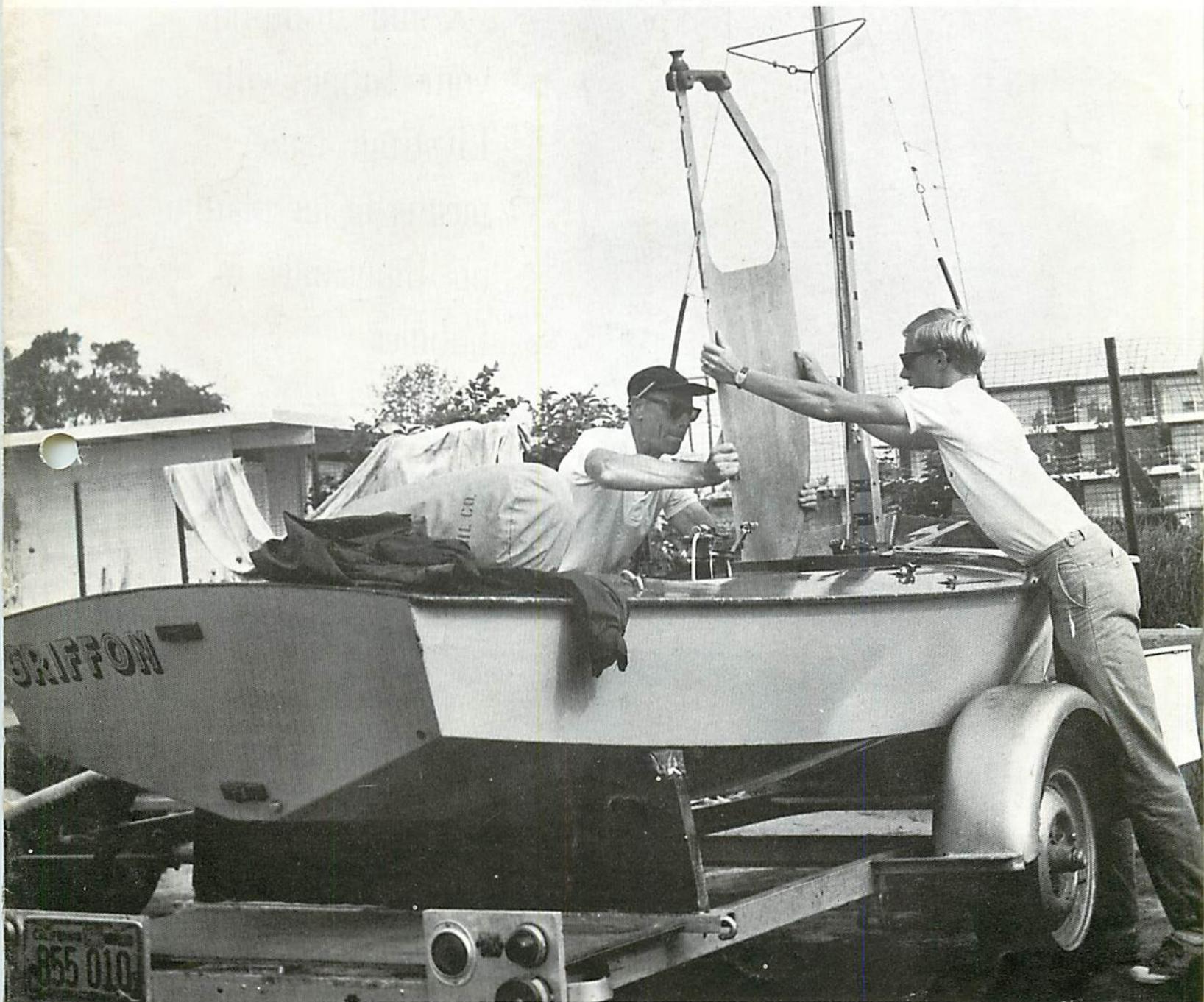
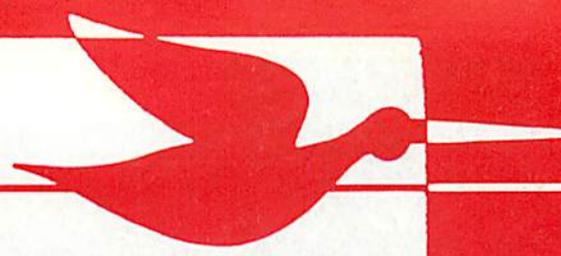


# *Snipe* **BULLETIN**



JULY 1963  
Vol. XIII No. 2

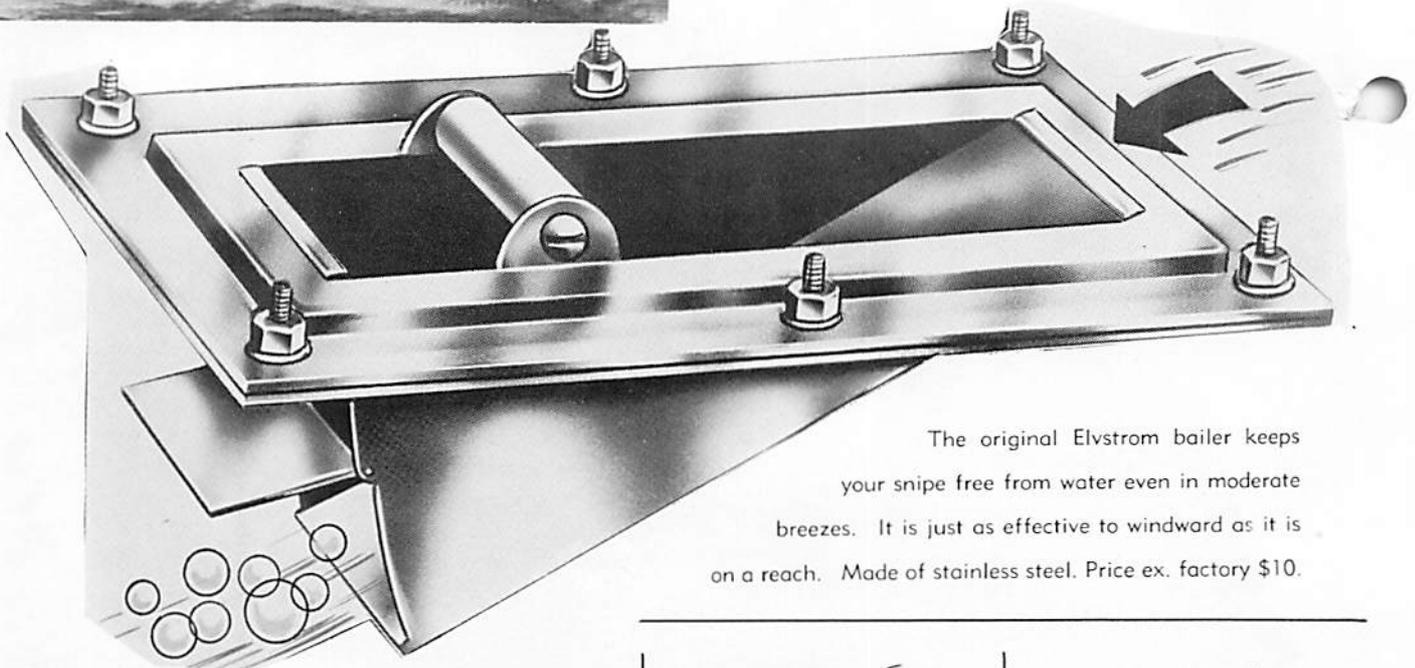
Snipe in the Pan-American Games  
Record Number of New Fleets Chartered  
Why Join the Association?



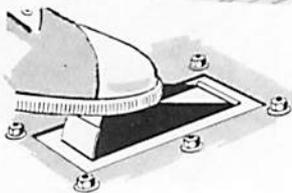
# 1959 World Championship



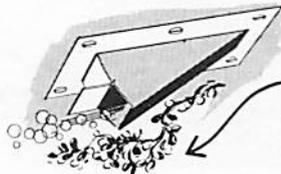
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Elvström bailers  
means faster planing  
on thousands of  
bubbles



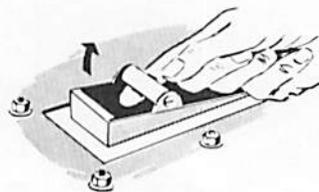
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## Voice Of The People

### THINKS HE HAS SNIPE No. 8

" This Snipe has been in storage for over 10 years and there is no number on the hull, although I have not removed any paint from the keelson or back of the centerboard trunk. However, the sails bear the number 8.

A little metal plate shows Thompson Bros. of Pashtigo, Wis., the builder. They stopped making sailboats before World War II and all their records were destroyed in a fire in 1955. No definite data there, as a result.

Honestly, I would be willing to bet my last dollar this Snipe is the original #8.

You asked about the construction. I removed five layers of paint including a copper-colored anti-fouling paint from the outside of the hull. This must have been an expensive boat initially, for the sides are solid mahogany 3/4" thick. One whole plank, no glued-up pieces, from stem to transom. I replaced a little dry rot near the top and forward with the same material. From the varnish under all the paint, it was evident it had a natural finish. The bottom is planked with some sort of wood from the pine family in order to swell up, I imagine. The rub-rails were of gigantic size and weight, oak and 1 1/2" wide. The deck was 3/8" thick covered with canvas with a 5" wide mahogany trim all the way around. There was also a motor well, which I have preserved.

This is a pivot board with mahogany frames. The deck frames are of 7/8" yellow pine. To restore this hull to a new one, every ailing piece of wood was replaced and the whole deck completely removed. I had the entire hull fiberglassed in white. Then I put on a 1/4" mahogany deck, all stained deep red.

Every fitting was a dirty color and after buffing and polishing them ( which incidentally took hours and hours), they gleamed of burnished brass and bronze. They are all Wilcox-Crittenden fittings and I know they never finished them like this at the factory.

The mast and boom are the originals and are finished mahogany to match the hull. All the cheek blocks, pulleys, cleats, etc. , have been buffed by our jewelers rouge to where they shine just like the jewelry in my store.

I am real proud of the outcome, and I have achieved exactly what I started out to do two years ago — that is, have a real smart looking and seaworthy craft.

So, if it is at all possible, I would like to apply for registration under #8. I am convinced this is the old, original hull. "

— Daniel S. Smith  
223 E. State St. , Salem, Ohio.

The only record in the files shows that #8 was originally issued to Frank Weekman of Jamestown, New York, and evidently sailed there, although there is no measurement data sheet on the boat now. It remained in his possession until 1939, and has not been heard of since. It is both possible and probable that this boat is the original old 8, and if anyone can contribute any additional information, please send it in, for it would be nice to have it in active service again.

### ALL IN THE DAY'S MAIL!

"As a prospective Snipe owner who is slightly confused in making an intelligent purchase from the various Snipe builders and sail makers throughout the country, it would be extremely helpful to learn the following:

1. Which Snipe builders and sailmakers offer the latest advances in speed, design, and durability?
2. What boat and sail formula at present is considered to be the fastest configuration?
3. Which Snipe builders and sailmakers are sanctioned by the SCIRA's specifications?

It is acknowledged that an answer to No. 2 would be only an opinion. Any recommendation to this end, however, would be beneficial to me. "

— From a Texas buyer.

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

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

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

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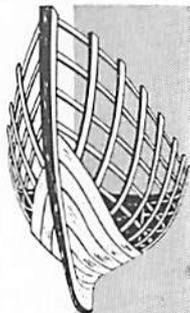
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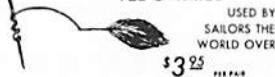
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### The Cover

July is the month for regattas! The season is in full swing with many important events scheduled, and Snipes are being trailed in all directions all over the country. In this familiar scene, Dr. Bob Schaeffer of California, after towing his outfit about 3000 miles across the United States to Connecticut, puts in his daggerboard before having his boat lifted off the trailer by electric crane and lowered into the water.

## — THE SCORE —

Numbered SNIPES — 14475  
Chartered Fleets — 560

109 new numbers issued in the last 30 days! The total is now 496 in nine months, so we easily passed our 32 year average of 144 additions. Snipe enjoys a flourishing popularity all over the world, for 25 went to France, Sweden 15, Canada 9, Turkey and Japan 9 each, Portugal 1, and the remaining 46 to the United States. Hope for a good breeze as we approach the finish line!

Seems like June was a good month for organizing Snipe fleets, too -- more sailors wanted to join in the fun of racing Snipes. Eight -8- new fleets were chartered, which is probably some kind of a record.

Roy Yamaguchi of Japan wrote, "With the gradual approach of the coming 1964 Tokyo Olympics, we are very busy in our sailing activities, and I am pleased to announce the formation of a new Snipe fleet - the third in Japan. On the 24th of June, six of my boys from the Tomoe Yacht Club are going to the Scandinavian countries representing Japan in participation to the world and international Dragon Class races." Number 561 was assigned to the group and a charter will be issued upon receipt of further fleet details.

Neal Fendig, P. O. Box 497, St. Simon's Island, Georgia, saw enough area Sniping last summer to convince him "that was for me". He sold his brother and a friend on the idea; they got 3 new fiberglass boats; and Charter 562 has been issued to them. They want some more members to help take on the nearby Atlanta and Clearwater fleets.

Horace Crispin announces the formation of a new fleet at the Erith Sailing Club, and so Charter 563 went to the 8th English fleet. With the keen competition between many classes and types of sailing dinghies in England, it is indeed a difficult accomplishment to get another toehold there.

From Aydin Koral, National Secretary of Turkey, comes this encouraging and enthusiastic letter: "Things are happening so fast that it seems like getting out of control. Yesterday I received your letter assigning us 8 new numbers. Today I got a telephone call from a nearby club saying they have given orders to build 6 more Snipes and asking for 6 more numbers. Our motto "Death to the Pirate Class" has come true at last. After 1966, no more Pirate National Races will be organized. The new Flying Dutchman and Snipe will be the only two-man

centerboarders in Turkey. I am sure that eventually familiarity with Snipe's fine sailing characteristics and other advantages (cheaper to build and to maintain, etc) will make our class the leading one here." Charter 564 for the Hereke Fleet, Charter 565 for the Istanbul Fleet, and 6 numbers went out to him by airmail. That makes 5 for Turkey, with 3 new ones in the last 60 days.

Charter 566 went to a group of 6 Snipers to form the Nossa Senhora da Coceicao Fleet in Portugal.

Snipers can be found almost anywhere, even in the center of the Wild West. John Wagener, 1560 Ridgeway Rd., Lincoln 6, Nebraska, is the first Fleet Captain of the Lincoln Fleet 567. That's a far cry from the salt waters of the Sound and Chesapeake Bay, but the thrill of sailing is just as great, and, perhaps, enjoyed even a little more. It should prove a good addition to District 2.

With Grampian Marine supplying ready Snipes in Ontario, Canadians have become more and more conscious of the boat. With the election of Doug Keary to the SCIRA Board of Governors and the scheduling of the 1963 Canadian Nationals at Oakville, interest in the class has evoked more enquiries than ever before, with the result that a new fleet was formed at the Barrie Yacht Club with Charter 568 and W. C. Porter, R. R. #2, Barrie, as the first FC. Mr. Keary reports another one being formed at Hamilton, too.

### Some New Officers are Chosen

In Argentina, Roberto Garcia Guevara is credited with being the founder of the Snipe Class in that country. For ten years, he has served as National Secretary. At the Assembly held by their Association on December 27th, 1962, it was decided to elect Mr. Fernando de Aldecoa to the office. His address is Florida 229 - Esc. 711, Buenos Aires. Mr. Garcia will continue his collaboration with the class as Commodore of the Association. That is good news, for Mr. Garcia has seldom missed a big regatta no matter where held and no international event in the Western Hemisphere would be the same without him.

### All Snipe Owners Should Pay SCIRA Dues —

Section 21 of the Constitution under NON-PAYMENT OF DUES says: If the owner of a measured boat of the Class shall fail to pay his dues within one month of the start of his Fleet's official racing season, such boat shall become ineligible to race. Such an owner shall lose his membership in this Association and all rights connected herewith.

The Fleet Captain is charged with the proper payment of dues by the members of his fleet, which means that he must see that the boats are properly registered (transferred if necessary, etc) and measured before sending in any collections for membership in SCIRA. He distributes the membership cards and rule books and thus knows the official standing of each boat and it is up to him to police participants in all official races. He should check constantly to see that all entrants are eligible to race in point score races and sanctioned regattas and make the display of SCIRA membership cards an automatic part of the registration of entrants.

We have a strong international organization today because this procedure has been followed in past years and strictly observed without any loopholes. And this is to the great advantage of every one who wins a Snipe anyplace in the world — whether they ever contributed a cent or not to keep the association alive. There are many advantages and reasons why all should pay SCIRA dues, but the one with universal appeal is the undeniable appeal to the pocketbook. It is a fact that observance of strict one-design rules and specifications, the required measurement of all hulls and policing of the hulls and equipment, the refusal to permit any and all changes which would alter the boat and out-date or obsolete existing Snipes, constitute the finest sort of insurance and protection of the considerable investment in a Snipe. The dollar value is maintained to the owner's advantage, and he should gladly pay a small sum for such coverage.

Dues in SCIRA are relatively low. Let's see that they are paid by the right persons at the right time. As a reminder, all delinquent members will be dropped from the SCIRA list August 15th and no more BULLETINS will be sent to them.

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# — SNIPE IN PAN-AMERICAN GAMES —

## *Conrad Brothers of Brasil Retain Title — Huggins Gets Silver Medal*

by Robert A. Huggins

Displaying near perfect form and sailing ability, the teenage Conrad brothers of Sao Paulo, Brasil, demonstrated once again that their performance in the 1959 Pan-American Games in Chicago (when they were the sensation of the yachting events) was no fluke by winning the gold medal in the Snipe Class. Already the 1962 Western Hemisphere Snipe Champions, they rank, without doubt, among the top small boat sailors in the world, and their performance in the World Championship Races in France this September will be watched with great interest.

Bob Huggins, U.S.A., and Pedro J. Dates of Argentina finished second and third respectively and got the silver and bronze medals.

The Snipe Class competition at the Fourth Pan American Games was held on Lake Guarapiranga in Santa Amaro, a suburb of Sao Paulo, Brazil, April 22-30, 1963. The Snipes, Finns, and Flying Dutchmen raced at the north end of the lake, and were guests of the Yacht Club Santa Amaro. The Dragons, Stars, and Lightnings sailed at the south end, and stayed at the Clube de Campo de Sao Paulo. The Yacht Club Santa Amaro provided particularly convenient and comfortable accommodations, a large new building and swimming pool having been just completed particularly for this event. The food was magnificent, and the officers and members of the club extremely friendly and helpful. Each contestant was assigned a teenage boy, who helped take care of his boat, polish it, sand it, launch it, fold the sails, and so on. The crews enjoyed a nice vacation.

The very impressive opening ceremonies of the IV Jogos Pan Americanos were held Saturday, April 20th, in the 110,000 seat municipal stadium of Sao Paulo. This was an unusually exciting experience, with the 3000 participants marching in and being cheered with great gusto by a tremendous standing-room crowd. Sports are very important in Brasil, and wave after wave of clapping and cheering passed spontaneously through the packed stands. It was especially impressive to hear such a large and keyed-up crowd vigorously sing their national anthem. The festivities were complete with a runner carrying in the torch, and the release of hundreds of pigeons.

Opening ceremonies for the yachting competition were held April 22nd at the Clube de Campo de Sao Paulo. Avery Brundage himself raised the Pan American Games flag.

Except for the Lightning Class, which had 7, all classes had 5 entries, a rather disappointing turnout. However, the quality of the entries was very high in most classes.

Wind conditions for the first race were light and variable. A wind shift about one minute before the starting gun found Reinaldo Conrad (Brasil) in a position to make a beautiful port tack start, leaving the rest of the fleet far behind, unable to make the mark on starboard tack. However, dying winds near the end of the first round allowed the rest of the fleet to catch up, and 200 yards from the finish Conrad was still in the lead, with Huggins (USA) hot on his tail. Pastori from Uruguay was not far behind. However, a gun went off ending the race, as the time limit had expired. Dates (Argentina) let out a loud "Salvado", as he was bringing up the rear, after carefully following a small puff into a larger calm spot.

The second race was sailed under better wind conditions, 5-10 knots from the SE (the "prevailing" wind). At the first mark, it was Conrad, Huggins, Dates, Pastori, and Ali (Trinidad). A parade followed for the most of the race with the two leaders developing quite a nice lead. On the third windward leg, Huggins became engrossed in the problems of trying to catch Conrad instead of covering Dates for a safe second. The first two boats had a fine tacking duel, while Dates went way off towards the west shore where he picked up a beautiful lift, pulling into 2nd position, right behind Conrad at the windward mark. No further changes of position occurred before the finish.

The third race found Huggins with a poor start, bottled up between several other boats. Conrad and Dates worked out



Reinaldo Conrad receives gold medal for winning first place in the 1963 Pan-American Games. Bob and Ellie Huggins, the husband and wife U.S.A. team, stand by to receive the silver medal for second place.

the lead right away, and were first and second at the windward mark, with Huggins third. With rather steady winds of about 10 knots, this race turned into a parade around the course, with Pastori 4th and Ali 5th.

The fourth race was sailed in the heaviest winds of the series, about 15-20 knots, with some beginning to have difficulty keeping their boats flat. Conrad sailed beautifully, gradually pulling away to build up a nice lead at the finish. At the first mark, Huggins was 2nd, followed closely by Pastori and Dates. Pastori and Huggins jibed several times, successfully letting Dates catch up and get inside at the leeward mark, again demonstrating that it does not pay to fool around, particularly if you foul up a couple of jibes. At the finish, it was Conrad, Dates, Huggins, Pastori, and Ali.

According to the schedule, the next two days were held in reserve for making up races. The winds were evidently somewhat lighter at the south end of the lake, for all the classes there had trouble making their time limits, with the Dragons not finishing two of their four races, and the Stars and Lightnings one each. As a result, the Dragon course was shortened and they sailed make-up races on each of the off days. The Snipes, as well as Stars and Lightnings, completed a race on the second reserve day. On the first reserve day, all the contestants - except the Dragons - were taken a distance by bus of about 30 miles to the famous and beautiful beach at Guaraja, a few miles from the port of Santos, on the Atlantic Ocean, for a very pleasant and relaxing interlude.

The first race was resailed on the second reserve day in moderate winds that were reasonably steady. Positions were established rather early, with Conrad getting the best start, and arriving first at the windward mark. Huggins was second, and Dates third. Ali sailed his best race, working into third position on the second beat, and having an interesting duel with Dates for the rest of the race, just nosing him out at the finish. Unfortunately, Ali was involved in a port-and-starboard situation, and was disqualified.

The fifth race was rather uneventful, becoming a parade soon after the start, with Conrad 1st, Dates 2nd, Huggins 3rd, followed by Pastori and Ali.

Race six was sailed in gradually dying winds, with a couple of major shifts. With the wind NW at the start, Conrad got an early lead, with Huggins 2nd. On the second beat, however,



This is a typical pose of Reinaldo Conrad and his crew, brother Ralph Conrad, and the picture is taken at the "going away" angle which competitors saw most during the racing.

the wind suddenly dropped, coming in lightly from the SE. Huggins drifted past Conrad, or so it seemed at the time. The NW wind gradually reappeared, allowing the two lead boats to reach into the next mark, Conrad having the better position when the new wind came in. On the subsequent run toward the end of the race, Conrad, still leading, chose to hold a low course. Huggins seemed to have a stronger breeze up toward the windward side of the lay line, and appeared to again have caught up. But he soon rediscovered the calm spot first detected by Dates in an earlier race, and watched Conrad reach up into the mark well ahead. Well behind, Dates led Pastori and Ali across the line, after several changes of position as the wind shifted back and forth.

As a result of his successive first places, Conrad had won the series by this time, regardless of the last race. Dates was in second position with Huggins third. However, it was still possible for 2nd and 3rd to change if Huggins got a 1st, and Dates a 3rd or worse in the last race. Although this was possible, it was obviously not highly probable, due to the magnificent series being sailed by Conrad.

The seventh and last race was again sailed with moderate, but reasonably steady winds from the SE. Huggins got a good start, and with clear wind gradually worked out into first position by the end of the first windward leg, followed closely by Dates, and then Conrad, with the others somewhat further back. An unusual spectacle occurred during the next leg, which was a run. Conrad suddenly dropped his jib, and replaced it with another! He lost only a few dozen feet relative to the other boats. It is very seldom that anyone has nerve enough to change sails in a small boat during a race. Conrad later admitted that they had practiced that maneuver a number of times as part of their training program. Huggins found himself in the interesting predicament that in order to beat Dates, he had to entice Dates and Conrad to separate on the beats, covering Conrad, not Dates, and hoping that Conrad would pass Dates. This was due to the



Pedro J. Dates and Fernando de Aldecoa of Argentina, winners of the bronze medal.

requirement of not only getting a third place, but also having to get a boat in between himself and Dates. It would do no good to beat Dates, and have Conrad get either a 1st or 3rd. Anyhow, the second and third boats did separate, and Dates obligingly worked himself down into a third place. At the finish, Huggins had a substantial lead over Conrad. Ali was 4th, and Pastori 3rd.

As the boats returned to the dock, they were met by a military band and a considerable crowd. The first and second

(Continued - Top of next page)

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#### (SNIPER IN PAN-AMERICAN GAMES - continued)

boats in each class were lifted bodily out of the water - with the skipper and crew still inside - and carried triumphantly up onto shore by 20 or 30 boys from the club. Thereupon, all contestants were thrown into the swimming pool, clothes, shoes, and all. Later that evening, the formal medal award ceremony was held, with the Olympic platform, band playing the national anthem, and all the trimmings.

Although the winds were light and somewhat fluky in several of the races, on the whole it did not seem that flukes played a very significant role in the overall standings. The Conrads, brothers Reinaldo and Ralph, were outstanding, excelling particularly at playing small wind shifts and variations, and never being in the wrong place at the right time. Although it certainly helps to sail such a regatta on your home lake, as was the case for the three Brazilians who won in their classes, (Finn, Snipe, and Flying Dutchman), it is rather probably that they would have won no matter where the regatta was sailed, under similar wind and water conditions.

The Conrad brothers have done very well in the past, also, winning the Snipe Class in the 1959 Pan American Games held in Chicago with six 1sts. Reinaldo also placed 5th in the Finn class in the last Olympics. In addition, they have been regularly beating the Schmidt brothers, who won the World Championship in the Snipe Class in 1961 with 4 first places and 2 seconds. The Schmidts won the Lightning Class in the 1959 Pan American Games, and placed 2nd to Tom Allen this year. There is little question that the level of competitive sailing in South America is very high, and particularly so in Brasil.

One of the lasting impressions gathered by all those who participated is the immense amount of international good will present at such events as the Pan American Games and the Olympics.

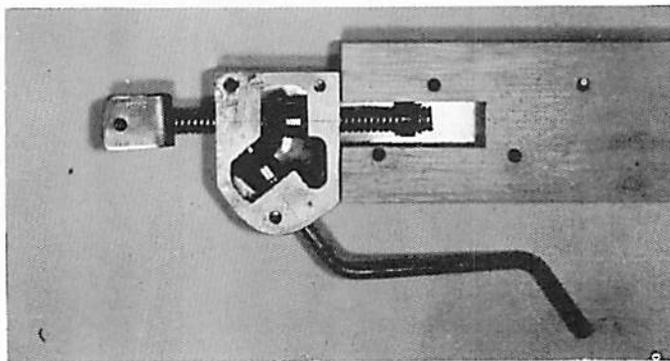
#### FINAL RESULTS of the PAN-AMERICAN GAMES

Sao Paulo, Brazil -- April 22-30, 1963

COUNTRY	SKIPPER	RACES	1	2	3	4	5	6	7	PTS.
BRASIL	Reinaldo Conrad		1	1	1	1	1	1	2x	4800
U.S.A.	Robert Huggins		2	3	3	3	3x	2	1	2767
ARGENTINA	Pedro Juan Dates		3	2	2	2	2	3x	3	2642
URUGUAY	Horacio Pastori		4	4	4	4	4	5	5x	1091
TRINIDAD	Ken Joseph Ali		DSQ	5	5	5	5	4	4	800

Scoring system - 6 best races. Points awarded for 1=800; 2=499; 3=323; 4=198; 5=101.

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# DISTRICT 6 CHAMPIONSHIP

won by Carl Eichenlaub

33 Snipes sailed in the District 6 Championship Regatta on May 18-19 at Alamitos Bay YC, Long Beach, California. The winds were light, but the regatta was wild and woolly, with at least 13 boats fouling out during the five races.

The two Saturday races were sailed in light winds. Tom Schock, of NHYC, won the first race, with the wind rising from 10 mph at the start to about 15 at the end. The second race started with 15 mph winds, but they decreased during the race. Kim Desenberg, also of NHYC, won this one, after fouling out in the first race, and Tom Schock took 2nd.

The third race Sunday morning, was sailed in 5 mph breezes. Scott Allan, also of NHYC, went out toward the break-water and continued on to win the race by a comfortable margin. With a slight increase in wind velocity for the 4th race, Carl Eichenlaub of Mission Bay, was first at the weather mark, but Bob Schaeffer of Los Angeles passed him on the final beat to win. However, Bob had been forced into the starting line mark by another boat at the start, and he didn't protest because the offender dropped out of the race. The Race Committee disqualified him for not protesting, and put Carl Eichenlaub in first for the race. The wind stayed at the same low level during the fifth race, which Bob Schaeffer also won. (Read Rule 52.1)

The whole fleet was pretty well bunched up during all the races, with very little elapsed time between 1st and 20th places. Very similar to the Nationals at Seattle in this respect.

At the end of the first 2 races, Mission Bay boats were in four of the first five places. All except Eichenlaub failed to a varying degree on Sunday. Lew Bedford of MBYC was going about as well as Eichenlaub, and would have made it a close contest except for hitting the reaching mark in the 4th race. Mike Jager was also going well, but he ran over the starting line in the 1st race.

The rest of the fleet was very inconsistent, as shown by two of the first six finishers having a DNF.

Fred Schenck, Past SCIRA Commodore, returned to the wars in this regatta, and got his new wooden Varalyay going pretty

good Sunday after some tuning pains on Saturday.

Carl Eichenlaub won the regatta and the title by a good margin, as shown by the results of the first ten finishers listed below. But as Fred Schenck remarked after the regatta, anyone of these ten boats could have won the regatta, which shows just how good the competition is getting in our District.

— Herb Shear, Jr.

## 1963 DISTRICT 6 CHAMPIONSHIP REGATTA

BOAT	SKIPPER	CLUB	RACE	1	2	3	4	5	PTS.
13532	Carl Eichenlaub	Mission Bay		7	3	13	1	7	6140
11771	Lanry Coon	Newport Harbor		17	4	16	5	2	5387
13232	Don Adams	Alamitos Bay		15	16	2	6	8	5136
6752	Mike Jager	Newport Harbor	DNF	2	11	7	3		5085
12762	Scott Allan	Newport Harbor		19	21	1	2	9	5029
14093	Lew Bedford	Mission Bay		4	6	4	DNF	10	4988
13599	John Laun	Newport Harbor		16	15	3	15	4	4790
13863	Bix Bixby	Alamitos Bay		11	11	9	8	14	4642
9020	Jerry Thompson	Alamitos Bay		17	4	16	5	DNF	4527
12765	Earl Elms	Mission Bay		5	5	5	21	DNF	4388

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50%, mark you, not just 10% or possibly 20%!

What is the new shape? We just can't wait to see the results published in detail. Have we been so much wrong over the last fifty years or so? Has nobody, purely by chance, ever pulled his traditionally made sail out of shape into something that approximated the new shape? Does a 50% increase in efficiency in the wind tunnel mean a 50% increase in efficiency at sea?

We must obviously contain our curiosity and impatience until such time as laboratory tests are tried out at sea on a full-sized scale.

One or two hard-bitten shell-backed old cynics are already recalling what was being said in certain quarters after Sceptre proved so disappointing. "The one thing that tank testing of the challenger has proved is that tank testing doesn't prove anything." (article from BOATS Magazine of London)

Author:  
Harold L. Gilreath  
Champion Sniper  
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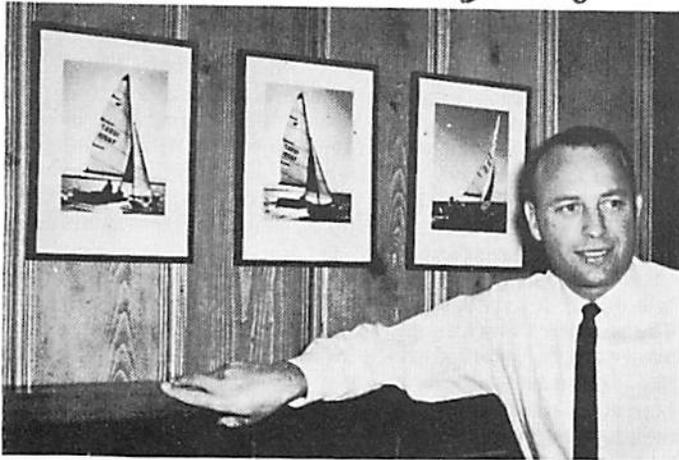
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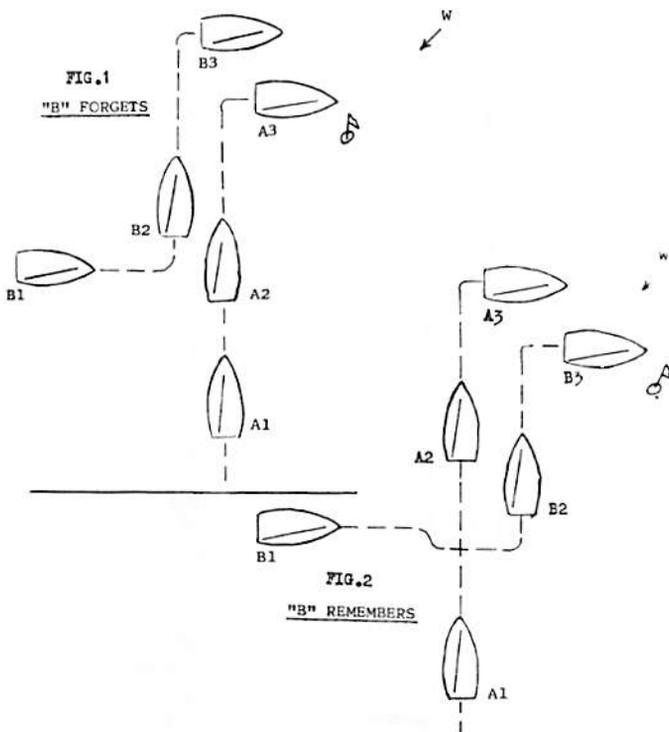
**THE WINDWARD MARK - TACTICS**

Having finally gotten away from the start, we next deal with several basic principles to consider when approaching the windward mark ( assuming that the windward leg has been sailed with a fair degree of success, a subject which we will deal with at a later date).

Basic principles in the area of tactics when approaching the windward mark are suggested as follows:

1. Be in a position to be the first to tack for the mark—

This one seems fairly obvious, but it is surprising how hard it is to figure out in a fast moving competitive situation. Remembering the basic principle however, helps in deciding whether to "duck" a converging opposite tack boat's stern or tack under the other boat's lee bow when close to the mark, as illustrated below:



2. Avoid coming into the mark on port tack — Again very obvious, but often done! One possible saving feature on this, however, if there are special circumstances ( there always are!) which suggest the port tack approach, overstand the mark a little in order to have speed for maneuvering when approaching the mark.

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# Wells Wanderings by Ted Wells

## DECISIONS - DECISIONS

It has been pointed out frequently by this author and by our other distinguished columnist, J. J., that possibly the most important decision in any race is deciding before the start which side of the course you are going to favor. Any more, it seems that in Snipe Regattas, the level of competition is such that just short tacking up the middle won't get the job done - one side or the other is bound to be better, and if you don't pick the right one, you have had it!

I've been avidly reading my colleague's column hoping he would divulge the secret of how to make this decision, but unless he did it in the October 1962 issue (which I have lost), he is still holding out on us. I'm not holding out, because I don't know

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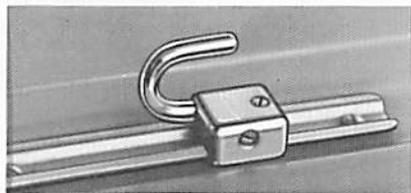
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how, except in a few cases. There is the case where one tack is almost parallel to shore and you have to tack back and forth keeping just the right distance off shore. This requires local knowledge and doesn't always work, but in the absence of any better ideas, the practice should be followed where applicable.

Another local knowledge case is where, for no good reason, one particular method usually is best. This method - and it's drawbacks - was well illustrated at the Fort Worth Boat Club Regatta last weekend. This was a sanctioned regatta run in conjunction with a regatta for dozens of classes and between 150 and 200 boats, but there were three courses, three committees, and strict adherence to Rules for Conducting Sanctioned Regattas. Snipes sailed alone on No. 2 course (a shorter course in a different location than this will be used for the Nationals). The windward mark is in a large cove under high banks and is pretty tricky to get to. Louis Nelms, who sails with the FWBC Snipe fleet) had told me the best way was to hold a starboard tack about one third of the way across the lake, then hold a port tack for one third, and try to lay the mark on starboard. With this plan in mind, I decided to start at about the port end of the middle third of the starting line (I have definitely quit hair-raising perfect starts) since the port end of the line was slightly favored. I had a good fast start, held my starboard tack a lot longer than I really wanted to, got a beautiful knockdown to tack on, and from there on out could do no wrong.

This system did not work in the next race. Boats which held to starboard side of the course did better for no particular reason. On the third beat, I was in about third or fourth place when I got greedy. Nelms and Kilpatrick, who had taken second and third in the first race, were behind me and discretion would dictate keeping them there and not worrying about those ahead. But those guys who had held the long port tacks had done so well up to then, so I decided to try one. Everything looked beautiful until the wind died over there and Kilpatrick and Nelms came screaming out of oblivion to take second and fifth places, with me barely taking sixth.

Sunday morning there were four of us who had to beat each other to win the regatta, with Kilpatrick one boat better than the rest of us, and the correctness of the decision as to course was obviously of great importance. The wind had been shifting periodically through a 25 degree range with the starboard tack heading being from 125 to 150 degrees. The starting line and windward leg split the difference as a result of careful work by Steve Taylor, the Committee Chairman for Course #2. I decided to start on the starboard end of the starting line, or rather, about a quarter of a length of the line down from the committee boat (no hair-raising perfect starts anymore) regardless of which end was favored at the time, because I wanted to tack immediately to port if the starboard tack was less than 140 degrees. At the time of the start, starboard tack was about 120 degrees, giving a decided advantage to the port tack end where Kilpatrick got a perfect start. Eventually most boats came over to port and I started to sweat out the time until that anticipated shift to 150 degrees came. Fortunately, it came, and although I dropped fourth place as a result of paying attention to boats that could win the regatta instead of trying to beat some boats that couldn't, I at least proved I had learned something from the previous race. As a matter of fact, in this race it always paid to hold off to starboard of the course.

The lesson for the day can probably be summarized: choose the side of the course to favor, using the best information available. If no information is available, most windshifts are clockwise, and you might bet on this fact. Plan your start accordingly, but a good fast start near the most favorable end of the line is lots better than a bobbled up start at the best spot. Pay attention to boats you have to beat and forget the others when the series total counts. And while on the subject of courses: to repeat a lesson learned previously, don't get carried away with sailing a course instead of tacking on shifts. Doing the opposite of everyone else is generally wrong - better have some awfully good reasons if you go off all alone.

# — SANCTIONED RACE DATES —

- July 27-28 MARYLAND STATE Snipe Championship, Deep Creek YC, Deep Creek Lake. Robert H. Lane, 301 Temona Dr., Pittsburgh 36, Pa.
- Aug. 3-4 DISTRICT I Junior Championship, Quassapaug YC, Lake Quassapaug, Conn. Luke Czarny, 4 Summerfield St., Naugatuck, Conn.
- Aug. 17-18 BOARD OF GOVERNORS CUP, Quassapaug YC, Lake Quassapaug, Conn. Luke Czarny, 4 Summerfield St., Naugatuck, Conn.
- Aug. 17-18 ROCKY MOUNTAIN Snipe Championship Regatta Rocky Mountain SA, Shadow Mountain Lake. W. T. Scofield, Box 679X Rt. 3, Golden, Colorado
- Aug. 31- Sept. 1 LAKE WORTH SC Regatta, LWSC, Lake Worth. Fred Smith, 4125 Selkirk Dr., Ft. Worth. Texas.
- Aug. 31 - Sept. 2 MASSACHUSETTS BAY Open Championship, Cottage Park YC, Boston Harbor. Carmen A. Pastore, 4 Johnson Ave., Winthrop. Mass.
- Sept. 7-8 INDIANAPOLIS STATE Championship, Eli Lilly Trophy, Indianapolis SC, Geist Reservoir. Peter Foe, 3920 East 71st St., Indianapolis, Indiana.
- Sept. 7-14 INTERNATIONAL SNIPE CLASS WORLD CHAMPIONSHIP Regatta, Bendor YC, Isle of Bendor, Mediterranean, France. Jean M. Dumas, 9 Bis Ave. de la Belle Gabrielle, Fontenay Sous/Bois, Seine, France. This event will be preceded by a Snipe Week of sailing from Sept. 1-6 OPEN TO ALL Snipers from all over the world. On Sept 7-8, a race at Villefranche will take place with a Snipe as first prize. Write to Mr. Dumas for further information.
- Sept. 28-29 MISSION BAY Snipe Invitational, Mission Bay YC, Pacific Ocean and Mission Bay. R. H. Maul, 3387 Bayside Walk, San Diego 6, Calif.
- Oct. 26-27 HALLOWEEN REGATTA, Atlanta YC, Allatoona Lake. Franklin W. Johnson, 200 Stewart Dr., NE, Atlanta 5, Ga.

JULY 27-28

## MARYLAND CHAMPIONSHIP

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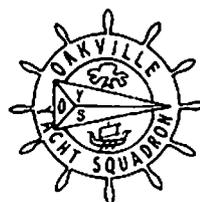
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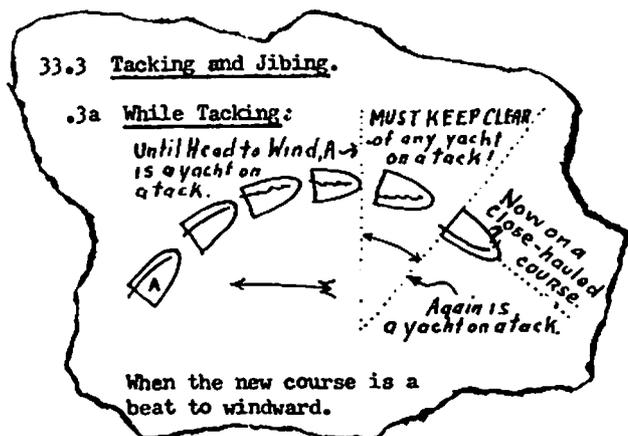
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## SNIFE NEWS IN BRIEF

Early this year, District 1 started to issue a newsletter under the direction of Ted Cronyn and 3 copies have been sent out to date. Consisting of 4 mimeographed pages, it is chock full of interesting items and is well-done, giving that area just what it needs to tie Snipers together. . . . Speaking of District newsletters: 2 and 5 are the only ones not putting out a regular issue. Dick Ver Halen and Tom Aylward of Chicago have assumed the task for District 3 and the quarterly May issue was a very professional job with 12 pages of pictures, ads, and news -- made the BULLETIN editor sit up and take notice! Herb Shear is doing a mighty fine job with the District 6 publication of 6 pages, one of the oldest and best which never fails to come out every two months. And the steady interest in Snipe in District 7 is constantly stirred by Paul Potter, who is responsible for a 5 page SNIFE SNIPS. District 4 is rather sporadic, but worthy when issued. These are all very commendable efforts by dedicated volunteers and our organization is all the stronger for it. There is a place for local gossip amongst sailors, which can never be found in a national magazine, and this is the ideal way to produce it. Like an omelet, 'It keeps the eggs together'. . . . The Massachusetts Bay Fleet 244 at Winthrop had only 5 active boats in 1959; came up to 11 in '61 and boasted 18 last year. They expect 3 or 4 more this season. A fine come-back in New England. . . . Sheepshead Bay Fleet 115 leads all SCIRA

when it comes to paying dues.— and a most important honor that is! On February 21st, a check paid for all 10 members and the charter fee in full. No foolin' with those boys! . . . . Ed Campbell, 23 Sudbury Rd., Concord, Mass., writes: "I have succeeded in increasing the number of Snipes on Bare Hill Pond, Harvard, Mass., from 1 to 6. Now all I have to do is get them to register and become organized, and push for more, with a good chance of getting more." There's a man who needs help, so why not join up with him and become a charter member? . . . . G. W. Potter of the Okinawa Yacht Club, Pacific Ocean, is endeavoring to establish a Snipe Class there. . . . Alexander Allport, VP of the American Farm School, Thessaloniki, Greece, is a member of a small yacht club in Greece and they are interested in developing a sailing fleet there based on Snipe. . . . Ray Kaufman sends a clipping from the N. Y. Times: "Katamandu, Nepal, June 12 - Sir Edmund Hilary's expedition has succeeded in climbing the 22,340-foot Kangtega Peak." Our former SCIRA National Champion Tom Frost was one of the 4 intrepid climbers. . . . Carlos Bosch of Cuba is now with Pacardi International and living in Nassau, Bahamas, after a long Miami sojourn. He anticipates Snipe sailing there, and can be reached at P. O. Box 5567. . . . Lanny Coon is crewing on the yacht "Bolero" this summer and reports he can race Snipes wherever he goes. Has been to Nassau, etc.; will go to Europe in the Trans-Atlantic Race and enjoy Cowes Week in England. He will miss the U. S. Nationals for the first time in years.

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**FOR SALE: SNIPE 3648.** Good condition. Trailer; pivot centerboard; outboard motor mount; nylon sails. Only \$395.00. Edward Sweeney, 115 W. Ridgeway Rd., Centerville (Dayton) 59, Ohio.

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SPECIAL**

**\$135.00**

Mainsail and jib complete with special aluminum headboard, synthetic bolt rope, elastic loaded slip-in batten pockets, class insignia and racing numbers, stainless steel wire luff in jib, tiny bronze pistol type jib snaps, tapered ash sail battens and sail bag.

**AMAZINGLY EFFICIENT!**

Constructed of Lamport 4 oz. DRISAIL Dacron and carefully fabricated, **PANEL** by **PANEL** into an airfoil shape that seems to be the ultimate in driving power for Snipes.

**CLINTON JOHNSON**  
YACHT SAILMAKER

3204 Bay to Bay Blvd.

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409 Lockwood Dr.  
Chattanooga, Tenn.



### **There's a tiger in this bag!**

We turned him loose up in Westport, Connecticut and you should've seen him go! He helped Terry Whittemore win the Long Island Individual Snipe Class Championship—against competition that included two past national Snipe Champions. In three races, Terry swept to two firsts and a second...and the time he came in second, another Hild Sail-equipped Snipe took first!

The double-H is the newest, hottest sail on the racing

scene. Hild's sparguage construction, which matches sails to the precise curvature of your mast, provides the maximum sailing efficiency champions demand. Proved it in Westport's Snipe Championships...and at the Bantam Lake Snipe Class Invitational.

That's why more and more Snipe Class skippers are taking the tiger by the tail—and sailing the double-H.

**Hild Sails, Inc.** 210 Carroll St., City Island, N.Y. / TT5-2255