

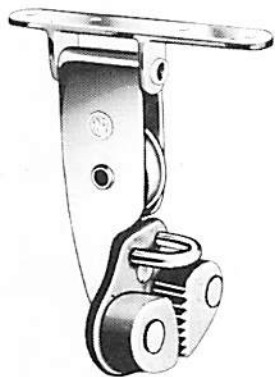


SNIPE

BULLETIN

FEBRUARY 1970





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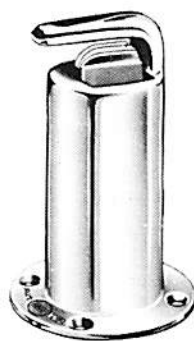
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Voice Of The People

WEIGHT REDUCTION: A SERIOUS AND UNJUST DECISION

" Protesto contre la vostra recente decisione di ridurre il peso degli Snipes di 20 Kg. e contro il vostro programma di fare una nuova riduzione di altri 20 Kg. per il 1972.

Questa grave ed ingiusta decisione ha creato, a molti proprietari in tutto il mondo, degli insolubili problemi ed ha messo questi proprietari in condizione di inferiorita rispetto a quelli che, avranno con nuove costruzioni, delle imbarcazioni piu leggere.

E' ovvio che in queste condizioni, molti Snipes, anche di costruzione recente, non potranno piu regatare con probabilita di vincere.

Ho sempre considerato la SCIRA una associazione molto prudente e contraria alle innovazioni rivoluzionaire molto spesso pericolose, ma ora ho cambiato opinione e sons spiacente di essermi sbagliato nel mio giudizio.

Mi auguro sia ancora possibile annullare la decisione della riduzione di peso. "

Destini saluti,

Ermanno Tagliapietra
Ermanno Tagliapietra

Flotto del Benaco, Verona, Italia.

WEIGHT REDUCTION: GET THE LEAD OUT!

" I have enjoyed being a member of SCIRA - 10, these many years. It is assuredly the best organized racing class going. I had an opportunity to buy a wrecked 24' Shark and rebuild it and it has been a great success, thanks to my Snipe training.

But frankly, if I should go back to a smaller boat, it would be one of the X class, which is very popular due to its lower cost. It costs less because it weighs less, like 250 lbs; fiberglass costing so much a lb. to lay up. And this boat is fast, able and seaworthy (practically the equal of a Snipe) in spite of the smaller weight.

You do not need the weight for structural strength or for seaworthiness, so why keep weight and cost up? My 12-year old wood Snipe had to carry 35 lbs. of lead at regattas, so let's get the lead out, old Buddies! Cut down the weight and get a less expensive and better (faster, anyhow!) boat. "

--- Bob Walch
Newfane, NY.

WEIGHT REDUCTION: GET DOWN TO BUSINESS OF SAILING

" I expect you are getting much negative USA-based comment on Snipe weight reduction. Individual elements in any organization can't win all disputes; I expect many, or most, USA Snipers feel they've lost one.

I hope we all now work to keep the International Snipe Class intact, putting our efforts into finding the best way to handle the change, and not into unproductive dissension. "

Tom Head
211 Newsome Ave.
Columbus, IN 47201

GREETINGS TO ALL SNIPERS - after 9 years of absence.

" Many thanks for your very nice letter enclosing my SCIRA membership cards. You can't imagine how happy it makes me to be able to return to the Snipe class and sailing.

I want to thank all Snipers for their efforts in my behalf. It certainly helped to keep my morale up during my imprisonment in Cuba. Once again, it has been proven that there is no better friend than a true sailor.

I had the pleasure of sailing against old friend Carl Zimmerman here yesterday. As you say so well, he is a most remarkable man and sailor. "

---Dr. Clemente Inclan
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Vol. XXIV No. 7

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Notify Snipe BULLETIN of any changes, giving both old and new addresses complete with zip code. Allow a month to become effective.

The Cover

This historic Snipe photo came from Harry Lund, 1937 SCIRA Commodore, and a close personal friend of Bill Crosby. He was going through some old Snipe "stuff" and ran across Bill Crosby sailing his Dunphy Snipe #4000. He says, "It was made by Morris Rosenfeld of New York, and Bill sent it to me after printing it in RUDDER (he was editor then) and, perhaps, also in the old JIB SHEET. Bill liked the way I had laid out Snipe for Dunphy (a main Wisconsin builder of Snipe in early days), and what with the recessed battens bottom planking, one piece side planking (all cedar), and absolutely OK hull form, Bill simply had to have one.

The boat was hot stuff in those days, and the epitome of Snipe building with wood hulls, cotton sails, heavy steel centerboard, etc. Then after the war, came fiberglass, nylon and dacron, aluminum, stainless steel, etc., to revolutionize the make-up of the boat. It does not compare now with these present day Snipes."

The MDS for 4000 shows it was built by the Dunphy Boat Corporation of Oshkosh for Wm. F. Crosby and delivered Sept. 1, 1939; weighed at least 455 lbs, fully rigged and ready for sailing; sails by Prescott Wilson.

New Officers Chosen

Results of local elections to choose new National Secretaries for 2-year terms to be included in the 1970-71 Rule Book now being compiled, are coming in nicely. Here are a few:

Carlos Bosch, P. O. Box 720, has been elected in Bermuda to succeed James Amos who takes over the new job as Commodore of the Spanish Point Yacht Club. This is very favorable to present efforts to have Bermuda host the 1970 Western Hemisphere Regatta next Fall. David Dunstan, P. O. Box 46, also of Hamilton, was chosen to assist Carlos as a vice-secretary, thus assuring the availability of one member at all times in Bermuda (Carlos travels extensively on business). With Carlos' energy and enthusiasm, one can be assured of forward movement of Snipe in Bermuda.

Marcos Brieve A. got interested in Snipes about 3 years ago and decided Chile should get in on the fun, so he started out in a country where there is little sailing, boat builders, or good material to build them with. He read all he could about the boat and organization, went to Snipe regattas in neighboring countries, and then, with the help of a couple of enthused friends organized the first fleet and held their first national championship in March 1968. Last March, they celebrated the 2nd with 3 fleets participating, and then later, Mr. Brieve stepped aside for a younger man as German Pfingsthorn took over the office of National Secretary. Mr. Brieve performed a very difficult task with great success, and Chile is on a firm foundation now with 3 fleets and 27 boats with more building. We

(Continued bottom 2nd. col. Page 5)

WEIGHT REDUCTION— What's been going on?

Lets look at the record!

THE OFFICIAL WEIGHT OF SNIPE IS NOW 381 lbs. (173 Kg.) MINIMUM, a reduction of 44 lbs. (20 Kg.) from the old weight.

About 15 years ago, the weight was reduced 25 lbs. from 450 to 425, accomplished largely through eliminating certain items of equipment from the weigh list. But this is a straight overall reduction - the first large one in 39 years of existence. Since it marks a milestone in Snipe's history, a short review of the action in the last 3 months is in order for the record.

In recent years, European SCIRA members have advocated 2 things which they considered necessary for Snipe existence - (1) weight reduction (2) spinnaker use. Recommendations and resolutions for such changes have been regularly submitted to the Board for years, and with no tangible result. At the meeting in Indianapolis last October (reported in the January minutes of that meeting), weight reduction in general was discussed, and finally the question, "Should there be any weight reduction (no specified amount, but it was thought 30 lbs. would be a maximum amount) in the minimum weight of Snipe as now specified?" The vote was 6 against with 4 in favor, and Commodore Schaeffer announced that he would poll the absent 7 members either in Europe personally or by mail.

On that trip to Luanda, at least 4 more votes in favor of the resolution were delivered to him. So it became evident that a weight reduction in Snipe was in the offing, as it was desired by a majority of the Board and was thus in order.

At the general meeting for National Secretaries in Luanda, a demand that the limit be reduced 20 Kg (44 lbs.) to 381 lbs. was presented for immediate action. Commodore Schaeffer promised to present it to the entire Board immediately upon his return to the U. S. And as a result of a poll conducted by himself, he announced on the 23rd of January that the official vote was now complete with 10 YES votes and 7 NO votes, and that the official international weight of the Snipe was 381 lbs. (173 Kg.).

Then, on the 14th of February, Vice-Commodore Wm. Kilpatrick, ranking SCIRA officer in the United States, and National Secretary Alan Levinson, placed the following resolution before the Board for their immediate consideration and vote:

RESOLVED: It has been decided that the official minimum weight of the Snipe is 381 lbs. (173 Kg). However, the National SCIRA Sailing Authority of any country may decide to maintain the minimum weight of 425 lbs. if considered desirable and necessary for the best interest of Snipe and SCIRA in that country. Revision of this deviation from the legal minimum weight of 381 lbs. can be made according to future conditions.

This resolution passed with 15 votes in

favor (2 not voting). 11 of these votes were cast by the U. S. members, and since they control SCIRA/USA, it forecast that the U. S. will maintain the status quo of 425 lbs. in the immediate future.

AUTHORITY AND PROCEDURE.

Under Section 9 of the Constitution, Fleet Captains are elected by owners of Snipe.

These Fleet Captains in turn select a Governor for the District in which they are located. There are 7 districts in the U.S.

The District Governors in turn are under the National Secretary who is appointed by the USA members on the SCIRA Board of Governors, of which (at the present time) there are 11, with 6 making a majority. This group determines the policies, rules, regulations, and makes decisions on all matters relating solely to the United States. The National Secretary gets his official executive authority from Section 32 of the Constitution.

Six members-at-large serve 3-year terms on a rotating schedule on the SCIRA Board, so that 2 go off and 2 go on every year, as chosen by the entire 17-member Board. District Governors are always considered prime candidates for Board membership. There is a constant change of personnel, thus affording a democratic process of representative government.

But for the purpose of information, records, reference, etc., a national poll and vote can always be obtained from owner-members of Snipe and SCIRA. This can be done through each District Governor canvassing his own area, or through the Executive Secretary at Akron using the USA stencil list of current members to obtain a direct expression from the individual. This should be conducted when the membership list is largest at the end of the season. The National Secretary could use the results as he see fit.

However, in regard to the present question of weight reduction in the U. S. A., it is proposed that, in view of the large volume of mail favoring 425 lbs. minimum weight, an election by owners is not necessary at the present time, and that the USA Board can act to make 425 lbs. official here.

Subsequently, a ballot has been mailed to all 11 USA members asking them to vote at once on the following resolution:

RESOLVED: Considering it to be desirable and necessary for the best interest of Snipe and SCIRA in the USA, it is decided to maintain the minimum weight limit of 425 lbs. in the United States, and the National Secretary be notified to carry out this decision.

If the above resolution passes with a majority of 6 votes of the 11 votes eligible, it means that all official races and regattas and participation by Snipes in this country will be required to meet the minimum weight of 425 in effect here in the future, WITH THE EXCEPTION OF INTERNATIONAL EVENTS, WHERE IT IS RECOGNIZED THEY WILL BE SAILED AT 381 LBS. MINIMUM.

At present, this exception affects the Midwinter Regatta at Clearwater, the regattas of the Carribean Circuit held in Miami and Clearwater, and the several Canadian-American events on the border. It is evident that competition between 425 and 381 will not be equal or satisfactory to sailors of either group, and if 381 boats do enter these regattas, the 425 boats will be discouraged from attending. The problem will have to be solved by the USA Board of Governors and the National Secretary to serve the best interests of the majority of the participants in order to preserve these events, either as international or national regattas in the future.

Paragraph 54 of the Measurement Data Sheet has been revised as follows:

1st sentence remains the same up to . . . minimum weight of boat complete complies with this paragraph. The minimum weight shall be 381 lbs, except in countries where the National Authority has determined that it will be in the best interest of the Association to have a 425 lb. minimum weight. A boat which weighs less, etc. . . . Ballast, up to 10 lbs. may be permanently added under and attached to the deck; 20 lbs. maximum on all fiberglass boats (hull, deck, floorboards, etc). If the boat's centerboard weighs less than 80 lbs, additional ballast may be carried, located in any suitable place which is clearly visible, the amount to be 80 lbs. less the centerboard weight where the minimum boat weight is 425 lbs., and 36 lbs. less the centerboard weight where the minimum boat weight is 381 lbs. All ballast must be bolted, etc.

As soon as results are known from the ballot now being voted upon, official announcement will be made through the BULLETIN-hopefully, the MARCH issue.

(NEW OFFICERS continued from Page 4)

express our appreciation and thanks to Mr. Brieva and expect to see continual growth there. Mr. German Pfingsthorn V. is 39 years old and a civil engineer in the building construction business. His address is Casilla 9858, Santiago de Chile, Chile.

In January, Peter H. Davies took over the rudder from Doug Ansell, who has been National Secretary for England for the last 2 years. There are 9 fleets now in England and Mr. Ansell has succeeded in getting SCIRA affairs there on a solid base, so Mr. Davies expects to see some progress made. We all wish him luck, and you can address him at 42 Chase Side, Southgate, London N. 14, England.

When Fernando Bolin, National Secretary for Spain for many years, turned the job over to Arturo Delgado de Almeida last summer, he also transferred the right to use #18000 which had been issued to him for a new Snipe last Feb. and never completed. Fernando is keeping his old boat, so Arturo became the proud owner. He is an efficient young man well-known to Commodore Riveras, who is confident he will do an excellent job for Spain.

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Meeting of National Secretaries

MINUTES OF THE MEETING OF THE NATIONAL SECRETARIES HELD DURING THE WORLD CHAMPIONSHIP IN LUNDA, PWA, at 10:00 A. M. Wednesday, Nov. 5, 1969.

Present: SCIRA Commodore Robert Schaeffer (USA), European General Secretary Svend Rantil (Sweden); Capt. Vieri Lasinio (Italy) South Europe Secretary, and Birney Mills, Executive Secretary SCIRA (USA). Following countries were represented by their National Secretary, Representative, or Substitute: Argentina, Austria, Bahamas, Brazil, Belgium, Canada, Denmark, Finland, France, Germany, Holland, Italy, Japan, Norway, Portugal, Puerto Rico, Spain, Sweden, South Africa, United States, Uruguay, and Yugoslavia.

Commodore Schaeffer presided and opened the meeting with official greetings from SCIRA and best predictions of a successful regatta.

He immediately turned the floor over to Eduardo Guedes de Queiroz, National Secretary of Portugal, who gave a report on recommendations and actions taken at a special meeting of the European Secretaries held Oct. 28th and 31st. The main subject was weight reduction, and following decisions already made at Izmir, the minimum weight will be reduced 20 kg. (44 lbs.) in Europe starting at once provided the Board of Governors agreed to this change and made a decision not later than Feb. 1, 1970. In addition, it was proposed that a further deduction of another 20 kg. be made effective in 1972, but as this might imply changes in internal dimensions of Snipe, the Board is asked to study this proposal and make a decision not later than December 31st, 1970. Such measurements could be entirely eliminated and only external measurements taken in the future. At the best, they should be modified to a minimum. The thickness of the hull should be $\frac{1}{4}$ " minimum, and there should be no modification of the hull in any case.

Secretary Rantil then explained the reasons for this radical revision, concluding that the contemplated changes and resulting Snipe would not be in favor with old Snipe owners who were satisfied with the boat the way it is, but was designed to appeal to new and young people all over the world. Discussions from the floor finally culminated in a vote on the European proposal, and 15 were in favor of following it, while 3 were against (others abstained.)

Commodore Schaeffer announced that a weight reduction for Snipe had been voted on in Indianapolis and that the remaining Board Members would be asked to vote for the question; when the total 17 had voted, then, if favorable, the European proposal of 20 kg. would be placed before them for final decision. He promised action on this important question as soon as possible on his return to the United States.

SPINNAKER No response to the request made to various sailmakers a year ago for suggestions and/or experimental spinnakers. No action had been taken by Elvstrom. It was decided to keep trying to get action.

AGE LIMIT That the definition by IYRU of 19 years be followed in all European Regattas and international events. Unanimous.

That the minimum age for any entrant (skipper or crew) in future World Championship Regattas, or other big international affairs, be at least 14 years of age.

Also, both skipper and crew must be of the same nationality, and only in case of testified illness during the regatta may the crew be replaced by one of another nationality.

EQUIPMENT After a long discussion of this privilege, finally moved by Queiroz (Portugal), seconded by Spain, that in big international regattas 2 masts can be measured and no

more, but that booms and rudders could be changed at will. Vote was 10 against and 5 for. Rejected. Then a motion by Moreira (Portugal) that, if equipment was seriously damaged, the Race Committee be empowered to judge the circumstances and make suitable decision. Passed with 10 for and 5 against.

BALLAST Spain proposed that the amount and placement of ballast should be free with the reduction of weight in Snipe, other wise there would be a premium on light weight hulls. Ballast should be near mast or middle of hull near keel and maximum amount 20 kg in 1970 and 20 kg in 1972. Moved by Rantil, seconded by Lasinio, that this amount of ballast be recommended - passed with 14 in favor. The free location passed with 10 in favor - 2 opposed. Both of these motions dependent on adoption of the European weight proposal.

BUYOANCY New requirements as presented by Ted Wells (new paragraph 56 in MDS) must be mandatory in all international regattas starting in 1970. Otherwise, each nation can decide when to use it locally. The buoyancy requirements are to be included in the overall weight of the hull. Unanimous.

MASTS Discussions of just what constitutes bending of mast? Is it OK to use any mechanical special fitting now to bend it? Is an artificial bend allowed? This should be defined due to the developing use of blocks, vang, rigging, etc., including such bends. Recommended that under Para. 36 in the last sentence the words "and any means of artificially inducing bending" be deleted.

Recessed at noon for a meeting to be announced later.

FRIDAY 9:45 A. M. November 7th, 1969 continuation meeting.

Commodore Schaeffer presented a rules committee report made by Ted Wells at Indianapolis and went over each item point-by-point. (See Rule Changes for 1970-71 on page 11 January 1970 BULLETIN). These were all accepted without much discussion except for the number of masts, booms, and rudders which could be measured and replaced in a regatta, which had already been considered in the previous meeting.

RULE 49 Delete the word "regulation" in the first sentence due to lack of definition and meaning.

SPINNAKER Capt. Lasinio (Italy) then stated all efforts should be made to adopt a suitable spinnaker with no let-up and irrespective of the permission already granted to National or international races if so desired. He announced hopes for 2 models to be provided for a presentation and trials not later than the European Championship in Yugoslavia July 15-25, 1970.

MAST There should be a restriction placed on pulling the mast forward in order to prevent the eventual possible effect of having 2 forestays. Suggested that nothing be attached to the mast higher than the top band of the lower set of mast bands in order to pull mast forward. Approved.

RUDDER Since it was agreed measurement without tolerance was difficult to obtain, suggested that horizontal measurements on the rudder have a + or - 1/8" tolerance.

METRIC SYSTEM Moved by Norway, seconded by Portugal, that class rules also be printed in the metric system; if not separately, then at least included in the rule book. Unanimous. Secretary Mills promised to look into the problems and methods and try to accomplish it.

DUES A short financial statement showing receipts from countries outside the United States was presented along with an explanation of BULLETIN printing and mailing costs. A suggestion to increase dues to \$5.00 each was discussed and

rejected as not necessary provided all would collect and remit dues payable at the present rate. Since the BULLETIN costs about \$2.64 for printing and mailing 12 copies to an individual outside the United States (except Canada), it was moved by Queiroz and seconded by Moreira that in the future BULLETINS will be mailed only to those who pay the foreign subscription rate of \$2.00 per year. Thus a fleet would pay \$5.00 charter fee plus \$1.00 for each member boat per year as at present, and the individual who wants the BULLETIN (many do not as it is printed only in English) pays \$2.00. South Africa amended the motion to include effective date of 1970. Motion passed.

WORLD CHAMPIONSHIP Invitations for the 1971 event received.

From the Rio de Janeiro Yacht Club, Rio de Janeiro, Brazil in the period October-November 1971 as presented by Reinaldo Conrad of Sao Paulo.

From Arturo Delgada, National Secretary for Spain, for Spain to be held in Mallorca last week in September-October period.

Jugoslavia and Finland both stated they were interested in holding the event at a future date, as in 1973.

These invitations were briefly discussed; slight preference was given to the Spanish bid due to difficult direct transportation to Rio from Northern Europe. Final determination will be made by the Board of Governors.

NOMINATIONS Commodore Schaeffer requested suggestions for new officers on the Board of Governors and the meeting submitted Svend Rantil (Sweden) for the office of Rear-Commodore; Eduardo Guedes de Queiroz (Portugal) and Jean Machy (France) for members-at-large.

England then made a few remarks on weight reduction, stating this proposition was a dangerous course, for, although the Sharpie Class (probably the most boats in the world) did reduce a few years ago and made out alright, many classes have been ruined by innovations suggested and made by and for younger men without a background of sailing experience. It is imperative there should be no radical skin reduction (hull thickness) for the first 20 kg, if made. Anything less in measurements (either internal or external) will be no good, for the hull will not last as it does today - which is one of the strongest qualities of the boat.

A standing vote of thanks and appreciation was given to Luanda and Portugal for the fine way in which this regatta was organized and conducted. An ovation by clapping expressed recognition and deep thanks for their unsurpassed hospitality.

Adjourned at 12:30.

Meeting of European Secretaries

The European Secretaries held two separate meetings of their own at Luanda. Action and recommendations of main interest to SCIRA in general are included in the above minutes of the General Meeting for all secretaries. However, a few subjects concerning Europe only were acted on and are listed below:

The European Secretary, Svend Rantil, addressed the meeting with welcome greetings. He presided over representatives from Austria, Belgium, Finland, France, Germany, Holland, Italy, Norway, Portugal, South Africa, Spain, Sweden, and Yugoslavia. Capt. Vieri Lasinio di Castelvero attended in his official capacity as Secretary for Southern Europe.

The minutes of the Izmir, September 1968 meeting were circularized.

He gave special greetings to Germany, Holland, and South Africa. South Africa will be incorporated in the group of European countries as long as no special district for Africa is created. European Championships in the future will be called "European and African Championships."

A short report on the Snipe regatta held at Kiel, Germany, showed 35 Snipes at the start and progress was being made to make this class popular in that country.

Unanimous agreement that the age for Juniors entering in the European Junior Championship be changed from 18 years to 19 years agreeing with the definition of IYRU. If IYRU changes the age limit, European countries will follow automatically.

Recommended that in the future the date and place of the Junior Championship be known and properly divulged before the 1st of January of the respective year.

The European Secretary is preparing a draft of new regulations for the European Championship which will be circularized for approval at the earliest convenience. In 1970, 2 teams per nation will be allowed to enter plus the present defending champion, unless he becomes national champion or runner-up, in which case he becomes one of the 2 teams per nation.

Spain made a provisional offer to hold the 1970 Junior European Championship near Alicante. Offer accepted with thanks. Spain will confirm final decision before December 31st, 1969. Further recommended that future Junior championship events be held between 1st and 25th of August.

Approved of openings in transom for bailing and drainage purposes as used by the Puerto Rico boat in the 1969 World Championship races at Luanda.

More from Harry Lund

"Having just received my copy of the latest Snipe BULLETIN, I find total agreement with Dick Tillman concerning the limit of two suits of sails per year. I didn't know this had been dropped (if it was), because Rule 69 in the 1939 measurement sheet states "not more than two suits of sails shall be purchased for any boat within a period of one year, i.e., from April 1 to March 31". This would not rule out sails previously measured and marked at sanctioned regattas, but would prevent sharpshooters from showing up with 3 or more suits of new sails. Us old guys stuck to this rule back in the days of stretchy cotton sails, so there should be no problem with present day Dacrons.

On the subject of Weight Reduction, the minimum weight was 450 pounds, not 425 as Margaret E. Law mentions. This was a must with Bill Crosby; so was "no plywood or patented woods may be used anywhere in the construction of Snipe; no aluminum or other light metal used in centerboards; mast must be wood; no longer than 20'-3" above the sheer".

So now we have fiberglass Snipes, plywood Snipes, and heavy old oak-framed wood Snipes. We have aluminum centerboards, aluminum masts and booms, with masts that suddenly became 21'-3" above the sheer instead of 20'-3". We have fiberglass Snipes which do not need or use wood-type framing, 16 deckbeams, or 3/4" planking, but which do require lead ballast "to make the Weight". This rule has always seemed silly to me, because we all had trouble making the weight with wood Snipes.

With all the changes that have already been made in Snipe, Bill Crosby must be spinning in his grave, but this is 1969, not 1931, or even 1939. The important items are the restrictions on hull form, the spars, sails, centerboard and mast position, cockpit, rudder, etc. I think the fiberglass Snipes by Lemke, Lofland, Varalyay and others are great, and I really like the self-bailing, self-rescuing models some of them build. Snipe is actually a planing hull, and should be given the opportunity for highest performance. Restrict the hull thickness for either wood, plywood or fiberglass, but throw out the ballast, make the minimum weight 350 pounds complete, and watch Snipe GO!

You may think I'm nuts for recommending a minimum weight of 350 pounds complete, but the new O'Day 15 is 15' OA, beam, 5'-11", and the complete weight is 325 pounds! I'm sure no builder in his right mind will try to build down to 350, but at least they could have some leeway, and can forget about ballast and other weight additions. With present hiking-straps, Snipe can be held down, but please! NO trapeze."

THE COMMODORE SAYS

I want to thank all Snipers warmly for the honor which has been bestowed upon me by promoting me to Commodore. I can only promise you and our Class my best efforts and service.

On this occasion, I want to mention the problem of weight reduction of our boat. When the aluminum centerboard was allowed, it effected a weight reduction of about 40 lbs. This obliged the additional ballast to the boat to compensate the reduction and maintain the previous fixed weight limit. Perhaps it would have been better then to allow an overall reduction. But the arguments then were the same we hear now - we can not affect the capability of sailing or obsolete our many old boats. This line of thinking led to a mistake - and can do so today.

Evidently there are many pros and cons and all within reason, but the first problem to arise out of this situation is whether the keen competition in local races will be the same as before, even with the reduction. For international races, it is probably better to allow some reduction in our boat.

One other point of which we should be aware - keen competition from other classes is taking away new sailors, and even some old dedicated Snipers!

It is also regrettable that I have to point out a fairly steady decline of our activities in France, Switzerland, Italy, Belgium, and a like trend in other European countries. But I have reason to believe a reversal of this trend will come if we steadily move toward improvement and modernization of our boat, and the first step is to eliminate as much undesirable weight as possible.

With kindest regards to all,
Angel Riveras

Weight Reduction Summarized

by Alan Levinson
1959 SCIRA Commodore
U. S. National Secretary

There is an old adage that the only real constant in the universe is change itself. One-design sailors like to pride themselves on the changelessness of their classes and the fact that even old boats are forever competitive if kept in good condition. That this is a desirable aim is undeniable, and the popularity of one-design racing is based largely on the pitting of the skill of one sailor against another instead of boat against boat.

However, ours is a technological society, and it is doubtful if anything has ever been designed or invented that could not be improved upon. Hence any one-design class must be subject to constant pressures for changes due to technological or design improvements.

The Snipe Class has maintained its great popularity throughout the years since Crosby designed it in 1931 by ad-



hering to the One-design principle, but still allowing changes which could be made by most existing Snipes at a minimum of expense. Construction material changes were also permitted that would not obsolete the great majority of previously built boats.

Changes which were heatedly discussed at the time (but from a hindsight view seem both obvious and necessary) have been numerous: i. e. Construction progressed from planking to plywood to fiberglass. Sails from cotton to nylon to orlon to dacron. Masts from wood to aluminum. Centerboards from steel and bronze to aluminum. With these changes together with rig changes including hiking straps, vang, suction bailers, cam action cleats, adjustable travelers, hiking sticks, outhauls, downhauls, cunningham holes, etc, the present day Snipe has evolved. Although many Snipers may think they are sailing the original Snipe, they can be thankful they are not. From an economic standpoint there would be little intrinsic value in a planked hull, steel centerboard, wooden masted, cotton sailed, boat with no modern hardware. From a performance standpoint the change has been considerable, also. Planing was unknown in the thirties and even the forties. Now, Snipe planes nicely in an 18 knot breeze in smooth water and a 14 knot breeze in big wave conditions.

The most recent controversy in the Snipe Class has involved whether to lower the weight limit substantially. Actually it is not a new issue, but has been proposed many times in the past. Weight reduction would have been very easy to accomplish when the switch from steel to aluminum boards was allowed. Everyone who converted had to add lead ballast. The only reason it was not done was that some people reasoned it would have made aluminum board mandatory. In the ensuing years some builders built additional weight into the hull, which is not easily removable.

Recent experimenting in almost all classes has shown that weight distribution is very important in performance. The more the weight can be concentrated near the center of gravity, the better. Most Snipe builders have tried to build it light with as much ballast as legally possible placed near the trunk.

Around the world Snipes are sailed under varying conditions. Many less affluent countries lack our hoists and ramps and boats must be manually carried to the water. Planing has become a fetish among small boat (and large boat) sailors.

With this background the recent controversy is easier to understand. A meeting was held of the U.S. members of the SCIRA Board of Governors (Basil Kelly of Nassau also was present) prior to the Worlds Championship in Portuguese Angola. An international meeting is always held at these regattas which occur every odd numbered year. At the

U.S. meeting, Birney Mills, the International Secretary, related correspondence from Snipe officials around the world of an almost unanimous nature asking for weight reduction. The U.S. Board members after a long discussion voted to keep the weight limit as before, although the vote was close. At the International meeting the additional votes of members outside the U.S. reversed the decision.

International Snipe Commodore Bob Schaeffer ran into a buzz saw of opposition to the U.S. position. He came home convinced that reducing the Snipe weight essential to continuing Snipe growth and leadership as a truly worldwide class. He submitted a 20 kg. reduction proposal to the International Board of Governors and it passed. (The International Snipe now has a minimum weight of 381 pounds as compared to 425 pounds previously.)

Ted Wells, long time head of the Snipe Rules Committee, maintained that too many U.S. Snipes could not make the reduction and would have at the very least a psychological disadvantage. Considerable opposition was mustered and a proposal was submitted to the Board to allow a country to maintain the 425 weight if the reduction would work a present hardship on too many Snipes. However the weight for international events would be the 381 pounds. This also passed. That is the present status.

As I stated before I believe Commodore Schaeffer represented the international viewpoint and, to considerable extent, that of many active U.S. Snipers.

Ted Wells correctly represented the majority of Snipers in the U.S. who sail in relatively isolated fleets and are well satisfied with the present Snipe and desire the status quo.

My own viewpoint (for what it is worth!) is somewhere in between. I strongly believe in changes that keep the boat modern. I sailed the Snipe in Yachting's One-of-a-Kind Regatta last fall and, as I reported, Snipe compared favorably with all the "modern" boats, both in appearance and performance. I say this fully realizing that many sailors maintain that a Snipe-to-Snipe relationship is all that really matters. However, I maintain in a competitive society such as ours, both aspects are important and to deny either would be harmful to the Snipe Class.

I also believe both can be compatible. Weight reduction can be accomplished over a 3, 6, or even ten year period so that no one is harmed. Yankee ingenuity has not ebbed to the point where it cannot solve this problem.

It is unfortunate the weight has not been reduced over the years, not an extreme reduction, but in keeping with technological advances. (i. e. aluminum boards and improved fiberglass techniques). However, this is history, and the important thing now is to plan wisely so that ten years hence we do not have any regrets, and that SCIRA then will be as strong an organization as it is today.

Weight Can be Taken Off in Many Ways

by 1966-67 SCIRA Commodore Basil Kelly of Nassau, Bahamas

"I weigh 200 pounds; I carry a crew with me that weighs 150 pounds. The next time I get in any Snipe regatta, I am going to insist that everyone carry 350 pounds of live ballast, or I will sue the Class for causing my boat to be "obsolete from the standpoint of racing capability", because I am forced to carry more weight than my competitors. Doesn't this sound stupid and ridiculous? This is exactly how those persons that threatened to sue the Class, if they don't have their way, sound to me. Ted Wells said himself that 44 lbs. will not make any difference in the performance of the boat - so why cause all this fuss?



Where were all these lawyers and the like when we agreed to build Snipes out of fiberglass, or change the boards to Aluminum, or change cotton sails to synthetic, or change wood masts to Aluminum and so on, and so on. In one of your letters the chap said that \$50.00 was a "reasonable expense." How much did it cost him to buy an Aluminum mast or new board, etc., etc. A lot more than \$50.00, but he did not sue the Class then. If these improvements were not made we would not have a Class today for them to sue.

You know what the class did to guys that weigh as much as I do when they agreed to the Aluminum masts? They took away our only chance to equalize our disadvantage in light airs, i.e. our advantage in heavy air because the bending Aluminum masts now equalize the stability of the boat that the lighter guys can keep the boat flat in heavy air also. Should we have sued the Class for this? No, some of us like more and better competition and it is a great Class and a great boat if it continues to improve and progress just like everything else in this world must do in order to live, grow, and survive.

It is to my disadvantage, personally, to have the weight of the hull reduced.

Again this will favor the lighter younger guys and be against us heavy guys. Nevertheless, it is without a shadow of doubt, in my opinion, the best thing for the Class if we want the class to grow and encourage young people to race and be competitive. If any of you think you are going to live forever, then we do not need young sailors and your thinking is correct and we should stick our heads in the sand and tell the world to pass us up - we are going to be different to spite ourselves.

To stop the class from being sued as apparently some of our "sportsmen" friends plan to do (if we reduce the weight in February 1970), I suggest that we change the rule or rules immediately that have to be changed to avoid these suits descending on our (and their) organization SCIRA come February.

If you are so concerned about a mere 44 lbs., try some of these remedies.

- (1) Take 10 lbs. off your waist line.
- (2) Throw away that big drawer in your Snipe that is full of junk you really don't need.
- (3) Buy two air-light life jackets.
- (4) Cut off part of your paddle handle.
- (5) Use light floor boards.
- (6) Get a light anchor line.
- (7) If necessary, and you really are concerned and worried, take your boat to pieces and scrape her down a little all over.
- (8) Get rid of those big winches and extra jam cleats, etc. that you don't really need.
- (9) Don't carry an ice cooler with beers and cokes.
- (10) Don't wear shoes, or so many clothes.

I could go on and on, and we might even get 100 lbs. off without really trying.

I do feel that the opposers to this very necessary step to the development of, (yes) their Class too, are making a mountain of a mole hill and are being very unfair in their attitude when they threaten legal action against SCIRA. After all, did they buy their Snipe to have fun, or to make money as in an investment?"

The Board's decision regarding weight reduction has been reached after many years of discussion and argument on the matter. No more conscientious effort could be expected, or asked, of a sailing class' governing body. Many among our world-wide organization will be pleased with the decision; many others will be disappointed. There was no other way to escape such an outcome. Had the decision been reversed, the smiles and gloom would just have been on other faces.

IT IS NOW TIME TO CLOSE RANKS!
It is time to reaffirm our commitment to our class - its ideals, its purposes, its services to "International Yachting", its history, and its future. It is time to get on about SCIRA's business and close this subject until 1972.

From Svend Rantil

GENERAL SECRETARY FOR EUROPE

I have started to take out weight from my dear 15000 HOKUS POKUS and find it rather easy. I am quite encouraged. It is a wooden one with a thicker plywood bottom than normal to get the old weight. Has no floorboards, but a plastic sheet glued to the bottom for 2 years, and I like it much more than floorboards. You are actually a little deeper when standing in the boat, and if you drop anything, much easier to pick it up.

I took away many luxury things, drawers, etc. which carried cigarettes, etc. I took a kitchen scale and weighed everything and finally did away with 21 Kg. (46.2 lbs.). All of this in deck height, except for the daggerboard. There I went back to the old straight edge and saved 8.8 lbs. I used this board years before and don't know why I ever changed. I would simply add this weight back in ballast if I ever had to go back to 425 lbs., but now I have the advantage with it more in the center and bottom of the boat.

Most Snipes can be reduced at little cost if people really studied their boat and tried it. Really it is harder for the builder to get the hull up to a heavy weight than it is to lighten an older boat. He uses all kinds of gimmicks (one Danish builder puts stones molded into plastic in the bottom) to make the weight, and this is not good for the boat and plastic. If present owners are informed on how easy it is to lighten the boat, they would not be so dead against it.

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RIO INTER-FLEET CHAMPIONSHIP, 1st 10
MICHIGAN STATE CHAMPIONSHIP, 1st
CHICAGO INDIAN SUMMER REGATTA, 1st
EUROPEAN CHAMPIONSHIP, JR., 1st
MOZAMBIQUE CHAMPIONSHIP, 1st
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NORTH SAILS

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Tom Nute Wins Another One — Pacific Coast Championship



"Half Breed" Nute, resplendent with handlebar mustache, accepts first place trophies from regatta chairman Al Morris of Portland, with crew Pam Hebson looking on.



John and Laurie Jenks are pleased to get the second place hardware presented by Chr. Al Morris.

— Photos by John Rose.

California sailors invaded new territory this year to compete in the Pacific Coast Snipe Championship, but continued their domination of the series. The event was held at Yale Reservoir, Pacific Power and Light Company's beautiful mountain lake hideaway in the shadows of Mt. St. Helens in southern Washington. It was the first time the regatta has been held outside California, and was sponsored by Portland's Willamette SC Snipe fleet.

A wide variety of conditions confronted the sailors, although sunny skies and warm temperatures prevailed. The first two races were sailed in light winds, followed by two races in strong, gusty winds and another light wind event. Pre-regatta favorite Tom Nute lived up to his advance billing and was crowned the new champion.

The first race featured a real battle between Nute and Dick Schusler of Seattle.

with Nute winning by about a foot right at the finish line. The lead changed several times in the second race, but when the smoke cleared at the end of the race, John Jenks emerged in first place over Roger Stewart and Nute.

On Sunday morning, heavier winds greeted the sailors, and Nute found these much to his liking, finishing 1-2 in these races. Jenks and Stewart continued the stranglehold on the top positions by finishing 1-4 and 3-3, while Bob Maw improved his standings with 2-4 finishes.

At the end of 4 races, Tom Nute was in excellent position, for all he had to do was to see that John Jenks did not finish in first place. If he would win, then his 8 points total would top Tom's 8, 8, so Tom was out to cover John at all costs—just so John didn't win!

In the last race, Seattle sailors seemed to finally grasp the situation in hand, with John Rose, Dave North and Dick

Schusler placing 1-2-3 in typical Lake Washington weather conditions. Nute and Jenks sailed into a hole right after the start and never recovered, finishing 14th and 13th respectively.

As points were tallied for the five-race series, with one throwout race, it became vividly clear that the winner would be Tom Nute with 1-3-1-2, followed by John Jenks with 4-1-4-1 and Roger Stewart with 3-2-3-3. John Rose was the first non-California boat, in fourth place with 6-5-5-1, and Bob Maw (5-2-4-7) and Dick Schusler (2-10-7-3) rounded out the top six trophy winners.

The regatta was highlighted by the brief (non-sailing) appearance of Snipe National Champion Earl Elms and Lew Bedford, who stopped by on their return from a San Juan Island vacation north of Vancouver, B. C. Arch Higman also made the long trip from Los Angeles to observe the competition.

FINAL RESULTS - 1969 PACIFIC COAST CHAMPIONSHIPS

Yale Reservoir - Cougar, Washington - Sept. 6-7, 1969

BOAT	SKIPPER	CLUB	Races	1	2	3	4	5	Fin.
16228	Tom Nute	San Diego, CA		1	3	1	2	14	1
17500	John Jenks	San Francisco		4	1	4	1	13	2
17733	Roger Stewart	San Diego		3	2	3	3	dns	3
17767	John Rose	Seattle, WA		6	6	5	5	1	4
18424	Bob Maw	San Diego		8	5	4	2	7	5
16767	Dick Schusler	Seattle		2	13	10	7	3	6
14974	Al Morris	Portland, OR		13	4	11	10	5	7
16852	Dan Goodwin	San Diego		11	8	8	dnf	4	8
10600	Dave North	Seattle		7	dnf	13	13	2	9
13103	Willard Wright	Seattle		10	11	14	8	6	10
14291	Don Ferrell	Portland		9	7	23	11	10	11
17392	Joel McMinn	Portland		13	10	6	18	9	12
17041	Dave Patterson	Portland		12	18	9	6	11	13
14652	Phil Shierer	Portland		5	9	dnf	16	15	14
16193	Tom Koppang	Portland		23	20	7	15	18	15
17906	Pete Dawson	Portland		16	14	15	dnf	16	16
17393	Mal McMinn	Portland		17	19	21	9	20	17
11448	Bill Richter	Portland		21	17	18	12	19	18
14295	Ted Tate	Portland		19	22	19	17	12	19
14962	Ken Purvine	Portland		24	dnf	16	19	8	20
16483	Pete Herman	Portland		15	16	20	dnf	17	21
17170	Keith Amundson	Portland		12	23	22	20	22	22
14968	Ed Kane	Seattle		26	12	dnf	14	dns	23
17620	John Hook	Portland		18	21	17	dnf	dns	24
14973	Jim Wolford	Portland		20	15	dnf	dns	dns	25
18366	Darrell Brown	Portland		25	24	24	dnf	21	26



Five members of Seattle Fleet 444 prepare for the final race of the season on Lake Washington. Snipes are stored between races on the fleet's new 20'x60' float shown in the foreground—a good solution to anchorage on lakes, rivers, tidal waters.

Con Weight Reduction

by Brynjulf Romslo

As National Secretary for Norway during a period of 10 years and North European Secretary since the 1968 meeting in Turkey, I want to give you some comments in regards to the Governors decision of reducing the weight of the Snipe by 20 kilos.



After what I have been able to judge, the arguments should be as follows:

1. Reduce the weight to make Snipe more attractive as newer types on the market.
2. Increase the racing capability of Snipe.
3. Increase the interest for Snipe in the South European countries, where the interest has declined (due to the weight of the Snipe, so they say).

1. I cannot understand that the new types of boats threaten the danger of stagnation to the Snipe Class. The idea should be that we all are sailing the same type of boat, with some individual changes. Due to the weight reduction, there will be two classes in each country. The top sailors are going to reduce the weight. The rest will continue to sail their boats as they are for a while, lose their interest, and look for another type of boat. We feel that we all will be suffering economically.

2. Whether Snipes are sailing 5 minutes faster or slower during a regatta will not increase the interest for the Snipe.

3. Thinking that a weight reduction of 20 kilos will make the boat more popular in the South of Europe is just nonsense, and an attempt to have the boat reduced by 20 kilos more on a later occasion. The South European will need 6 or 7 men to have the boat lifted on a car trailer whether the boat has a weight of 193 kilos or 173 kilos.

My opinion is that they should do something to increase the interest and not sit still waiting for the boat to do their job. It must be some lack of initiative.

Regarding the weight reduction, the vote was as follows: 10 against 7. In spite of not having 2/3 of the votes, the decision was taken to reduce the weight. Moreover I do not think that the votes given by some of the Governors are representative of the general opinion in the various countries. In several countries (maybe in all European countries), no elections have been made regarding the reduction before the Luanda meeting, and I have reason to believe that no one in Europe did know that the question was for votation at the Luanda meeting. The result of the votation was forwarded to

SCIRA as a joint proposal from Europe. The national secretaries who voted, had in fact no possibility of placing the question before the active sailors of their respective countries, and was only their own personal opinion.

As a member of the Board of Governors, I was not informed either. At the same time I want to inform you that several countries, among others Sweden and Denmark, had made no official votation regarding this very important question per 15th of January 1970. This clearly shows the tendency, and proves that my presumption about the voting in Luanda must be correct.

In Finland and Norway the question of weight reduction has been discussed and 100% of the sailors want to remain at 193 kilos.

My opinion is that SCIRA should have been obliged to inform all national secretaries about the weight reduction, and the national secretaries on their hand should have discussed the question with every fleet in their country. Then a votation could have taken place in every country belonging to SCIRA. Then every SCIRA member would be able to vote. Then we would be in the position to discuss and make decisions.

Regarding the Snipe as an Olympic boat, this dream has to be buried due to the weight reduction. When we have had no success so far as yet, I am quite sure it will be impossible to have the Snipe on the agenda during the IYRU meeting for further Olympic discussion. The Olympic Committee can by now be dissolved, as the result of the votation by the Board of Governors has weakened the organization. Only powerful organizations are on speaking terms with IYRU.

The weight reduction also has created disruption in various countries, not least in SCIRA and U.S.A., and I do not understand the good of a rule change when having this result - one which the responsible leaders must have been aware of before the votation.

To make the confusion complete, there is proposed a temporary compromise allowing a country to elect to remain at 193 kilos for awhile. It is a compromise only to satisfy the American sailors, who threaten the SCIRA organization by using legal means towards the Board of Governors.

Leaving each country in Europe to decide for themselves ruins every attempt of international cooperation. The members of the Board who wanted the weight reduction have to stay or fall on their point of view. No compromise is possible.

I voted against the weight reduction as a member of the Board of Governors, knowing that the different fleets in my area (North Europe) had not been questioned, and because 100% of the Norwegian Snipe sailors (including myself) principally were against the reduction, knowing that it would be a severe blow to the class and the organization.

At least, I want to thank all the Snipe sailors, commodores, and governors who tried very hard to work for the best of our entire class, not wanting any weight reduction at all.

NOTES ON THE ABOVE ARTICLE (B.M.)

(1) A majority of votes is all required for the Board to do business (9 out of 17), and not a 2/3 vote.

(2) Weight reduction has been a moot question for years and always pops up for some consideration at every SCIRA meeting no matter when or where held. Representatives should always be prepared to state an opinion and take a stand on such important and evident current issues.

(3) It is not possible to inform the Governors in advance as to what might come out of a secretaries meeting. Their proposals are merely suggestions or recommendations for the Board to consider and vote upon if worthy. Official decisions were not made in Luanda.

(4) This time the secretaries not only made a proposal, but demanded an immediate vote. They were following up action already taken in 1968 and made no allowance to go back home and talk it over once again, even if thought desirable or sensible. All Governors were treated exactly alike. Commodore Schaeffer submitted one simple question of favoring a 44 lb. reduction - no qualifications, maybe, if, and, or but - to all 17 men simultaneously. As executives, they made their own decisions.

The 1970 Rule Book

NATURALLY, it is behind schedule! Anyone can understand that the turmoil and uncertainty of the last few weeks would raise the question of what to put in it. If you have paid your dues, you'll get a copy when available, so don't write! This is the last call for text changes and advertisements. The new MDS has all rule changes - ask for it!

HAS THE STORM PASSED?

This issue of the BULLETIN is devoted to a full discussion of the pros and cons of weight reduction so that every Snipe owner will be well acquainted with the facts, views, and opinions which led up to the present situation. As usual, there are extremists on both sides, but the middle course appears one for serious consideration, and time alone will solve the problems there. And if you missed the July COMMODORE SAYS by Bob Schaeffer, go back and read it carefully, for it is a well-worded and excellent statement of the problem before Snipe and SCIRA.

And so we penned it down

Until at last it came to be

For length and breadth the bigness

Which you can see.

Some said, "Do print it",

Others said, "Not so!"

Some said, "It might do good",

Others said, "No!"

- Apologies to John Bunyan

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The Right Thing to Do

ACCORDING TO CAPT. VIERI LASINIO Secretary for Southern Europe

Upon my return from Luanda, I decided I would explain the reasons advanced there for which a reduction of weight is to be carefully considered:

1st - For South Europe countries the argument "weight" is very important, because the young men automatically reject a heavy boat which is hardly manageable due to lack of mechanical assistance at marinas, harbours, high sea walls, etc.

2nd - The old building methods of Snipe is today surpassed; the modern boat building (either wood or fiberglass) is capable to realize very light hulls, but with the same sturdiness and long-life built in.

3rd - Since 1957 (Cascais Championship), I have called the attention of Mr. Ted Wells and the Board of Governors to the danger that light and planing boats might hinder the progress of our class. Alas, the prediction has proven correct! I foretold that IYRU would place us in Class B. Again, I proposed a weight reduction and the use of a spinnaker (not important for the speed of the boat), but strongly desired by National authorities for an instruction boat.

And another hinderance for entering IYRU Group A is that the present Snipe has been considered an "old" boat.

So, in my opinion, the way to change these points of view is:

(a) reduction of weight

- (b) simplified internal measurements of the hull
- (c) use of a spinnaker.

I think if we had reduced the weight to 120/130 Kg. (264-284 lbs), we might have had a good chance to make an A classification in IYRU. Also, I note that Snipe is being slightly reduced in construction for some time in certain European countries, and the reasons are those enumerated above. In Switzerland, except for a few on Lugano's lake, there are no more Snipe regattas; in Italy, the situation is static, as in Spain. In France, the class is not moving forward.

For many years now, I have been an ardent Snipe sailor and hard worker in our class, and my first and only thoughts are for continued progress of what I love so well, I have always appraised things as I see them, for that is the only way we can know what course to pursue in the future.

I hope that all respond to support the progress of our class and accept the European proposals as soon as possible. I am convinced this is the proper thing to do.

Important Change of Address

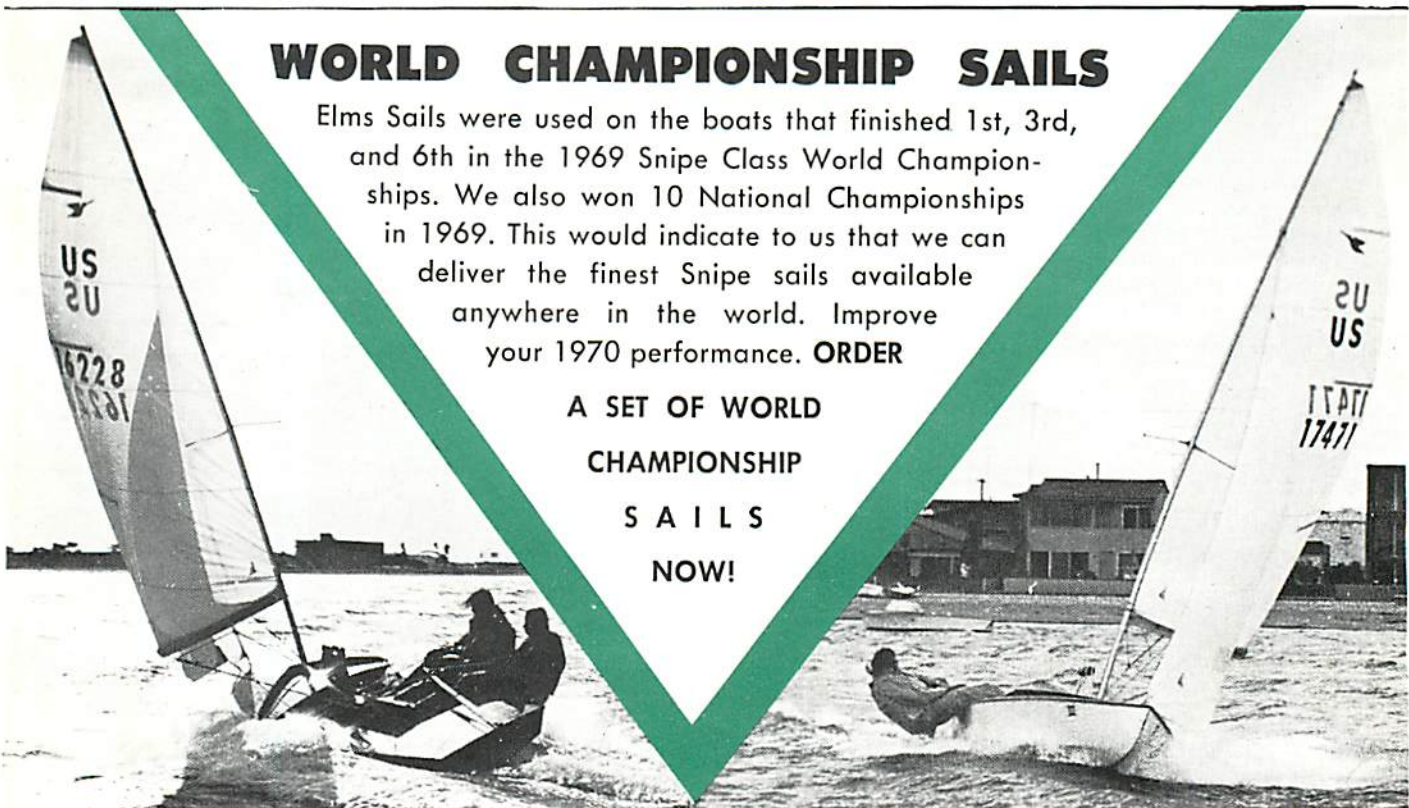
Again you are reminded to be sure and SEND ALL SCIRA MAIL to:
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This office will be mighty pleased to rest at ease again as feelings simmer down and we are able once again to attend to the regular business of sailing Snipes and selling SCIRA. Some winter!!

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Wells Wanderings



by Ted Wells

FEBRUARY 1970

WHAT PRICE PROGRESS

As I am sure everyone is aware, we have a problem—or maybe, we had a problem. I hope it is solved by now.

Many years ago—I'm not sure just when, except it was prior to my purchasing my first Snipe almost thirty-one years ago—Bill Crosby published a little treatise entitled, "Why You Should Pay Snipe Association Dues." The next to last sentence says "SCIRA's Rules Committee and officers know pretty well what makes a Snipe tick, and you can rest assured that they will not make changes that will (a) cost you a lot of money; (b) make your Snipe dangerous to handle; and (c) do the slightest thing to affect any boats now in existence."

Section 3 of the SCIRA constitution reads "Object: To promote racing of sailboats of the International Snipe Class properly regulated to insure that all boats have identical racing capabilities to as great a degree as possible." The last sentence of rule 8 states, "Improvements and changes will be made only when these changes do not obsolete older boats from the standpoint of racing capability or when they can be accomplished by anyone at reasonable expense." Our four color advertising folder gives a similar assurance.

Whether an action by the Board of Governors which ignores these statements of policy constitutes a basis for legal action to obtain compensation for damages resulting from obsolescence of boats is subject to argument—but there is certainly a moral obligation not to make a change which will obsolete a boat from the standpoint of racing capability.

The Europeans for years have felt that they needed an appreciable weight reduction to compete with the new, lighter boats such as the 420 and 470. Dr. Riveras asked for at least 100 lbs.; the meeting of National Secretaries at Luanda asked for 44 lbs. immediately and another 44 lbs. in two years.

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M120LS This leather seated short of 10 oz water repellent boat shrunk 100% cotton vivatex will go many a sailing season (non skid deck included). Rugged, comfortable and good looking!!!!

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W221 Sailing shorts also available for ladies in colorful 8 oz. 100% cotton duck in sailing blue, red, tan, white, light blue, and black. Sizes 10, 12, 14, 16, 18 \$13.95

THE SAIL LOFT

900 N. Osceola Ave. Clearwater, Fla. 33515



My personal opinion is that even at 325 lbs., a Snipe is not necessarily competitive with a 253 lb. 470; and that our strength is in the good competitive racing with other Snipes.

In any case—the only reason for wanting a weight reduction that makes any sense is to improve performance. To what degree the performance will be improved by the removal of "X" pounds is not important—any reduction which would appreciably affect the relative performance of a Snipe and a 470, would to a much greater extent affect the performance of one Snipe in relation to another Snipe. Don Cochran, Jr. estimated 150 yards in a ten mile race for a 44 lb. reduction.

Some advocates of weight reduction say that when the aluminum centerboard was allowed, the weight should have been reduced at that time. If this had been done, it would have caused an even larger uproar than the present one. Everyone would have had to buy a new centerboard, and a lot of people at that time did not want an aluminum board even if the SCIRA bought them one (which some lawyers say they would have been obligated to do).

The aluminum board was authorized because stainless steel and bronze boards had become very difficult to get, and very expensive when they were obtainable. Plywood and fiberglass hulls were allowed because these types of construction offered economies in original construction and maintenance. Aluminum spars were allowed because good spruce became very difficult to obtain, and being a man-made material, aluminum had more consistent characteristics than wood. A wood mast can be tailored to give any desired bend, but the maintenance and durability advantages of aluminum are great.

However—none of these changes obsoleted any boat from the standpoint of racing capability! And judging from the letters received from irate owners incensed about the 44 lb. weight reduction recently voted by the SCIRA Board of Governors—a large percentage of existing boats outside of Southern California do not have any lead at all to take out. (I would say that in the average fleet in U.S. there are from sixty to eighty-five percent of the boats that cannot make any appreciable weight reduction; from ten to fifteen percent that can easily reduce their weight; and the rest can make a weight reduction at some cost). The Snipe always has had a minimum weight of 425 lbs., and I say, "So what if we are stuck with it forever?" And if any country wants to try 381 lb., 340 lb., or 300 lb. boats with Spinnakers—let them do it; but any country that wishes to stay at 425 lbs. has the right to do so.

Philatelic Snipe



Binney Mills
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Akron, Ohio 44303
U.S.A.

A branch post office was set up in the yacht club at Luanda for the convenience of world-wide guests, and they did a tremendous business in selling special Snipe covers with stamps cancelled with a Snipe cachet honoring the event. Nice recognition!

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ON THE LIGHTER SIDE

Single Snipe is Lonely

by Mary O. Cramer

"Looks like a good wind today" - these words from my husband (the skipper) as he steps down a little harder on the gas. We live in Great Falls, Montana, and are headed toward one of the nearest lakes suitable for sailing, which is Lake Francis 90 miles away.

There is no particular hurry - no one is waiting for us, and we are not about to miss a race. In fact, we will be the only sail boat on this beautiful, clear lake. Many times we have been the sole occupants of the island where, after a good sail and a hearty lunch, it is pure luxury to stretch out on the beach and gaze through half-closed eyes to the glistening snow on distant mountain peaks. The only sound is the lapping of the water and the cry of Canadian honkers nesting on the island.

Ideal? W-e-l-l, yes and no! We love the spaciousness, the clean air and sunshine, but we long for other Snipes!

You might say I am the reluctant crew. I'll sew yards of canvas into a tight-fitting boat cover; I'll gladly help with the riggings, wade the cold water, and maneuver the trailer, but I'm always secretly hoping we'll meet other Snipe enthusiasts who will gladly relieve me of my crew duties. But a fleet of Snipes anywhere in Montana is just plain non-existent, and we have yet to see ONE Snipe on any of the five or six bodies of water we have sailed in the past five summers.

I won't say conditions are always the best - some days there may be a dead calm (but there is nothing to prevent throwing a fish line over the side) and other days can be intermittently gusty. One Sunday the white caps were too high for sailing, but the day was not wasted. We parked the boat and trailer, drove through beautiful Glacier National Park and back home before sundown.

If clear waters, pure air, and unpopulated areas appeal to you - come to the Big Sky Country. We'll be watching for you.

Sanctioned Snipe Regattas

MARCH 7-8 SCIRA DON Q RUM KEG Series, Biscayne Bay, Miami Fleet 7, Miami, Florida. There will be a tune-up race Friday P. M. Mar. 6th. Charles A. Fowler, 3305 NW 5th Ave., Miami, FL 33127.

MARCH 10-13 SCIRA MIDWINTER CHAMPIONSHIP, Gulf of Mexico, Clearwater Bay YC, Clearwater, FL. Frank Levinson, 900 N. Osceola Ave., Clearwater, FL 33515

MARCH 22-28 FOURTH SOUTH ATLANTIC Championship, Rio de la Plata, Puerto de Buceo YC, Montevideo, Uruguay. Dr. Federico Latourette, Casilla de Correo 527, Montevideo. This popular regatta is very successful and growing every year.

MAY 9-10 19th SOUTHERN Championship Regatta, Privateer YC, Lake Chic kamauga, Chattanooga, Tenn. Kenneth A. Simmons, 619 Texas Ave., Signal Mtn., TN 37377

MAY 16-17 KICK-OFF Regatta, Lansing SC, Lake Lansing, Haslett, Michigan. Jerry L. Taylor, 1102 Cliffdale Dr., Haslett, MI 48840

JUNE 6-7 DECATUR Invitational Regatta, Decatur YC, Lake Decatur, Illinois. Gene Keltner, 1824 Richmond Ct., Decatur, IL 62521

JUNE 20-21 OHIO OPEN Championship, Cowan Lake, Cowan Lake SA, Cincinnati, Ohio. Arnold Lundmark, 4361 Wallington Dr., Kettering, OH 45440.

JULY 28-31. JUNIOR U.S. NATIONAL Championship, Island Bay YC, Lake Springfield, Illinois. Phil Peterson, 2505 Churchill, Springfield, IL 62702. Measuring starts on Tuesday the 28th (1 day) with 5 races next 3 days ending Friday PM the 31st.

AUGUST 1-7 1970 U.S. NATIONAL CHAMPIONSHIP Regatta, Island Bay YC, Lake Springfield, Illinois. Measuring starts Tuesday July 28 with last day Friday 31st. 5 Crosby and then 7 Heinzerling and Wells Races on the following 7 days ending Friday Aug. 7. Phil Peterson, 2505 Churchill, Springfield, IL 62702.

AUGUST 15-16 WISCONSIN-MINNESOTA Open Snipe Championship, Lake City YC, Lake Pepin (Mississippi River). Dr. Wolfgang J. Baumann, The Hormel Institute, Austin, Minnesota 55912

AUGUST 22-23 HOOSIER HARVEST Regatta, Muncie SC, Prairie Creek Reservoir, Muncie, Indiana. Marvin Lee, 5219 Nichol St., Anderson, IN 46011. Tel: 644-3349

SEPT. 13-20 WESTERN HEMISPHERE Championship Regatta, Spanish Point BC, Great Sound, Pembroke, Bermuda. Carlos Bosch, P. O. Box 720, Hamilton, Bermuda.

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FOR SALE: EICHENLAUB 15505. Proctor E section stepped on keel; minimum weight; adjustable jib luff; clew outhaul. White hull with varnished deck. A good fast wood boat that can be reduced in weight. \$975.00. Dan Wesselhoff, 7232 Miramar, Peoria, IL.

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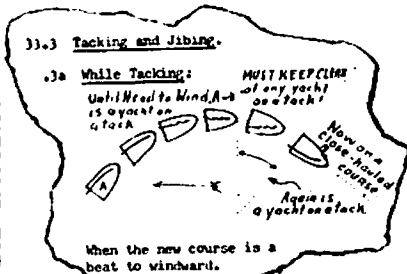
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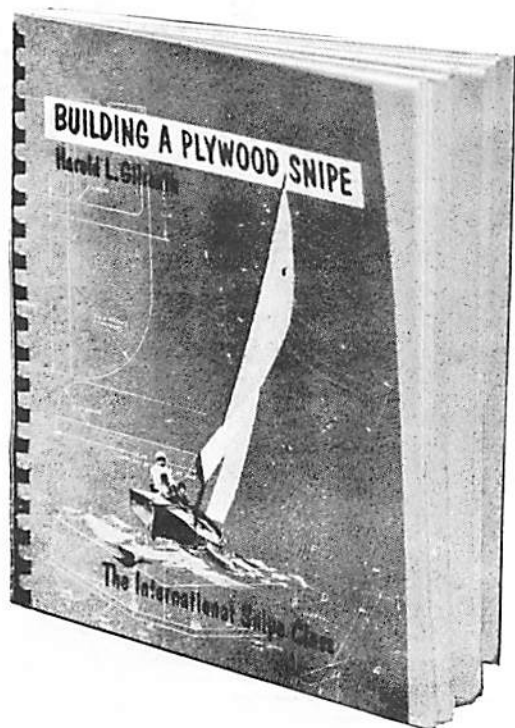
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