit where the cockpit is more or less of a sealed bathtub with a drain; a self-bailing hull with the bottom built up high enough to drain out the transom, or into the centerboard trunk, or out the bottom; and a hull having sealed fore-and-aft bulkheads from deck to bottom on each side. This type is not selfbailing, but on capsizing, takes in very little water and can be bailed easily after righting.

## SUCTION BAILERS

At Coral Harbour, the experience seemed to be that a well-sailed boat with two large suction bailers stayed dry to windward. With only one bailer, the boat would generally bail on one tack, but not the other. This in fairly good sized waves and 20-25 mph winds.

## A Spinnaker Means More Equipment

In the December 7, 1967, issue of YACHTS AND YACHTING Magazine of London, England, Jack Knights, noted sailing writer, makes these comments on Snipe and spinnakers:

"Many classes, even the Snipe, are currently considering going over to a spinnaker. I think they do this from a feeling of inferiority, from a need to keep up with the Joneses — they should pause for a second to consider what a spinnaker entails — 1 sail, 1 sail bag, 1 halyard with shackle or spring clip, 1 halyard sheave (at least), 1 halyard cleat and possibly several leads, 2 sheets, 2 sheet jam cleats and 2 sheet leads, 1 spinnaker pole and possibly clips for pole stowage, pole attachments on mast, 2 pole end fittings, pole hoist and downhaul lines, 2 cleats and various leads for pole lines, probably with shock cord, spinnaker stowage arrangement and, very probably, expensive quick furling gear for the headsail.

On careful consideration it would seem to be better to have a rather over-canvased boat without a spinnaker than one with less working sail and all the extra bits and pieces and strings which go with a kite. A spinnaker and its gear must certainly add 12% to the cost of a boat; it also detracts from its suitability as a club boat and a trainer; and also makes it more difficult to sail with a wife or girl friend whilst limiting the number of crews one can pick off the pierhead at the ten minute gun."



## WANTED AND FOR SALE DEPARTMENT

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**FOR SALE: SNIPE 13916. FIBERGLASS** by Leon Irish; racing rigged; excellent record. Bostons; bendy mast. Custom trailer and over-boom, full length cover. Always dry-sailed. \$1200.00. B. F. McCabe, 237 Ferson, Iowa City, IA 52240. Tel: 319-338-6955.

**WANTED: USED SNIPEs** - object: starting a new fleet in St. Louis, Missouri. Will take in trade on new Lofland 1968 Snipes, or will buy. Mutual gain to all - you should have a Snipe; we have customers for used Snipes. SCIRA should have fleet in St. Louis. Also in need of used low-cost sails and help in promoting and establishing this fleet. Contact: Glenn Mottin Sailboat Sales and Mfg. Portage des Sioux, MO 63373. Phone: 314-429-0618. Lofland Dealer in St. Louis and area. Buy a Snipe - decked hulls, hulls less deck, kits, parts, rigging, accessories, and sails.

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**MARCH 5-8 SCIRA MID-WINTER CHAMPIONSHIPS**, Clearwater YC, Clearwater, FL, on the Gulf of Mexico. Write Regatta Chairman, Clearwater YC, Clearwater, FL.

**MAY 11-12 SOUTHERN SNIPE Championship**, Privateer YC, Chickamauga Lake, Chattanooga, Tennessee. Colman Keane, 710 Albert Rd., Signal Mountain, TN.

**MAY 18-19 SOUTHWESTERN CHAMPIONSHIP**, White Rock SC, White Rock Lake, Dallas, TX. Ed Haynes, 7236 Westbrook Lane, Dallas, TX 75214.

**JUNE 15-16 RIFF-RAFF Regatta**, Cowan Lake, Cowan Lake SC, Cincinnati, Ohio. Rex E. Ely, 66 N. 5th St., Batavia, OH.

**AUGUST 24-25 HOOSIER HARVEST Regatta**, Muncie Snipe Fleet, Prairie Creek Reservoir, Muncie, IN. Al Clark, 2903 N. Tillotson, Muncie, Indiana.

**AUG. 31-SEPT. 1-2 FIFTH ANNUAL DECATUR SNIPE Regatta**, Lake Decatur, Decatur, Illinois. Francis Castelli, 1504 W. Garfield, Decatur, IL.

**SEPTEMBER 21-22 OHIO OPEN CHAMPIONSHIP**, Acton Lake, Hueston SA, Oxford, Ohio. Alfred J. Kibler, 322 Brydon Rd., Dayton, OH 45419.

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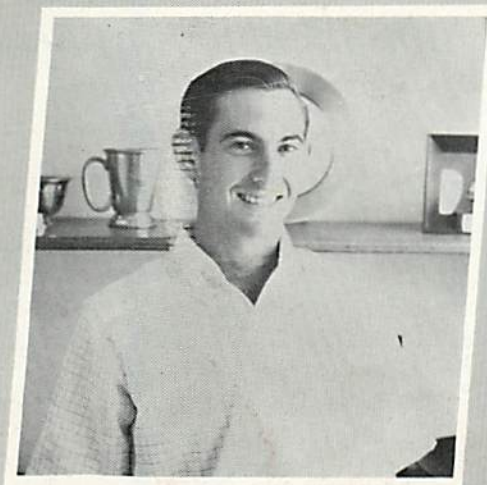
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