

*M. Williams*



In the group above, the international skippers are standing with crews in the front row. They are, left to right, Ole Botved and K.Hansen, Denmark. Jorge and Carlos Villar-Castex, Argentina. P.N.Lindenberg and J.E.Burns, Brazil. Francis Seavy and Harold McGaughey, U.S.A. Dr.Frank Penman and Carlos Martinez of England and Jorge Mantilla and Alexandro Escoto of Cuba. On the left is Ted Wells, Official Observer for SCIRA and Chairman, International Rules Committee. The start, above, is of the fourth race with the boats, left to right; Denmark, Brazil, U.S.A., Cuba, Argentina and England. Photos are by Barcino, Habana

## ARGENTINA WINS WORLD TITLE

By Ted Wells

Commodore Rafael Posso, Gonzalo Melendez, and all the Snipe enthusiasts of Havana put on the regatta for the Snipe World's Championships in better fashion than the Western Hemisphere Champs of 1950. Which is going some. Even the weather cooperated, after toying with the idea of bringing in a northerly after the first race, and the harbor was entirely free of ships instead of presenting the usual obstacle race course.

The first race was triangular with a 12-15 mph wind at the start, freshening to around 20. The Danish boat lead most of the way on the first lap, followed by the Argentines and US. Near the end of the

first lap, the Argentines picked up a good puff, hiked out and planed past the Danes to windward. The Danes protested that their luffing rights were curtailed by the Argentines passing so close to them. The Committee did not sustain the protest as they were watching the incident and did not see Denmark make any effort to luff. The race ended with no further change in position; Argentina, first; Denmark, second; U.S.A., third.

In the second race, which was also a triangle, the wind averaged 20 mph and Dr. Frank Penman, England's hope, provided a bit of excitement by doing a quarter of a snap roll on encountering the stern

wave of another boat while planing with the board up and the whisker pole out. Frank landed in the mainsail and the boat swamped before it could be righted. Cuba led at the first mark, followed closely by Argentina, Denmark and U.S. On the reach U.S. pulled up to second with Argentina in first. Cuba slipped back to third and Denmark to fourth. On the second beat, Seavy, U.S., passed the Argentines and held his lead to the finish. A stay parted on the Cuban boat on the last reach but there was no break and the mast stayed put. They finished in third place.



Commodore Rafael Posso graciously awards trophies at the conclusion of the series in Havana.

Because of the possibility of a lack of cooperation from the weather, the third and fourth scheduled races were both held on Saturday, (Dec. 1st), one in the morning and the other in the afternoon. The morning race was started in a 15 mph. southeast wind necessitating a triangular, starboard course. The wind dropped to around 10 mph. most of the time and the Argentines lead by a comfortable margin almost from the start. The Brazilians broke a jib sheet just after the start and dropped out. Second place developed into quite a fight between Cuba, England and U.S. with positions changing frequently. Seavy finally acquired a slight lead over Penman, and held it to the finish.

The wind obligingly shifted to the north east for the fourth race, permitting a good wind-ward-leeward course in the harbor, with the wind holding at about 20 mph. Cuba's Mantilla led most of the first lap, followed by Seavy and the Villars-Castex boys. At the start of the second lap, Mantilla had trouble for a short while with his main sheet bridle, putting him behind Seavy but ahead of Argentina. A finish in this order would, of course, have tied the series, but Seavy, naturally, devoted his attention to the Argentines and Mantilla again took the lead. About a hundred feet from the finish line Seavy and Villars-Castex jibed and a puff moved the Argentine ahead of Seavy by about three feet at the finish line. The same shift moved Penman from sixth to fourth, and put Brazil ahead of Denmark by inches.

The fifth and final race on Sunday was the only one to be held on the Gulf. After a postponement because of lack of wind, a breeze came up from the northeast and a windward-leeward course was laid. Shortly after the start, the wind picked up to ar-

ound 15 mph. or more, and the boys with full sails had their hands full. Denmark took a long tack along the shore after the start and picked up a lead that was never threatened, even though he and the three next boats set a course approximately for Corpus Christi, over in Texas, instead of the Bacardi sign, which they should have aimed for on the run. England and Brazil cut across and made up most of the ground they lost on the first beat. The Argentines, of course, sat right on top of the U.S. throughout the race, with the result that Cuba took second and very nearly won second for the series. England was third; Argentina fourth and the US boat was fifth.

Prizes for first, second and third place in each race were awarded at the finish dinner, and medals for the first three places in the Championship as well as the Hub Isaacks Trophy to Jorge and Carlos Villar-Castex, making the second time they have had the trophy, taking it the first time in 1948 in Palma de Mallorca when Carlos was skipper. The boys were consistently good and their teamwork was a pleasure to watch.

The summary, 15th Snipe Class World's Championship at Havana, Cuba, November 29th- December 4th, 1951.

Argentina	1	2	1	2	4	7611	1st
U.S.A.	3	1	2	3	5	7305	2nd
Cuba	4	3	4	1	2	7303	3rd
Denmark	2	4	5	6	1	7011	4th
England	6	DNF	3	4	3	6707	5th
Brazil	5	5	DNF	5	6	6336	6th

Skippers and crews - all must be their National Champions - were as follows;

- Argentina - Jorge and Carlos Villar-Castex
  - U.S.A. - Francis Seavy and Harold Mc Gaughey
  - Cuba - Jorge Mantilla and Alexandro Escoto
  - Denmark - Ole Botved and M. Hansen
  - England - Dr. Frank Penman and Carlos Martinez\*
  - Brazil - P.N. Lindenberg and J.E. Burns
- \* Dr. Penman's crew "loaned" by Cuba for series.

## Make Your Boat Faster

If your Snipe is planked with good, lightweight western red cedar or white cedar, but she is overweight because she is loaded down with a lot of excess junk, why not remove this and start out next season with a real lightweight racing Snipe?

With light planking to start with, you can probably make the minimum weight of 450 pounds if you tear off that heavy canvassed and planked deck, and start all over to do a real re-decking job. Take out heavy deck beams, excess oak blocks and braces king planks, cockpit trim, etc. When you get down to the hull, take out intermediate frames, in fact all members of every kind that are not required on the measurement data sheet. You don't need deck supports along the side of the cockpit. You don't require or need watertight bulkheads or a lot of extra junk and weight.

Recommended procedure is to replace the deck using western red cedar or spruce for deck beams, and quarter inch mahogany plywood for decking. Do not use any trim or unnecessary members anywhere. For example, if you have a varnished deck, use spruce deck beams on each end of the cockpit, and the same kind of cockpit stringers (partners). For the finish, give them a couple of coats of varnish.

If you trim your hull down in this manner, take off a couple of dozen coats of old paint, if present, put in light cedar floorboards, use a lighter piece of mahogany for your rudder, spruce for your tiller and then start cutting out unused and overweight hardware. This should bring your job pretty well down toward the minimum weight. Above all, be sure to lighten up on hardware - no heavy cleats and checks on the forward deck.

Continued on Page 7



## Pictures of the Month —

The two handsome gents above are, Harold Gilreath, left, and Owen Duffy, obviously of the Privateer Y.C. On the right, 7779 is Splash owned and sailed by Robert H. Graf of Hewlett Point Fleet. He was 1951 Fleet Champion. Below, we have the Olsons of Beachwood Y.C. racing on Lake Mohawk.

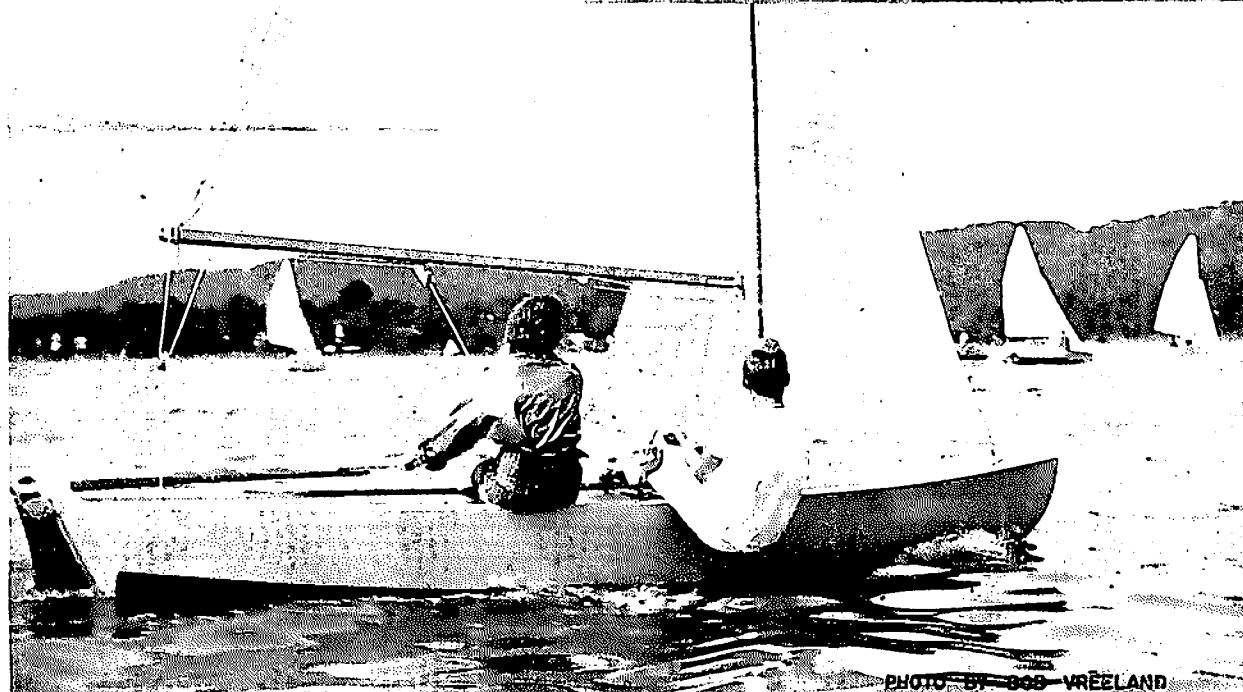


PHOTO BY BOB VRELAND

# HOW TO BUILD A TRAILER

This drawing is of an all steel, welded trailer suitable for towing a Snipe over ordinary roads at good speed. The original design appeared in May 1946 Jib Sheet and was designed by Tom Hanna, Nine Mile Point Yacht Club, near Rochester, N. Y.

According to the information, all steel channel should be cut to length and drilled before being assembled. Holes should be to diameters as shown. The side rails should be placed on a level surface and the cross members welded to them. If a Dodge or Plymouth axol is used, the spring assembly must first be removed. Twenty-two inches should be cut out of the center of the axle and replaced with a piece of steel tubing, (2 1/2 inches inside diameter) 37 1/2 inches long. 2 1/2 inch heavy duty pipe may also be used. This will give an overlap of 2 3/4 inches.

The next operation is to assemble the springs on the channel irons. Then assemble the axel on the springs. Wheels may be aligned in one of two ways. First, with a long straight edge and second, if not obtainable, find the center line of the trailer and measure over from the front and rear crossing members and line up the wheels with a string stretched tight between the two cross members, (no camber to the wheels). Weld the spindles to the axle. Turn the trailer over and weld on the eight brackets to take the boat chocks. Assemble four 3/8" eye bolts into the 25/64th inch holes. The hold down bracket is made from 3/8 inch iron rods, threaded onto the ends, with hooks bent on the opposite end.

The wood chocks to fit the bottom of the Snipe should be well padded and the better the paint job the more particular you'll have to be about padding. Sponge rubber about an inch or more thick is

## SNIFE BULLETIN

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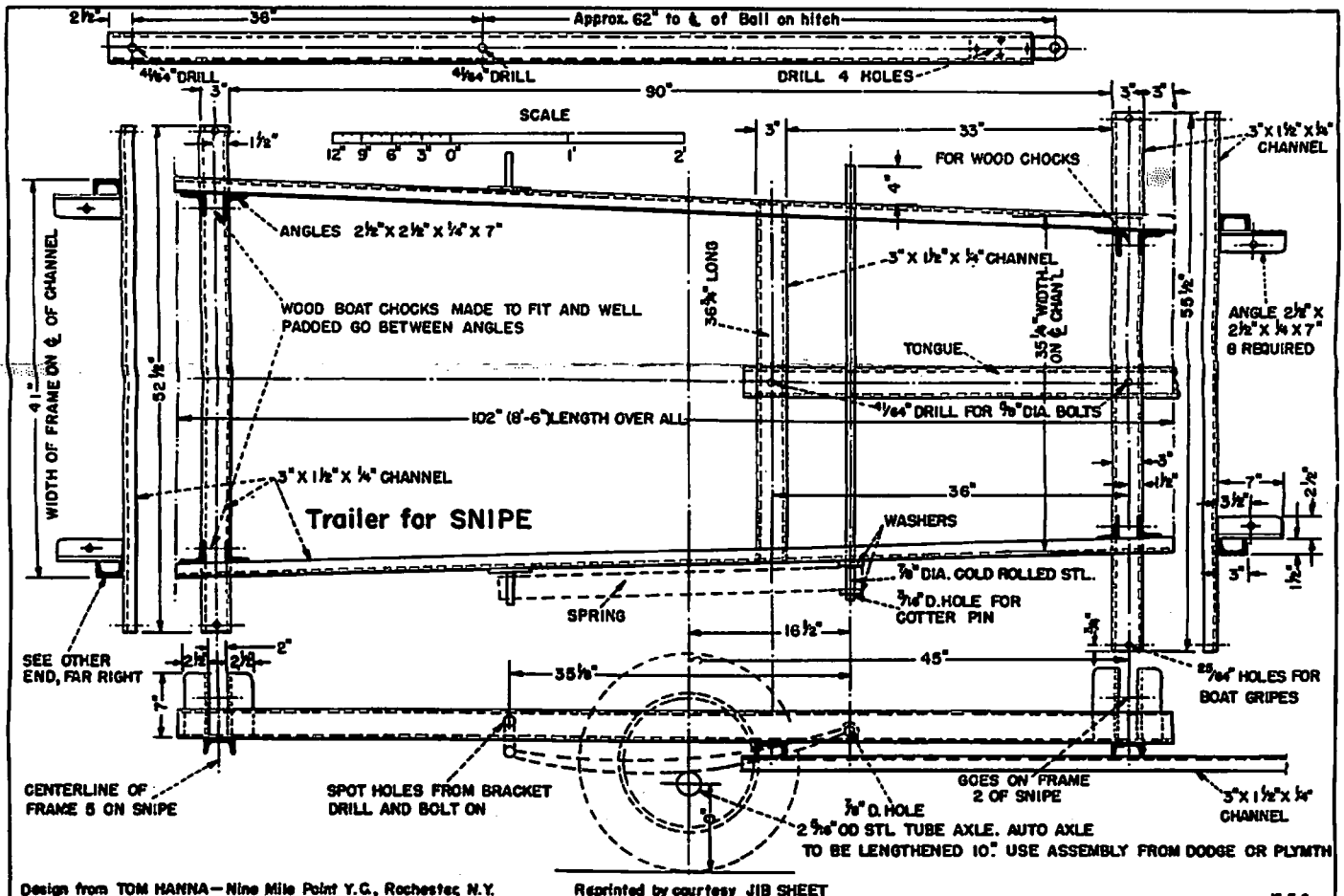
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good but many pads are canvas strips tacked on and well stuffed with cotton or even excelsior.

The hitch should be purchased from some store such as Sears-Roebuck and should be carefully made fast as the entire safety of boat and trailer depend on this. Another thing, be sure to check with your motor vehicle police to make certain that all state requirements are met for a two wheel trailer. Be sure, where you use bolts, to have lock washers

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## Snips from the SNIPE'S Bill



### Snipe Dinner Set for JAN. 18

The Snipe dinner has been definitely scheduled to be held in New York during the Boat Show. It is to be held at the Architectural League, 115 E. 40th Street on Friday, January 18th, 1952 with the clan gathering about 6.30 pm. The price will not be quite as high as last year - under \$4.00 per person including taxes, tips, etc. Members of the Manhasset Bay Snipe Fleet are handling details and things will not be like they have been in other years. The boys - and gals - have some original ideas and the whole business is based on - "the purpose of this affair is to have fun and meet other Snipers. The "dinner" as such is purely secondary." The plans call for strict informality, fun, laughs, no movies (unless they are brand new ones), no speeches. The master of ceremonies will be Barse Miller, who will introduce the "wax works" briefly but who refuses to tell this reporter the rest of the plans. It is certain, though, that this year's affair will not be very much like other Snipe "dinners". Just one thing you must do if you are coming. The capacity of the Architectural League is strictly limited, so you had better make your reservations right now or you may find yourself outside looking in. Write to W.F. Crosby, 522 Stellar Ave., Pelham, 65, N.Y. and say how many will be in your "gang". Do it now.

### Dues Due for '52

Snipe Association dues may be paid now, if you wish. Exec. Sec. informs us that it would be best to have fleets send in all dues at one time, or at least in groups. Special forms are available making it easier for Fleet officers to do this. These are yours on request. Dues, payable only by folks who own measured Snipes, are \$3.00 a year. A rules book, membership card and 12 copies of this SNIPE BULLETIN - one each month - will go to each member. Where boats have changes hands, the new owner pays \$2.00 to have the boat recorded in his name and if you have a new boat requiring numbers, new numbers are assigned on payment of \$2.00. Do not send dues for boats that are unmeasured even if the work is to be done "tomorrow". Wait and send all at once. You can't race without a membership card and cards must bear the same number as the boat and sails in use.

— THE SCORE —  
Numbered SNIPEs 9025  
Chartered Fleets 355

### If You Change Address

If you change your address be sure to write us giving your old address, the new address and number of your Snipe. If we don't know your address we can't very well send you SNIPE BULLETIN. A number of Snipes have both summer and winter addresses.

### Argentina's Championships

The Snipe Championship of Argentina took place early in November and was organized and run by the Club Nautico Sudeste, (Fleet No. 233). Six races in all were held with each skipper being permitted to discard his worst race in points so that only five races actually counted. The Vilar Castex brothers were the winners with five first places. Roberto Garcia Guevara, National Secretary for the Snipers in Argentina, was second. J. Brauer was third and H. Romero, fourth. H. Bolletta was fifth and F. Sanjurjo was sixth. In order to pay the expenses of the winners to Habana for the World's Championship the Club held a bazaar and numerous raffles.

SNIPE BULLETIN

Clearwater Snipe Fleet recently elected an entirely new slate of officers for the coming year. As Fleet Captain, we have Morris D. Whitney; Measurer is Don Cochran, Sr., and Secretary is Mrs. Ida Whitney. Clifford McKay, Sr., was made Chairman of the Midwinter Snipe Championship Regatta scheduled for March 4 to 8th 1952.

### Race Dates for 1952

Following race dates are set up for the coming season. These are the first ones. Others will appear in forthcoming issues of SNIPE BULLETIN. Send your dates in.

February 24th, Palm Beach Yacht Club.  
Data from Hal Rich, Jr.,  
Graham-Eokes School, Palm Beach,  
Florida.  
March 4-7th Clearwater Yacht Club, Midwinter  
Championships. For data write -  
Clifford McKay, Sr., Clearwater  
Y.C., Clearwater Beach, Florida.

### African Fleet has 20 Snipes

F. Soeiro writes in to tell us that the Snipes in his country are progressing nicely not only in his particular city but in other parts of the Province as well. Mr. Soeiro hails from Lourenco Marques which, in case you don't know, is 'way down on the eastern coast of Africa in Mozambique. He says the total number of Snipes to date is 20 with half of them having been built in Portugal. Mr. Soeiro wanted all the latest information on Snipe and is official measurer of the International Yacht Racing Union. He was promptly appointed as an accredited official measurer for Snipe Association.

### Your New Fleet Officers

Each year there are a certain number of fleets that fall by the wayside and lose membership with SCIRA, solely because of inefficient fleet captain, fleet secretary, etc. These jobs are not easy and require a considerable amount of work, letter writing, bookkeeping, etc. Doing a job of being Fleet Captain, even to a small fleet, is not work for an inexperienced person and there should always be an older hand in the background to help out. The Fleet Captain's is not an "honorary job" but one that requires brains and plenty of hard work. Your Captain can make or break your fleet, so when you elect one be sure he knows what its all about.

### New Cup for Brazil

Arthur Lundgren, Brazilian industrialist, just offered to Adelino Honorio, a Sniper of Paraibado Norte, (Fleet No. 306), a silver trophy to be named "Taca Comendador Arthur Lundgren" ('Taca' means cup in Portuguese). This cup is to be raced for three times between the Paraiba do Norte Fleet and Pernambuco Fleet (No. 211). The first series was held November 15th at Tambau Beach with Pernambuco winning with 8615 points against Paraiba's 8284. The teams comprised three boats each. According to the irrepressible Fernando de Avellar, National Secretary for Argentina - "Tambau is a perfect South Seas Beach with coconut trees, good trade winds and a line of coral reefs. The welcome to visitors is warmer than its local beverage, a sort of drink in a coconut shell made of coconut milk and scotch!"

### England Leads Point Scores

Point scores are rolling in almost every mail at present and while space does not permit giving all the scores, we think the first twenty-five are of interest. You will note for the first time over a long period of time, that a British Snipe leads the pack. The last time this happened was in 1933 when Geoffrey I. Pout of Royal Cinque Ports Yacht Club, Dover, was the winner. Of course, we have a long way to go before competition closes on March 31st, 1952. All scores will be printed here in the

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May, 1952 issue. Don't wait until the last second to get your scores in. Do it now to be sure to get them included. Those not in by March 31st will be omitted and not counted. Scores should be sent to Snipe Class Int'l Racing Ass'n., 522 Stellar Ave., Pelham, 65, N.Y. They must be on regular forms as supplied to fleets free of charge. Each Snipe must be a measured boat whose owner has paid his SCIRA dues for 1951 and each must have taken part in at least five point score races in which at least 4 other Snipes belonging to the same fleet took part. Read your rule book, its all in there.

No.	Skipper and Fleet	Races	Pts.
8303	J. Morgan, Medway, England	16	1720
23	H. Martin, Dallas, Texas	11	1696
7873	V. Larson, Chautauqua, N.Y.	15	1693
6380	K. Nicholson, Pine Beach, N.J.	9	1690
3303	Stettler-Smith, Corey L., Mich.	17	1668
7779	R. Graf, Hewlett Pt., N.Y.	7	1658
7080	N. D. Baker, Mentor Harb., Ohio	19	1656.4
7445	E. L. Marshall, Pt. Jefferson, NY	12	1656
8300	I. Y. Halsey, 3 Mile Harb., N.Y.	10	1652
4207	R. & W. Cleland, Corey L., Mich.	17	1640
7926	Camp Eberhart, Corey L., Mich.	24	1634
3741	R. S. Gozzaldi, Dallas, Texas	.6	1629
2692	W. Matas, Crystal L., Ill.	15	1626
4363	J. Schrank, Oshkosh, Wis.	12	1623
8048	G. Cartland, Portage L., Mich.	22	1618
8459	H. J. Lyness, Pt. Jefferson, N.Y.	11	1617
1032	B. McPherson, Oshkosh, Wis.	12	1616
8752	H. Amundsen, 3 Mile Harb., N. Y.	10	1614
7184	D. Drake, Chic-Corinth., Ill.	6	1607
5471	J. Quinn, Crystal L., Ill.	16	1600
8046	A. Whitman, Pine Beach, N.J.	10	1598
8661	D. Tomlinson, Portage L., Mich.	22	1596
7410	P. W. Howland, Medway, England	14	1587
8698	J. Dixon, Mentor Harb., Ohio	16	1583.6
1301	J. L. Finch, Hewlett Pt., N.Y.	10	1583

**Rocky Mtn. Championships**

The Rocky Mountain Sailing Association, (Fleet No.210) is considering at this time, the possibility of holding a sanctioned Snipe regatta either late in July or early in August, to be known under the name of the Rocky Mountain Snipe Championship.

**Protest Snipe "Spinnaker"**

One of the most ridiculous protests yet to be made, came up on the Pacific Coast last summer and is now in process of appeal. It had to do with the use of reaching poles to hold out a Snipe's jib on the leeward side when reaching across the wind. The protest was made, according to Arch Higman, a member of SCIRA Rules Comm. under Rule 22, NAYRU rules. The local committee disqualified two Snipes using reaching poles under rule 22 and, of course, an appeal was promptly filed. The silly part of it is that the local committee has no business interfering with rules having to do with one design classes, particularly when reaching poles have been carried by Snipes ever since Snipe racing started in 1933. The value of the pole is of extreme doubt and it has never been definitely proven that it helped in the slightest. Quite frequently it has hindered more than helped and practically no top-flight Snipers ever carry such a pole. If you want a further laugh, look up Rule 22. It has to do with ways of carrying a spinnaker and spinnaker pole. Snipe has no spinnaker and no spinnaker pole so how on earth can a committee disqualify any Snipe under Rule 22?

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## Make Your Boat Faster—Continued from Page 2

The chances are, if your hull is planked in mahogany, cypress, heavy pine or almost any wood but western red cedar, white cedar or juniper, that you will be unable to cut your weight close to minimum. Boats of this type are better left as they are, to be used for knockabout sailing, or in competition against boats of similar weight. These boats can't be made suitable for really top notch competition without complete rebuilding from scratch. So, if you have one of these super-solid "coal barge" Snipes with the real accent on weight and "strength", its best to trade her off and locate a cedar job previous to undertaking your lightweight project.

In addition to cutting all possible weight out of your hull, read Ted Wells' book on the subject of eliminating seams to make her completely watertight. Plan to "dry sail" your newly rejuvenated "hot" Snipe. She will make a much better boat if you can keep her out of water, and besides it does not make much sense to take great care to cut out weight, and then plunk your dreamy, lightweight job in the drink to soak all the weight back up again.

Of course, the fact that you have a light boat will help a lot, but you've still got to sail the boat with good equipment, good sails and, believe it or not, a considerable amount of brain work. The boat cannot and will never win for you unless you give it all you've got.

Owen E. Duffy.

## How to Build A Trailer — Continued from Page 4

under the nuts. It would not do any harm to do the same thing on the other end of the bolt. If you are going to take a long trip, it is advisable to have some protection for the bottom of the Snipe. A deck might be added to the trailer or heavy canvas lashed underneath several inches away from the bottom of the boat to keep stones, etc. away. Mud guards over the tires will also save the paint job. The Snipe itself must be securely lashed down with the mast lying fore and aft on deck. A red flag is required by most states on the after end of the mast. It is advisable to have a heavy khaki cover lashed down to cover the entire boat and sides.

A blue print of this trailer, exactly like the sketch herewith, but larger (11½" x 17") may help you make this trailer. These prints may be bought from S.C.I.R.A., 522 Stellar Ave., Pelham, 65, N. Y. for fifty cents each.

## Fleets Lose Membership

If your Snipe Fleet is listed here, it is time that you did something about it. According to Sect. 19 of the Association by-laws, each fleet is required to pay the sum of \$5.00 annually as a charter fee to maintain good standing. Then you might read sections 14 and 15 of the Snipe Constitution to understand what happens to suspended fleets. These fleets, listed below, have failed to maintain this standard and will be dropped from all active participation in Snipe affairs and races as of January first, unless the charter fee is paid up before.

No. 52—Charleston, S.C.; No. 62 Corinthian of San Francisco; No. 69—Orlando, Fla. No. 101—Lake Penton, Mich.; No. 114—Encinal, Calif. No. 173—Clear Lake, Iowa; No. 175—Lake Shawnee, Kans. No. 259—Milo Aquatic Club, Canada; No. 299—Conneauttee, N. Y.; No. 308—Playground S.C., Florida;

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## When in Rome • • • Part 2

After last month's digression to cover the subject of winds and to polish off the problems of the lake sailor, we can finally get back to the subject which last month's article was supposed to cover, which is the difficulties of the sailor accustomed to sailing on large bodies of water when he tries to sail on a small inland lake.

As far as technique is concerned the deep sea sailor will probably not have much trouble on lakes as long as the wind blows about fifteen miles an hour or more. He will find that he can point a little bit higher than he is accustomed to, and he should sit a little bit farther forward in the boat on reaches and runs than he is accustomed to when reaching and running on large waves. He should tack much more frequently than on a large body of water, but if he misses a few shifts it won't be too serious. When the wind gets light his problems increase rapidly. The wind will vary considerably in velocity with the result that the sails must be constantly retrimmed if the sheets are cleated, or if they are not cleated the tension on the sheet must be in correct relationship to the wind velocity.

The actual position to which the sails should be trimmed when on a beat does not change with different wind velocities, but if the sails are trimmed properly for a seven or eight mile-an-hour wind, they will automatically be trimmed too flat when the wind drops to three or four miles an hour unless the position of the sheet is changed because there is not as much wind pressure stretching the sails themselves and the sheets. When the wind picks up again in another minute or two the sails will have to be trimmed in again because the higher pressure will cause more stretch in the sails and in the sheets.

On a reach in a light wind it will generally pay to bear off somewhat in the stronger puffs and head up somewhat in the periods when the wind has dropped. For small variations, you might just as well hold your course, but in any case the trim of the sails will probably not remain constant for over a few seconds at a time if you are going to get the maximum performance out of the boat. Keep your sheets as slack as you can and still hold the sails full. The amount that the sheets are slacked off or trimmed in will be much greater on a reach than on a beat because on a reach, the position of the sail is changed; on a beat the sails are kept in the same place, the tension on the sheets being changed only enough to keep the sails where they belong.

In very light winds the crew weight should be shifted farther forward and on a very broad reach or a run both the skipper and the crew should be sitting about even with the centerboard. When going to windward the boat should be pointed as high as possible without the jib luffing, and in fact with some jibs, the boat should be sailed with a slight luff in the jib all of the time. The difference between pointing too high and not high enough is very small and constant attention is required.

Luck always plays some part in the winning of sailing races, and in races on small inland lakes in light winds, luck can play a big part. The important thing is to recognize this fact and not worry about it if you seem to be having lots of luck and all of it bad. The chances are that the breaks will even out pretty well in the end if you just relax and sail as well as you can; just don't write off everything that happens

to you as bad luck without being sure that lady luck wasn't helped a bit by dumbness or a lack of alertness on your part.

Another good time to relax is on the start when the wind is very light and shifty. A perfect start is not worth too much under these conditions, as those behind can watch the leaders and profit by their mistakes. I don't mean to recommend throwing away your stop watch under these conditions, but if you are a little late on the start, have your boat moving and your wind clear and you are just as well off or maybe better than if you are out in front trying to cover the whole fleet. Sounds crazy but it seems to work this way.

The big problem in lake sailing is deciding when to tack on a shift and when not to. When the wind is more than about five miles an hour, it is generally best to wait several seconds after a shift seems to have occurred to be sure that the shift has actually occurred, and then tack. After tacking, make an immediate check on the new course to be sure that the shift has stayed with you. When the wind velocity is in the range of five to fifteen miles an hour, very frequent tacking will be necessary to take full advantages of all the temporal shifts which will occur. The decision on when to tack and when not to will cause the deep sea sailor lots of trouble.

When the wind is around three or four miles an hour and occasionally drops to practically nothing, it is very difficult to decide what to do. You know that your jib has collapsed, but you don't know whether it has collapsed because the wind shifted or whether it has collapsed because there simply isn't any wind and your boat is still going on momentum. With this kind of a wind you will generally have a cigarette going to serve as a wind indicator, and the smoke coming from your cigarette can serve to give you a slightly more educated guess as to whether the wind has actually shifted or whether it has merely died. When your jib starts to collapse, look at the cigarette smoke and bear off a little bit in the effort to get your jib to fill. If the jib does not fill, and if the cigarette smoke shows that the wind is coming from directly ahead, this probably means that the wind has merely died, and you might as well hold your original direction until you either run out of momentum or the wind picks up.

This may involve sailing for a fair length of time with the jib completely collapsed. However, if you attempt to keep the jib filled by bearing off, and your trouble is actually that the wind has simply died, you will find yourself going around in a circle and assuming that the wind comes back from the direction from which it was originally blowing you have lost a lot of progress to windward. If you decide to tack under these circumstances you will have a hard time getting about, you will lose all your momentum in the process, and will probably just succeed in getting about by the time the wind comes back up and you will have to tack again.

The geographic variations in wind on an inland lake can generally be predicted fairly well. When the wind is blowing off the shore it is not a good idea to go too close to the shore. If the shore happens to be a high bank or have high trees, it will pay to stay a long way out from it. There will be a strong temptation to go close to the shore because the boats near the shore get the puffs of wind earlier and look momentarily like they are making better progress. The only thing to do is to make up your mind as to how far off shore you think you should be, and then stay there. If you start changing your mind frequently as to where you should be, you will generally find out that every place you go you have gotten there just after the wind left.

When the wind is parallel to a shore line, the situation gets tricky and unpredictable. Sometimes you don't dare go in toward shore, and sometimes you don't dare not to. All you can do is to experiment cautiously and watch other boats carefully. Any variation that is found can generally be considered a geographic variation and the condition will usually exist for some time.