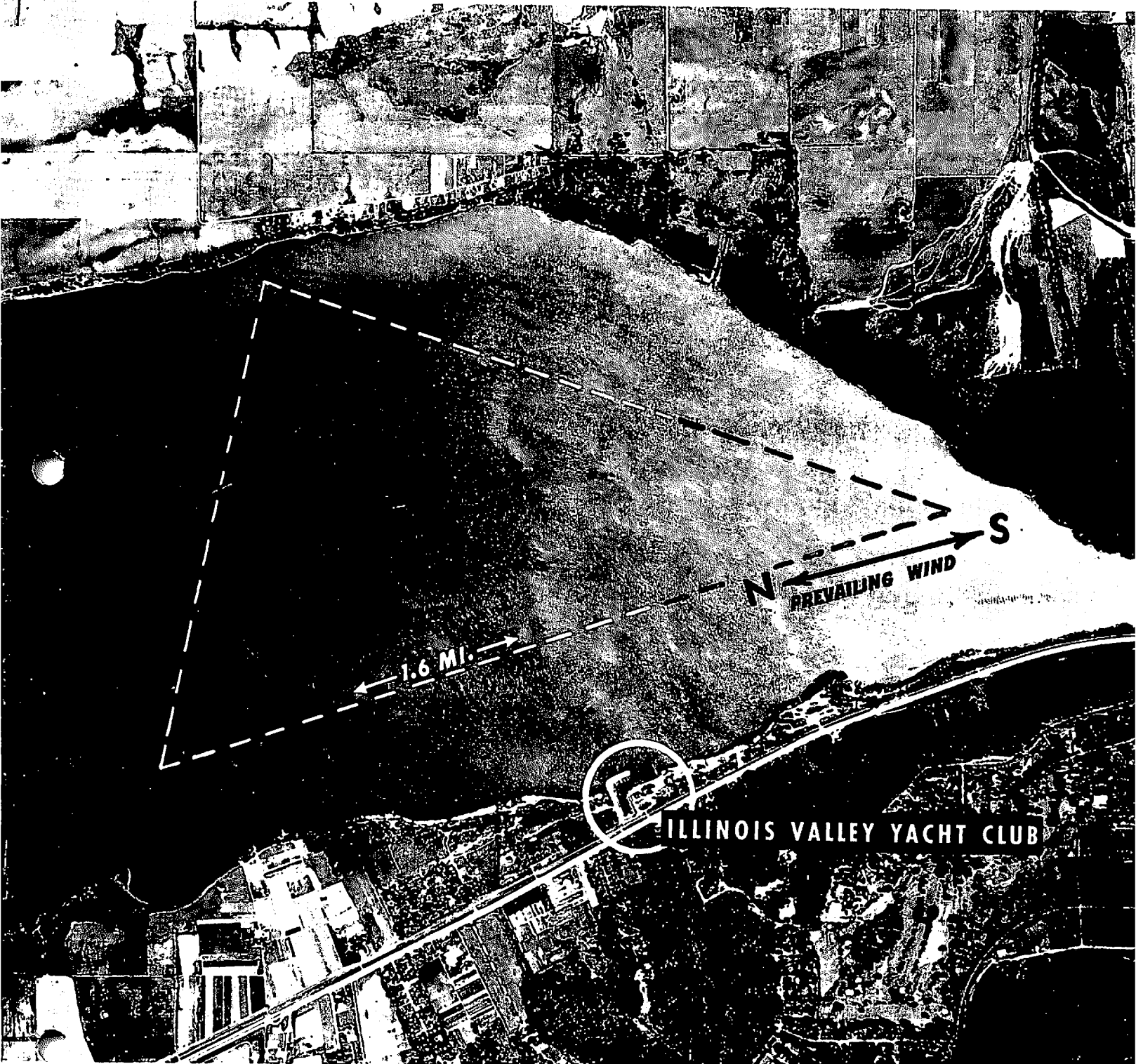


Snipe

BULLETIN



VIEW OF LAKE PEORIA on the Illinois River at Peoria, Ill.
The 1957 U.S. National Snipe Championship Races will be
sailed on this course during the first week in September.





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SNIPES BULLETIN

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

Address all correspondence to:

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655 Weber Ave., Akron 3, Ohio, U. S. A.

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SNIPES BULLETIN as part of their membership free.

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THE COMMODORE SAYS

It was tremendously satisfying to see the large turnout for the annual SCIRA meeting in Chicago last February. This was just one of the many indications of the interest there is in Snipe sailing throughout the world. Moreover, with support of this magnitude, it is no wonder that the Snipe has grown by far and away into being the World's most popular class of sailboat.

By the time this article is printed, the number of Snipes will exceed 11,000. WOW! That's 170,500 feet of Snipes, or, laid end to end, would measure over 32 miles. WOW AGAIN! What a tribute this is in itself to the founder, William F. Crosby, and to the pioneers and officers who have helped develop the class.

What's perhaps more pertinent to the Snipe owner or prospective purchaser of today is the fact that Snipes number 1, 23, and 26, (to name three), built more than a quarter of a century ago, are still being raced successfully today. That is certainly proof that your investment in a Snipe, both cashwise and funwise is a sound one.

Round trip airline tickets are now in my hands for the lucky skipper and crew who win the U. S. Nationals at Peoria this year, thereby becoming eligible to represent the United States in competition in the World's Championship in Cascais, Portugal. The flight leaves New York on August 30th, and the return from Lisbon is on September 9th. Past experience bears out the fact that getting passage over is a cinch at that time of year, but return passage via any means is about impossible unless reservations are on hand well in advance. All visitors and tourists want home at that time, which causes the jam.

It appears that the entries in this World Championship may now be able to use their own boats. This is not definite yet, but the handwriting is on the wall. The Portugese have generously offered to ship all the Snipes from the Western Hemisphere countries gratis except for handling charges, provided the decision of the Board is reversed in this instance due to the extenuating circumstances, thereby allowing the entries to bring their own Snipes. The host country will have a few top caliber Snipes to loan if some find it impossible to bring their own. The situation is still being explored. The final decisions and arrangements will be published as soon as they are made and known.

Commodore Rafael Posso of Havana, who was elected to the Snipe Board of Governors and is Secretary General of the Western Hemisphere, is coming to this country for the start of the New York-Santander Spain race starting in June. He has accepted an invitation from the Quassapaug Yacht Club, headquarters for Snipe Fleet 231, where great plans are in progress for a "DO" in his honor. I'm sure all the Snipers in the U. S. join us in wishing him a wonderful visit to our country. Incidentally, he will also be on hand in Portugal for the World Championship.

Now that your District Governors have a vote on the SCIRA Board of Governors, their work has taken on an added meaning and importance. Rear Commodore Buzz Levinson is liaison man with the Governors. If each Fleet Captain will keep his Governor posted on the goings on, the good word will more than likely hit

the Bulletin and make our class magazine all the more interesting. That goes for outstanding pictures, too.

Your District Governor will answer any question you have and will help interested parties form new fleets, etc. He will also bring any ideas, thoughts, or suggestions to the attention of the Board of Governors at their meetings. Larry Wheeler the representative of the District Governors on the Board and a meeting of the Governors will take place in Peoria at the Nationals. The District Governors are an important means for everyone interested in Sniping to have a say in the management of their class. They want to hear from you, so why don't you let them?

Here is a list of the District Governors for your convenience:

NORTH ATLANTIC DISTRICT #1

Bengt Johnson, 10 Edgewood Ave., Glen Head, L. I., New York

WEST CENTRAL DISTRICT #2

William Kilpatrick, Box 3658, Oklahoma City, Oklahoma

NORTH CENTRAL DISTRICT #3

Larry Wheeler, 713 Upper Merriman Drive, Akron 3, Ohio.

SOUTH EAST DISTRICT #4

Dr. Sam Norwood, 76 Inman Circle N. E., Atlanta, Georgia.

NORTH EAST DISTRICT #5

Robert Vreeland, 2619 Oakview Dr., Rochester 17, N. Y.

WEST DISTRICT #6

Jules Voerge, Box 67, Clearlake Highlands, California.

— Terry Whittemore

Miscellaneous Items

One of the most aggressive fleets in SCIRA is Fleet 330 of Atlanta. The boys down there are really enthusiastic Snipers and full of ideas for the advancement of their sport and hobby. Recently, they decided to push Snipe products as a fleet project, with profits going into the club treasury, and this issue contains two ads telling you about items which they have found good and recommend. Clint Huguley's enamel is excellent. Personal use and investigation show it dries to the hardest, slickest finish yet obtained by brushing. The fleet really means it when they say it wouldn't be fair not to tell the other boys about "Fleet 330" enamel. Likewise, the rub-rail and hi-speed pump are tried and true products. Again you are urged to patronize Bulletin advertisers when buying anything connected with Sniping.

It was too late to include this item under "Race Dates" as requested, so here it is:

June 15, Savannah, Ga. Snipe sailor goes ape --marries Snipes. This event, in which Franklin Johnson becomes the husband of Miss Nancy Snipes, daughter of Mr. and Mrs. T. Wells Snipes, is sanctioned by SCIRA.

Sure enough, it's the truth! At the last Fleet 330 meeting, a resolution was passed that Frank become Frank Snipes, instead of Nancy having to change that wonderful name. Probably will do no good! But the love bug is sure working overtime in Atlanta, for Dick Whittier, fleet secretary, has just been married and so has Vicki Norwood, eldest daughter of District Governor Dr. Sam and Mimi Norwood, who became the bride of Roland Gwinn Wallace, now in the Air Force. They expect to go overseas, so perhaps Vicki will be sailing around in a Snipe in a strange fleet one of these days.

The new 1957 rule books are now in the mail. Your Fleet Captain will give you a copy if you have paid your 1957 dues. And don't forget to make an effort to get all Snipe owners to join SCIRA--it's the easiest way for the class to grow. Incidentally, it costs \$15.00 to get a number for a Comet and class dues are \$7.00 annually. Comet Tales, a 4 page leaflet, is issued quarterly. SCIRA membership is a privilege and SCIRA dues at \$5.00 are a bargain, so send them in! Besides, you get the Bulletin!

The Rules Committee makes a plea for the proper filling out of measurement data sheets. It is suggested that all fleet measurers and fleet captains read the instructions in the current rule book. Be sure the MDS are completely filled out and signed before they are sent in to headquarters.



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White cockpit combing (15'7")... \$3.50
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Dr. Michel LePivert (left) and Pierre Juvet aboard the rubber raft "Marco Polo" in which they recently ran from the island of Minorca to Cannes, France, in 40 hours and 45 minutes. This was the fastest run ever made between the ports of Ciudadela, Minorca, and Cannes. Dr. LePivert is an honorary Vice-Commodore of the Snipe Class International Racing Association and is also President of the French Snipe Class Association.

FRENCH SNIPE BULLETIN PUBLISHED

The Association Francaise des Snipes is composed of all the Snipe Fleets of France and Algeria and is headed by Dr. Michel LePivert, noted sportsman and patron of Snipe. Every two months last year, the A. F. S., with the help of Algerian Fleets, issued a Snipe bulletin of twelve 8x10 1/2 mimeographed pages relating French Snipe events. The paper has been so well received that it is proposed to expand it to include news about Snipe in all of Europe. It is felt that such a European Bulletin is indispensable for the maintenance of the class as a whole and the question was scheduled for debate at the meeting of the European Congress of Snipes at Ski-Yachting at Cannes. General Secretary Vieri Lasinio is interested in this extension of means of information and it is agreed that the French Snipe Bulletin must now step forward to become the European Bulletin. Thus SCIRA continues to grow!

Naturally, some information in the French Bulletin comes from the Snipe Bulletin, but some original articles are extremely interesting and well-done. Winnie Levinson, wife of SCIRA Rear-Commodore Alan Levinson, has ably translated one of them entitled "Le Petit Focquier", or "Methods of the Little Jib-handler." It makes most enjoyable reading and thanks are freely given to our newest staff member, Winnie, the French Expert.

METHODS OF THE LITTLE JIBHANDLER

CHOICE OF A CREW

Many times the crew is a member of the family, so you will find that some skippers have their own faithful crews who have a real interest in sailing the boat. Oftentimes, however, a skipper is not careful enough in choosing a crew to fit his need. He merely picks someone up on the dock at the last minute. The Syndicate (whatever that is! -Winnie) suggests having a small notice on the bulletin board entitled "I seek a crew." And so,

without anxiously running around, the skipper can see who will crew for him; and if no one puts a name after the skipper's name, perhaps he should change his attitude toward his crews.

RIGGING THE BOAT.

The crew should help the skipper rig the boat with a definite implication that the skipper should be on hand and that the crew must not touch the boat unless previously agreed upon with the skipper. The crew should be on hand one hour and one-half before race time. Launching the boat is the skipper's job. The crew helps to maneuver the boat and returns the cradle or trailer to its berth. The crew then takes his place to hoist the sails. The crew should have previously noted the course scheduled and the rules for the course, because the skipper usually ignores these (so says the author-W. L.)

DURING THE RACE.

The crew must obey the instructions of his skipper in so far as they are clearly and politely given. The skipper may listen to the advice of his crew, as it is his job to watch the wind patterns. At the start of the race, the crew signals the time to the skipper and points out the most favorable position to take as he sees it. After the start, the crew is charged with noting the buoys and indicating their positions to the skipper.

He must always hold the jib in the position most favorable to the progress of the boat. He must check to see if the sheets are clear; that the leeward is clear; that the whisker pole is ready; in a word, that each maneuver can be executed perfectly in the shortest time.

The skipper must handle the boat skillfully. He must keep calm and give his orders to his crew in brief and precise words. He must say "pull it in", "let it out", "move softly", "get ready to come about", etc. . . . and not to sink his orders in a flood of oaths. The crew has the right to abandon ship if he is overwhelmed with injuries and if the skipper loses his temper.

(Top of next page)

(METHODS OF THE LITTLE JIBHANDLER continued)

No complaint can be lodged against him and the Syndicate will take charge of his eventual defense.

At sea, a good crew always makes good finishes. The role of the crew is important and not secondary. It is up to the skipper to give useful advice to his crew and to explain to him clearly whatever pertains to him. The crew must constantly encourage his skipper, stimulating him and saying to him (for example): "That's good, very good, go ahead", or rather, "I believe that X is coming up on us a little, but you are doing well. . . .". Calm him always with encouragements!

THE END OF THE RACE.

The finish line is crossed and no matter what the outcome, it is customary for the skipper and crew to congratulate one another as warmly as if one had finished first. It is customary, also, that the skipper thank the crew for his help. He can give him some practical advice resulting from mistakes made, but the skipper must make them with good nature. The lesson will go no further. The crew can accept such lessons, which must not be merely bitter reproaches. The crew, on his side, must thank the skipper for taking him to the victory or to an honorable place. In a case where the finish is bad, the role of the crew is to console his skipper by assuring him that it is the sail which was no good, or that the setting was not just right, or that the wind fell at a bad time, etc. He must not overwhelm him and he must hold on to the very end if he has been hurt or slandered (if he is, he will no longer crew with this individual). The most incorrect attitudes of certain skippers should be reported to the Syndicate, who will vigorously intervene.

CLEANING THE BOAT.

The crew must not leave the boat until the boat has been returned to shore, washed, and cleaned. But, as we have said at the beginning, it is always with the skipper present and with him that these operations must be done. It is only when all is finished that the skipper and crew can go to drink a "friendly cup"---if they are still friends, you understand!

REWARDS.

It is usual that the crew is never paid. (Corinthian rules apply). His only satisfaction is psychic, even if his name is not acclaimed with that of his skipper in the accounts of the race. The crew asks nothing. He has no right to anything. His work is thankless, freely given, and disinterested. This is why one recognizes the great skippers by the way they reward their crews and the little attentions they give to them. They help to confirm more deeply the friendship experienced by the people of the sea who undergo the same hardships and the same joys. The greatest reward is always to be pals, in spite of winds and tides!

— LE PETIT FOCQUIER.

INVITATION TO SAIL IN FRANCE THIS SUMMER

Olivier Sainsere, Fleet Capitaine, sends in a schedule of race dates at the Yacht Club de L'Odet at Benodet (Finistere). France, along with a hearty invitation for all Snipers who will be visiting in Brittany to come and sail with them. There are 28 boats in the Benodet and Beg-Meil Fleet and it would be a pleasure indeed to join with them in the companionship of Sniping. The remaining schedule is given below:

- June 23 -- BALLANTINE PRIZE
- June 30 -- ST. RAPHAEL CUP (Fleet Championship).
- July 14 -- ROZES PRIZE and BILLECART-SALMON CUP
- July 21 -- PAUL CHACUN CUP (6 hours of Benodet).
- July 28 -- Ladies Race: CHERRY-ROCHER CUP and CARVEN CUP
- Aug. 4 -- From BENODET to LOCTUDY. (Big races in Loctudy, where Snipe was first established in France.
- Aug. 8 -- BIG RACES in BEG-MEIL
- Aug. 11-12 -- BIG RACES in BENODET. SOUDEE CUP (Small golf and Snipe event)
- Aug. 14 -- BIG RACES of Syndicat d'Initiatives
- Aug. 15 -- GRAND HOTEL CUP
- Aug. 18 -- HENNESSY CUP
- Aug. 25 -- DANA-POND PRIZE. Mr. Dana-Pond is an American living near Loctudy. He comes to Benodet every year and awards a prize in remembrance of the birth of Snipe.



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PICTURES OF THE 1956 EUROPEAN CHAMPIONSHIP

These fine photos, taken by Capt. Vieri Lasinio di Castelvero of Italy, General Secretary for Great Britain and Europe, were received too late for timely publication. But now they are newsworthy again, for the World Championship Races at Cascais,

Portugal, in September will see many of these top sailors competing again. We are pleased to introduce these champions to Snipers all over the world. Now you know what you are up against, so think twice before you win your national championship



THE WINNER: Dr. Frank Penman of England.



Between races at Ostende, Belgium



Juan M. A. Allende of Spain, 4th



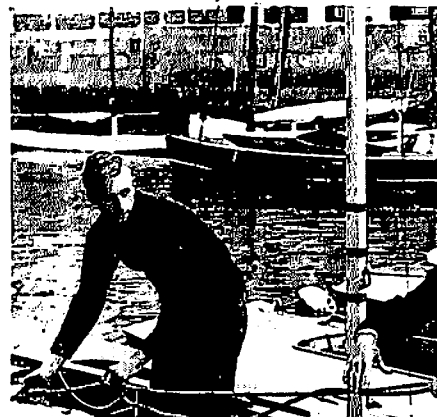
Belgium: Dany Graux, skipper with rudder, and Freddie Michels, 7th.



Portugal: Helder Soares de Oliveira(1) and Dulio Severo, 8th.



Miguel Real de Asua, Spain.



France: M. Poggi(r) gets assistance from the champion crew, John Marsden of England, 9th.



Nur Okten, from Turkey, 10th.



Switzerland: Bernard Mach, 3rd place winner on right, talks it over with the Turkish crew.



Jorn Keutel, Denmark crew.



Italy: 2nd place winner Mino Dellacasa (left) with his crew, Mino Scognamiglio.



Sven Rantil of Denmark, 5th.

A WET TIME IN SHREVEPORT

THE HARDEYS WIN AGAIN!

I'm afraid it will take more than an "inimitable style" to paint a rosy picture of our regatta this year. The only bright spot is that we (Chuck and I) lucked out on the boys again. It would be a gross understatement to say that our lake is full of water, for, in fact, it's about three feet too full. By Sunday, all our piers and a large part of the club house lawn were either lake or ankle deep mud.

The Friday Warm Up Race was, as usual, well attended. It had to be squeezed in between thunderstorms, and the Lawton Perpetual Trophy (the fur lined thunderjug) went back to Kansas City with Eddie Williams. He has won it three times straight now. Second place went to "Hot Rod Hardey" and third to Ted Wells.

When it came time for the first race on Saturday, it was raining, so just to prove that it takes a certain amount of lunacy to race a sailboat, everyone donned their "fool weather" gear and slogged out to their boats. The wind was about 10 mph, and we got off to one of our rare good starts and led most of the race. Ted caught us on the next to last leg, but we got a lucky puff right near the finish and crossed about a foot in front of him. Jerry Jerome was third.

The second race was a windward-leeward affair with a wicked looking black cloud dangling to the south that really had all us gal crews longing to abandon ship. The Wichita Wizard got off to a good start and sailed out of sight. Eddie Williams was second, and during the downpour that caught us on the last leg, visibility was reduced to practically nil and we managed to sneak by two boats to eke out a third. We all feasted on Williams FAMOUS STEAKS Saturday night and then went home to dry out a little.

We had a good old-fashioned drifter Sunday morning. We got off to another good start (wonder of wonders!) and always seemed to be in the right place at the right time as far as the puffs and breaks were concerned. Much to their horrified amazement, we sailed through all but two of the Lightnings and

four of the Thistles, which had started five and ten minutes ahead of the Snipes. Eddie Williams was second, Frank Reisnecker was third, followed by Joe Ramel and Ted Wells.

The rain had managed to hold off all morning, but by trophy presentation time, it could resist no longer. So we wound up the shindig on the same drippy note on which we started, and sent everyone home with a kiss and a promise of better weather next year.
— Mrs. Chuck (Ray) Hardey.

HOLIDAY-IN-DIXIE REGATTA

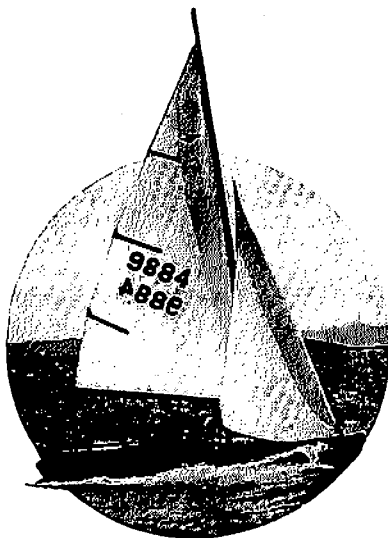
Boat	Skipper	Club	Races	1	2	3	Fin.
9191	Chuck Hardey	Shreveport		1	3	1	1
6025	Ted Wells	Wichita		2	1	5	2
9739	Eddie Williams	Kansas City		7	2	2	3
9740	Joe Ramel	Kansas City		9	5	4	4
10548	Paul Piper	Memphis		5	4	10	5
10009	Frank Riesenecker	San Antonio		10	7	3	6
10155	Jerry Jerome	Tulso		3	8	12	7
10793	Jimmy Zars	San Antonio		8	10	7	8
8643	Bob Lawton	Shreveport		6	9	11	9
10370	Bill Kilpatrick	Oklahoma City		11	6	14	10
7778	Sam Mueller	San Antonio		14	11	8	11
10533	Willie Rotzler	San Antonio		4	12dnf	12	
10225	Charles Cash	Memphis		12dsq	6	13	
	1 Sorensen Bros.	Shreveport		16	13	13	14
10852	Gilbert Johnson	Shreveport		13	15	15	15
10515	Wally Walsdorf	San Antonio		19	18	9	16
10601	Bill Simmons	Shreveport		15	14	19	17
10219	Jan Arps	Dallas		18	16	20	18
10517	John Guth	Shreveport		17	20	18	19
6713	Lawrence Reed	Houston		22	17	17	20
9150	Dick Flowers	Shreveport		20	21	16	21
7089	Ted Thomas	Shreveport		21	19	21	22

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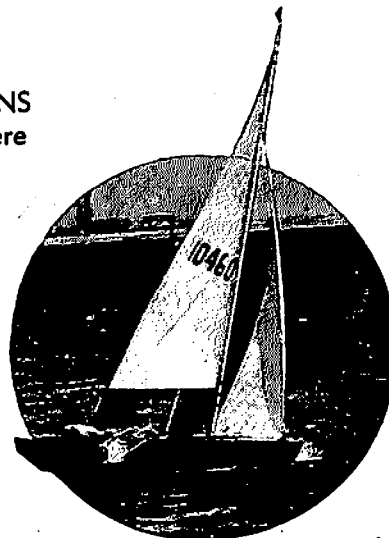
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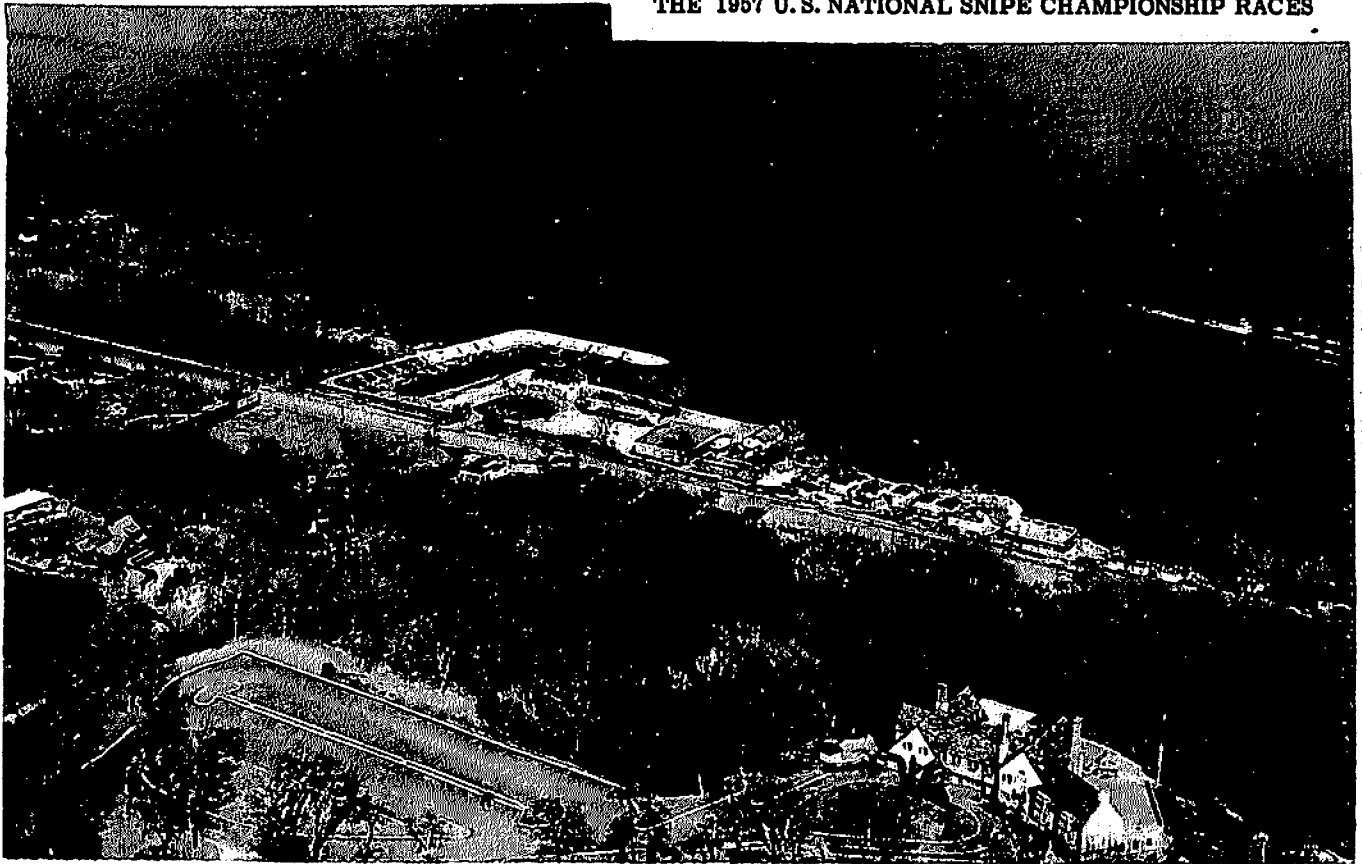


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THE ILLINOIS VALLEY YACHT (IVY) CLUB is located on a broad expanse (about 1 mile wide) of the Illinois River, which runs approximately north and south at this point. A river barge has just passed the clubhouse and harbor for cruisers in the breakwater section of the photo. A country club and golf course are seen in the foreground.

Peoria and Indianapolis Snipe Fleets will be co-hosts to the U. S. National Snipe Championship series for the first time in history when top U. S. Snipe class skippers compete at the Ivy Club this year, August 2 through the 10th. It's only the second time that a national title has been at stake on state waters.

Junior skippers and crews start the regatta off on August 2nd. Three official races will determine the 1957 junior champion.

More than 100 boats are expected in the series, which will determine the U. S. entry in the World Championship in Portugal in September.

Members of both fleets, spearheaded by Stan Salzenstein, who is regatta chairman, have been working for months past preparing for the big event. They share equally in responsibility for financing, entertaining, and other arrangements.

Seniors are scheduled for qualifying races on August 5, 6, and 7th. The serious business gets under way Aug. 8th with the top 24 qualified boats sailing the Heinzerling series for the title. Official races will continue through the 8, 9, and 10th.

Those not in the Heinzerling series will keep on racing in another series for the Ted Wells Trophy. Wells, three times national champion and twice world titlist, will attend along with many other famed skippers.

There will be a busy round of entertainment for the guests, including swimming, dances, beach parties, dinners, and some special parties sponsored by Peoria Industries.

This particular regatta is regarded as an interesting duel between coastal and inland sailors. Peoria Lake's comparatively placid waters are expected to provide a challenging test for experts more accustomed to brisk coastal sailing. Last year's championship, held off the Southern California coast, was won by Clark King of Los Angeles. He is expected to defend his title. Others include such former national winners as Francis Seavy, Clearwater, Fla.; Tom Frost, Newport Beach, Cal.; and Harry Allen of Connecticut.

The U. S. Coast Guard is co-operating with Ivy Club officers in the administration of the regatta. Coast Guardsmen will control barge traffic while races are on by posting warning craft.

Other river traffic will be similarly controlled.

The Illinois Valley Yacht Club has a new swimming pool which will be available to contestants and spectators. Our club has a large cruiser section and they are behind the regatta fully and will provide several cruisers for spectators.

Next month, the second article containing local details will be published. Soon after June 1st, brochures and entry blanks will be sent to fleet captains. Plan now to attend the nationals!

— Cleve Slauson.

WOODLAWN FLEET HAS NEW TROPHY

Lee rails were awash for the opening of the Woodlawn Sailing Club's 4th Annual Fiesta Regatta, which took place April 13-14th in San Antonio, Texas. Some of the most unusual weather in history for this time of year prevailed. It was cold! Normal temperatures at this date are 80-85 degrees with 4 to 10 mph breezes. This year the high was in the mid-forties and the winds were up to 38 mph.

It was a windy welcome for boats from three states participating. Jimmy Zars, local sailor with a new fiberglass Snipe, won the event. Not easily, though, for Ben Moore, Willie Rotzler, Mueller, and Riesenecker were all contending for first place until the last lap of the third race.

Saturday night everyone turned up for a barbecue dinner and cocktail hour followed by regatta movies. Each year, our local photographer, Mike McFerron, records the event on film and subsequently we're all able to look back at previous years' events.

Gilbert Johnson and Bill Sommers from Shreveport, La., were on hand with a new Snipe and were serious contenders until they hit a buoy in the second race.

Everyone had a good time and this year's regatta introduced to competition the Shaw Perpetual Trophy, which we hope will gain the prominence and reputation throughout the years of the first Shaw Trophy, which came into being shortly after the first Snipe was born.

— Frank Riesenecker.

BRAZIL ADOPTS FINE CUSTOM

For the first time in Brazil and, perhaps, in South America, a boat was given away. At the prize distribution of Fleet 377 at the late Clube Bandeirante, Gil de Souza Ramos (Commodore of the Clube, ex-captain, excellent sportsman, and Snipist), and Jorge Horacio Anel, well-known boat builder, offered a complete Snipe, without sails, to the best crew of the season. The lucky winner was Hans Flesch, crew to ex-captain Manfredo Mayer, and with great merit. We hope this will happen again, frequently, in other cities, states, and countries, as so successfully done in the past in Havana, Cuba. —Roberto Hollnagel, Fleet Secretary.



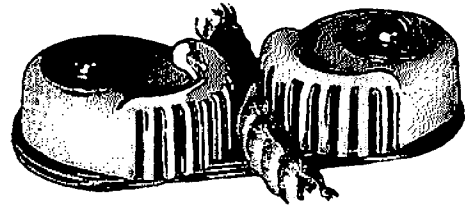
Hans Flesch receives the rudder of his new boat from Commodore Gil de Souza Ramos, one of the two donors (extreme right)



From l. to r: Manfredo Mayer, measurer; Gil de Souza Ramos; Claudio Lazlo, after receiving the late Clubs Rio de Janeiro Trophy; and boat builder Jorge Horacio Anel.



Part of the group at the Clube Bandeirante, Sao Paulo, Brazil. **COMETS CHALLENGE SNIPES TO A SHOW-DOWN RACE!** Central New York sailors have challenged Snipes in that area to a race at the Central New York Regatta and it has been accepted. The Challenge Race will take place after the regular morning race, Saturday, July 27, with plans calling for an equal number of boats from each class. It will be a most interesting event and perhaps it might settle a certain perennial argument.



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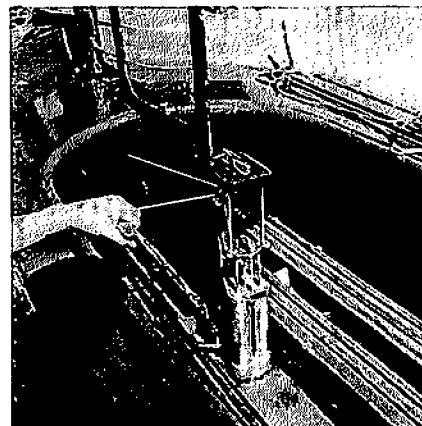
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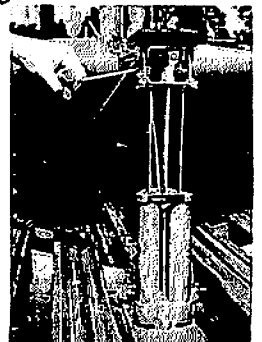
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JIB FAIRLEAD LOCATION

This column furnishes a convenient means of letting one article answer a number of letters and questions which have been asked around regattas, the question in this case being where to locate the jib fairleads and why?

The location of the fairlead in relation to the sheer will be determined by the cut of both the main and the jib being used. With a flat jib in a light wind, the fairlead should be out as close to the sheer as possible regardless of the cut of the main. In a high wind with a flat jib and a flat main, the fairlead should be located further inboard. Theoretically, an infinite number of locations would be required to meet all wind conditions and sail combinations; however, an additional location about 8 to 10 inches in from the sheer seems to work out quite well.

With a full jib, it will be necessary to carry the fairlead farther in from the sheer regardless of the type of main used. With an extremely full jib which I have been using for the last few years, a location of 8 to 10 inches in from the sheer seems to work out very well. With a jib not quite this full, it would probably be better to have some intermediate location to use in light winds.

The fore-and-aft location of the fairlead will be approximately correct when the jib sheet lines up with the seam joining the miter cuts of the jib. The exact location should be determined by heading the boat slowly into the wind and noting where the luff of the jib starts to flutter. A perfect location is when the entire luff starts to flutter at the same time.

Even if the same jib is used in both light winds and high winds, the proper fore-and-aft location of the fairlead will not be the same. The reason for this is that in higher winds there is more pull on the mainsheet, which puts more tension on the jib luff and the jib stay which makes them stretch, with the result that the entire rig tends to rotate aft about the base of the mast. This results in the tack of the jib getting closer to the deck and the jib fairlead must be moved forward in order to maintain the same effective angle of pull on the jib sheet. The amount that the lead should be moved forward between a light wind and a very high wind is generally about three inches.

If your jib jumps around and the leach vibrates when the fairleads are located following these rules, don't try to change the fairlead location to make the jib behave; if it isn't too bad, learn to live with it. If you can't, send it back to the sailmaker. And don't worry if the jib backwinds the main a bit.

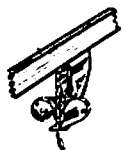
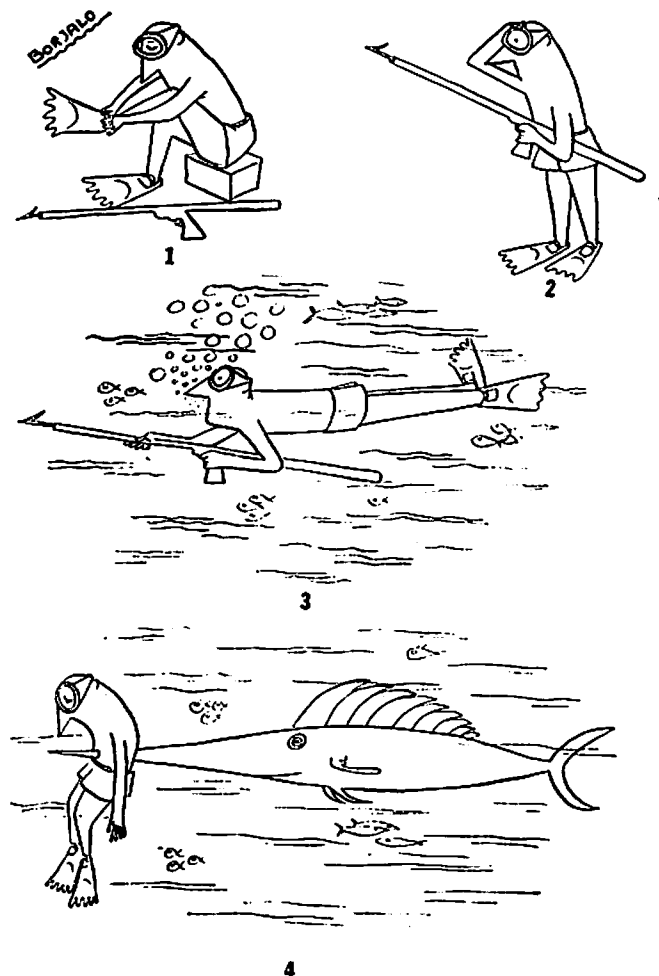
MISCELLANEOUS NOTES FROM RECENT REGATTAS.

You can't get good starts by being too cautious! If you are convinced that your start is well timed, don't lose your nerve and slack off when you get close to the line; just keep right on driving. If you make perfect starts, you will be over early once in awhile; but if you are right at either end of the line, it is amazing how fast you can go around and start over again if you were travelling at full speed when you hit the line. If you get caught in the middle of the line, of course, it is a different story.

In the early stages of a regatta, don't waste your time trying to cover people. Keep your eye on the competitors that you think will be the most dangerous, but concentrate on picking the right tacks and sailing your own race. Toward the end of a regatta, however, don't write off your most dangerous competitor even though you are fairly well ahead of him. Especially in a light wind, queer things can happen, and it is always a good idea to stay between him and the mark.

Maybe I am getting crotchety as my hair gets grayer and thinner, but I can't get enthusiastic about driving a thousand miles or so to race in a regatta and then have starting lines that you can't cross on a starboard tack; lines which favor the starboard tack so much that only one boat can get a good start; courses in which the first leg is a reach or a one-tack beat; or courses where the windward leg is much shorter than it could be and the reaching legs much longer than they need be. Just the mutterings of an old fogey, I guess, because before one of the reaching starts, I asked the race committee if they weren't going to change the course and the committee polished me off with the remark that the "second leg will be a beat". (It wasn't).

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Said the disgusted boss to his pretty new secretary, "I don't believe you know the King's English."
 "Oh yes I do!" she replied, "And I know he died and his daughter inherited his throne."

To: SNIPE FLEET CAPTAINS
FLEET MEASURERS
REGATTA and RACE COMMITTEE CHAIRMEN
ALL MEMBERS of SCIRA

In some of the larger regattas, widespread disregard of the SCIRA rules has been reported to the Race Committee. Some of these can be charged directly to laxity on the part of Fleet Captains and Fleet Measurers, while others should have been caught by Regatta or Race Committee Chairmen.

This disregard of rules by some individuals has resulted in much dissatisfaction on the part of those who are abiding by the rules. The purpose of this memorandum is to point out what the violations have been and to urge the responsible officials to do everything possible to prevent a recurrence of these violations.

The first is on the subject of the bands which are required on the mast and on the boom. These bands must be painted on--not put on with tape; they must be one inch wide, and must be in a contrasting color so they can be easily seen. The location must be checked by the fleet measurer. Any boats on which the bands are not properly painted on must not be allowed to race.

The sail may be hoisted to any height desired, but the length of the luff must not exceed the legal limit which is the distance between corresponding bands. On the foot the sail must not be pulled out beyond the point where the grommet in the clew is at the centerline of the band.

Any boat on which the mainsail is stretched beyond the limits must be disqualified. This may be done by the race committee without protest, or may be done upon protest of other skippers. Photographs taken during a recent important regatta show one of the leading contenders in direct violation of this rule, but no official action was taken during the race. It would seem to me that the only smart thing to do would be for each skipper to check very carefully to be sure that his sail is set properly and to jump on everyone who is stretching his sail beyond legal limits. This rule was made to protect the majority of the skippers who do sail with their mains set properly. A minority of skippers have old sails which have never been properly measured, and some skippers have even been accused of having special sails built so that they can be stretched beyond the legal limits. Control bands on the mast and boom were adopted by the class to eliminate such sharp practices and it is most important that they be observed. In smaller regattas where the race committees are not too busy, it would be a good idea to sail by and ask them to check the setting of your main. It would also be a good idea on the part of race committees to instruct watchers on marks to check the position of the sails as boats round the marks.

In some of the larger regattas, it has been reported that a number of unmeasured boats have been entered and, also, boats have been entered by skippers who are not members of SCIRA. All boats sailing in point-score races and in regattas must be measured boats with current SCIRA membership cards. Regatta chairmen should require the presentation of current membership cards before the boat is accepted at the time of registration. Otherwise, the Race Committee can be protested by a contestant and the entire series be declared no contest by SCIRA officials under authority of the deeds of gift pertaining to trophies.

Borrowed boats may be used in regattas in which case the skipper should have his own membership card on which the boat number corresponds to the number of his own sails and should also have a current membership card furnished to him by the owner of the boat to show that the boat has been measured and that the owner is a member in good standing.

T. A. Wells

T. A. Wells, Chairman
International Rules Committee

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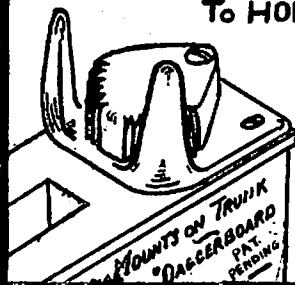
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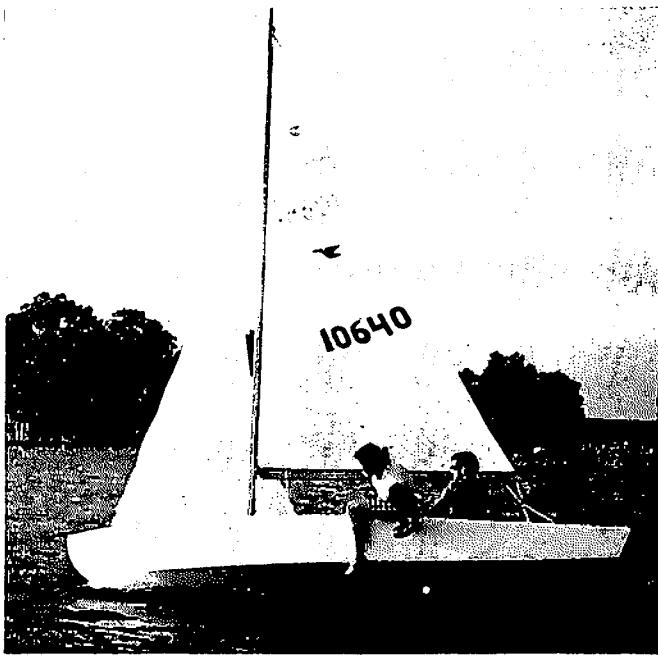
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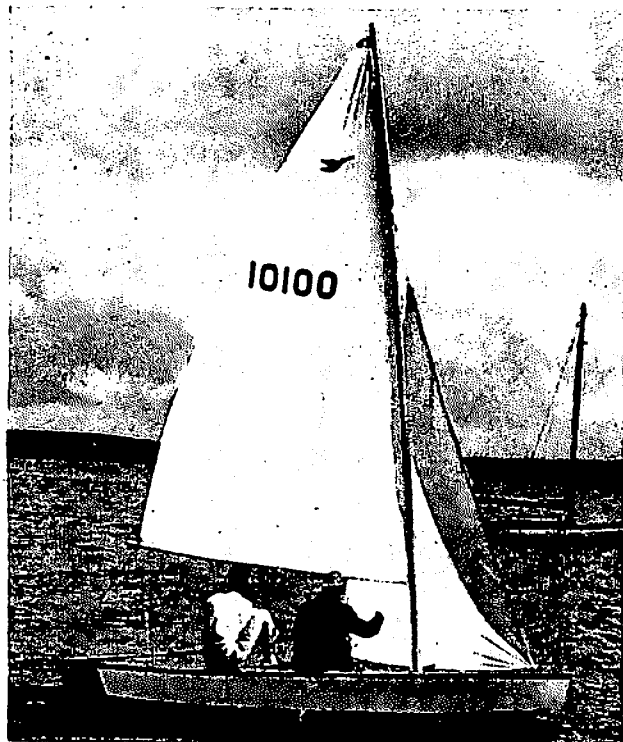


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