

Snipe

BULLETIN

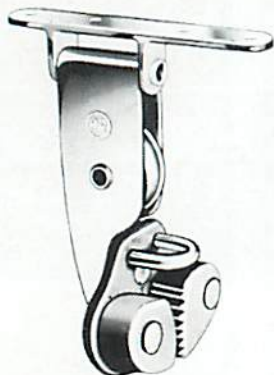


JANUARY 1970



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— 1970 COMMODORE OF SCIRA —





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Jiffy Jib Jam

PRICE \$20.00 POSTPAID

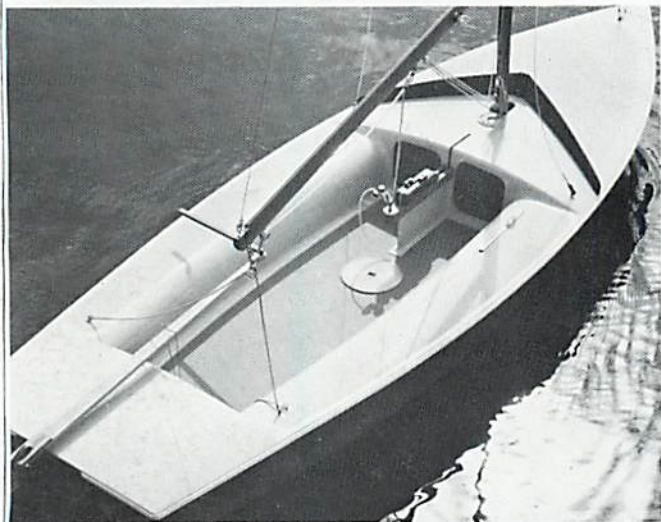
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Intended for beginning Sniper, crew, and wives, this excellent manual (6"x9") is a glossary of nautical terms with a sketch applicable to Snipe; knots with illustrations; handling the boat; tacking; running; reaching; jibing; heave-to; capsizes; all simplified rules; thumb nail tactics; check list; important Snipe measurements. A most valuable handbook - still not complicated. 75¢ @ copy-10 for \$6. 00. From SCIRA only.

Voice Of The People

THIS SAILOR HAS A SYSTEM

"In the June 1969 Snipe BULLETIN, Howie Richards wrote about "Wind Direction Indicators". The article was very good but one paragraph caught my eye - the one about using yarn in the jib luff. I have used this technique for the last couple of years and find it very helpful. Half of our Fleet uses yarn in the jib luff. I won't try to describe in detail how it works here as Fuller Moore does an excellent job in "Telltale: Uses and Limitations - The Thin Edge of Efficiency", One-Design and Offshore Yachtsman, June 1969. This yarn is effective both reaching and beating.

I tell my crew, which is one of my three children, "Feed the yarn that Cries." (The children are captively available and the rotation schedule is negotiated.) Off the wind: if the outside yarn raises and acts erratic, ease out the jib sheet; if the inside yarn 'acts up', pull in the jib sheet. When beating, the skipper heads up if the outside yarn 'acts up' and bears off if the inside yarn 'acts up'. The crew can help watch this, especially if there are other boats around that the skipper must watch.

It starts me worrying when I read that the stuff I do is "apparently dying out". Especially from someone as respected as Howie Richards. I am sure that I'll never build a record as fine as Howie's. If I were smart I would take off my yarn on the jib luff and start using "uninked typewriter ribbon" on the stays.

The fine technical content of the BULLETIN articles has filled a 'hungry vacuum'. The level of competition in our Fleet has improved greatly in the last three years. Our top four boats are within 25 points of each other with 3 more scheduled Fleet races to go.

Guess I should be studying my past BULLETINS instead of wasting my time writing letters."

— Bob Hill
Acton 515 - Cincinnati, OH

A DOUBLE BOTTOM PROBLEM

"Another problem is the double bottom boat where the cockpit floor is bonded to the hull to make a supposedly airtight tank between the floor and the hull. In my case, a leak developed in the floor, and only by accident did I find that water had entered the tank. If I had weighed the boat before I found it, nobody would have suspected this extra ballast was in there. Later, in the season, after evaporation, I might have been light.

Should this be checked into? Perhaps inspection points should be mandatory in all tanks so the measurer can check for water and hidden ballast. Also, what about the boys who bring their lead with them to the weighing session and add it back into the bilge piece by piece until they hit 425 on the nose?

Why not make them put it in back under the deck when they do this?

We who have the double bottom boats do not know how much, where, or even if there is ballast under the cockpit floor. We would be penalized if underweight by having to put weight high in the boat. Yet the trend to the double bottom seems the right direction towards the floatability requirement.

These are all questions which will have to be answered and ruled upon soon as more and more variations of double bottom, sealed tanks, and high flotation models appear to meet the self-rescue definition. It will be interesting to hear what changes in measurement rules may be necessary to qualify these boats." — Platt K. Wiggins
Cowan 433 - Cincinnati, OH.

ONLY ONE COMMENT TO MAKE

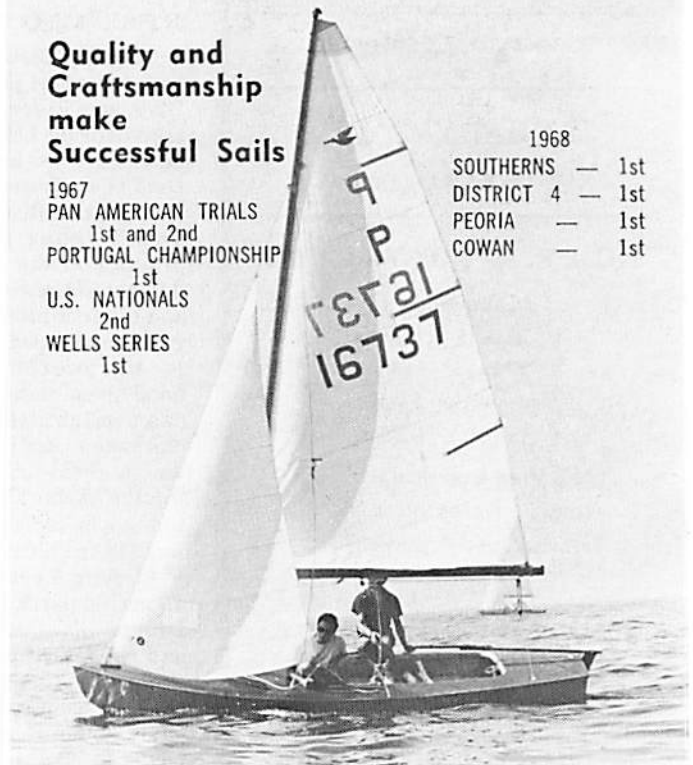
"Here is my check for \$7.50 for this year's dues. I sure think SCIRA is a great organization, BUT. . . . I have one comment to make about our current SCIRA: The Board of Governors seem to use Bill Crosby's idear only when it pleases them." — J. E. Younie, Weymouth, Mass.

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JANUARY 1970
Vol. XXIV No. 6

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SUBSCRIPTION

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CHANGE OF ADDRESS

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

The Cover**INTRODUCING THE NEW COMMODORE**

Again SCIRA is headed by a sailor with a medical degree as Vice-Commodore Dr. Angel Riveras of Spain moves up to take over the helm of SCIRA from his predecessor, now Immediate Past Commodore Dr. Robert Schaeffer of the United States. Commodore Riveras received that degree when a young man, but he does not practice at the present time. He has dedicated himself to the mining of fluorspar and other minerals, and is president of various companies so engaged.

His love of the sea stems from a childhood spent on the island of Ibiza, and he has been an active sailor all his life. He has taken part in regattas for cruisers, among them in La Fasniet, as navigator for the yacht "Giralda". Also, he won the trophy for cruisers in the Cantabrico in 1947 from Gijon to San Sebastian.

During the last few years, he has been an active participant in regattas for the Dragon Class, winning the National Series and representing Spain at the Olympic Games in Acapulco in 1968.

His keenness for Snipe is well known, having been Regional Secretary for the Class for Baleares from 1956 to 1960, at which date he became National Secretary for Spain. In 1962, he was unanimously chosen by the European countries as Secretary General for Europe. He was chosen SCIRA Rear-Commodore 1966-67 and Vice-Commodore 1968-69. He has always worked very actively for the Olympic classification for the Snipe Class.

Commodore Riveras is well-known throughout the world as he has attended Snipe meetings whenever possible. He makes several trips a year to the U. S. on business, and always manages to get in touch with Snipers while here. Many will remember his attendance at national meetings in Chicago and Indianapolis. He takes his commitments seriously, and Snipers all may feel safe under his guidance. Again, as expressed so many times in the past, SCIRA is lucky to always have a good man ready to take over. The best of luck to him!

THE SCORE

Numbered SNIPES — 18670
Chartered Fleets — 679

Off to a good start in our new fiscal year Oct. 1-Sept 30 with 65 numbers issued for new Snipes. This looks good, for the first quarter last year produced only 33, way below our average. U. S. A. took 32, Italy next with 20, Yugoslavia and Norway 5 apiece, Canada 2, and our newest member West Germany, 1. Future appears mighty good!

Five fleets were chartered during the period, also an excellent and satisfying start. Brynjulf Romslo is evidently a "go-getter" in Norway, for he organized three new groups with Charter 675 to the Bergen Fleet; 676 to Risor; and 677 to

Grimstad.

And Arturo Delgado de Almeida is doing a similar job in Spain, for his energy has produced two new fleets there - 678 to the Club Nautico de Torreveija in the province of Alicante, and 679 to the Club Nautico de Universidad de Granada at Granada. These applications came in about 3 weeks apart, which indicates constant effort to push Snipe in local sailing circles. A fine accomplishment by 2 capable National Secretaries. SCIRA appreciates them!

New Officers Chosen

An election was held recently to choose new SCIRA officers and fill 2 expired terms on the SCIRA Board of Governors from a slate of nominees submitted by the Nominating Committee. Ballots were distributed by mail to the 17 eligible voters, and all but one replied. Here are the results:

Commodore Dr. Angel Riveras de la Portilla, Madrid, Spain.

Vice-Commodore William M. Kilpatrick, Oklahoma City, OK.

Rear-Commodore Major Richard Tillman, Charleston, SC.

Secretary-Treas. Birney Mills, Akron, OH

Chr. Rules Committee Ted Wells, Wichita, KS.

The following men were elected to fill the membership-at-large vacancies on the Board vacated by Daniel Elliott, Jr., and Richard Tillman:

Arch Higman from District 6 for 3 years.

Jack Zink from District 2 for 3 years.

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

General Secretary for Europe Svend Rantil of Sweden; Secretary for Northern Europe Brynjulf Romslo of Norway; Secretary for Southern Europe Capt. Vieri Lasinio di Castelvero of Italy; Secretary for Eastern Europe Aleksander Lukez of Yugoslavia; General Secretary for the Western Hemisphere Horacio A. Campi of Argentina.

Ralph Swanson, Brad McFadden, Stovy Brown, and Stuart Griffing along with the Immediate Past Commodore Dr. Robert Schaeffer comprise the rest of the 17 members of the SCIRA Board of Governors, of which 9 constitute a quorum.

Also, a vote was taken to reduce the term of flag officers from 2-years to 1 year, starting in 1970. This goes back to the old custom prior to 1965, when the term was raised to 2 years. However, this worked out to the fact that it tied up one man for 7 years if he started out as a Rear-Commodore, and this was felt to be impractical to obligate a candidate for such a long and uncertain period, and many hesitated to assume that responsibility. This way, there will be more agility in the direction of the class, while securing its continuity, for the Rear-Commodore will remain a minimum of 4 years on the Board. No one person has yet completed this seven-year stint.

This motion carried by a large majority, and the Flag Officers will serve from January 1, 1970 to Jan. 1, 1971 with the privilege of re-election.



Bud Hook Steps Aside



Buzz Levinson is now your new National Secretary for the United States, and we have already talked over the future progress under his regime. He will very shortly be announcing committee appointments, etc., so I am now your ex, or, Past U.S. Secretary, as well as your Past Commodore. I have enjoyed the four years as U.S. Secretary, a job which I indicated was necessary for the future progress of our class, particularly in the United States, and, it is my hope that the office will continue to be available to some good, active, progressive United States Sniper. I think some progress has been accomplished in the last four years in clearing up some of the problems that occurred, particularly in the United States, and some things that were not necessarily problems but needed to be developed for the future strength of the class.

As you recall, we had a fine new colored brochure to pass out to prospective Snipers, boat shows, etc. This brochure now needs to be updated, as it is almost 2 or 2½ years old, however, it is still an excellent handout piece. The committee has a job to do immediately on the brochure, and if any of you have suggestions or corrections, please contact the chairman of that committee, who will be appointed soon.

The BULLETIN Advertising and Format Committee stimulated the BULLETIN in several ways and many comments have been received as to the improvement; however, I think there still are many areas on which to work to improve the readability as well as the income program of the BULLETIN.

The membership Committee also made an attempt to have a lot of good, well-known Snipers, well distributed over the country, to help stimulate membership. In general, I would say that the membership has been growing and the committee should feel good about the progress.

The Rule Book Correction Committee has done an excellent job in correcting errors and straightening our ambiguous statements occurring in separate places;

both, seemingly, being the rule. That committee really went to work when it was first appointed and did so much the first year that their job was relatively easy for the remaining years until it was necessary to correct the rule book, which is possibly every two years.

Since we have had the committee for the National Regatta Site selection, originally chaired by your Past Commodore Dr. Schaeffer, I have not had the first complaint about the regatta not being in your (my) part of the country often enough. Those involved know long enough in advance to do a district or combination of districts' planning, making it a better sharing job and more opportunity for planning and financing the National Regatta. This advanced pre-planning has upgraded the location, food and hospitality and has also made it possible for excellent race committees and protest committees.

The Western Hemisphere Championship Committee did an excellent job; so excellent, that your U.S. Secretary had no responsibility whatsoever at the regatta.

The Junior Sailing Committee has done an excellent job in having the districts pick their junior champions and National Regattas have been increasingly competitive.

The Publicity and Public Relations Committee have caused, in most cases, good local publicity and, in several cases, good district publicity but the overall national publicity needs stimulus and promotion and this should be developed by the overall activity of the chairmen and vice chairmen.

I am sure that your new U.S. Secretary Buzz Levinson will have some ideas on this so, do not hesitate to contact him to give or request information of him.

I have a strong feeling that we have accomplished quite a bit during this time for the Snipe Class, but I can also say that there are areas which I did not have enough time to stimulate and where improvements can certainly be made.

I wish to thank the many members of committees and those who have been class-conscious and willing to do something about it as a volunteer; also, for their great cooperation in the many things we have attempted to do during the last four years as Snipers in the U.S. I must say that I am ever grateful, as all Snipers should be, for our great Secretary Birney Mills. Now, with my only official capacity being that of Past Commodore and past U.S. Secretary, I am not dropping out of the Snipe Class, nor will I lose interest. I feel that the volunteer job should be passed around, and that new ideas and new stimulus can be accomplished with new people.

I wish all Snipers a Happy, Healthy, Prosperous, Lucky sailing year.

Sincerely yours, *Bud*

August F. "Bud" Hook
Past Secretary for U. S.

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"OXFORD INCIDENT" Regatta Another Success—John Call Takes All

The 2 group pictures below are most interesting from a propaganda standpoint - probably as good as any sailing class could ever produce. Here are the 10 top teams (40 people) of two racing divisions with 38 other teams (76 people) somewhere in the background. And why all this crowd, especially gathered

on an ordinary little lake in Ohio on an ordinary weekend in early October? Why because they love Snipe - the thrill of sailing it affords and the keen competition from the fine people that goes with it! The Snipe Class has something, and after 38 years, sailors still want it more than ever.



WINNING SKIPPERS - "INCIDENT GROUP" - (crews in front). Left to right: Ed Griffith, Regatta Chr.; Champion John Call; Mike Chandler; John Andron; Jim Richter; Bob Rowland; Mark Schoenberger; Geof Andron; Paul Zent; Jerry Jenkins; Stu Griffing; Bob Hill, RC Chr.

MORE WINNING SKIPPERS - "ACCIDENT GROUP" (l. to r.) Rodney Glover; Steve Sherman; Paul Porter; Marvin Lee; Steve Graebert; Gerry Drake; Wally Blicher; David Kerper; Dick Glenn; and Frank Hiatt.



ED GRIFFITH, Regatta Chr. and sponsoring Fleet Captain, casing the line; Bob Hill, RC Chr., to windward.

LOOK CLOSELY -- there's a marker in there somewhere! Light air maneuvering during Saturday's 2nd race. --Photos by Ben McIntire.

It was a new year, different month, different weather, different air--and with 58 Snipe Skippers battling for trophies down to their last swivel-jawed snack shackles—pre-finish predictions called for new faces in the winning circle. But when this little bit of mayhem on Acton Lake was over the winner's list in the 2nd "Oxford Incident" Snipe Regatta looked like last year's reading material.

John Call, Indianapolis, repeated as top skipper, placing first in the professional "Incident" Group (two groups this year--"Incidents" and "Accidents"); followed by Mike Chandler, 2nd, Crescent; Jon Andron, 3rd; and Jim Richter, Indianapolis 4th. Other Skippers in 1st 20, Bob Rowland and Mark Schoenberger, Cowan. Andron, Richter, Rowland and Schoenberger were also in last year's top 10.

Youth Movement--14-year-old Rodney "CHAMP" Glover and 10-year-old brother Tommy, Cowan, topped the "Acci-

dents"--followed by Muncie Skippers Steve Sherman, Paul Porter and Marvin Lee, 2nd, 3rd and 4th respectively and Steve Graebert, Cowan, 5th. "Champ" Glover was also awarded Junior Trophy. Hard Luck Story: Graebert came in first in 1st and 3rd races, was leading in 2nd but ended with DNF.

Snipe Fleet 515 again hosted the "Incident" at Acton Lake—Hueston Woods State Park—home of the beautiful Hueston Woods Lodge near Cincinnati Oct. 4-5.

A late fog developed Saturday morning prior to race time—some late arrivals said it existed only over Acton Lake—and suspected it was arranged by home fleet 515. Another view held it coincided with Jim Menzies' arrival, Scottish Mist maybe.

Race committee planned a figure 8 to utilize maximum lake area, but experienced some difficulty finding best location for 1st mark. First race was marked by top skippers going down the

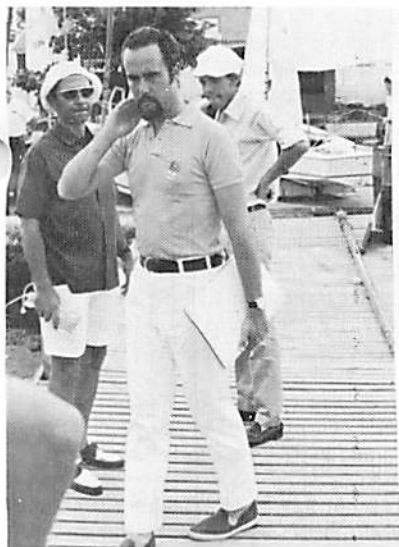
drain on long legs—falling into holes or getting too close to shore.

2nd race started much the same, although some skippers began to wise-up to the tricky air, other leaders again found their positions challenged by a good puff bringing the rest of the fleet on their heels. Those who rode puffs across the lake seemed to gain considerably.

On Sunday, Race Committee (and many skippers) once more had trouble finding the wind. When located it was light, tricky and some skippers ended up becalmed downwind only to find competitors correcting their courses accordingly and sailing on by.

But with all this, the tone was definitely enthusiastic. 2nd Annual Oxford Incident, including the happy hour followed by charcoal-broiled steaks Saturday evening, was deemed a great success and marked by significant number of questions as to the dates for next year. More details later. -- Bruce L. Peters

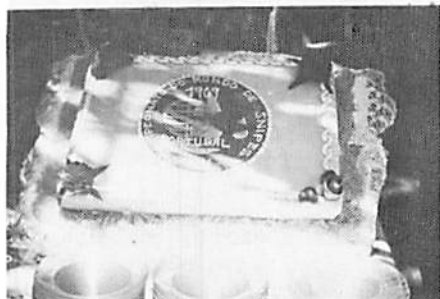
More Luanda Pictures



Nelson Piccolo, Brazilian defending champion, holds the trophy for the last time. (Left) Chr. of Race Committee Eduardo Guedes de Queiroz, seems to have a problem.



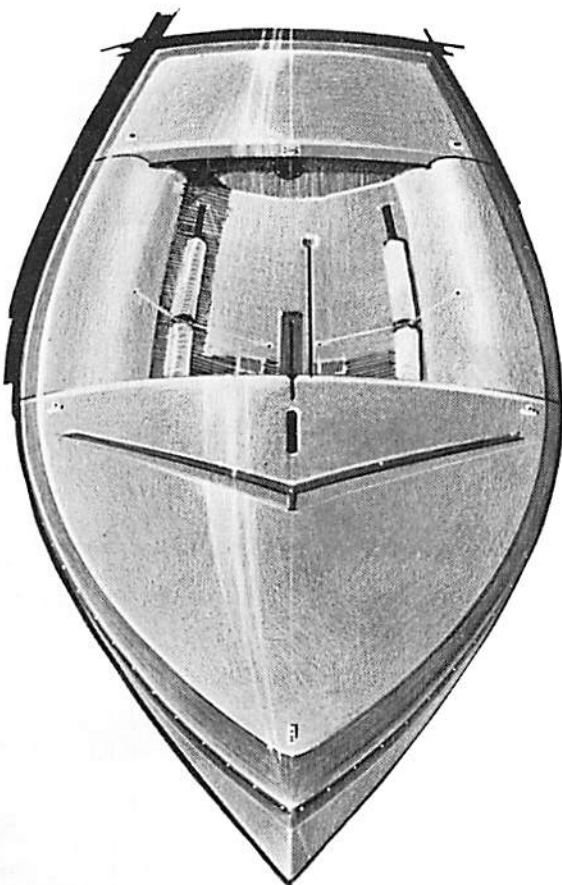
THE VICTORS' PENALTY - Earl and Mike get tossed into the drink. But they really liked it!



The official Championship cake - a gorgeous creation with true SCIRA emblem and colors or red, yellow, two shades of blue, on white.

SCIRA Executive Secretary Birney Mills and Secretary for Southern Europe Capt. Vieri Lasinio di Castelvero of Italy.

Dr. Ulrich Schwair, 1st National Secretary for West Germany, and Svend Rantil of Sweden, Secretary General for Europe.



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Meeting of Board of Governors

HOOK SERVICE CENTER - INDIANAPOLIS, INDIANA

Sunday October 19, 1969 — 9:00 AM.

Members present: Commodore Bob Schaeffer, Rear-Commodore William Kilpatrick, Ralph Swanson, Stu Griffing, Brad McFadden, Stovy Brown, Ted Wells, Basil Kelly from Bahamas, Dick Tillman, and Birney Mills, Executive Secretary. Dan Elliott was the only U.S. member absent; Past Commodore Alan Levinson also attended with John Call invited for part of the session, as was Jim Richter.

Commodore Schaeffer presided. He announced that a continuation of this meeting would be held with absent board members who might be present in the forthcoming World Championship Regatta in Luanda the last of October.

The minutes of the last meeting in Jacksonville, Florida, August 4th, 1969 were accepted as read.

A brief review of the state of SCIRA and present current progress was read by the Secretary showing a slight decrease for the year in some departments was approved.

A financial statement showed all bills paid and \$1750.77 cash in the SCIRA treasury. Approved.

PUBLICITY:

Decided to revise the present publicity folder and Commodore Schaeffer appointed Basil Kelly to revise the written material; Alan Levinson the pictures; McFadden to advise on printing; and Jim Richter to co-ordinate. The magazine advertising in OD-OSY to be continued on a restricted basis for a short time.

Moved by Kelly, seconded by McFadden, that office expense money for rent (including light, heat, and telephone) be increased to \$50.00 per month. Carried.

Ted Wells, Chairman of the Rules Committee, then submitted a long list of suggested changes for the rules along with recommendations to the Board. The most important ones involved considerable discussion and are listed below, and the entire list of changes (deletions and additions) are submitted separately and printed in the BULLETIN as amended by the IYRU at their meeting in November.

FLOTATION:

RULE 56 - Decided that when the boat is capsized and after taking in as much water as possible, it shall be righted... etc ... 6 inches above water with 300 lbs. on board.

BALLAST:

Moved by Brown, seconded by Swanson, that ballast requirement be left as is without permanent or irremovable bonding made mandatory. Adequate enforcement of the present rule would control the absent minded skipper, while nothing could really control someone who was bent on violation. Carried.

MAST:

All present Paragraph 45 deleted and replaced with new specs for a general all-purpose aluminum extrusion. Felt that weight should be to nearest lower pound weight of Proctor B mast, which weighs 17 lbs; Proctor E weighs 21 lbs. Therefore weight should be 16 lbs if keel stepped or 15 lbs. if deck stepped.

Center of gravity - Schaeffer proposed it be at least 60 inches above the upper band of the lower set of bands if deck stepped or 54 inches if keel stepped. Difference of opinion arose, and in recognition of general lack of facts and technical knowledge by board members, it was decided to have Wells make proper investigation and decision.

Moved by McFadden, seconded by Brown, that the above recommendations along with all other minor changes be adopted. Motion carried. Schaeffer was instructed to present these changes to the European Secretaries and Board Members at Luanda for discussion and recommendation.

COCKPIT CHANGES:

Buzz Levinson described an experimental boat just constructed by Lemke which embraces some improvements made possible by the adoption of the new flotation Rule 56, and John Call, an affiliate of the Lemke Co., gave some technical details. Based on the desire to give a more modern look to Snipe, and at the same time make it physically easier for the skipper and crew to handle, it stresses 3 points:

- (1) Lower trunk height to 6" below sheer or 9" above keel with self-bailing cockpit. This would make possible a shorter board with less trunk obstruction for easier handling by the crew.
- (2) Change cockpit width from 36" to 40". This allows a full roll to the sides of the boat (as most similar boats have already adopted); provide more room to get around in as well as making it easier to drain. The present high coaming and trunk was originally designed years ago to slow down the taking in of water into the cockpit.
- (3) Change location of forward edge of cockpit from 6'8" to 6'3" from the stem head. This 5" reduction would open up the area around the mast not needed with a lower board, etc., also providing more room.

It is estimated the weight reduction effected by these changes would offset the 10 to 12 lbs. added to the hull by flotation requirements. They would not affect sailing performance of the boat in any way, but eliminate some present awkward structure now no longer needed. This was advocated by Lou Varalay about 2 years ago as a needed and entirely possible adjustment to modern hull construction. After some discussion, the idea was tabled for further investigation.

ELECTIONS:

Names for flag officers and two board members were suggested to the nominating committee to be placed on a ballot to be circulated by mail to all 17 Board members. Nominating committee to present this slate after other nominations had been received from absent members.

Alan Levinson was elected as the U.S. National Secretary to replace retiring Bud Hook of Indianapolis. A rising vote of thanks and appreciation was given for the fine accomplishments of his regime. Unanimous election.

WEIGHT REDUCTION:

In view of information received that such a proposal would be made at Luanda, it was moved by Brown, seconded by Wells, that no reduction in the Snipe weight of 425 lbs. overall be made. Lengthy discussion followed, with vote finally 6 against reduction and 4 in favor. Schaeffer announced he would take votes on this question from the absent members either in person at Luanda or by mail. Swanson and Tillman suggested as an alternative that a small reduction of not more than 30 lbs. might be more acceptable, especially in the United States.

SPINNAKERS:

Voted unanimously that all consideration of spinnakers be dropped. Nothing developed to date, and no interest evidenced.

OTHER ITEMS.

There was discussion of the use of the old straight leading edge dagger board. Felt both undesirable and unnecessary to prevent use of this board, but the existing rule that a boat can

have only one board must be enforced. The official interpretation of this rule is that once a boat has started the season with a centerboard, it cannot be changed during the season. If necessary, the type of board may be required to be listed on the measurement certificate. Any boat changing a board during the season is subject to protest and disqualification.

Proposals for making a towing eye mandatory equipment on all boats and also that all centerboards have safety devices to prevent boards from coming completely out of the trunk when inverted were rejected. It was felt that any prudent sailor would have these optional items for his own safety and convenience.

PROFESSIONALS:

Amateurs should be defined essentially as in IYRU. (Page 131 of 1967 IYRU Year Book). Appeals or protests on this should be directed to the national authority of yachting of his country.

JUNIORS:

By a vote of 4 to 3, the return to the old ruling that a Junior is defined as "not yet reaching his 18th birthday on the 1st day of the regatta" be adopted and effective for 1970.

OLYMPICS:

An extended discussion with feeling that Snipe's virtues and international participations were valid reasons for having it as an Olympic class. Tillman, Kelly, and Schaeffer reported on immediate past and contemplated future activities in that respect.

U.S. 1970 NATIONALS:

Griffing reported that Springfield, Illinois, would be the place with Island Bay Fleet 93 the host. Measuring would start July 28th with Junior races July 29-31. The Championship series running from August 1 - 7th.

WESTERN HEMISPHERE:

With withdrawal of Virgin Island's contemplated bid, there is not definite data yet for this 1970 event. Suggested that Bermuda might be interested and they will be approached as a possible host.

1971 WORLD CHAMPIONSHIP:

No definite bid at this time for this event. In case none of consequence are received at the Luanda meeting, the U.S. would consider holding the event again after 10 years. In that case, the Annapolis Fleet 532 might be interested in hosting the event instead of the U.S. Nationals now scheduled there for that year. In that case, the Nationals would be transferred to another site in either District 1 or 5. Anna-

polis might also hold the Pan-American Games trials there earlier the same year. Action deferred until events at Luanda are revealed.

Adjourned at 4:15 PM.

Over the Rainbow

RAINBOW AT NIGHT; SAILORS' DELIGHT;
RAINBOW IN THE MORNING, SAILORS TAKE WARNING!

This old proverb, used by seamen and farmers for years, is meteorologically correct from two standpoints: one, weather in the middle latitudes generally travels from west to east. Also, a rainbow is seen only when the observer's back is toward the sun. Consequently, in the morning, when the sun is in the east, the shower and its rainbow are in the west. As the weather moves from west to east, the morning rainbow is a promise of rain, moving toward the observer from the west.

In the evening, a rainbow is seen in the east. This means that the shower has passed. On the other hand, weather is known to back up now and then so that although the proverb is sound, it is not infallible.

Aside from its weather portent value, the rainbow is one of the most magnificent examples of sky color in the heavens. Caused by the refraction and reflection of sunlight be water droplets, three conditions are needed to produce it: 1.- rainshower clouds, 2.- the sun must be shining, and 3. - observer must be between the sun and the shower.

While we can only see the half circle of a rainbow when we are afloat or ashore, sometimes from a plane traveling at a sufficiently high altitude, the spectacle of a complete rainbow circle can be seen. We are told that it is one of the most thrilling sight in all nature. - Owens-Corning Teltales.

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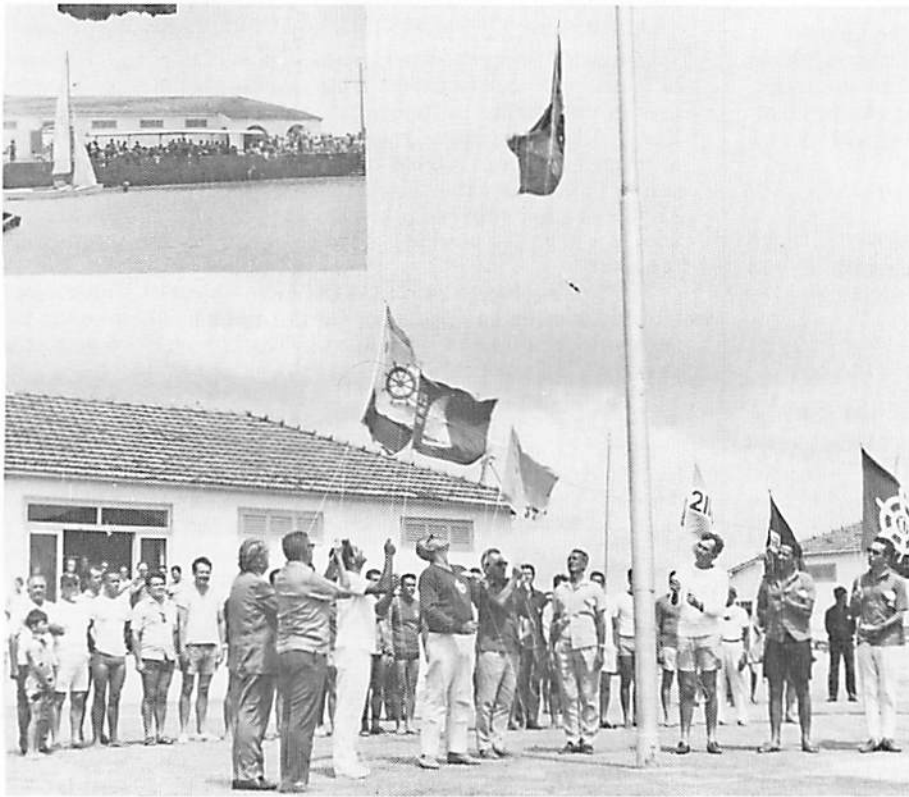
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IX CAMPEONATO INDIVIDUAL DE SNIPES DO NORTE DO BRASIL



OFFICIAL OPENING CEREMONY at late Clube do Natal, Brasil (insert) - Commodore Aurino Suassuna and Fleet Captains for all competing fleets gather around Vice-Commodore Fernando Pedroza (4th from left) as he raises the national flag as Admiral Alvaro Ferreira Guimaraes, Naval Commandant of Natal, and General Ulisses Cavalcanti, Representative of the Governor of Natal, assist in the operations.



Troféu CECILIA PEDROZA

The Cecilia Pedroza Trophy (emblematic of the Northeastern Brazil Snipe Championship) was raced for at Natal, RG do Norte, Nov. 13-16, in the estuary of Potengy River. Fleets of Pernambuco(1), Sergipe (2), and Alagoas (2) were represented. The host fleet was so good a host that the 1st 3 places were won by foreigners, namely Daniel Brandao (Alagoas), Gilberto Carvalho (Pernambuco), and Mucio Poran-gaba (Alagoas) in that order.

The old winners of this trophy donated to SCIRA by Fernando Gomes Pedroza (who established the local Snipe fleet in 1952 and the late Clube do Natal in 1955) are:

- 1957 - Alvaro Bezerra (Sergipe)
- 1958 - Carlos Morais (Sergipe)
- 1959 - Carlos Tenorio (Alagoas)
- 1960 - Carlos Morais (Sergipe)
- 1961 - Carlos Morais (Sergipe)
- 1966 - Gilberto Carvalho (Pernambuco)
- 1967 - Eduardo Freire (Sergipe)
- 1968 - Cristiano Pontes (Brasilia)

Brasilia and the Southern Champion are allowed to race by the Deed of Gift.

Poulsen Won Briody Cup

CANADIANS ALSO WON 2nd and 3rd

The 1969 Lake Ontario Open (Briody Cup) was held on August 16, 17 at Keuka Yacht Club with 47 boats registered. The generally light and variable winds of August were very much in evidence on Saturday. Two races were run in weather that threatened between near calm to fair winds in rain. The Sunday races were run in generally stronger winds. The second race on Sunday was actually started in light rain that threatened to become heavier. The leaders from the Saturday races dropped down somewhat on Sunday.

Howie Richards of Oakville won both Sunday races, but it was not good enough to overcome the very consistent sailing of clubmates Bent Poulsen and Ted Hains of Oakville and Mike Hanna of Newport, who were tied for first at the end of Saturday races; both had one poor race on Sunday that dropped them to 3rd and 4th respectively. Fritz Gram of Cuba Lake and Bud Booth of Ononadaga sailed consistently to round out the top six places. Doug Keary, Oakville, finished 7th, while J. Goldsworthy, and Steve Pikuett, both of Newport, NY, were 8th and 9th respectively.

The race committee headed by Bob Cole and Irv Spear did an excellent job with the starting lines considering the wind changes that occurred. We were able to get in all of the scheduled races.

The champagne party under the tent on the lawn was a success even though it rained most of the time. From the comments it can be assumed that although the racing is the primary attraction, the Keuka Yacht Club Champagne fountain and good swimming facilities certainly is a welcome addition.

Eichenlaub Won at Springfield

Carl Eichenlaub, with a fine new fiberglass boat from his new Ohio factory just recently established at Canal Fulton south of Akron, finished 3-1-2-1-1 to take top honors in a field of 29 boats sailing in Springfield, Illinois "Site of the 70's" regatta held October 18-19th.

This informal regatta, held to give Snipers a last chance this season to get acquainted with Lake Springfield where the U. S. Nationals will be raced, attracted boats from 5 surrounding states.

Carl brought two of his first boats produced, and Jerry Jenkins challenged with his older wooden Eichenlaub.

Three races were held in intermittent rain and fresh breezes up to 15 mph Saturday. Sunday the sun came out for a beautiful two races with marginal planing. All were happy with 5 races in 2 days - a real sailor's holiday! 8 Top winners below:

| Skipper | Races | 1 | 2 | 3 | 4 | 5 | Pts. |
|---------------|---------|----|----|---|----|----|------|
| C. Eichenlaub | Calif. | 3 | 1 | 2 | 1 | 1 | 8 |
| Jerry Jenkins | Mich. | 1 | 2 | 4 | 2 | 3 | 12 |
| D. Wesselhoff | Peoria | 4 | 3 | 6 | 6 | 5 | 24 |
| Geof Andron | Chicago | 5 | 6 | 3 | 9 | 7 | 30 |
| Jack Mueller | Peoria | 10 | 4 | 5 | 11 | 4 | 34 |
| Mike Chandler | Mich. | 2 | 7 | 8 | 5 | 15 | 37 |
| Bill Buckles | Decatur | 6 | 5 | 1 | 3 | F | 44 |
| Kay Ward | Decatur | 8 | 11 | 9 | 12 | 6 | 46 |

Rule Changes for 1970-1971

Recommended by the Rules Committee; Adopted by the Board of Governors; and As Amended and Approved by the IYRU in November 1969.

* means requires submission to IYRU in 1970.

Rule 8: Delete 2nd para. Replace with: The stem must be a smooth curve. If the stem does not appear to be a smooth curve, the following offsets shall be checked: 10 1/2" up from base line, 9 1/2" - 10 1/2" back from stem head; 12" up, 7 11/16" - 8 7/8" back; 15" up, 4 1/4" - 5" back; 18" up, 2 3/16" - 2 3/4" back.

Option 10: Add this: The tack of the sail shall be so located that the bolt ropes do not deviate appreciably from a straight line.

Rule 32: Only one rudder may be measured

Rule 33: Only one mast or boom shall be measured.

Rule 36: Delete the words in 2nd sentence: and any means of inducing artificially bending

Rule 37: add to sentence: or at any lower point.

Rule 42: 1st sentence to read: Halyards must be used, and they must lead down the mast toward the boat, alongside or inside the mast.

Rule 44: Change: Maximum width at any point 3" to read: Maximum width at its widest point 3".

ADD: Aluminum booms may be used - basic section 2 1/2" deep minimum, 7/8" minimum width at widest part of the section.

The height of the boom at either end may be reduced for access to the bolt rope.

Rule 45: Delete all paras. after 1st sentence. Replace with:

* Masts must be made of alloy 6061T6 or equivalent. Booms

may be made of alloy 6063T6 or equivalent. Weight of mast without winches, halyards, stays, or spreaders, including only the bare mast and fittings for stays, spreaders, and butt end must be at least 15 1/2 lbs. if stepped on deck, or 17 lbs. if stepped on keel. Center of gravity in the condition when weighed must be at least 70 inches above the upper band of the lower set of bands if deck stepped, or at least 60 inches if keel stepped. Masts having an athwartship dimension of 2 1/8" or less must use spreaders.

Rule 54: Change last sentence to read: All ballast must be installed where it may be seen and it shall be attached with peened over bolts or cloth.

Rule 56: (This is an entirely new rule). All boats built after March 1, 1970 shall comply with the following flotation requirement. When the boat has been capsized and has remained in any position long enough to take in as much water as possible in high wave conditions, it shall, upon being righted, float so that the lowest point around the cockpit edge where water might enter the boat is at least 6 inches above the water when the boat is supporting 300 pounds. This may be accomplished by means of tanks, flotation bags, self-bailing cockpits, increased low density flotation material, or any other suitable means.

Rule 58: Delete: Electric bilge pumps are approved as auxiliary equipment.

Rule 66: In last sentence: change should to shall.

Rule 70: Add this new sentence to start the para: Placing of racing numbers, letters, and emblems shall comply with IYRU and NAYRU Rule 25, and additional detail requirements of this class rule.

In 2nd. Para. change: (except I, M, and U,) to read (except A, I, M, and U).

(RULE CHANGES bottom 2nd. col. Page 13)

SNIPES WINTER RACING CIRCUIT

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2. SCIRA DON Q RUM KEG SERIES
March 7 -8. 5 races if conditions permit.
Coconut Grove S. C., Miami, Florida - Biscayne Bay
3. SCIRA MID-WINTER CHAMPIONSHIPS
March 10-13, 6 races with one throw-out.
Clearwater Y. C., Clearwater, Florida-Gulf of Mexico

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

Transportation to Nassau free for the first 10 boats applying sailing on the M. V. Betty K from Miami on the 26th of February and returning on the 3rd of March.

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.



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As we have for the past three years, the editors of Yachting announce an article contest for junior sailors under 18. Articles should be approximately 1,000-1,500 words long and be concerned with some phase of your sailing experiences and activity. The subject matter can be varied; the important thing is that the material be well presented and be your own work, and that it be about something of interest to sailors your age.

All manuscripts should be typed neatly and double-spaced and may include drawings and/or photographs. Each should be accompanied by your photograph and a letter telling your age, school sailing background, and class of boat you sail. All manuscripts become the property of Yachting Publishing Corp., and the editors retain the right to publish any manuscript, with payment made at our regular rate. In addition to this, first place will receive a half-model of his or her one-design boat (or the one-design boat of his choice), and second and third will receive gift certificates for nautical equipment. Make submissions by Apr. 15 and send to Yachting, Junior Contest, 50 W. 44 St., New York NY 10036.

classes can compete, and to insure good real practice for all entrants, the top sailor from each class will be a guest with all expenses paid.

The regatta dates are from August 29 to Sept. 4, 1970 and will be held on Lake Ontario. Plans are now being made to have the Snipe event established as the North American Championship, thus filling a long time important void in international Snipe racing. Doug Keary of Oakville, Chr. of the CYA-CORK Committee, has been appointed Team Coach for the '71 Pan/Am Games.

NEW CANADIAN SECRETARY CHOSEN

"It is with pleasure that I announce the appointment by a unanimous vote, at the Annual Canadian Snipe Class Meeting, of John Storey as National Secretary for SCIRA/Canada for a 2-year term commencing January 1, 1970.

John has been sailing a Snipe since he could walk (or perhaps even earlier) and comes from an old Snipe family: his father, Don, being Past National Secretary, and the rest of the family in Snipes at one time or another. The Storey Family has done much for the Snipe Class especially in the Maritime Provinces, and I feel confident that the Snipe Class will strive ahead under the enthusiasm and leadership of John, who presently is teaching at Morin Heights in the Province of Quebec.

I have agreed to represent the Class in the Toronto area, when possible, if John is unable to attend some meetings, etc. However, all official mail, enquiries, etc., should be directed to him at P. O. Box 44, Morin Heights, Quebec. — Bent Poulsen

CORK Sail Week '70

Last year, the Canadian Yachting Association organized a new regatta as a training ground for the Olympic and Pan American Classes (Canadian Olympic Regatta at Kingston - C O R K). Anyone qualifying in the measurements of the 7

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Wells Wanderings



by Ted Wells

JANUARY 1970

WELLS WANDERINGS

Since I haven't been assigned any topic for this month, I can't think of anything better to write about than changes — a subject which has occupied a good part of my time lately.

Section 30 of the Constitution states that proposed changes should be submitted to the Executive Secretary by June 1st of each year. This is honored more in the breach than the observance. They usually show up at the last minute — with some this year arriving here last week, wanting approval for the 1970-71 Rule Book. Section 29 of the Constitution states that all proposed changes shall be circulated to all members of the Rules Committee for comments and recommendations, and these shall be submitted to the Board of Governors for action.

Changes which are approved by the Board of Governors, under IYRU rules for International Classes, are considered only interim changes subject to final approval first by the Centerboard Boat Technical Committee of the IYRU, and finally by the Permanent Committee. Each of these occasionally feels called upon to show its authority.

Elsewhere in this issue (I think) appear the changes approved by the Board of Governors in Indianapolis on October 19, as amended by changes made by the two IYRU Committees. The possibilities of mix-ups are pretty good starting with the fact that our information from the Permanent Committee is not official — it comes from Basil Kelly, who was there, and coordination by mail between Wichita and Akron is not foolproof.

Most of the changes are obvious and require no comment.

Rule 8 was submitted to show incorporation of additional stem offsets to keep a builder in Spain from exercising his originality by making a Lightning stem which happened to go through the older offsets, but was anything but a smooth curve and to omit the reference to building to plans and offsets without using tolerances. For reasons known only to themselves, IYRU specified that the entire last paragraph in rule 8 should be in italics. This is flattering as it looks like they like the rule — and interesting because there is a move on foot to scrap the last sentence which for twelve years has said, "Changes will be made only when these changes do not obsolete older boats from the standpoint of racing capability or when they can be accomplished by anyone at reasonable expense." The contemplated change would obsolete 90% of the boats in our fleet -- they couldn't be changed regardless of cost. The IYRU changed the words "turn up" to "arise" and "expense" to "price." British English vs. Kansas English, I guess. This happens in several other places.

In rule 45, in connection with the center of gravity, they added "in the condition when weighed."

Concerning rule 54, The Board of Governors discussed tightening up on method of installing ballast, but decided that enforcement of the present rule would control the absent minded, and that nothing could stop someone who was trying to cheat.

IYRU wants the ballast installed where you can see it (this can be done) but wants it installed so it can't be removed. (This can't be done). Any ballast you can install can obviously be removed — with difficulty perhaps, but there is no such thing as non-removable ballast (IYRU Standing Committee withstanding or not).

In rule 56, the Centerboard Boat Committee made the effective date of the new flotation requirement December 1, 1969, probably unintentionally. The permanent committee made it March 1, 1970, probably because it will be that time before we hear officially from them.

In rule 58, they deleted approval of the electric bilge pump, as they felt it was in conflict with their rule 62. When the electric pump was first approved, the NAYRU Racing Rules Committee felt that since rule 62 was not in part I or IV, a class rule, like a sailing instruction, could supercede an IYRU rule. It does not appear to be worth arguing about.

In the last sentence of rule 66, the IYRU changed "should" to "shall". This means that when you are measuring the leach of a mainsail, you are violating the rules when you don't put in battens when you don't need them. Measurers, take care!

The Permanent Committee did not like our rule 70 on placement of emblems, numbers, letters, etc. I don't like theirs! Whether it is worth arguing about is debatable. Anyway, we should add that the numbers and letters on the starboard side should be above those on the port side. Probably the best way is to just say that we comply with their rule plus our own detailed requirements.

FLASH! —BE SURE AND READ THIS

Since rather a large majority of Snipe owners in the United States are strongly opposed to a weight reduction of 44 lbs., the SCIRA/USA officials are taking steps to maintain the status quo of both the boat and the organization, proceeding through duly constituted class authority. This means that the only Snipe recognized in the U. S. eligible to participate in official races and regattas will be the same as in the past - 425 lbs. minimum weight. All details will be publicized in the Feb. issue of the BULLETIN.

(RULE CHANGES from Page 11)

SUPPLEMENT TO THE MDS FOR FIBERGLASS HULLS

Under "Tolerance" add 2nd para. : Increased thickness due to incorporation of flotation material in either the sides or bottom of the hull is not a violation of this requirement.

RULES FOR CONDUCTING NATIONAL AND INTERNATIONAL CHAMPIONSHIPS - add to Paragraph 2 (f):

If the wind should shift during the second windward leg of an Olympic course, the leeward mark may be moved to give a better downwind leg (and hopefully, a good third windward leg). If this is done, 2 guns shall be fired by a boat in the vicinity of the windward mark before the first boat reaches it, code flag C shall be flown, and the lead boats shall be notified of the change.

Change Paragraph 11 (b) to read:

No more than two suits of sails may be measured for any contestant. If a sail is irreparably damaged during the regatta, the official SCIRA Representative may authorize measuring of a replacement sail.

CHANGES IN DRAWING to be made on Page 4:

Sheer: width: + 1/2" - 1/2" except any two stations may be + 3/4" or - 3/4".

Delete: Do not meas. rudder unless in doubt.

To rudder drawing: Designate 2 top vertical measurements on leading edge of rudder as minimums; the lower 4 as maximums.

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ON THE LIGHTER SIDE

Revenge?

There's a little book out, written for women who crew on racing sailboats, called "The Crew's Revenge." A friend has recommended it, but the title is somehow repugnant to me.

Any of us could think of many nasty little things to do to impede the progress of the boat - like backwinding his jib and putting us in irons on a tack, or stepping on the mainsheet as we round the mark to the reaching leg, so the sail won't go out to a reaching position, or opening the bailer and letting her take on a heavy load of water, or fiddling with the whisker pole while all the other boats overtake us, or hopping about the boat in a drifter, or failing to hike when desirable, or chatting up a storm when the skipper has her tied down tight on a beat and needs every opportunity to concentrate on the veering and backing of the wind.

Who among us cares so little how our boat places, that we would knowingly do anything to impede her progress? Women are competitive too. In fact one of the interesting things to observe about sailing couples is who is the more competitive of the team.

Besides that there is the long tradition of the sea which says the safety of the vessel is of greater importance than the welfare of the crew.

You know it had to be like that in bygone years when men sailed uncharted waters and there were no stake-boats out to rescue them in case of trouble. Even on our inland lakes, the tradition of the sea still makes good sense. Who wants to capsize if they can avoid it - after the age of 18 or so? And even though our safety record is good, it is good because our skippers and crews are aware of the inherent dangers of the situation and take proper precautionary measures.

Revenge? It's not part of the teamwork that makes sailing an ideal family sport.

— by Ruth Bockelman

Sanctioned Snipe Regattas

FEB. 27-MAR. 3 BACARDI and GAMBLIN MEMORIAL Series, Montagu Bay, Royal Nassau SC, Nassau, NP, Bahamas. Peter Christie, P. O. Box 1628, Nassau, Bahamas.

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

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

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

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

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

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

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

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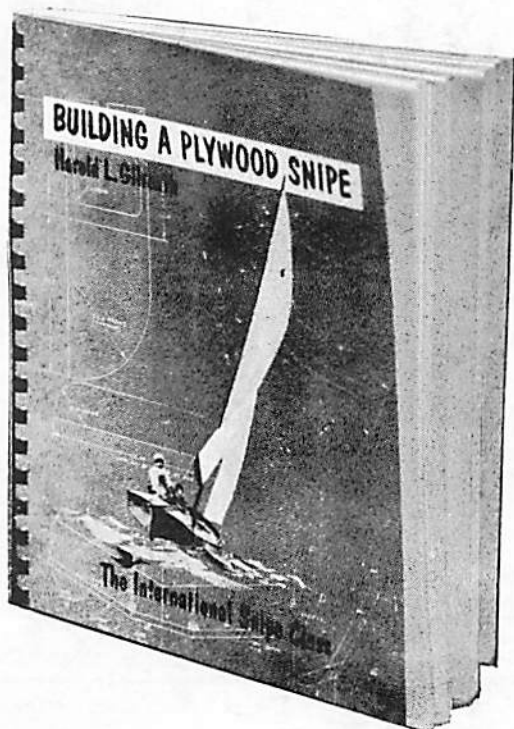
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