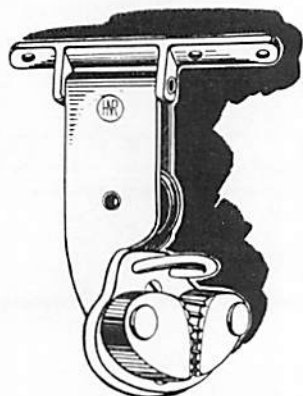


SNIPER BULLETIN



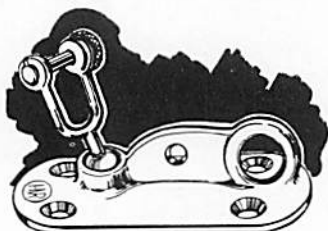
JANUARY 1969



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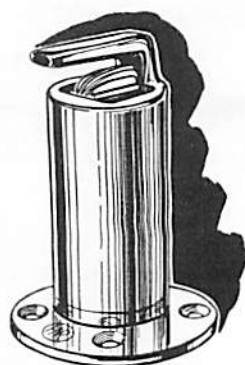
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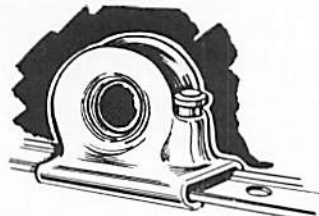


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Made of chrome plated bronze alloy and comes complete with fastenings. Mounts on aft end of centreboard box and takes 5/16" or 3/8" dia. sheet. Weighs 11 ozs., height 3-1/2" with a base dia. of 2-1/2"



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Voice Of The People

SHOULD LIKE THIS ISSUE OF THE BULLETIN, TOO

"I might mention that the October BULLETIN had a picture of Heuston Woods (Acton Lake) of a group of boats in the center of which was mine, with my son standing at the mast and my bald head glistening in the cockpit. I was in the midst of using a metal tape measure to make an adjustment in the rigging for the measurement from the tip of the mast to the transom. Having been in Snipes only a year, I have not seen a good article regarding this and would be interested in this point or in adjusting the mast position by means of the winch and the jib luff cable to change helm.

I am sure you have many more requests for subjects to be covered than material coming in, but I thought I would add mine." — Dr. James R. Guthrie, Richmond, Indiana

THE COUNT OF CARIA, Honorary SCIRA Vice-Commodore

"This letter of mine is long overdue, but I had to travel a lot during the first months of the year and unfortunately your most kind letter of early January was somehow mislaid and filed without answer; my apologies for this.

Please convey to the Board of Governors of the International Snipe Class my warmest thanks for the great honor they conferred upon me when they agreed to elect me as an Honorary Vice-Commodore of the Class.

I feel very happy and grateful for this distinction which I really feel I do not deserve; anything I may have done to help this wonderful class was always a product of my great admiration for the qualities of the boat itself and for the sailors it attracted and welded into the S. C. I. R. A.

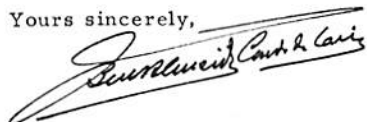
I do hope that in the future a cheaper and more strictly "1 - design" boat, possibly molded, will be chosen and accepted by the class, but anyway please always feel that I have a deep respect for the number of good sailors who enjoy fun and sport in Snipes all over the world.

We are all very proud that we will be organizing the Snipe World Championship in our country in 1969 and feel quite sure that Luanda will be a wonderful place, both in technical conditions and in the social events; I expect to be there possibly as a member of the Organizing Committee and of the Jury.

Renewing my most sincere thanks to all the officers of S. C. I. R. A."

Yours sincerely,

Bernardo Mendes de Almeida
Conde de Caria
Lisboa, 2



GOOD NEWS FROM CHICAGO CORINTHIAN FLEET 579

"As you will observe from the enclosed score sheets, our fleet has suffered a rather severe reduction in number. This is mostly due to people being transferred to other cities rather than to any lack of enthusiasm in the fleet.

We would certainly welcome any leads you might give us to prospective new members. Ordinarily, we are not always able to get dry mooring berths for new members since these are owned by the city of Chicago and there is generally a waiting list for these. However, the city just expanded our dry mooring facilities by some 50 odd additional spaces, and we can almost guarantee any new member the acquisition of one of these.

I can assure you that our facilities are amongst the finest in the country. We share them with one of the best Lightning fleets in the U.S., and all our equipment from club house, to launching facilities, to race courses, etc., is all of top quality.

Anyone who wants to find only the best in one-design racing can find it at our club - the latch-string is out and the hand of welcome and friendship is extended. We invite you to grab this chance to get a place to dock a small boat, so hard to find in a large city."

— Ken Gustafson
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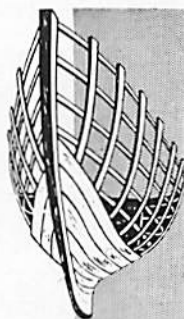
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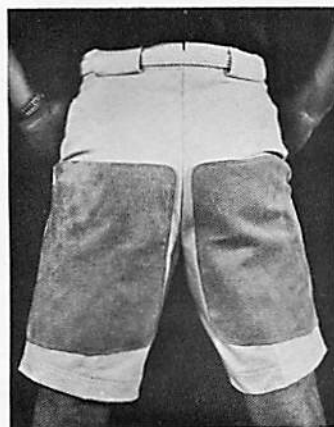
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"AND ONE BOAT FOR ALL" By John Biddle

SNIPES BULLETIN

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

Address all correspondence to:

Snipe Class International Racing Association, Inc.

655 Weber Ave., Akron, Ohio 44303, U. S. A.

Subscription Rates

\$2.00 Per Year.

\$2.00 of the amount of membership dues in SCIRA are paid for a year's subscription to the Snipe BULLETIN.

Forms close on the 10th of the month preceding publication. Material received after that date will not appear until a later date. Printed in the U. S. A. at Akron, Ohio. Second-class postage paid at Akron, Ohio. Contract advertising rates on application. Notify Snipe BULLETIN of change of address, giving both old and new addresses complete with zip code. Allow at least one month.

The Cover

With sails drawing beautifully and boat in perfect balance, the Japanese team of skipper Takao Ninomiya (right in inset picture) and crew Hideo Kawamura display championship form which led to the Western Hemisphere title. Accompanied by the other Japanese team in 17293, they lead Uruguay (12707) and the rest of the fleet as they rush on to victory.

— Florida Yacht Club photo.

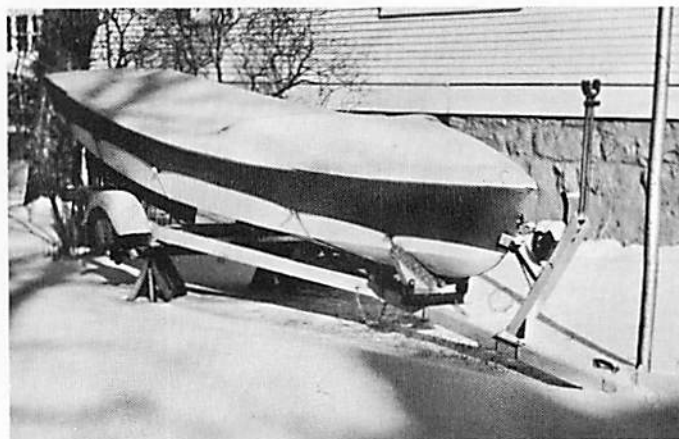
THE SCORE

Numbered SNIPES — 18032

Chartered Fleets — 661

For some reason, the demand for new Snipes in the first quarter of the new fiscal year - Oct., Nov., and Dec., - dropped way down to low tide when the number 33 showed up. That is exactly 44 less than for the same period last year, and we hope it doesn't foretell the future for the rest of the year. But why, after 37 years of steady growth, should we expect 1969 to be any different? Frankly, we don't think it will be!!

(As this is written, a glance out the window shows heavy snow on the ground, big flakes descending, gusty and strong winds, and plenty cold! - so the last sentence above contains bold words, indeed!)



The U.S. topped the list with 23 boats followed by Colombia with another 5; Portugal 3; Portugese West Africa 1; and Canada 1.

No new fleets during the period, BUT

Good news comes from Spain! The Real Club Nautico de la Coruna announces a revival in interest in Snipe sailing and requests that their old Fleet 168 be re-activated. Subsequently, a re-issue of their old Charter 168 has been sent to them - with pleasure - and best wishes for the future!

THE COMMODORE SAYS

The International Snipe Class is fortunate in its wealth of contributors of professional caliber who work for our class and sport. This knowledge and skill come from Sweden and Brazil, from Japan and Canada, and from many people representing other sailors world-wide.

Some real professionals are working on the Snipe BULLETIN Committee, and you will gradually see the results. This publication will try to tell you about areas of your own sailing interest. There will be articles on boat speed, tuning, sails, equipment comparisons, aerodynamics, junior racing, race committee work, rules, tactics, and a variety of other kindred subjects.

A list of the contributing editors will be published, and you can expect to read all the go-fast and go-well ideas each of them has. Let a member of the committee know of your own special interest (See November issue). We will all welcome your suggestions and contributions.

Robert C. Schaeffer, M.D.

New Officers Chosen

VENEZUELA

Dr. Gonzalo Armendariz, President of the Federacion Venezolana de Deportes Nauticos, has notified SCIRA of the resignation of Hans Nienstadt as National Secretary for Venezuela, and that the post is temporarily vacant.

Mr. Nienstadt undertook the introduction of Snipe into the country in 1960 and worked hard over the years to get fleets officially organized with SCIRA recognition. With 4 such groups established, a goal was reached when Venezuela, for the first time, entered big time international competition at the Western Hemisphere Championship Regatta in Jacksonville in October. SCIRA appreciates this pioneer work and hopes the foundation thus laid eventually supports a strong edifice. We wish Mr. Nienstadt success in his continued activities for Snipe as a Snipe sailor while we pat him on the back.

All correspondence to Venezuela should be sent (for the time being) to the doctor at Ave. Orinoco, Quinta Marilu, Las Mercedes, Caracas.

ENGLAND

At a recent meeting of representatives of the Snipe Fleets in England, D. A. Ansell, 60a Turners Rd., Bow, London E 3, was elected National Secretary for a 2-year term of office starting January 1969. He replaces Peter G. Harris, who stepped down after 4 years of devoted service to SCIRA.

Anyone connected with SCIRA who came in contact with Mr. Harris can vouch that he carried out all duties of his official positions with enthusiasm and unbounded energy. The popularity of Snipe in England advanced considerably through his efforts. He never failed to do what he considered best and desirable for the class, and SCIRA is grateful for the many, many services rendered in its behalf. We wish him well in all his future endeavors.

BERMUDA

Notice comes from Bermuda that James Amos, Berry Hill, Paget, has been elected as FC and National Secretary for 1969, succeeding Wayne Soares, who served in 1968. Jimmy represented Bermuda at the Western Hemisphere races last October and is well acquainted with the duties of the office. All mail should be addressed to him in the future.

Attention of all national authorities is called to the fact that SCIRA policy as stated in Section 32 of the Constitution and strongly recommended by the Board of Governors, is for 2-year terms of office beginning January 1st of even-numbered years. Thus coinciding with the printing and issuance of SCIRA rule books (every 2 years), there will always be continuity and no "out-of-date." In order to avoid such confusion, no changes should be made in the above schedule except for justifiable and recognized reasons. The next rule book will be for 1970-71, which means all elections should be held in 1969 for that period.

IYRU vs SCIRA

The following letter, dated December 13, 1968 and signed by Ted A. Wells, Chairman of the SCIRA Rules Committee, was sent to Mr. Nigel Hacking, Secretary of the International Yacht Racing Union of London, England:

"I understand that SCIRA came up for criticism at the I. Y. R. U. meeting in November for failure to keep you informed of its activities.

Actually, no changes were finalized in 1968. I enclose a copy of a letter dated November 20, 1967 with a proposed requirement for increased buoyancy. No final agreement has been reached on this proposal, and the Board of Governors has extended the compliance date to December 31st, 1969.

I also enclose a proposed set of regulations for spinnakers dated March 22, 1968. No comments have been received except from those who do not want spinnakers at all."

The entire subject of increasing the buoyancy of a Snipe was reviewed in detail in the November BULLETIN. Snipe has always been non-sinkable, and when fiberglass and plywood hulls were made, required styrofoam specifications insured that they would be buoyant, too, and these approved buoyancy requirements have been printed in the rule book ever since with compliance mandatory for all hulls. The only question now is to what degree; it is agreed they should be more buoyant to increase the self-rescuing (self-draining, or what have you) features, both for safety and ease of handling when capsized. When decision is made as to the best method of attaining this goal, approval will be sought from all involved authorities.

The spinnaker letter was sent to all sailmakers, National Secretaries, and other persons deemed interested. There is nothing official about these proposals at all; merely issued as a guide-line for experimentation and development, if wanted.

Basic Snipe Sailing Manual

SCIRA is pleased to announce a new addition to its line of publications a 24-page booklet entitled BASIC SNIPE SAILING MANUAL.

Compiled, edited, and copyrighted by Dr. Samuel J. Chapin of Springfield, Illinois, and first printed in 1967, it has been available from him this year, but now SCIRA has taken over the project and will handle the publication and distribution of the Manual exclusively in the future.

It is an excellent little mimeographed manual (6" x 9") intended for the beginning Snipe sailor, crew, and wives. Written by an observing sailor who gathered the necessary information through his own experience, it covers just about everything a neophyte wants to know about Snipe — a glossary of nautical terms with a sketch applicable to Snipe; knots with illustrations; handling the boat (how to step on it and walk around the mast, etc); tacking; running; reaching; jibing; heave-to; capsize; all simplified racing rules; thumb nail tactics; check list; important Snipe measurements (i.e., jib and main sheet specs, etc). Still it is not complicated in any way and anyone should be able to understand every word and page.

It will not conflict in any way with SCIENTIFIC SAILBOAT RACING — the Sniper's "Bible" by Ted Wells which every advanced Sniper should possess, for it is rather classified as preliminary reading before graduating to Ted's more advanced study. It will be fine to use in a spring training or junior program, either alone or in conjunction with our pamphlet Principal Sailing Rules, and the price is low enough to make it within the reach of all — just 75¢ per copy, with a special offer of \$6.00 in lots of 10 only. Get a copy and look it over — you'll like it!

Incidentally, we expect to issue the 14th Revised Edition of Fearon D. Moore's PSR early in 1969. This will all depend on how soon the new rule changes adopted by NAYRU/IYRU in November will be available so the necessary editing can be done. We expect to sell this in conjunction with the NAYRU/IYRU official rule book as in the past. Watch the BULLETIN for further detailed announcements on these publications.

FLASH! FLASH! Dates for the 24th Snipe World Championship Regatta on Luanda Bay, Angola, PWA, will be Nov. 4 to 10, 1969.

Japan Won Western Hemisphere Championship Title

New Brazilian Brother Team Takes Second — Argentina in 3rd Place



THE CHAMPIONS - Takao Ninomiya proudly holds the Hayward Trophy high after it is handed over by Horacio Campi, General Secretary of the Western Hemisphere. Crew Hideo Kawamura holds other awards.



THE RUNNERS-UP - Skipper Edgard Hasselmann and his brother Robinson of Brasilia, Brasil, hold carved wooden prizes.



THIRD PLACE WINNERS - Skipper Luis Orella and his crew Manuel de la Oren of Buenos Aires, Argentina receive their memento prizes from Bud Hook, National Secretary of the United States.

For the first time, Japan headlines the BULLETIN, and the occasion is none other than winning one of the Big Three titles in international Snipe competition - the Western Hemisphere Championship title.

Naturally, the first question is: How come? Well, for two reasons: (1) Japan has sailed in World Championship Regattas for several years, but did not quite fit in geographically with either the European or Western Hemisphere events. So, in 1959 at the WC in Porto Alegre, they requested permission (since there was no organized competition in the Far East), to be considered as a WH country as it was more convenient to make such trips. Permission granted, they entered the 1960 WH Regatta at Buenos Aires and added spice to their inaugural by taking 3rd place.

(2) Their boys have learned how to sail Snipes! From a slow start; isolated from good boats and sails which the rest of the world had; with natural light weight teams; the Japanese have developed expert sailors over the years equipped with their own fine sails (made by O'Hara), and the Japanese Yachting Association sent over 2 of their best teams to represent them. Young men in their early 20s, they know what and how to do it.

24-year old Takao Ninomiya and crew Hideo Kawamura convinced everyone that they could take it when they sailed a 2-1-4-2-6-3 series for 31.4 points after dropping their worst race (8). That was 11.7 points difference between the 2nd place winners, Edgard and Robinson Hasselmann, another brother team from Brasil, who sailed 4-7-1-3-8-2 and dropped a 10th. (By the way, how does Brasil manage to pop up with so many brother teams. We have had the famous Schmidt twins, the Conrads, and Piccolos — now they send 2 teams to this race — the brothers Hasselmann and brothers Pontes! And they are always good, but will it ever end?) Luis Orella of Argentina sailed a fine series, but with a DNF in the 2nd race, his 14th spot in the 6th definitely shoved him down from the top in spite of winning the last race.

A little contest between Brasil (Pontes), the 2 Bahamas teams (Kelly and Siegenthaler), and the U.S. (Elms) developed in the last race for the next places, but when Elms ran into trouble around a mark (DNF) and Siegenthaler took the 10th spot, Pontes and Kelly with 54.7 and 57 finished for 4th and 5th.

This 10th WH Regatta (a biennial event) was organized by the U.S. Snipers with the Florida Yacht Club of Jacksonville as the host club, and a series of 7 races was scheduled from Oct.

20-25. Each country is allowed 2 teams, so 19 champions represented 11 nations, the largest one to assemble. Ralph Conrad of Brasil could not defend his title due to Olympic participation.

20 new fiberglass hulls built by Eugene Lemke Engineering & Boat Co., of Indianapolis and identically equipped, were furnished by the U.S. hosts, so drawings for boats between races were not necessary as all were equal from the start. Each contestant had to furnish his own sails.

Modified Olympic courses were sailed on the St. Johns River in front of the club on the outskirts of the city. Running north from central Florida to the ocean, the river is as much as 4 miles wide with plenty of room to lay out good courses. The water is brackish, but with not much current or tide, but it did contain large patches of "weeds" or floating haycynth beds which had been torn loose by recent heavy rains and flood waters. A natural hazard for all.

Winds were light to moderate from Monday to Friday, with the heaviest weather during the Sunday tune-up races (won by Elms) and the Secretaries' Swan Song event Friday afternoon (won by Horacio Campi) when winds were from 20-28 mph for both events. With Hurricane Gladys passing through Friday night, weather was unpredictable, and winds were lighter than desired, shifting day after day from east to west and back again similar to lake sailing with no large waves or heavy slop.

1st RACE - Since the usual pattern is for winds to come up about 11 A.M., it was decided to run 2 races each day back-to-back, with lunch boxes provided for intermissions. So, on Monday, the initial race got away in 12-15 mph winds. In the lead, the 2 Bahamas boats went off to port; Elms down the middle; and Brasil (Hasselmann) in to shore on starboard. At the reaching mark, only Hasselmann was visible behind Orella (Argentina) and Garcia (Uruguay). Kelly and Elms were 10 and 11. At the 2nd ww, Kelly had moved up to 3rd and Elms 7th. This order held until Garcia passed Orella on the home beat. Kelly took a DNF as Elms replaced him in 3rd, followed by Hasselmann and Miguel Casellas of Puerto Rico.

2nd RACE - Shortly after, in diminishing winds of 8-10 mph. This was all Kelly as he got on the right track to lead all the way around. Japan (Ninomiya) and Elms chased him all the way, but as winds went up to 14, Kelly showed increasing open water. At the finish, it was Ninomiya in 2nd, Warfield (U.S.) 3rd (he



THE OPENING CEREMONY was held Sunday evening around the dance floor on the waterfront lawn in front of the clubhouse to the strains of martial music from a navy band. National flags were held by decorative Luffmates in front of the entrants as they were introduced under the flag pole dressed with appropriate flags and burgees.

moved up from 8 in 2 legs); Canada (Richards) 4th, and Dates (Argentina) 5th. Orella took a DNF here.

3rd RACE - Tuesday: Winds continue to lighten, 5-8 and very shifty. Japan now demonstrated her strength by taking the lead over Siegenthaler (Bahamas) by 38 seconds at the first ww mark and held it all around the course as both boats ran away from the rest of the fleet. At the 2nd ww mark, Siegenthaler in turn was 60 seconds ahead of Orella, Elms, and Kelly. The race ended in that order.

4th RACE - Still light 5-6, but increasing to 8-18 before the finish. This was Brasil - Japan Day! Good start with Elms leading one group to land on starboard; all others to port, except 4 Japanese and Brasil boats down the middle - and they were smart! At the reaching mark, it was Hasselmann, Tada (2nd Japanese boat), Pontes, Ninomiya, and Orella. At the 2nd ww, the order remained, and Elms had worked up to 10th. The fleet was strung out for the entire length of the run, and at the finish the only change was Puerto Rico replacing Orella for 5th.

5th RACE - Wednesday: The only one scheduled and started late in the P.M. in very shifty 8-10 mph winds. This looked like Bahamas - Brazil Day, for Kelly, Hasselmann, Siegenthaler, and Pontes led the way around the triangle while Ninomiya was way back in 14th after his worst start of the series. But on the 4th and ww leg, things started to change as he turned on the gas. Pontes tacked his way into the lead; Elms dropped from 6th to 12th; Ninomiya tacked clear up to 3rd behind Kelly. Pontes held his nice lead to finish 1st; Japan, still on the move, 2nd; Hasselmann 3rd, followed by Orella and Kelly.

At this point, Ninomiya and Hasselmann were the only ones without a bad race or sure throw-out, and odds were all for Japan taking the series. Hasselmann had a shot at the title, but would have to sail two near-perfect races while Ninomiya fell away from his week's form. While rough weather on Thursday could be a very large and deciding factor, it still didn't figure to happen. Orella, Kelly, Elms, and Pontes followed in overall standings with all positions up for grabs. Again, anything could happen in the last 2 races to upset.

6th RACE - Thursday: Delayed by lack of wind, finally started late in 6-8 breezes. Tada, Kelly, and Ninomiya led around the triangle, but on the 2nd ww a flat calm preceding a thunderstorm descended. After much rain, lightning, low visibility, clearing showed a change in the spread-out fleet formation with Siegenthaler now in 1st; Pontes 2nd; Elms 3rd; then Richards and Kelly on the finish line. Elms and Kelly

thus improved their positions overall for they beat Ninomiya in 6th, and he was still ahead of Hasselmann in 8th place. Due to the lateness of the hour and little wind in the aftermath of the storm, the 7th and final race was carried over to Friday morning, the make-up day. This 6th race was protested due to changing of a mark plus storm conditions, but the protest was eventually disallowed.

7th RACE - Friday A.M. This became the crucial race, for standings now were Japan 25.7, Hasselmann and Pontes 30.7 each, Elms 46.1, and Kelly 47. Japan had to stick close to the Brazilians, Winds were the best of the week, up to 12-16 and fairly steady as they increased. All got good starts, especially Orella who took the lead and held it to the finish by a large margin. Ninomiya was way back, in 8th at the triangle, while Dates was 2nd and Kelly 3rd. At the start of the run, Ninomiya had moved up to 5th and in the last beat, moved on up to 3rd, finishing right behind Hasselmann, who had sailed a nice 2nd. Again, Ninomiya had pulled his chestnuts out of the fire with a brilliant performance. Kelly was pushed back to 5th place by Poulsen (Canada), while Elms took a DNF.

Thus Japan gained a well-deserved victory with a record of consistent comebacks after bad starts. The two Brazilian teams did as expected, putting up their characteristic hard fight for the top, and Orella of Argentina just missed higher rating when he got a 14th spot in the 6th race which he could not discard due to an early DNF. It is interesting to note that no one won more than one first place - 7 races, 7 winners.

Trophies and honors were awarded Friday night. The Florida YC with Billy McQuaid general chairman, spared nothing in its efforts to make this a memorable week of racing and the farewell occasion one never to be forgotten by those who had travelled so far and experienced famed Southern Hospitality at its best. U.S. Snipers will be extremely grateful to these fine hosts for the interest, friendship, and generosity given so freely.

Final Results - 12th WESTERN HEMISPHERE CHAMPIONSHIP REGATTA - Jacksonville, Florida - Oct. 20-25, 1968.

BOAT	COUNTRY	SKIPPER	CREW	RACE:	1	2	3	4	5	6	7	Pts.	6-of-7	Fin
J-17293	Japan	Takao Ninomiya	Hideo Kawamura	X	2	1	4	2	6	3		45.4	31.4	
BL-14002	Brazil	Edgard Hasselmann	Robinson Hasselmann	4	7	10	1	3	8	2		59.7	43.7	2
A-15378	Argentina	Luis Orella	Manuel De La Orden	2	DNF	3	6	4	14	1		73.4	48.4	3
BT-15235	Brazil	Cristiano Pontes	Jose Pontes	10	10	11	3	1	2	8		71.7	54.7	4
BA-16488	Bahamas	Basil Kelly	Pedro Wassitsch	DNF	1	5	8	5	7	5		82	57	5
US-17471	United States	Earl Elms	Jon Wegand	3	6	4	10	9	3	DNF		87.1	61.1	6
BA-13159	Bahamas	Pierre Siegenthaler	Colin Callender	13	9	2	15	6	1	10		86.7	64.7	7
A-15386	Argentina	Pedro Dates	Fernando De Aldocoa	12	5	7	7	10	5	6		91.7	73.7	8
US-16617	United States	Jim Warfield	Cort Willmott	6	3	8	15	11	11	7		97.4	78.4	9
KC-10547	Canada	Howard Richards	Peter Baillie	11	4	9	15	14	4	9		104	83	10
J-17280	Japan	Hiroshi Tada	Shigeru Esaka	7	12	DNF	2	13	9	11		110	85	11
PR-15060	Puerto Rico	Miguel Casellas	Jaime Otero	5	DNF	13	5	7	10	12		111	86	12
U-14777	Uruguay	Noracio Garcia	Federico Latourrette	1	DNF	12	9	8	15	15		114	89	13
KC-13479	Canada	Bent Poulsen	Edward Crook	14	11	6	12	15	13	4		114.7	93.7	14
KR-10507	Bermuda	Richard Todd	James Amos	9	14	14	14	12	16	13		134	112	15
V-16828	Venezuela	Dr. Victor Ruesta	Dr. Terry Timas	15	8	15	DNF	DNF	12	14		144	119	16
U-12707	Uruguay	Ricardo Mignone	Rodolfo Hernandez	16	13	16	11	DNF	17	DNF		155	128	17
CB-15503	Colombia	Daniel Moreno	Mario Fallace	17	DNF	17	17	16	19	17		166	139	18
CB-17313	Colombia	Lorenzo Depascale	Pat Collins	DNF	DNF	18	18	DNF	18	16		169	144	19

RACING TACTICS: TUNING A SNIPE

Featuring

MAST RAKE, SHROUD TIGHTNESS, and MAST BEND

(The two articles under this heading are the first of what is planned to be a regular feature of each issue of the BULLETIN in the future. Written by two outstanding sailors, they give 2 viewpoints on the same subject. - Ed.)

Earl Elms

29-year old Earl Elms, sailmaker and owner of his company by the same name, is a native of California. Born in San Diego, he still lives there with his wife, Susan.

He started sailing at the age of ten, and got into Snipe in 1964. He has also sailed Flying Dutchman, Finn, and Contender.

His sailing honors are quite lengthy, starting with Sabot Jr. Championships in 1955-56-57. Then he was International Penguin Champ in 1963; U.S. National Snipe Champ (3 times) in 66-67-68. Midwinter Champ-67; FD District Champ 64-68; 2nd 1967 World Snipe Championship. Snipe District 6 Champ 66-67-68; 2nd O'Day Cup Series 1964. Quite a record!



O'Day Cup Series 1964. Quite a record!

By Earl Elms

I was asked to write an article on my experiences and ideas on how to tune a Snipe as far as the mast rigging is concerned.

For the past three years I have done most of my sailing with a Proctor E section aluminum mast. I use the E section because it is dependable and predictable while also being very flexible when rigged right. I do not know of any of these masts that have broken without first a failure to some other important part of the rig such as shrouds, spreaders, mast step, or chain plates. I also like the size of the mast, as it is smaller than a satisfactory wooden mast. The halyards are enclosed in the groove so they do not cut hard spots in the main when the mast is bent quite a bit. The spreaders do create windage, but I think they help enough on the off-wind legs to more than compensate. They hold the mast in column and allow you to put the right amount of vang on without bending the mast sideways, thereby keeping the sails full with a slightly tightened leech, which helps on reaches and runs.

Although I am writing about the Proctor E mast, I believe you can do the same things with a wooden mast, if you are the type of person who likes to experiment.

Now that I have explained why I use the Proctor E mast, I will try to explain how I set it up in the boat and how to control it. First, I prefer the mast at the most extreme forward position allowed by the rules which is 60" from the bow to the center of the mast at the deck line. Some skippers believe it is best further aft. I have tried it and believe the boat picks up too much helm when the wind freshens. It might be a little better in light air, but I always keep mine forward. I believe it is best for most conditions.

I also keep the jibstay as far forward as the rules allow which is 11" from the bow. My mast is keel stepped and passes through a hole in the deck that is 2 3/4" wide. I used to use various mast blocks in front of the mast at the deck line to control the bend of the mast. These blocks are hard to remove or insert when the wind is up, so now I have rigged a puller arrangement on my boat to replace the mast blocks. I place the chain plates 80 1/2" back from the bow and 4" in from the side. This is important, because it acts in conjunction with the spreader length to control the mast bend. My spreaders are 17" long and are set with a distance of 20" between the tips when they are raked back. I use wooden blocks to stop the spreaders from swinging too far back, but they should be free to swing forward.

As far as mast rake and shroud tightness are concerned, I think it will be easiest to give you the dimensions and procedures I use for setting up my Snipe. Rig the jib on the boat

and hoist it up. Take a 25' measuring tape and attach the end of it to the main halyard shackle. Pull the tape up the mast and put the main halyard in the normal locked position. Pull the mast aft until the jib luff wire becomes taut. Adjustments to your jib stay length might be necessary so that the load is on the jib luff wire. Measure the distance from the end of the halyard to the center of your transom. If the transom has a 1" crown, the distance should be 21'11". If the crown is more or less than the 1", respective adjustments of the length of 21'11" will be necessary. Now pull the mast forward until both side shrouds are tight. Measuring the same way the distance should now be 22'8".

Now that you have the boat rigged so that you can control the mast bend, the big problem is to get the right sail shape for the amount of wind, the roughness of water, and the amount of crew weight you are carrying. You do this by either increasing or decreasing the bend in the mast. Some sails are built especially for light air and will not take mast bend, so it is necessary to hold the mast as straight as possible. When the weather becomes extreme it becomes almost impossible to keep the mast straight, so the effectiveness of these mains is cut down. On the other hand some mains are built to take mast bend. These sails are not as effective in lighter air because they require some mast bend to get the right shape. But in winds of 10 and above, these sails seem to be more effective because the sail shape can be controlled with mast bend. For instance, if you are sailing in rough water with quite a bit of crew weight, you will want to develop a little more power to carry you through the swells. To do this, it will be necessary to straighten the mast a little, which will make the sail fuller and tighten the leech, giving you more power. But if the crew weight is lighter or the water is smoother, not quite so much power is necessary to keep the boat going at its best speed. Then it would be desirable to bend the mast more, which flattens the sail and lets you point higher while not really giving away boat speed.

Since the wind and sea conditions will often change during a race, it is advisable for a skipper to find the various combinations which make his Snipe perform best under the different conditions. You might start a race with your boat setup one way and finish with the mast blocks changed considerably from the start. It is very important to keep the right sail shape for the varying conditions, and if you can do this throughout the race, you will finish near the top of the fleet.



Seavy and his lightweight crew.

Francis Seavy is another name well-known to Snipers over the last 25 years. Francis, now in the boat business in both construction and sales in Clearwater, Florida, lives there with his wife, Naomi. Born in 1921, he started sailing in 1933 and got into Snipe in 1940. He has also participated in Ocean and Class Racing; Flying Dutchman, Thistle, and Windmill.

He has represented the U.S. in the 1951 SCIRA World and 1966 Western Hemisphere Championship Regattas; 1951 U.S. National Champ; District 4 Champ 1957-58 -63-64-65-68; Midwinter Champ 1953-56-58-60-63-66-68; sailed SCIRA Snipe in Yachting's One-of-a-Kind Regatta in 1959 -63-66. A venerable record, indeed!

By Francis Seavy

MAST RAKE

Mast rake controls weather helm. The more rake - the more weather helm. This is when using a fairly stiff mast. I have been using an aluminum Proctor E section for about 8 years. Charlie Morgan and I decided to get this mast after seeing Ted Wells use the E section in 1961.

This mast bends quite easily and flattens the main, making it much easier to hold the boat flat in heavier air. Now, because the boat is held flat, there is no weather helm to speak of.

To get a normal amount of weather helm, I rake my mast aft quite a bit. It measured from the top stripe to the transom corner 21'4". It is very important to hold the boat as flat as possible in heavy airs. When heeling, the lee chine produces weather helm. I think the mast should be 60 or 61 inches from the bow. This lets you use more rake, which I think is desirable.

SHROUD TIGHTNESS

When using a wood mast, I think Ted's old measurement of 13" of slack is about right in the lee shroud with the weather and jib stays tight. This is with a large hole in the deck for the mast when stepped on the keel.

Now with the aluminum mast, I use a mast hole 2 5/8" wide by 6" long. The lee side of the mast hits the side of the narrow mast hole, making the mast bend to weather about midway, opening the slot between the jib and main allowing more air to pass through. I think without the spreader the shroud tightness would be about the same, but the spreader takes up about half the slack. My lee stay has about 9" slack with the weather and jib stay tight. I also think the jib luff should be a bit tighter than the jib stay. I have a crank arrangement on my centerboard well that the jib halyard is attached to by a ball swage on the jib halyard to a halyard hook on the crank. This lets me keep my jib luff tighter than the jib stay and also lets me control the rake.

MAST BEND

I think it is very important in air over 10 mph to have a bendy mast. Most mains are cut for bendy masts these days, and this and the mast bend have made it much easier to hold the boat flat in heavy air. For example, I had a 115 lb. crew this past Nationals, and I think we were holding the boat down as well as the skippers with much heavier crews. This less weight on the reaches really helps.

Mast bend can be controlled on the aluminum mast with spreaders by putting blocks on the aft side of the spreaders

so when the mast bends forward, the blocks come in contact with the mast; thus the spreader holds back, limiting the bend. I have seen some aluminum masts without the spreader blocks go quite out of control in heavy weather. The size of the blocks regulates the amount of bend. I started out with my spreaders about 25 inches. When both are pulled back, this measured from tip-to-tip of spreaders. I have since kept cutting down on the contact point until I have about 21 inches now. This seems about right for my mast, which is a little stiffer than the new ones.

The bend can also be controlled by chocking in front of the mast at the deck. This must be used with caution with the wood mast. I have broken two wood masts by forgetting to remove the chocks on the run.

Another way to help control mast bend on wood masts is with the traveler. By pushing forward and by putting the main sheet block out as far as possible on the end of your boom. This will force bend the mast. Now, by moving the main sheet block forward, this tends to pull back, keeping the mast from bending too much. This can be done by putting a track about 12" long on the bottom aft end of the boom. Then you can adjust the position to suit the wind conditions.

I hope I haven't confused too many people with all this. Its easy to talk about a Snipe, but writing about it is something else.

JUNIOR CONTEST - For the 3rd year, YACHTING announces an article contests for Junior sailors under 18. They should be about 1,000-1,500 words long and concerned with some phase of your sailing experiences and activity. Subject matter can vary, but it must be your own work and of interest to others your age.

Neatly typed, double spaced manuscripts may include photos and drawings. Complete detailed personal information must be given with deadline of April 15th. Both cash and fine prizes go to winners - write for details to YACHTING, Junior Yachting Contest, 50 W. 44th St., New York, NY 10036. (We can think of several junior Snipers who should enter this - Ed.)

SNIPES WINTER RACING CIRCUIT

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Royal Nassau SC, Nassau, Bahamas - Montagu Bay
2. SCIRA DON Q RUM KEG SERIES
Mar. 8-9. 5 races if conditions permit
Coconut Grove SC, Miami, Florida - Biscayne Bay
3. SCIRA MID-WINTER SNIPES CHAMPIONSHIPS
Mar. 11 - 14. 6 races with 1 throw-out.
Clearwater YC, Clearwater, FL - Gulf of Mexico

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

The first 10 skippers to register for the Nassau Series will get free round-trip transportation for their boats.

FOR FURTHER INFORMATION, CONTACT:

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

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

Winter Seminars Help Build Fleet

By ALAN LEVINSON



Another name famous in SCIRA history is Alan (Buzz) Levinson, member of Fleet 409 at Indianapolis. Buzz is a retail merchant and helps manage the family business of 4 mens' stores. He and his wife, Winifred, have 4 children - Frank 15, Mary 14, Carl 12, and Paul 9.

Started sailing Snipe 1829 when he was 12-years old on Lake Wawasee in 1938. Tried other boats, but always comes back to Snipe. Sailed Flying Dutchman in Olympic Trials 1964. 2nd U.S. Nationals 1966-1967; 2nd Pan-American Games 1967; District 3 Champ 1947-54-55-63. Was U.S. crew in 1959-61-64 World and 1960 Western Hemisphere Championships.

Buzz has worked his way up through many SCIRA offices to Commodore in 1959. Still active on many committees and various odd assignments. A real dedicated Sniper!

Which would you enjoy the most -- qualifying for the Heinzlering Series at the Nationals -- or winning the fleet championship? If your answer was "both, of course!" -- it means you sail in a strong fleet and enjoy good competition at home. If your answer was "the Nationals", then it probably means that your home fleet is not what it should be, competitively speaking.

Building a good fleet is worth the effort, because most Snipers race at least 50% of the time in their home fleet. After all we're sailors for the fun we get out of it and the fun increases as the numbers grow and the competition gets tougher.

The time to start building your fleet is in the winter or off season. I realize it is a big country, and some more fortunate Snipers sail year round -- mainly California and Florida. But to most of us unfortunates, winter means no activity. At

winter meetings, plans can be made to organize the next sailing season so that everyone can have the most fun and best competition.

Rules discussions are always good for winter meetings, and they should be accompanied by model boats, buoys, and wind direction indicators, all large enough to spread on the floor and be seen by spectators seated around the room. Making the model boat with movable booms (so they can be tacked) also helps. Just start on the fundamentals and proceed and you'll be amazed at how soon the discussion opens up. It is surprising how some skippers will hand back at the start because of fear of getting in the way of some noisy "hot dog" and not realize how much they penalize themselves.

Another important item for the winter fleet meeting is drawing up a schedule for the following season. Nearby Sanctioned Regattas usually hurt attendance in fleet races, so possibly schedules can be made lighter at those times.

It is important for the better skippers in the fleet to help the new and more inexperienced skippers. This can be done by lectures and meetings, but the best way is on the water. Race schedules should allow for this.

Here are some ideas we have tried at Indianapolis:

(1) Organize a B fleet based on last years standings. Both fleets race together, but receive separate trophies at the end of the season. Also once or twice a season have a B fleet regatta with A fleet skippers either crewing or running the races. (With hardware of course!)

(2) Have trade-about races when the top skippers trade boats with other skippers. This can be done perhaps on some evening or after the regular races. Lots of things happen in these events, at least that has been our experience. I'll leave that to your imagination, -- suffice it to say it is very interesting.

Plan your winter meetings carefully and you'll be surprised how enthusiasm builds and competition will improve. The BULLETIN would welcome ideas from readers about building strong fleets.

CHAMPIONSHIP VICTORIES

68 EUROPEAN CHAMPIONSHIPS (Izmir, Turkey) 1st-2nd-3rd

68 MIDWINTER CHAMPIONSHIPS (Clearwater) 1st-2nd-4th

68 UNITED STATES NATIONALS 1st-2nd-5th

67 WORLD CHAMPIONSHIPS 3 OF TOP 5

NATIONAL CHAMPIONSHIPS

68 PUERTO RICO

68 YUGOSLAVIA

68 BELGIUM

68 BAHAMA

68 CANADA

68 SWEDEN

68 FRANCE

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John and Judy Call Top Riff-Raffers



GOOD LOOKING BUNCH OF SNIPE SAILORS - (Top 1. to r.) Tom Townsend, Berkeley Duck, Jim Menzies, winner John Call and wife Judy, Noel Harris, Kathy Schmidt, Don Hite, and Mark Schoenberger. (Kneeling 1. to r.) Sandy Rowland, Bob Rowland, Dave Schmidt, Jim Richter, and Paul Zent. (Top 10)

The 1968 Riff-Raff Regatta held on Cowan Lake attracted 47 entries, the largest field in the history of the event, representing 10 fleets from Ohio, Indiana, Michigan, Maryland and Georgia.

John Call, with his wife, Judy, finished with a 1-5-1 for a clear cut victory. The Calls were joined by a fellow Hoosier, Dave Schmidt, to finish second for the out-of-staters, third being captured by a local fleet member, Bob Rowland.

Moderate and highly variable winds (8-10 knots) provided good sailing under clear and sunny skies for both Saturday contests. Saturday evening's dinner was held at the Cowan Lake Sailing Association Club House, featuring unlimited liquid refreshments, steaks to your liking, and informal attire.

The following morning saw a continuance of light-variable winds hovering around 5 - 8 knots for the first three legs, only to be freshened by a passing thunderstorm boosting the final race to a wet and rapid finish. — Rex E. Ely

Final Results - RIFF-RAFF REGATTA - June 15-16, 1968

BOAT	SKIPPER	CLUB	Races	1	2	3	Pts.	Fin.
17422	John Call	Indianapolis		1	5	1	6	1
16729	Dave Schmidt	Indianapolis		9	2	5	28	2
17910	Bob Rowland	Cowan Lake, O		15	1	4	29	3
15008	Jim Richter	Indianapolis		3	8	8	34	4
16734	M. Schoenberger	Cowan, O		6	4	9	35	5
16596	Berkeley Duck	Indianapolis		14	3	7	39	6
17556	Don Hite	Lake Angelus,		19	6	2	40	7
16856	Tom Townsend	Indianapolis		2	7	23	45	8
16797	Paul Zent	Indianapolis		7	14	10	49	9
15040	Jim Menzies	Cowan, O		4	20	12	52	10

Penny Simmons Wins in Bermuda

National Championship Regattas in Bermuda usually provide a lot of first-class competition between a small group of hard-bitten sailors who are out for blood and spare no holds. Once the gun is fired, all friendship ceases and winning the coveted title (with good sportsmanship) is the goal of every entry.

And so it was this year, when younger Snipers tried to keep the honor from perennial-winning Penny Simmons. But to no avail!

The first 2 races were held in light winds, resulting in some of the closest finishes ever seen in local championship sailing. In the first race, the top 5 Snipes crossed the line in less than a minute. The second race was even closer with the first 7 crossing the finish line under 40 seconds. The leading team after these races were Wayne and Gary Soares.

Our next two races were sailed in moderate breezes and

saw Penny Simmons regain his master touch by winning both races and taking over the lead going into the final 3 races.

Conrad and Bobby Soares, sailing their Snipe REBEL, came roaring back to win the 5th and 6th races in beautiful style, thus setting the stage for a dramatic head-to-head duel with Penny Simmons.

However, a broken stop watch proved Conrad's undoing when he judged himself early for a lee end start and decided to gybe and take the fleet's stern, thus enabling Penny to take command. This most important race saw Conrad work up from bottom position to 2nd place. However, Penny was covering like a blanket and held on to win the race and with it, his 12th National Championship title. — Wayne E. Soares

45 Snipes in Chicago Regatta

WON BY 15-YEAR OLD FRANK LEVINSON OF INDIANAPOLIS



45 boats from 7 states competed in the 4th annual Chicago Burnham Park YC Indian Summer Regatta. Frank Levinson (Buzz's son) won the event easily, followed by Bud Leonard of Diamond Lake, Michigan, and Dr. Lee Kellerhouse of Chicago. The 1st place 20 lb. "Ships Block" trophy returns to Indianapolis for the second time. Dan Wesselhoft of Peoria, IL, won in 1965, Gene Lemke of Indianapolis in 1966, Jerry Jenkins of Detroit, MI, in 1967. At least, it has covered a lot of territory away from home.

One 7 mile and two 4 mile races were sailed on an equilateral triangle with 1 mile legs. Dinner and a party followed Saturday's racing.

Young Levinson solved the regatta Championship with 1-1-1, but the overriding and undecided question is: Will the small lake sailors be able to handle a northeaster of 18-22 mph with 4 to 5 ft. waves? After four years of relatively gentle shore breezes, the question is still to be solved. The local boys of Chicago Fleet 86 say, "Maybe Next Year!" — Bob Sheldon.

Final Results - INDIAN SUMMER REGATTA - Sept. 14-15, 1968

SKIPPER (Top 25)	CLUB	Races	1	2	3	Pts.	Fin.
F. Levinson	Indianapolis, IN		1	1	1	0	1
P. Leonard	Diamond Lake, MI		2	4	2	14	2
L. Kellerhouse	Burnham Park, IL		3	7	3	24.4	3
P. Nieman	Burnham Park, IL		13	2	4	30	4
W. Broadhead	Crystal Lake, IL		4	16	7	43	5
G. Andron	Burnham Park, IL		17	5	6	44.7	6
R. Deng	Burnham Park, IL		11	11	8	48	7
F. Pontious	Diamond Lake, MI		15	6	11	49.7	8
D. Hite	Lake Angelus, MI		18	9	9	55	9
D. Campion	Burnham Park, IL		6	17	15	55.7	10
E. Probeck	Burnham Park, IL		5	3	dnf	56.7	11
E. Troeger	Birch Lake, MI		29	8	12	67	12
C. Ellery	Crescent Sail, MI		20	15	14	67	13
H. Schmid	LaCrosse, WI		22	18	11	69	14
K. Gustafson	Corinthian, IL		8	22	21	69	15
D. VerHalen	Burnham Park, IL		23	13	17	71	16
I. Palm-Leis	Decatur, IL		16	27	13	74	17
E. Huff	Burnham Park, IL		26	14	16	74	18
B. Sheldon	Burnham Park, IL		9	26	23	76	19
G. Stickler	LaCrosse, WI		28	21	12	79	20
J. Call	Indianapolis, IN		32	25	5	80	21
R. Blomquist	Cowan Lake, OH		10	12	dns	86	22
R. Knight	Diamond Lake, MI		30	19	20	87	23
C. Wright	Houston Woods, OH		12	29	29	88	24
H. Trescher	Eagle Lake, MI		25	24	26	93	25



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Meeting of the National Secretaries of the Western Hemisphere



National Secretaries (or their representatives) from Argentina, Bahamas, Bermuda, Brazil, Canada, Colombia, Japan, Puerto Rico, Uruguay, United States, and Venezuela plus Chr. of the Rules Committee Ted Wells, Executive Secretary Birney Mills, and Past Commodore Alan Levinson were in attendance at the biennial meeting of the Western Hemisphere Secretaries held at the Florida Yacht Club, Jacksonville, Florida at 9:00 A.M. Wednesday, October 23, 1968.

General Secretary of the Western Hemisphere Horacio A. Campi of Argentina presided.

A letter from Commodore Schaeffer welcoming the SCIRA officials, and expressing his great regret at his inability to be there in person was read. He wished them fair winds and good sailing.

Minutes of the last meeting in Montevideo, Uruguay, in 1966 were accepted as read. Appropriate paragraphs of the meeting of the National Secretaries at Nassau in 1967 were also reviewed. Ensuing discussion are summarized below:

OLYMPICS

Chr. Basil Kelly of the Olympics Committee read Dr. Schaeffer's letter of Sept. 15 to the IYRU advising them that the Snipe Class does not contemplate sponsoring or endorsing any other boat for any reason. The IYRU reply of Sept. 25th stated that they were very sorry to hear of the decision reached, especially as they understood the Board had not so far seen the new boat proposed as a substitute for Snipe, but they would respect the decision.

Kelly stated that the Committee had not been overactive during the past year, as they had reached the conclusion there was little chance of getting Snipe into the Olympics under the present set-up and with a "B" classification.

However, he did feel that IYRU probably wanted SCIRA to sponsor another boat and that over-eagerness to reach that goal resulted in the development of a substitute for Snipe in England. But even then, it had no chance for the Olympics, as it was an untried and totally unproven boat with no worldwide acceptance or distribution. Test so far revealed no outstanding performances and the best it had done (to his knowledge) with close competition with other classes was 8th place.

Considerable discussion resulted with Canada strongly advocating spending more time and thought on the proven boat we already have. Puerto Rico pointed out that Snipe was a developing boat for good sailors and fitted the needs of small countries especially well. The English boat sailed at Freeport, Bahamas, resembled a lightweight dinghy more like the FD Jr. than a Snipe. It was an unanimous opinion that Dr. Schaeffer's letter and Kelly's remarks be strongly endorsed as moved by the United States, seconded by Canada. Passed.

OLYMPIC COMMITTEE

In view of the present situation, the question of whether or not an official SCIRA Olympic Committee was necessary was raised. It was decided that the committee should not be abolished; that it was desirable to maintain such relations with IYRU on a permanent basis. It was recommended that Commodore Schaeffer appoint a new committee; advise IYRU of its members; impress upon them that Snipe was still interested in moving up into their "A" classification; and still very much desirous of getting into the Olympics at the earliest opportunity.

So moved by Kelly, seconded by Hook. Passed unanimously.

SPINNAKER

Secretary Mills reported that practically no important favorable comments on the adoption of a spinnaker to Snipe had been received over the past year. None developed at this meeting. After a few remarks, it was felt that it was a matter to be dealt with by SCIRA National Authorities for the time being in accordance with experiment and demand in their own country. The subject evoked little enthusiasm or discussion.

SELF-RESCUING

The phrase implies characteristics which permit the boat to capsize and then come back up ready to sail away. Self-draining is more definitive of the 3 types of self-rescuing now acceptable. Puerto Rico requested that all requirements, including conversion of existing boats, be up-dated, and affirmation was voted in extending the mandatory date to January 1970.

NEW BUSINESS

Horacio Campi proposed that an official template be prescribed and required for measuring the stem. No action taken.

BOAT EQUIPMENT

Canada made a strong objection to the tendency for entrants to make voluntary changes in the equipment of boats used in the regatta. The Deed of Gift explicitly states the policy, and the equipment should be itemized and standardized in writing, as it is now. There should be no question as to what can or can not be used; must be spelled out and clarified before the regatta and all entrants notified before departure from home so there will be no "why?" and "why not?" questions at the skippers meeting. One step leads to another, and pretty soon there is general chaos with defeat of the stated policy of all boats and equipment exactly alike for all entrants.

Brasil suggested that the specifications of the Measurement Data Sheet should have precedent over the Deed of Gift, thus providing options in specified places.

United States stated there should be no options, but that everything should be standard and equal to all.

Canada thought perhaps some changes might be desirable in the Deed of Gift and proposed that suggestions be sent to Ted Wells for such consideration. The majority approved of the conclusions arrived from this discussion.

CHANGES IN DEED OF GIFT - Hayward Trophy

Page 100 - OPEN TO: 3rd sentence: change CITIZEN to read: A RESIDENT AT LEAST ONE YEAR.

Last line of same paragraph: Insert the word ADDITIONAL before "entry" to read ONLY ONE ADDITIONAL ENTRY FROM THAT NATION.

REGATTA SCHEDULE

Bahamas objected to holding the regatta at times conflicting with other major international regattas, e.g. this year in the middle of the Olympic Games. This affects contestants; money available for such events; publicity, etc. especially in smaller countries. All agreed the point was well taken and should be avoided in the future.

Fernando Araujo of Brasil nominated Horacio A. Campi for a second 2-year term of office as General Secretary of the Western Hemisphere. Seconded by Bermuda, and an unanimous vote was cast, with accompanying congratulations. Mr. Campi was pleased to accept this honor again.

Buzz Levinson suggested that perhaps this regatta should be enlarged to include more contestants and to be accomplished by allowing the host country to have 3 or 5 entrants. Bermuda stated this would not be a true championship, and this opinion prevailed unanimously.

1970 REGATTA

Bermuda interested, but not prepared to extend an invitation at this time.

Japan intends to investigate the possibility.

Brasil can always arrange such a regatta, if necessary.

Puerto Rico definitely interested with prospects of a firm bid to be submitted early in 1969.

Moved by Bert Poulsen of Canada, seconded by Bud Hook
(CONCLUDED bottom of adjoining column)

Snipe Hulls Are More Uniform— Made Better than ever Before

By Gene Lemke

Malcolm Price, in his letter printed in the December 1968 BULLETIN, raises some questions concerning Snipe hulls which deserve attention. As an exclusive builder of Snipes, I would like to comment and express my opinions on the subject.

Mr. Price relates to a number of factors in Snipe design insinuating that the Snipe is a development class, that there is a lot of room for juggling around to improve performance, etc. Since he apparently is not alone in this viewpoint, perhaps a clarification of the facts, at least pertaining to hull speed, would be timely.

The speed of the best Snipe hulls available today is not substantially superior to the best examples built lets say 5 to 10 years ago or earlier. The difference lies, however, in the fact that when these wood hulls were built, careful selection of materials that were light and uniform as well as special techniques were required to produce very few faster boats. Since this was generally a hit-and-miss method, it was very difficult to predict results, much less duplicate such hulls. Hence, there were not many exceptional boats built--mostly for those who could afford it, or for those who were proven outstanding competitors.

Today, using considerable development and testing, a skilled manufacturer can determine what type of construction produces best performance. Note that I did not say hull shape, which is only a very small part of the many performance influencing factors. Through modern techniques, this type of hull then can be duplicated and one has very good assurance that all boats from a reputable manufacturer will have similar performance characteristics.

What is happening now is that there are many more boats that perform at the top of Snipe performance capabilities, giving an unwary competitor a false impression that his boat may no longer be competitive, whereas it probably never was.

What makes this impression even more prevalent is the confusion stemming from the fact that all Snipes produced even today are not equal in performance. Sometimes this is voluntary, to produce a less expensive boat and therefore secure a larger market penetration, and sometimes it stems from a lack of interest and/or ability on the part of the manufacturer to produce a competitive racing Snipe.

Mr. Price, and many other Snipers, have missed perhaps the most important aspect relating to Snipe specifications and tolerances, namely, they do a very nice job of preventing someone from producing a revolutionary super-fast Snipe. What they do not prevent is the production of a Snipe which is considerably below the maximum performance potential possible under the rules. Conversely, the unintentional juggling of things can easily produce slower boats than would be allowed by SCIRA.

I submit then, that as more manufacturers are finding out how to build Snipes closer to the maximum SCIRA design performance limits, we have more Snipes today that have more equal excellent racing potential than ever before, and most important, they are available to everyone. The so called development has all been in this direction and perhaps someday all Snipes will be "exceptional", but for right now the prospective owner will still have to determine for himself from racing records, reputation, etc. which one will come up to his performance expectations.

Perhaps at a later date I will dwell into the specific reasons behind the differences in Snipe performance.

(Conclusion WESTERN HEMISPHERE MEETING)

of United States, that the Puerto Rico bid be accepted if and when a satisfactory invitation was received. Carried.

A rising vote of thanks to the host country United States; to Bud Hook, NS/USA; General Chairman Brad McFadden; and to Billy McQuaid, jr., of the host Florida Yacht Club for the hard work they did, with appreciation for all their committees, concluded the meeting at 11:45 A. M.

Wells Wanderings



by Ted Wells

JANUARY 1969

MAST SPREADERS

Birney has sent to me a letter received in Akron, suggesting that the answer would have enough general interest to be covered by a WW article. Here goes —

The letter asks if there are restrictions and limitations on the use of swinging spreaders on a wood mast, and some additional specific questions.

This subject is not covered in the Rule Book, since spreaders are only mentioned where they are required. Approval of their optional use is implied since the spreaders only serve to stiffen the spar laterally (and perhaps somewhat in a fore and aft direction with the wind dead aft). The spreaders add some weight and drag, both of which are undesirable.

Some people have the opinion that the spreaders increase the fore and aft bend of the mast, and might be a desirable addition from this standpoint. The spreaders do cause the mast to bend a bit more fore and aft with a moderate wind (when you don't need mast bend) and the bend is concentrated at the spreader point, which is not especially desirable. It would therefore be my opinion that swinging spreaders would be used on a wood spar (or on another aluminum spar) only

for the purpose of stiffening the spar laterally, and limiting its lateral deflection. (I do not expect unanimous accord with this opinion).

The spreader lengths and locations specified in paragraph 41 (2) of the 1968-1969 Rule Book are as good a place to start as any.

The spreaders should have travel limiters so that they cannot swing back behind 45° off of the centerline (90° included angle). Without these travel limiters, when going to windward in a high wind, the mast bends enough fore and aft that the spreader is no longer limiting the lateral deflection of the mast and the whole rig just sits there and jitters while the boat stops.

The amount of slackness in the stays may be somewhat more with swinging spreaders because of the support they give the mast when running dead before the wind. It is desirable to have a slight aft rake going to windward and a slight forward rake before the wind. With universal joints on the lower ends of the shrouds, this results in enough slack in the shrouds so that the leeward one does not interfere with the jib sheet when the sheets are trimmed outside the shrouds.

The subject of clearance between the mast and the partners is controversial and I won't give all the pros and cons here. Several years ago everyone wanted lots of room here. The present vogue is practically no clearance. This subject will be covered in detail no doubt by some of Jim Richter's Contributing Editors next year. My private opinion is that it doesn't make much difference what you do here.

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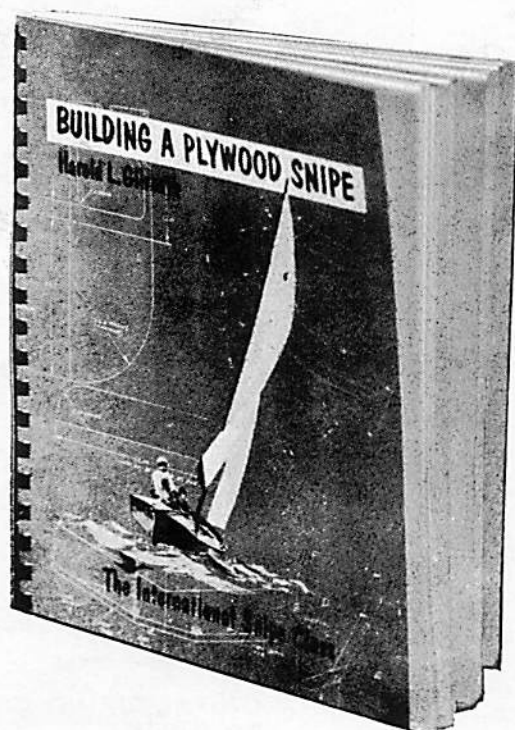
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