



Snipe
BULLETIN

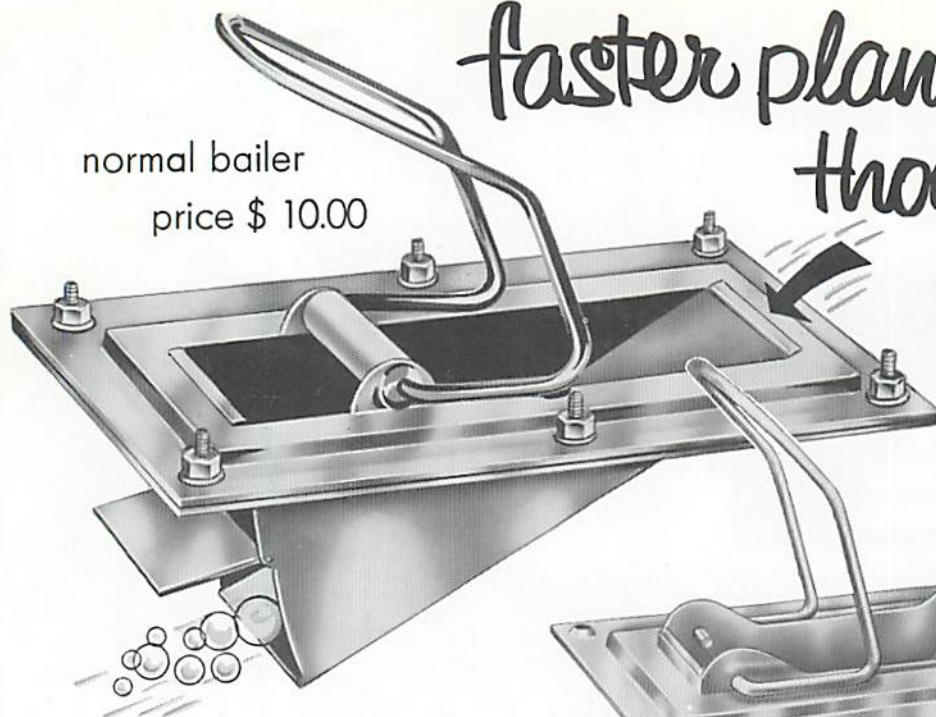
JANUARY 1964

VOL. XIII No. 8

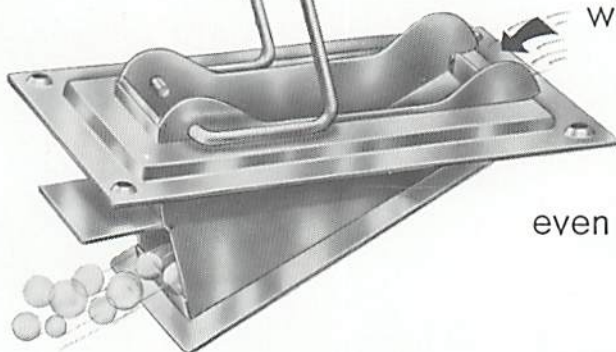


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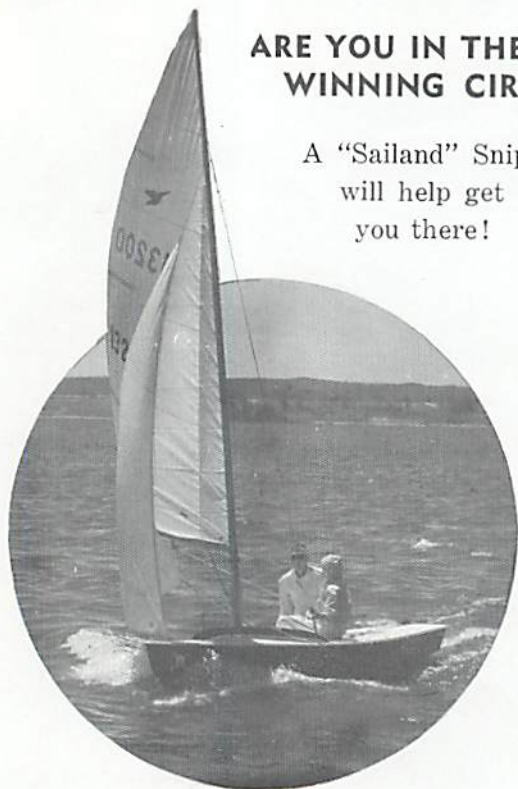


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Voice Of The People

CLAIMS LARGE DECK HOLE HAS NO REAL ADVANTAGE

" I must express my feelings about the extra wide mast hole pictured on Page 6 of the November Snipe BULLETIN. I believe such a hole in the deck must be made illegal because:

1. It ships too much water. Snipes, with or without self-bailing features, must continue to be built so that they can be tipped over and righted without swamping; for bottom polishing; halyard clearing; or by mistakes in seamanship (see Page 10 in the same issue).
2. It adds to the cost of construction for no particular gain.
3. It provides clearance for the butt of a falling mast in only a small percentage of cases. Better to use stronger side stays, etc.

Also, I believe that the cockpit should not be allowed to extend forward to the spray boards, as suggested under the picture because:

1. The structure across the deck between the chain-plates, tying into the centerboard trunk, contributes to holding our boat in shape for many years. Substitute structures would be more expensive than a simple continuation of the deck, as is presently done.
2. The crew can get far enough forward with the deck as it is.

—Bob Vreeland

Rochester, New York

DOES YOUR CREW GET THE BULLETIN?

" My last crew, Lee Woodbury, ended up buying my old boat and I'm sure this boy will get him a Snipe later on. That is a wonderful idea to send the crew the free SNIPE BULLETIN. "

— Bubba Horner

San Antonio, Texas.

" DEAR BORRGY" PROBABLY EXPECTED THIS!

It's nice to hear from an old friend even indirectly, and to know that he's all snuggled down tight for the winter, warmed by the glowing pot-bellied stove and the memory of last season's triumphs.

We can hear the chuckles from you Bay State Snipers as you retell the tale of one lone little Winchester boy beating the whole Quassy Fleet on their own lake. By now the kids must recite it instead of the Midnight Ride of Paul Revere.

Well, we don't begrudge you one good year, because we know how you recall '59-'60-'61 when we went up to your little old pond and modestly won all the laurels.

How about '64? We have a few sailing parties arranged, and we don't want you to send just your Tommy Legere down. If you can get your first team away from that bin of hickory nuts and crackers soon enough to hitch their boats, and head them up to Quassy, we'll treat you to some good old time Snipe racing.

Watch the BULLETINS for our party dates, and don't tell us we didn't warn you in time. Even then, we doubt if YOU will be there!.

— Best regards from FLEET 231"

JAPAN INTERESTED IN GLASS FIBER BOATS

" From the days of Mr. Crosby, we have been receiving the BULLETIN and I sincerely thank you for your kindness. Much to our appreciation, it has been very valuable in providing guidance to our country's Snipe lovers.

For the coming Tokyo Olympics, it has been decided that glass fiber Finns would be loaned to the individual participating countries, and the same company making the Finns have expressed their interest in making glass fiber Snipe boats. Does your association have any specifications or conditions for manufacturing of such glass fiber Snipes? We would greatly appreciate all such literature and instructions. "

- Kitchitara Ozawa, Vice-Pres., Japan Yachting Association

no matter how you look at her, she's a

LIPPINCOTT SNIPE

NO MIRRORS*, microscopes or ouija boards are necessary to pick a Lippincott Snipe out of the fleet. The Lippincott's an obvious standout.

Just check her refined hardware and fittings, some of which were specially developed by Lippincott. Or run your hand over that satiny smooth Lippincott finish — that is, if she's not too far out front for such a personal inspection.

Your own obviously Lippincott Snipe is being built right now. Give us a call to arrange spring delivery. Or better yet, come in and visit with us at our Riverton shop to see for yourself why Lippincott's the standout.

*Maybe you better use one to see how Lippincott is spelled frontwards

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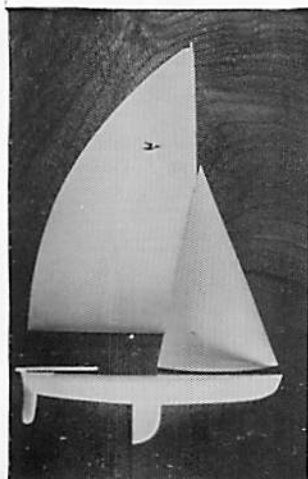
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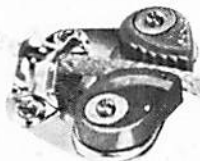
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SNIFE BULLETIN

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

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The Cover

WATCHING THE SLOT - Bob La Scala, Captain of Fleet 49 at the Missouri Yacht Club on Lake Lotawana, takes a long, hard look up and through the "slot" of his sails. What he sees -- and what his wife Nancy does with the jib -- will determine where he is going and how fast he gets there. This is a popular pastime now as sailors look through the slot of the New Year to see where they might be in July.

— THE SCORE —

Numbered SNIPES — 14736

Chartered Fleets — 573

38 numbers for new Snipes were issued this last month and distribution throughout the world was a little more normal. The United States took the largest number (15), Brasil 10, England 5, Venezuela 4, Portugal 3, and, for the first time in years (if not ever) one number went to Austria. And perhaps there might be a Snipe class organization completed there in time, for the boat was built by an amateur from BAPS and has aroused considerable interest. It would be a welcome addition to the SCIRA family.

The 1964 European Championship Regatta —

Capt. Vieri Lasinio di Castelvero, General Secretary for Southern Europe, announces that the VIII European Championship Races will be held in Italy in 1964 and organized by the Yacht Club S. Remo.

The program will be as follows:

23rd August - Training Regatta - two races

24th August - Training Regatta - one race

24th August - Measurement of the boats

25th August - measurement of the boats

26th to 30th August - Championship - seven races

30th August - Regatta reserved to the European SCIRA officers.

The Junior European Championship will be organized by the Circolo Vela Orta on the Orta Lake near Novara in the following week with a program to be announced.

Thanks are given to the Italian National Secretary for undertaking the onerous engagement of the double manifestation. Both he and the General Secretary will furnish additional information upon request, with additional announcements in future BULLETINS.

An Untimely Item

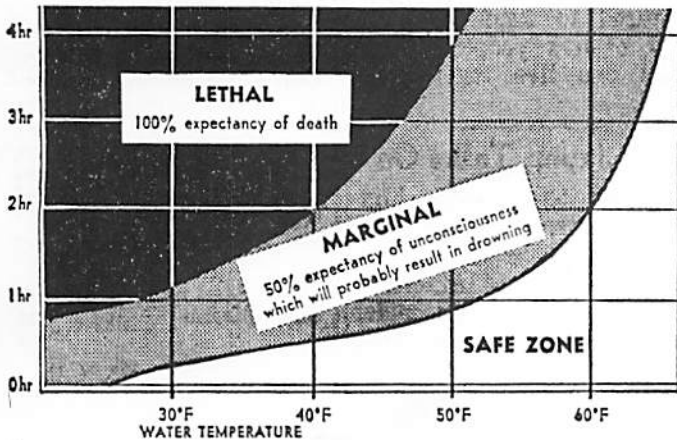
Condolences of the Snipe Class are extended to 1955 Commodore Eddie Williams and his win daughters in the loss of wife and mother in an automobile accident in late November. "Miss Eleanor" was a pioneer woman Sniper and became well-known as she accompanied Eddie all over the country sailing in regattas as his crew for many years. She will be sadly missed by many.

Bitter Weather is Peril Afloat

by Al Mastics - Boating Editor of the Cleveland Plain Dealer

The pleasant weather of our long fall produced a greater-than-average flurry of "frostbite" boating. . . . Winter boating in northern waters where temperatures drop to the freezing mark and below present a special hazard of which few boat owners seem to be aware - the danger of succumbing to exposure. Exposure to cold winds and low temperatures can cause death even though the temperature is well above the freezing mark.

Pan-American Airways recently prepared a chart for the "Emergency Procedures Training Manual" showing life expectancy when a person is immersed in cold water. It indicates that at Lake Erie's present 40-degree temperature, the sailor who falls overboard or capsizes his boat can stay in the water for approximately a half-hour with no ill effects.



COLD WATER CAN BE LETHAL. The chart shows life expectancy for a person immersed in cold water.

Courtesy Pan-American Airways

Up to two hours there is a 50% expectancy of unconsciousness which could result in drowning. Immersion for more than two hours is lethal with 100% expectancy of death. When water temperatures drop to their winter mark of 32-degrees, an immersion of more than a quarter hour will cause unconsciousness and probable death.

A one-hour stay in 32-degree water is lethal. In 20-degree water life expectancy is 45 minutes. But you don't have to go overboard to experience exposure's lethal effects.

There are many instances where a skipper, eager to squeeze a few extra rides out of the season, goes out in late fall or early spring. He and his crew are usually dressed warm enough for a short ride. The unexpected happens, like a parting halyard. Since most other pleasure craft is in winter storage, the wait for help can be a long one. Wind and penetrating cold begin their relentless punishment.

Along the east coast, where frostbite sailing is almost universal, there is a hard-and-fast rule that the fleet may not go out unless herded by a mother ship with a comfortable, heated cabin. In salt water, many such cruising boats winter afloat and in commission. In Lake Erie, winter weather can freeze harbors solid with heavy ice. It is impractical to leave cabin craft afloat after the first week in November. Small, unheated open craft are not satisfactory cold weather patrol boats, for they do not offer a place to shed wet clothing, nor can they furnish the heat necessary to ward off the effects of immersion.

Like all aspects of pleasure boating, cold weather yachting is a matter of plain, common sense.

Were You at Bendor?

As many proclaim over and over again, "A picture is worth a thousand words." We have some fine shots of sailing Snipes taken at the WC Races, but a great lack of "atmosphere" photos. If you had your camera there and got good results, send in a few for BULLETIN publication. We could use 2 or 3 pages. Don't worry about size as long as they are black and white.

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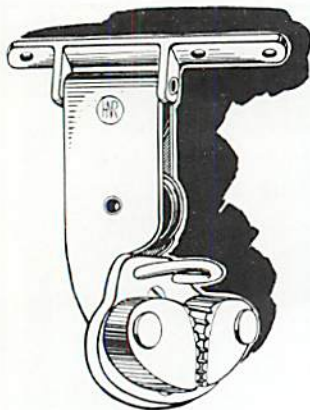
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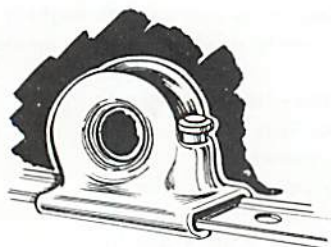
Also used by several National Champions in other classes. This is the fitting most of the top skippers have come to realize as being the ultimate in jibsheets control. Fast and efficient, eliminates fumbling and is a boon to your crew. Double acting cam works both ways, making only the one fitting necessary. Releases instantly with a simple flip of the wrist, saving precious seconds every time you tack. Sheet automatically slides up the tube, engaging the cam, and is held positively and firmly in the desired position. Your crew can even hike-out with the jibsheets as support without it coming unjammed. Adopted as standard equipment by many builders of the Snipe class.

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

Boom-mounted Mainsheet Jam Cleat

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

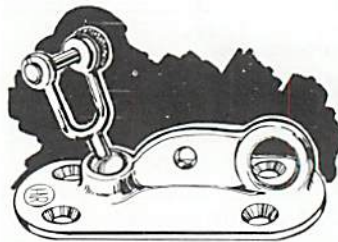


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Buzz Still Champion of Indiana

This year's event brought a record number of entries with many of the country's toughest skippers in attendance. This was the second year that the event was sailed in two separate, three-race series; the Eli Lilly Series with 40 entries for the State Championship and the John Call, Sr., Series with 26 entries for the regatta lovers.

Two races in each series were held Saturday in winds ranging from 4-8 knots with an occasional shifting drop to 1. These shifts kept all skippers in a state of nervous suspense. No race was a runaway in any series, and dog fights were going on from front to back in every race.

The first Lilly race saw Pete Foe take an early lead, only to lose out on one of the shifts. Boyd and Jenkins led Harry Levinson from that point 'till the last weather leg, when Boyd and Jenkins covered each other so well that Harry won the race.

The second Lilly event was a 3-way duel between Dexter Thede, Jerry Jenkins, and Harry Levinson. Thede won out on one of the many split tacks and covered his way to victory.

The first Call race was also a 3-way contest between Clark, Chastain, and Yantes. Clark, with a comfortable lead, became trapped at the last mark as he sailed into the back of the Lilly group which was struggling to round the mark after a 90 degree shift. The three rounded together with at least 20 of the "Lillies" and, after several short position tacks, Chastain emerged with a commanding lead with Clark and Yantes in pursuit.

The second Call race saw Chastain leading at the first mark unchallenged, with Clark taking second on the last weather leg.

The standings, as Saturday ended, listed several of the consistent winners in front. In the Lilly series, Levinson was leading, followed by Dex Thede, Jenkins, Paul Zent, Buzz Levinson, Tom Heckel, and Lee Thompson. — all very familiar names in District 3. The Call series was led by several new faces, with Dick Chastain and Dick Clark dominating, followed by Yantes, Milne, Troeger, MacKenzie, and Disney.

The third race in each series was held after several postponements and lengthy cancellation debates; there was no wind! Finally, a small breeze, steady at 0 and gusting to 1, came across the lake in shifts and the race was on.

These races turned out to be great regatta equalizers. The winds died on the windward end of the line in each race as the starting guns sounded, and the leeward boats got their breaks. They opened up a lead that found the windward starters out of the contest. As the weary Snipers crossed the finish line, the Lilly series was led by Thompson, Schoenberger, and Hook, with Thede, H. Levinson, Jenkins, Zent, and Tillman finishing in the twenties and beyond. The finish of the Call series found Dick Clark had solved the wind and was way out in front, proving he could hold his own under any conditions. Riedel, Ryan, and Wiseman way back, while Chastain, who went on too many 'wind

Muncie Holds a Regatta, Too

The race brochure said there was always wind at Muncie, and after two days and five races sailed under 10-15 mph ideal winds, everybody agreed it was "as advertised". The Muncie, Indiana, fleet is a new one with terrific enthusiasm and warm hospitality.

The RC Chairman, Everett Asherman, collaborated with Buzz Levinson to set five fine racing courses. They were shortened to approximately four miles to enable more races to be held, setting what may be a pattern for future two-day events. All entries liked the five race series, but a few did not agree that it was best to drop one race. A five race series provides much closer competition as the boats do not have time to spread out so far and more rounding of marks is involved. Such a series depends on an efficient race committee and not having too large a number of entries.

Finishes were extremely close — the three races the 1st and 2nd boats finished within three seconds of each other and the first ten boats finished within two minutes in several races. All races started and ended on a full beat, so finishing tactics

hunts" after his windward start, beat only two boats over the finish line.

Trophies were presented to skippers and crews, seven deep in each series, as the Saturday leaders talked to themselves. In spite of this wind, this regatta was a WINNER!

The two-regatta style program looks permanent, and 65 Snipers had many moments to discuss 'until the next time'.

ELI LILLY SERIES - Sept. 7-8 - Geist Reservoir										
Pos.	NAME	BOAT No.	CITY	RACES			TOTAL POINTS			
				1st	2nd	3rd				
1.	ALLAN LEVINSON	13020	INDPLS. IND.	7	5	6	3677			
2.	LEE THOMPSON	13008	AKRON, OHIO.	6	15	1	3501			
3.	M. SCHOENBERGER	13858	CINCINNATI, O.	14	2	2	3406			
4.	DEXTER THEDE	13200	GRAND RAPIDS, MICH.	4	1	2	3369			
5.	HARRY LEVINSON	12192	INDPLS. IND.	1	2	27	3317			
6.	JERRY JENKINS	13027	DETROIT, MICH.	2	3	29	3109			
7.	TOM HECKEL	11811	INDPLS. IND.	9	10	8	3074			
8.	PAUL ZENT	14147	INDPLS. IND.	5	4	31	2765			
9.	B. Mc FADDEN	10901	ATLANTA, GA.	18	6	11	2654			
10.	D. S. BOYD	12345	ATLANTA, GA.	3	35	9	2504			
11.	C. SON, MER	14323	PEORIA, ILL.	12	32	5	2218			
12.	C. ZIMMERMAN	13007	AKRON, O.	10	11	28	2030			
13.	B. BUCKLES	12022	DECATUR, ILL.	27	8	14	2014			
14.	A. STEFFEN	14442	INDPLS. IND.	21	20	7	1997			
15.	J. PORTER	11160	GRAND RAPIDS MICH	8	19	23	1897			
16.	J. TILLMAN	13046	LAFAYETTE, IND.	31	22	4	1830			
17.	B. BIGHAM	8076	CINCINNATI, O.	16	16	18	1779			
18.	JOHN CALL	8600	INDPLS. IND.	15	9	DSQ	1749			
19.	BUD HOOK	12660	INDPLS. IND.	24	DSQ	3	1733			
20.	SKIP BAXTER	12440	GRAND RAPIDS MICH	20	18	15	1646			
21.	D. TILLMAN	10350	BRYAN, TEX.	22	13	20	1586			
22.	R. HAYES	10153	INDPLS. IND.	23	26	10	1510			
23.	PETE FOE	14142	INDPLS. IND.	17	DSQ	12	1418			
24.	TOM HEAD	11220	E. PEORIA, ILL.	25	23	13	1364			
25.	C. WEATHERSTON	10170	ORCHARD LAKE, MICH	11	25	33	1220			
26.	BILL COLLINS	13234	INDPLS. IND.	26	17	24	1090			
27.	T. BRAXTON	7870	LANSING, MICH.	13	34	32	914			
28.	D. ELLIOTT	8418	Long Beach, Cal.	30	14	DSQ	886			
29.	BURT PERRY	11313	ELKHART, IND.	29	28	17	886			
30.	HELEN WELCHER	14506	INDPLS. IND.	33	27	16	865			
31.	POOCH PAYNE	13888	INDPLS. IND.	DSQ	12	DNS	842			
32.	D. HARWOOD	7902	ANN ARBOR MICH.	28	30	25	552			
33.	J. B. PARRS	13032	TERRE HAUTE, IND.	19	33	DNS	548			
34.	J. B. PARRS	13865	INDPLS. IND.	36	36	19	534			
35.	JOHN EILERS	10175	CINCINNATI, O.	34	21	DSQ	485			
36.	TIM SCANLON	11371	INDPLS. IND.	32	DSQ	22	443			
37.	F. SUESZ	12948	CINCINNATI, O.	37	24	DSQ	341			
38.	S. GRIFFING	13440	CINCINNATI, O.	DSQ	31	26	325			
39.	P. PETERSON	13026	SPRINGFIELD, ILL.	DNF	29	30	275			
40.	J. ANGOTT	10318	ORCHARD LAKE, MICH	35	37	DSQ	68			

JOHN CALL SERIES										
Pos.	NAME	BOAT No.	CITY	RACES			TOTAL POINTS			
				1st	2nd	3rd				
1.	DICK CLARK	14301	INDPLS. IND.	2	2	1	4642			
2.	E. K. YANTES	14506	COVAN LAKE, O.	3	8	6	3758			
3.	DICK CHASTAIN	13019	INDPLS. IND.	1	1	19	3684			
4.	CARL CARTER	12778	SPRINGFIELD, ILL.	8	5	5	3681			
5.	J. RIEDEL	5454	HAMILTON, O.	5	16	2	3442			
6.	DAVE RYAN	12712	INDPLS. IND.	7	12	3	3441			
7.	GREG WISEMAN	13071	MUNCIE, IND.	16	3	4	3438			
8.	W. MILNE	13835	BIRCH LAKE, MICH.	6	6	14	3179			
9.	M. F. DISNEY	8698	SPRING LAKE, MICH.	10	9	12	3166			
10.	JOE BUCKER	12704	INDPLS. IND.	9	4	16	2889			
11.	J. MAC KENZIE	10668	VESTAL, N. Y.	13	4	16	2778			
12.	E. TROEGER	9432	BIRCH LAKE, MICH.	14	15	10	2778			
13.	R. A. HAGUE	12399	SOUTH BEND, IND.	22	10	7	2366			
14.	JOHN HORTON	10172	INDPLS. IND.	12	13	7	2301			
15.	D. SCHMIDT	10984	INDPLS. IND.	12	11	DNF	2102			
16.	PAUL TUERK	12011	INDPLS. IND.	23	19	9	1832			
17.	L. DAVIS	14146	CLEVELAND, O.	15	DNF	13	1685			
18.	DAVE ALLEN	12188	INDPLS. IND.	17	14	DNF	1666			
19.	BASIL DULIN	12680	INDPLS. IND.	18	21	15	1605			
20.	R. REED LOTT	13836	SOUTH BEND, IND.	20	18	17	1546			
21.	HENRY YOUNG	10700	AKRON, O.	21	17	18	1505			
22.	J. WILLIAMS	13012	TORCH LAKE, MICH.	11	DNF	DNF	1488			
23.	D. CAPERTON	10660	INDPLS. IND.	24	24	11	1478			
24.	R. MADDEN	12068	INDPLS. IND.	19	22	20	1286			
25.	C. W. BATTLES	8185	MUNCIE, IND.	25	23	21	950			
26.	JEFF KEINER	11933	INDPLS. IND.	DSQ	20	DNS	637			

were very important. Dexter and Linda Thede of Grand Rapids, Michigan, sailed an excellent series and won the first Hoosier Harvest Regatta. Park Wiseman of the local club handmade the beautiful walnut plaques which were presented to the first five skippers and crews.

Jerry Jenkins of Detroit summed up the regatta when he said it was the most fun he had had all summer (and that includes a lot of racing!)

Saturday night after a dinner and film, Dex Thede gave his views on how to win races. It was very informative and should be written up for publication.

First 9 places - FINAL RESULTS - x denotes dropped race

SKIPPER	CLUB	RACES	1	2	3	4	5	Fin.
D. Thede	Grand Rapids		1	2	2	1	2x	1
A. Levinson	Indianapolis		2	3	1	2	3x	2
J. Jenkins	Detroit		4	1	3	6x	1	3
B. Collins	Indianapolis		3	6	5	3	dnfx	4
B. Hancock	Indianapolis		5x	5	4	4	4	5
P. Zent	Indianapolis		7	4	9x	5	6	6
O. Chastain	Indianapolis		6	10	dnfx	7	5	7
B. Bigham	Cincinnati		8	dnfx	10	9	8	8
G. Wiseman	Muncie		10	15x	6	10	11	9



A fleet of 27 Snipes participated in this old regatta

Kaufman L. I. Champion Again —

It wasn't as if Hempstead Harbor needed any stirring up. A ten knot northerly and a 20 knot southerly on Saturday and Sunday took care of that. But Furious II just added to the froth!

Snipe #11291, ably skippered by Manhasset Bay's Ray Kaufman, sped around the course compiling two 1sts and a 2nd for a total of 1573 points and the Long Island Sound Individual Championship for 1963.

Second and third places also went to Manhasset Bay skippers. Tony Nevin with a 1-6-4 was the runner-up and Ted Stedman, 4-2-6, captured third spot. 27 Long Island Sound boats participated.

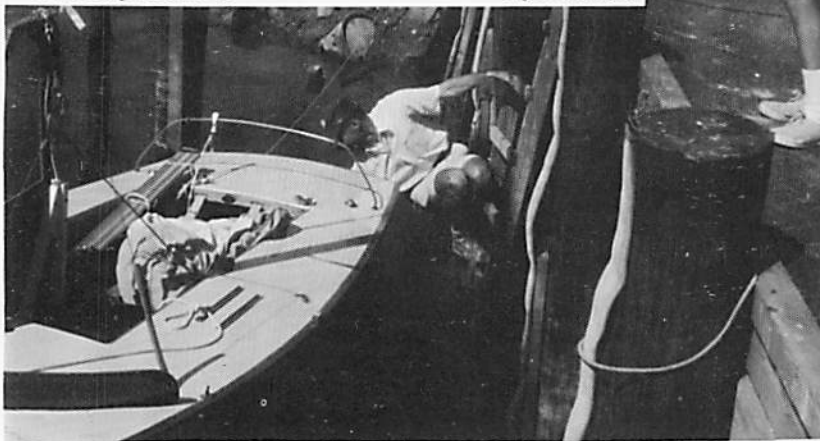
— Ellen Horan



Ray Kaufman receives the Commodore George F. Becker Perpetual Trophy from George Becker, Captain of the Sea Cliff Snipe Fleet 4. — Lynch Photo



Skippers' Meeting at the dock at the Sea Cliff YC - Ellen Horan



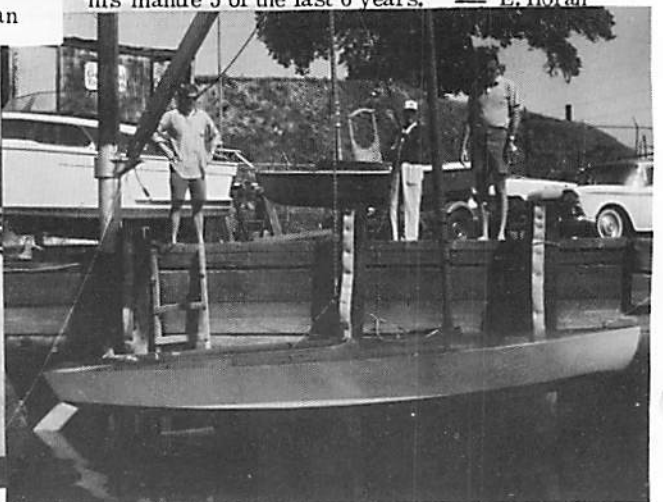
Who forgot to put what in where? Even the best have plug trouble! -Horan



This platinum and gold Snipe is precise to the very last detail. Ray Kaufman has kept it shipshape on his mantle 5 of the last 6 years. — E. Horan



Ray Kaufman with crew Duncan MacInnes, Commodore Becker, Jane & Tony Nevin, crew Jill Coyle with 3rd place Ted Stedman accept prizes.



Boats were lowered into water before the regatta -Horan

INDIVIDUAL CHAMPIONSHIP OF LONG ISLAND SOUND

July 5-7 - Sea Cliff Yacht Club - Sea Cliff, L. I., N. Y.

BOAT	SKIPPER	Race 1	2	3	Pts., Fin.
11291	Ray Kaufman	2	1	1	1573
14203	Tony Nevin	1	6	4	1398
12002	Ted Steadman	4	2	6	1371
7617	Roll Carlsson	6	7	2	1300
10292	Gus Kreuzkamp	8	8	3	1144
8066	Ted Clark	9	5	11	1114
11292	Bruce Paterson	11	3	10	1101
8000	Rickie Zimmerman	1	4	4	1023
12458	Art Joly	12	19	5	873
2746	Charles Henkart	5	16	15	865
7120	John Nicholson	19	11	7	846
9130	Paul Henkart	13	15	9	828
2253	Repper & Moler	10	10	20	787
12001	Tom Stewart	17	9	16	741
11701	W. Cooney	15	17	19	738
3993	George Becker	15	18	12	682
13702	Ted Cronyn	16	14	18	598
12883	Robert Horan	14	12	14	582
13918	Ben Lizza	14	20	17	571
69777	Don Mansson	18	13	21	556
11752	Don Brandt	23	25	8	541
4067	Rosemary Curley	20	21	13	349
6692	Karen Nicholson	21	23	23	306
11911	Jack Luyster	22	22	22	282
11534	Andy Weichert	22	24	22	256
7439	Leo Rykowski	24	26	dnf	256
10546	Marvin Epstein	25	27	dns	216

A quick glance at the above point scores would lead one to think that the SCIRA point score system was not used in this compilation; however, closer analysis reveals that the total of all points scored in the 3 races was divided by the number of races in order to get an average result. Why this was done is not known, but it certainly requires more figuring and pencil work, and the results, of course, are the same. For the sake of uniformity, the official SCIRA system should be used by all scorers - and thus avoid confusion and resulting questions! NOW the easy one has been solved - YOU figure this one out!

0 X 9 + 1 = 1
1 X 9 + 2 = 11
12 X 9 + 3 = 111
123 X 9 + 4 = 1111
1234 X 9 + 5 = 11111
12345 X 9 + 6 = 111111
123456 X 9 + 7 = 1111111
1234567 X 9 + 8 = 11111111
12345678 X 9 + 9 = 111111111
(Total) 987654321

Scott Allan Wins Christmas Regatta

While the rest of the country had unseasonable cold weather on the first day of winter with below zero readings in the north and several inches of snow in the south, Newport Harbor Yacht Club held their annual Christmas Regatta on Saturday and Sunday the 21st and 22nd in 70-degree temperatures.

16 Snipes sailed 5 races in mild winds and light fog on Saturday and finished in a brisk northeaster which caused several capsize in smaller classes Sunday. Competition, as usual, was very close. Scott Allan (NHYC) was 1st, Dave Peterson (Mission Bay YC) 2nd; and Dave Ulman (BYC) was 3rd.

No More Racing in the Bay?

A new hazard has appeared in Alamitos Bay (California) - high speed sailboats!

So Long Beach City Manager John Manssell proposed an amendment to the Municipal Code restricting the sailing craft to the same speed limit already in effect for motorboats, 5 miles an hour.

Director McDowell of the Marine Department said that catamarans and other sailboats can attain speeds of 15 miles an hour in normal afternoon wind conditions in the Bay. Such speeds are dangerous because of the large number of boats in the Bay. The Marine Advisors Committee has endorsed the proposed amendment. —The Long Beach INDEPENDENT.



JJ Rumbblings

THE REACHING MARK

Continuing to review the Huggins-Jenks Seminar on "Successful (Winning) Sailboat Racing by Application of Rules and Tactics", (or "Do What I Say, Not What I Do!"), we now find ourselves at the reaching mark.

It seems to us that there are at least three basic points to remember at this stage of the race (1) maneuver to be on the inside of the mark, but—(2) especially if the next leg is a run, avoid unnecessary controversy and (3) avoid delayed judgement as to whether an overlap is, or is not, established.

Without attempting to enlarge on these basic points, it can be pointed out that underlying nearly all decisions concerning tactics at the leeward mark is an understanding of the letter and intent of Rule 42. Rule 42.1c emphasizes the point of the Rule by showing that the lead boat is not (even) required to anticipate the establishment of an overlap. Unquestionably, there is more time taken up and wasted in protest meetings on the subject of whether there was, or was not, an overlap established in time than on any other rules violation. Rule 42.1c goes on to state very clearly that, "The onus will be upon the yacht which has been Clear Astern to prove that the Overlap was established in proper time." This means simply that if there is a controversy as to whether or not there was or wasn't a proper overlap and in time, the boat coming up from astern will lose every time unless there is a strong third party witness who testifies to the contrary.

So all of this says to the experienced skipper, while every effort should be made to maneuver for the inside position at the mark, the decision as to whether this can be safely done should be made well in advance of reaching the mark, otherwise DON'T — and this is why it is very seldom that an experienced skipper is ever found at a protest meeting involved in this kind of controversy.

By way of another digression on the subject of "Reaching", the question of reaching hooks is of interest to many of us. Some may have noted this as I did, but at the Nationals at Saybrook two years ago, all boats in the finals used reaching hooks except most of the California boats, and they did not seem to suffer particularly from not using them. From an aerodynamic standpoint there may be little question that opening up the slot of the wind is important, but it may not be as important as, for instance, keeping the boat flat, the weight distribution correct for the condition of wind and seas, or even of more possible importance, keeping the bottom of your pants intact. More on this later.

Birth of a New Regatta

We had 30 Snipes participate in our very first regatta. Two races were sailed Saturday and one on Sunday, with the first race started in 6-7 mph winds and the second one going a little faster as the breeze picked up to 12-14. Sunday's race was a repeat of the Saturday event.

A chicken dinner was served at a Saturday night party and trophies were given out Sunday afternoon.

We decided that we would have a regatta at our club for the first time this year, and thus the Chicago-Land Snipe Championship regatta came into being. And it was quite successful, considering we were novices at such an undertaking and had no reputation to go on from past years, for 30 Snipes participated on September 6-7th with the Crystal Lake YC as host.

Our regatta was so popular that a few of our guests called the following week to suggest it be made an annual affair open to all fleets, and it was most encouraging to us. Also, it proved that many Snipe owners are merely sitting around waiting for someone to start something so they can join in the fun.

Here are the first three winners: (1) Ed Probeck of Chicago; (2) Chuck Greaves of Chicago; (3) Harry Walliser of Crystal Lake. —Wally Brodhead, 9

Wells Wanderings



by Ted Wells

PLUS CA CHANGE, PLUS C'EST LA MEME CHOSE

This is French for don't throw it away - if you keep anything long enough, you will use it again. This outburst is brought on by the fact that I have spent several weekends with an electric sander, un-stiffening a mast that I spent several weekends stiffening up a few years back.

The first attempt at a very flexible mast that came to my attention was in about 1945 when someone showed up at a regatta with a mast that really bent when going to windward - one of the major reasons being that the jib stay intersected the mast about a foot below the sidestay intersection, which induces a lot of bending. There are now limitations on the locations of these intersections, and anyway, shortly after Dacron sails came out, it seemed, with the sails as they were cut then, that masts needed to be stiffened quite a bit, because any particular sail could be carried to a higher wind velocity.

The diameter of the Wells mast, for which SCIRA sells prints, was increased by 1/8" from 2 1/2" to 2 5/8" as a result of popular demand, and I put two large layers of uni-directional fiberglass on my wood mast and stepped it on deck to stiffen it up. It is this gunk that I have been sanding off in the de-stiffening process for several weeks.

I'm not completely convinced that this is necessary or desirable, but some Brazilians named Schmidt and Conrad think so; also some highly successful skippers from the west coast of the U. S. A. I don't believe in criticizing success, and there are times when it is best to join 'em if you can't beat 'em. This I am doing now, but I hope, with discretion. The masts used by the Schmidts and Conrads will stand up in a pretty good breeze I know, as they had no problems at Bendor, and their masts were not new and undoubtedly had been in some really severe conditions. Incidentally, their athwartship dimensions are greater than their fore and aft dimensions (aerodynamicists, take note!) and their chain plates are fairly far back. My first trial of the newly reworked mast came last weekend, with not very conclusive results. (See below.)

REGATTA WEATHER - FROSTBITE TYPE

I'm still not convinced that Frostbite Regattas in December in this part of the country are here to stay, and I'm sure the Central States Sailing Association didn't plan on lousing up the weather for the entire eastern two-thirds of the country by having a regatta at Fort Gibson Lake December 7-8th, but this is what they did.

After last year's Frostbite Fiasco, this one was a big improvement. The weather had been beautiful all Fall; the Western Hills Lodge at Fort Gibson is (except for launching) an ideal place for a regatta. It didn't snow during Saturday's race, and on Sunday this year, we only got our sails hoisted before they fired three guns, and the temperature was at least ten degrees above the 23 degrees in which we went charging around for an hour and a half last year.

Actually, I thought we might luck out on Saturday, but the front went through the ten minute gun. The wind didn't do much in the first race - the only casualties one FD and one M 20 capsized - but it was sufficient to convince me that I may have gone a bit too far in un-stiffening the mast. Of course, I had Steve Taylor crewing for me, and I must say that for a couple of card-carrying Race Committee Chairmen, we were

doing a good job of holding the boat down, and thereby bending the mast. (And winning what turned out to be the only race of the regatta).

There were no Snipe casualties in this race, but one skipper whose name I won't divulge, set some kind of a record. He took about a 100 foot port tack after rounding the last leeward mark, tacked to starboard with some difficulty as the waves were building up, went about 100 feet on the starboard tack, then dived under a couple of waves. He came up with about a foot of water in the boat, went into irons, and drifted backward over 100 feet into the mark, still in irons. At least, that's his story, and he has a DNF to prove it! The only other Snipe casualty was Dave Babcock of Oklahoma City, who was blown over while paddling to the launching ramp with nothing up but the mast. He reports the water was COLD!

A Brief Report of the IYRU Meeting

Robert N. Bavier, Jr., made a report of the 1963 IYRU meeting held in London in November and the following excerpt is taken from his article in the December YACHTING Magazine:

Additional tidying up was made in the Racing Rules which will be definitely changed (as previously planned and announced) for the 1965 racing season. Except for a few rules, there will be very little change in fact from the rules now in effect, which have proven popular the world over. . . . (. . . you can all relax - there will be little new to learn but there will be considerable clarification of rules now hard to understand.)

There was, however, drawn up an expanded interpretation of pumping, which goes into effect immediately and which reads as follows:

"Pumping" sails or "rocking" a yacht are considered to be infringements of Rule 60.

"Pumping" consists of frequent rapid trimming of sails with no particular reference to a change in true or apparent wind direction; to promote planing or surfing, rapid trimming of sails need not be considered 'pumping. "

The purpose of this "Interpretation" of Rule 60 is to prevent "fanning" one's boat around the course by flapping the sail similar to a bird's wing in flight. "Pumping" or frequent, quickly-repeated trimming and releasing of the mainsail to increase propulsion is not allowed and is not "natural action of wind on sails. "

Where surfing or planing conditions exist, however, Rule 60 allows taking advantage of "natural action of water on the hull" through the rapid trimming of sails and adjustment of helm to promote (initiate) surfing or planing.

The test is whether or not the conditions are such that by rapid trimming of sails a boat could be started surfing or planing. A skipper challenged for "pumping" will have to prove, either through the performance of his own boat, or through the performance of other boats, that surfing or planing conditions existed, and that the frequency of his rapid trimming was geared to the irregular or cyclical wave forms rather than to a regular rhythmic pattern.

Note that the "interpretation" refers to "promoting" and not to "maintaining" surfing or planing. Once a boat has started planing or surfing on a particular set of wave forms, from then on she must let natural action of wind and water propel her without further rapid trimming and releasing of the sails.

Rapid trimming when approaching Marks or the Finish or other critical points should be consistent with that which was practiced throughout the leg.

"Ooching" falls in the same category as "pumping. "

He also reported that the Class Policy Committee is pushing its development of a new two-man and a new three-man keel boat. As a result of a Dutch competition, 4 designs for a 2-man boat were chosen from 47 plans submitted and steps are being taken to produce these boats in time for 1964 trials.

Likewise, the three-man keel boat design contest will be conducted in England in time for 1965 trials. It was emphasized that a true skimming dish type was not desired, that trapezes would not be allowed, and adequate ballast to insure a reasonably stiff boat is certainly desired by IYRU.

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Clearwater Yacht Club
Clearwater, Florida.

The 1964 Western Hemisphere Championship

The Oakville Yacht Club at Oakville, Ontario, Canada, has announced that the definite dates for the contest for the Hayward Western Hemisphere Trophy will be August 23 - 29, 1964. The series will be actually raced on these dates, and there will be two days for tune-up races prior on the 21st and 22nd.

This year, two entries from each country are invited to participate, but the defending country (Brasil this year) can have only two entries. Identical fiberglass hulls will be furnished to all participants. These boats are being constructed now by Grampian Marine of Oakville. Entries furnish their own sails. These dates coincide with those of the famed Canadian Exhibition held annually in Toronto. A great chance to attend two fine events.

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by Harold L. Gilreath

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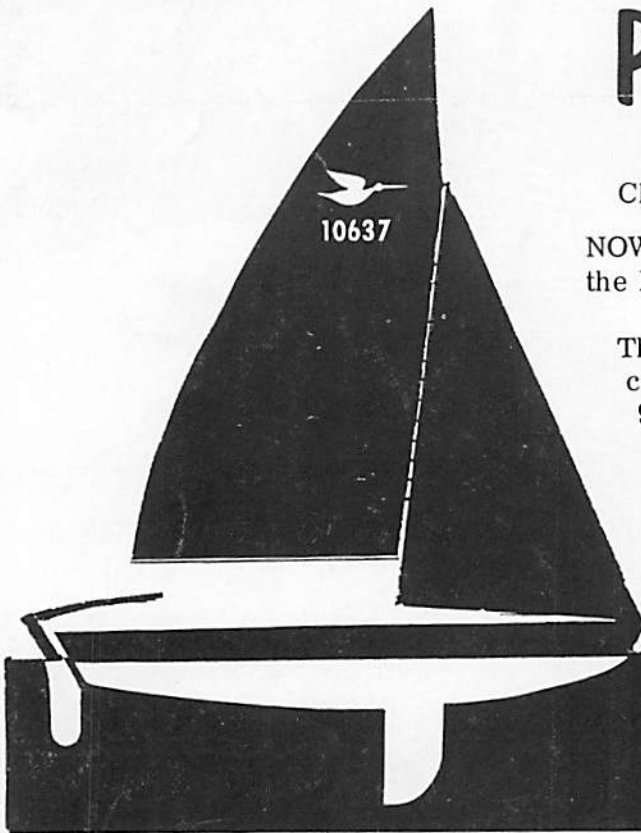
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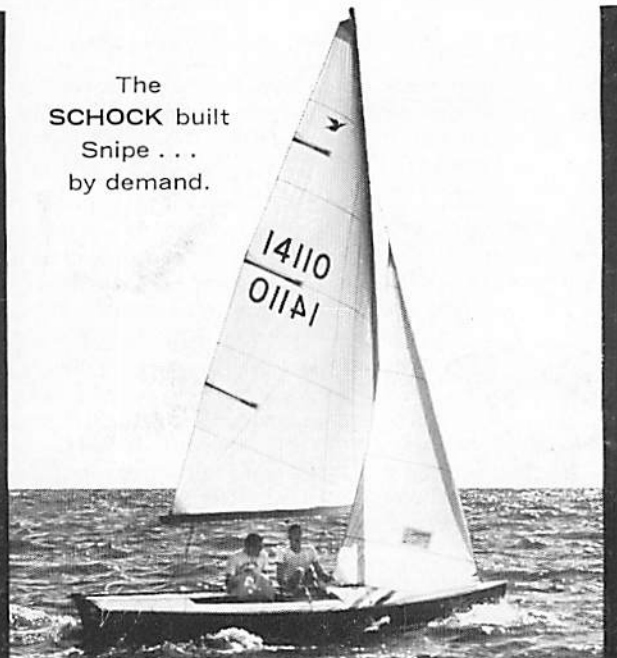
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