



Snipe
BULLETIN
JUNE 1959
Vol. 9 No. 1



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SNIPE BULLETIN

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

Address all correspondence to:

Snipe Class International Racing Association,
655 Weber Ave., Akron 3, Ohio, U. S. A.

Subscription Rates.

\$2.00 Per Year.

Owners of measured and paid-up Snipes receive
SNIPE BULLETIN as part of their membership free.

Forms close on the 15th of each month preceding publica-
tion. Material received after that date will not appear un-
til a later issue. Contract advertising rates may be had on
application. Be sure and notify SNIPE BULLETIN of any
change in address, giving both old and new addresses.

Concerning the Cover

It is a tense moment as Terry Whittemore in 7432 (U. S. A.)
and Basil Kelly in 10052 (Bahamas) get set for the down-wind
run after rounding a mark in the 1958 Western Hemisphere
Races. Their crews are setting the jibs while they jockey for
position back of Bernard Hayward in 9878 (Bermuda), eventual
winner of the series. — Bahamas News Bureau Photo.

ATTENTION—all Fleet Measurers

The adoption of a few tighter tolerances in Snipe measure-
ments required for the general improvement of the class and in
accordance with IYRU requirements, necessitates a new
Measurement Data Sheet. As announced on Page 5 of the March
BULLETIN, these tolerances go into effect June 1, 1959.

Briefly, it means that all boats built after that date must
comply with the new restrictions. The number 12000 has been
chosen as the dividing line to meet practical problems in
measuring and determining which sheet to use. Two MDS forms
have been printed (1) Sheet A to be used on all boats built for
which numbers were issued prior to 12000; (2) Sheet B for all
boats built after June 1, 1959 for which numbers were issued
after 12000. You can get a supply from this office as needed.
However, there will be a short intervening period when appli-
cation of the above rule will have to be judicious. While a few
numbers under 12000 have been held back in reserve for those
stragglers who have bought old plans and do not have their boats
finished or apply for numbers after June 1st, some one may pop
up next winter with a newly finished "old boat". Each case
will have to be considered separately and time will finally solve
the situation.

There is absolutely no cause for alarm over this new re-
quirement. Existing Snipes have not been down-graded or made
obsolete, for almost all now meet the changes anyway — all
fiberglass, Varalyay, etc., for example. This does prevent the
building of "freak" boats in the future, which have come into
existence in the past by taking advantage of maximum toler-
ances. Since this hull is required only in the Olympics (and
Snipe is not in them yet), and possibly in the European and
Western Hemisphere Championship Races in the future, there
is no change in Snipe racing requirements for all practical
purposes. Over the coming years, it means a more true one-
design boat, which has always been a main SCIRA objective.

Incidentally, the MDS are intended for measurer's use
only. When asking for them, be considerate in your request,
for they are quite expensive to produce. Also, do not neglect
to give a measurement certificate to the owner, but only if the
boat has a number on it as required by SCIRA. Too many
boats have been accepted by Fleet Measurers in the past when
no numbers were on the hull and no notation made on the
MDS, with resultant future confusion and hard feelings by all
when the boat changes hands. Line 3 of the MDS must be filled
in properly and constitutes affirmation by you that the number
is in the proper place and actually seen by the official Fleet
Measurer. Compliance with the above procedure is not only
required by SCIRA, but will also be greatly appreciated by all
concerned.

The Pan-American Games

Originally, it was announced that all entries to the Games would have the choice of bringing their own boats to Chicago or drawing for a boat from Snipes furnished by District 3 of SCIRA under the supervision of Commodore Alan Levinson.

However, Ted Wells, Representative of Snipe and SCIRA on the Olympic Committee, announces that the races will be conducted the same as the Western Hemisphere Series with this exception: Instead of having separate drawings for boats before each race, there will be one drawing only, held at the start of the series, and the contestant will keep that boat throughout the series. Thus he can make adjustments and changes deemed necessary on the boat and keep it the way it suits him. It will eliminate a lot of tinkering.

But the main reason is to encourage more entries to this important regatta by eliminating all extra time, labor, and expense in transporting the boat (considerable amounts from Argentina and Brazil), such items being held to a minimum with only a team and sails involved. Several countries have requested such a ruling and it has been made in the interest of promoting the participation of the Snipe Class and thus the best interests of the Games.

The 1959 World Championship Races

Each country participating in the Championship Races at Porto Alegre in Brazil October 16-25th is entitled to one team and one official delegate. Free hospitality will be provided to these three. Reservations will be made by the proper local committee and they will also gladly handle accommodations for other fellow-travellers and visitors to the Races. They ask the National Secretaries to notify them of the number coming from their countries, so, if you expect to attend, get in touch with your National Secretary at once, so he can fulfill their request.

SOMETHING YOU'VE BEEN WANTING!

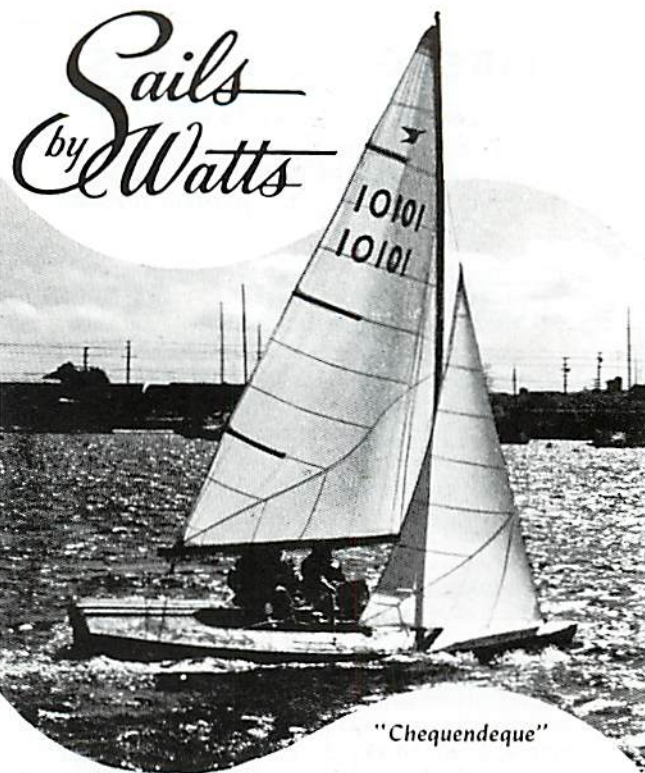
As first announced in the March BULLETIN, SCIRA has been endeavoring to make the new sailing rules easily available to all Snipers — and other sailors, too.

Now we happily announce completion of a deal with Fearon D. Moore whereby SCIRA will publish and distribute his famous little booklet, "Principals of Sailing Rules". Old-timers will remember Mr. Moore as an active New Jersey Sniper who always took a great interest in small boat sailing and Sniping in particular. He conceived the idea of illustrating each rule with small graphic designs so the beginner and average sailor could readily SEE the intent and meaning of the rule. Such visual education tells the whole story at a glance and the booklet was immediately successful, with thousands of them being sold over a period of 20 years. There is now a large potential demand for a revised edition with the new rules in effect.

Consisting of 16 pages, the booklet also lists your obligations while sailing and ends with a suggested procedure for Race Committees in handling protests, as well as enumerating the possible legal protests and applicable rules and penalties. It is a real "sea-lawyers" bible which you can carry around with you for immediate reference when racing and attending regattas.

Over the years, Mr. Moore published 10 editions, revising each when necessary. The 10th was issued in 1953. Recent changes complete another revision, which has been made, and No. 11 is now off the press and available to all sailors. Mr. Moore, now living in Hawaii, has generously assigned all rights to SCIRA and we are proud to add this valuable service to the members of the class. Measuring 5 1/2" x 8 1/2", it can be obtained for 50 cents a copy, which is mighty cheap considering that it contains all the information in other rule commentaries selling from 4 to 6 dollars; or, your Yacht Club or Fleet Captain can get a real bargain by getting a bundle of 20 copies for \$5.00 and thus give every fleet member a copy for only 25 cents. Such a practice would pay off handsomely, for rule-conscious sailors make for better all-around sailing, avoidance of unpleasant disputes, and happiness for all.

Of course, you can get a copy of the Official Rules from the NAYRU office in New York for 50 cents, too, and our booklet can be used in conjunction with it for quick interpretation, but, by all means, have your Fleet Captain send for a sample copy and then get a package of 20 for all -- you'll help yourself and SCIRA's treasury, too!



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A PORTABLE MEASURING RACK

By Bob Vreeland

The last Nationals has caused many formal and informal discussions among District 5 Snipers regarding measuring boats on the fleet level accurately enough to insure acceptance at a National Regatta.

As you know, boats which were competently built and carefully measured at home, using the best equipment that could be financially justified on the fleet level, were declared at least doubtful at the Nationals. The method outlined by SCIRA has not proved practical here, because it requires transporting the boat (that's work!) somewhere to a flat floor (can't find one) and crawling around on hands and knees to measure it (more work). Or, trying to use large wooden calipers, which I maintain is far from being an accurate method.

The problem is to get an inexpensive jig that is accurate, durable, and portable. Maybe I have stumbled on the answer! I recently replaced my big, heavy "Lightning Trailer" with one of the small-wheeled, T-shaped variety. And the idea struck me that this could be a measuring rack. It's inexpensive in that I have one to haul my boat on anyway. It will be at any regatta that I attend -- that is to say, it's portable. It's durable, obviously. It will be as accurate as the care with which it is used, which is true of any rig. I shall try the following system:

1. Paint accurate station marks on the 16 foot tongue (some are only 14 ft.).
2. When used as a measuring jig, clamp blocks of the proper height at stations 1 and 5.
3. Place boat on trailer (float it on) and use a carpenter's level to level the trailer tongue fore-and-aft and boat athwartships. Drop a plumb line bob from bow or use carpenter's level vertically to obtain fore-and-aft location.
4. Clamp a straight crosspiece of wood, or steel or aluminum angle, on top of the tongue at each station in turn, using the carpenter's square for squaring.
5. Then measure heights from the bottom edge of the crosspiece up to the keel, chine, and sheer. Use carpenter's square and straight edge (the level) or drop the plumb bob from sheer and chine; make marks on the crosspiece and measure widths between.
6. ADDITIONAL NOTES:

(a) My trailer tongue is rigid, appears straight, but must be checked with the weight of the boat on it. If necessary, block or jack the tongue until it is or put shims under the blocks at each station.

(b) It's possible that crosspieces will vary slightly from level athwartships due to microscopic variations in the 3" width of tongue. This won't matter, since heights on the two sides can be averaged.

(c) This system makes no check on the straightness of the hull, but none is required.

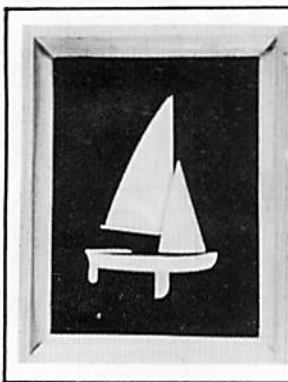
(d) The removable blocks at stations 1 and 5 will lift the boat an inch or two off the permanent bunkers used for trailing.

(e) The crosspieces must be rigid and straight, and must be clamped solidly (6" C-clamp) to trailer tongue to avoid any movement while measuring.

(f) Mass measuring might justify 6 crosspieces and height and width gages similar to those used at most Nationals; also, blocking up the trailer solidly under a hoist.

As I said, this is still in the idea stage, but I intend to try it. This easy, inexpensive way of measuring, perhaps with variations, may lead to better measuring on the fleet level, and, therefore, a more true one-design class.

Bob reports that he has actually tried out his ideas and that the measuring rack works fine. He discovered the trailer tongue bent quite a bit under the weight of the boat, so he cut clearances in the blocks and bunkers so he could stretch a line down the center. Then jacks were used in the proper places to make it absolutely straight. It sure sounds like a good method and perhaps it will not be long before most fleets have such a rig, thanks to another good, interested Sniper.



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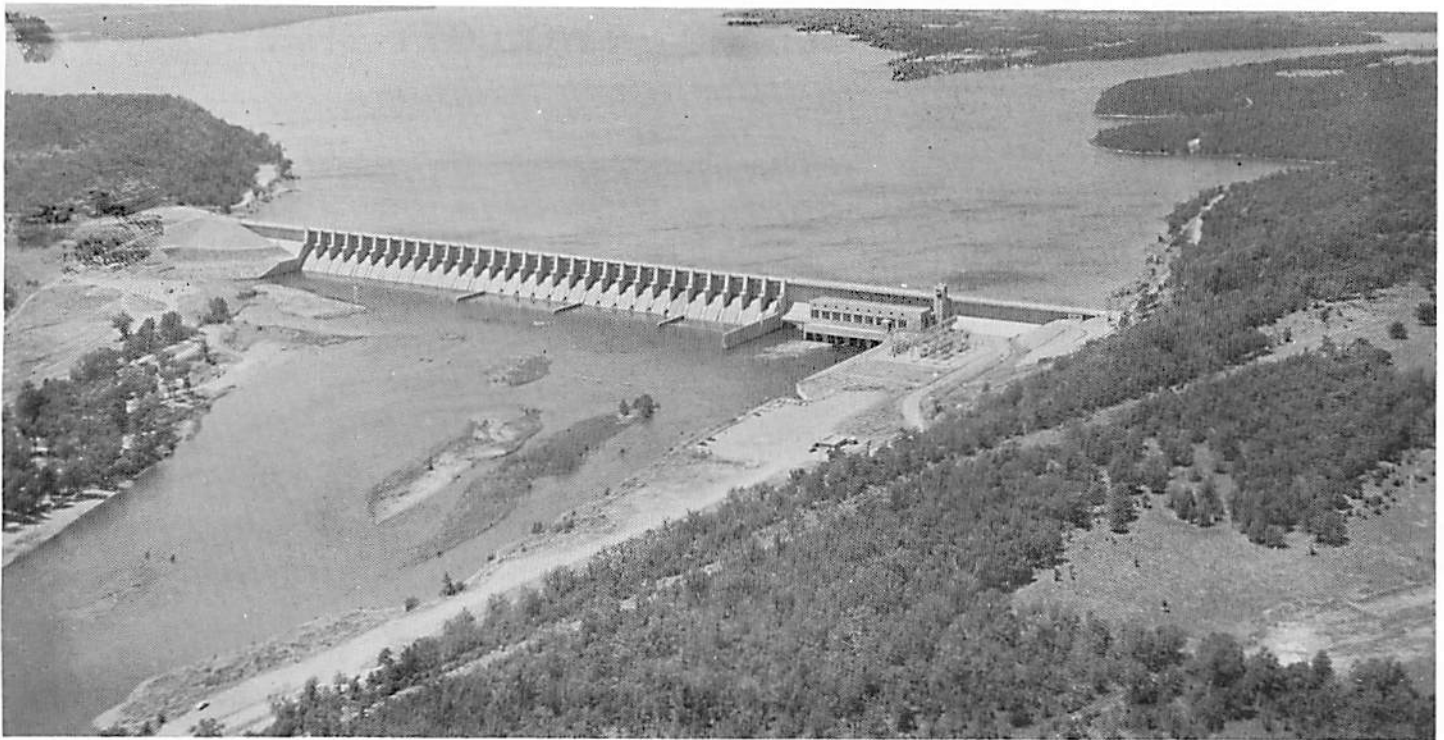
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THE LEVINSONS WIN THE BERMUDA REGATTA

WELLS CLOSE SECOND — WOLCOTT THIRD



Some of the Competitors Who Sailed During International Race Week in Bermuda — Bermuda News Bureau Photo.

The Bermuda International Race Week sponsored by the Royal Bermuda Yacht Club was held during the week of April 20-25 on the waters of the Great Sound. The Snipe Class was included for the first time and the new Bermuda Anniversary Trophy, presented in commemoration of Bermuda's 350th Anniversary, was the coveted reward. Other classes of boats entered in the Regatta were International One-Design, Luders, International 14, and Firefly.

Eighteen Snipes answered the starting gun with 8 crack sailing crews coming over from the U. S. and 10 local Bermudian teams participating. Representatives from U. S. included "Mr. Snipe" himself, Ted Wells, former World and Western Hemisphere Champion and his crew, "Deak" Taylor; Terry Whittmore, winner of the Western Hemisphere Championship in 1954 and more recently the Mid-Winter and Florida State Championships with his crew, Bill Grover. The present Commodore of SCIRA, Alan Levinson, runner-up in this year's Mid-Winter Regatta, and his brother Harry made their intentions known early by taking the first two races. The 1958 U. S. National Champion John Wolcott and his crew, John Metzger, showed good form and improved as the races progressed. Stovy Brown, former U. S. Junior champion, and his brother, Taylor, from Baltimore, sailed well and was always a dangerous threat. Dr. Sam Norwood and his son, Woody, as well as Floyd Hughes with Stewart Griffing, and Bill and Joann Kilpatrick completed the U. S. contingent.

Leading the Bermuda fleet were Bernard Hayward and Charles Brown, present Western Hemisphere champions, and Penny Simmons, present Bermuda National champion and 1956 Western Hemisphere champion and his crew, Bobby Soares.

All races were sailed over a Gold Cup course consisting of a complete encirclement of a triangle, a second beat to windward and a run to the finish line. With the wind blowing at a steady 17 miles per hour and a fair amount of sea running, the start of the 1st race proved the undoing for many skippers in that they hit the Committee Boat (Port) end of the line a little early. Penny Simmons tacked to avoid hitting the Committee Boat under the lee of Stovy Brown, and in order to avoid a collision, Stovy in turn tacked and in so doing, collided with Bill Kilpatrick. Penny continued to sail the course, but did not finish. Bill protested Stovy, but the Protest Committee did not disqualify him owing to the conditions involved. Of the 18 boats which started, 6 failed to finish.

The course in the 1st race was approximately 5 miles and Buzz Levinson did a good job of winning in 57 mins. 28 sec. Ted Wells was 2nd in 59 mins. 33 sec. The wind increased to

19 mph for the 2nd race on Tuesday morning and, while it proved tough going for most crews, the Levinson brothers again showed the way home with a 16 sec. win over Ted Wells. The 3rd race was postponed in the afternoon at the request of the skippers, as the going was found a little hard. This request was erroneously made, as about an hour or so before the starting time, the wind decreased and the seas became smoother. Better sailing conditions could not have been ordered.

John Wolcott found the going to his liking in a 10 mph wind in the 3rd race. The course was lengthened to approximately 6 miles and John covered the 5 legs in 1 hr. 35 min. 14 sec., beating the Western Hemisphere champ, Bernard Hayward, by 38 sec. At the half-way mark in the scoring, Alan Levinson was leading with 49 1/2 points. Wells had accumulated 46, and Hayward 41.

In the 4th race, the 2nd for that day, the winds again increased to 18 mph and once again the Levinsons came home first ahead of Wells, who in turn only notched Wolcott after a good luffing match. The 5th race, and what proved to be the final one of the series, was won by Wolcott, who led the fleet to win ahead of Wells and Penny Simmons. The sea and wind, and some rain, made up after the Race Committee had set the course for the 6th race. Several of the Snipes took shelter in the lee of the Islands of the Great Sound to await the decision of the Committee that the series would have to be settled on a 5 race series. The final overall standing was as follows:

(The scoring system used was 1 point for finishing and 1 point for every boat that starts in a race and is beaten, with the winning boat receiving a 1/4 extra point. Note the ties.)

FINAL RESULTS — BERMUDA RACE WEEK

BOAT	SKIPPER-CREW	COUNTRY	RACES	1	2	3	4	5	Points	Fin.
8652	Alan & Harry Levinson	U.S.		1	1	3	1	5	76 3/4	1
6025	Ted Wells-H. Taylor	U.S.		2	2	4	2	2	75	2
9497	J. Wolcott-J. Metzger	U.S.		6	7	1	3	1	69 1/2	3
9879	B. Hayward-G. Brown	Bermuda		3	8	2	11	4	59	4
11402	S. Brown-T. Brown	U.S.		4	6	7	5	7	58	5
11777	T. Whittmore-B. Grover	U.S.		8	3	6	10	8	52	6
9884	E. Simmons-R. Soares	Bermuda	DNF	4	5	4	3	5	52	7
9363	Dr. Norwood-S. Norwood	U.S.		7	11	14	6	6	43	8
10516	F. Vallis-R. Stephens	Bermuda		5	13	11	12	10	36	9
9882	R. Oatley-G. Brown	Bermuda	DNF	5	9	7	11	3	36	10
9881	J. Amos-W. Gringley	Bermuda		10	9	8	13	12	35	11
9307	F. Hughes-S. Griffing	U.S.		9	10	13	9	14	32	12
9883	E. Hayward-P. Pauley	Bermuda		11	DNF	12	8	9	31	13
10370	Wm. & Joann Kilpatrick	U.S.		13	12	15	14	16	18	14
10507	R. Marshall-R. Belvin	Bermuda	DNF	DNF	10	DNF	DNF	DNF	9	15
10522	K. Chiappa-D. Belvin	Bermuda	DNF	DNF	16	DNF	13	7	17	16
9880	H. Campbell-R. Goodfellow	Bermuda	DNF	DNF	17	DNF	15	4	16	17
9561	D. DeSouza-W. Soares	Bermuda	DNF	DNF	DNF	DNF	DNF	0	18	18



The Start of the First Race shows #11402 tacking to avoid collision with #9884. #11402, in fact, collided with #10370, the mast of which can be seen over the top batten of the former boat. Note the bend in the mast of #11777 (Terry Whittemore).



Floyd Hughes with Stewart Griffing as crew (#9307) planing to a narrow win over Jimmy Amos (#9881) in the first race.



Alan Levinson, Commodore of SCIRA, receives the Bermuda Anniversary Trophy from Commodore William Wilson of the Royal Bermuda Yacht Club.

it's a "sanctioned"
showdown in Wes'Texas

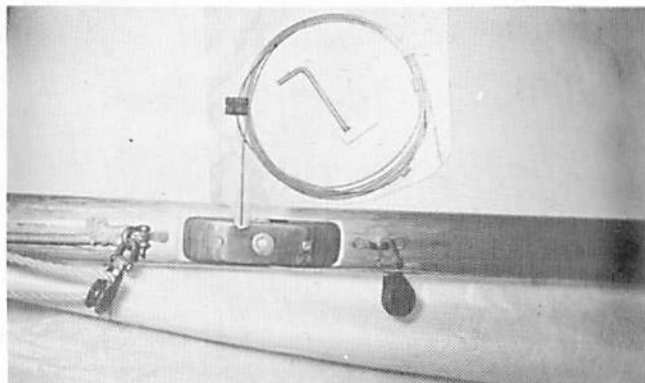
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GILREATH WINS HONORS AT COTTON CARNIVAL RACES

THE GIRLS DID GOOD, TOO! HATTIE CARVER TOOK THIRD PLACE AND THE GIRL SCOUTS GOT FIFTH.



The Queen of Cotton Presents the Trophy to Winner Harold Gilreath.

The 5th Place Girl Scouts Come in to Dock.

The fourth annual Cotton Carnival Regatta, from the local fleet's viewpoint, was very successful. In the absence of a "fancy" clubhouse with a private harbour, we were compensated by the friendly, courteous atmosphere at the Town-Park Motel, and the 100% cooperation of the Park Commission, Coast Guard, and local Power Squadron. The "stink-pots" (those old motor boats) were conspicuous by their absence.

Also, McKellar Lake was free of all driftwood, debris, and oil to our great relief, for in 1957 we had oil on the lake and in 1958, driftwood from a big storm. This year, we had none of this, but plenty of wind.

An informal dutch get-together dinner took place at the Motel restaurant Friday night. Saturday and Sunday were race days and all three races started on time. They were dominated by Gilreath, Williams, Ramel, and Carver, except the 3rd and final race when the local champion, J. Biles, came in first. High school athletic commitments on Saturday precluded his entering the first 2 races. Protests were at a minimum and the only one of note involved one of the new rules, eventually settled with no unpleasantness.

The wind was really something -- 18-20 mph with gusts up to 30. A wind of this magnitude, on a wide, open lake, may not seem unusual to the ordinary skipper, but this is not true on our small lake. The bluff and points of land contribute to a very unstable atmosphere, which not only shifts, but rotates and acts up in such a way that it makes capsizing not too difficult. It will interest Snipers to know that more Lightnings and Thistles capsized than Snipes, although Snipes led in the regatta as to number - 19 Snipes, 17 Thistles, 8 Lightnings, and 11 Penguins.

The skippers enjoyed the traditional Saturday night boat trip on the river, with appropriate refreshments and dinner aboard. Lunches were served by a caterer at the ramp in the shade of beautiful Riverside Park.

The King and Queen of Cotton presented the 4 silver trophies to the leaders, while whisker poles went to 5-6-7th places. With cooperation from the Park Commission, boats were off the lake

and on trailers ready to travel in record time.

We were very happy to have Mr. and Mrs. Brainard Cooper from Chattanooga with us during the regatta. It is because of them that we have not only Snipe sailing, but sailing in general in this area. We want to take this opportunity to thank Mr. Cooper for his promotion work during the early 50's, recalling that he brought Commodore Owen Duffy's boat to Memphis for exhibition at our fair -- and we are most grateful for this introduction to Snipe!

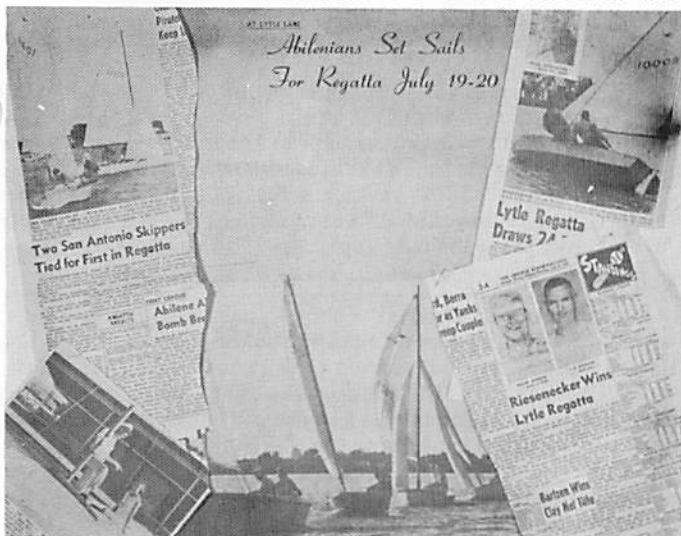
The race results are below. We particularly invite your attention to the fine 5th place attained by our Girl Scouts. Their progress in 4 years has been steady and when they take over 14 experienced Snipers in such tough sailing conditions, we are mighty proud of them!

FINAL RESULTS — COTTON CARNIVAL REGATTA

Memphis, Tenn. — May 9-10, 1959

BOAT	SKIPPER	TOWN	RACES	1	2	3	Pts.
8653	H. Gilreath	Atlanta, Ga.	1	1	4	1	
9740	E. Williams	Lake Lotawana, Mo.	2	3	2	2	
6938	Hattie Carver	Green Lake, Wis.	4	4	3	3	
11450	Joe Ramel	Lake Lotawana, Mo.	3	2	DNF	4	
9440	Girl Scouts	Memphis, Tenn.	7	6	5	5	
10887	J. Miller	Memphis	5	5	9	6	
10372	F. Farrar	Brentwood, Tenn.	6	11	7	7	
11757	C. Davis	Memphis	12	7	6	8	
10308	F. Jones	Memphis	9	9	10	9	
10165	S. Dunn	Memphis	13	8	8	10	
8049	V. Noland	Atlanta, Ga.	10	10	DNF	11	
10548	S. Piper	Collierville, Ten.	8	DNF	DNF	17	
10163	J. Biles	Memphis	DNF	DNF	1	13	
11122	J. Howell	Columbia, Tenn.	11	DNF	DNF	14	
8389	G. Randall	Tullahoma, Tenn.	16	12	DNF	15	
10853	H. Crumpler	Memphis	14	DNF	DNF	16	
4578	B. Cooper	Chattanooga, Tenn.	17	DNF	DNF	17	
10880	Mal Stevenson	Memphis	15	DNF	DNF	18	
7197	A. Akin	Columbia	18	DNF	DNF	19	

HOW TO GET PUBLICITY FOR A REGATTA



"How do you get this kind of coverage?" she asked, holding up the newspaper front page.

There, under the day's top headline, was a 3 column picture of Willie Rutzler's Snipe! Completely rigged, it floated in the motel swimming pool. Some fan had put it there in the early morn while the San Antonio skipper slept.

Be alert to news and feature possibilities, but you don't have to put a Snipe in a pool to publicize your regatta. Our coverage did not stop there. We had been on the society section cover page of the Abilene, Texas, Reporter, News the Sunday before. And for 2 weeks before and during the regatta, there was coverage on the sports page.

How come? Because we treated Snipe sailing like a sport. Nobody wandered down to the newspaper and asked: "How about a little publicity for our regatta?" Newspapermen don't cater to "publicity" stories. But your sports editor will appreciate a story about a sure-fire sporting event. If there are any fancy parties planned, better try to see the society editor. We did, and she sent a photographer. But have some facts ready when you go to see your sports editor:

(1) WHO is going to compete: is last year's champion coming back? Where are the skippers coming from? did any of them win a regatta earlier this year?

(2) WHAT is at stake: more than just a trophy? maybe a title? is the winner qualifying for the Nationals? is there a grudge match imminent between two of the champions?

(3) HOW are things expected to go: can you make a guess of who will be the favorite? will local conditions favor certain Snipers?

Remember that ye olde sports editor may not know starboard from port. So be prepared to explain sailing to him. Enlightened, he may whip out a chatty column on how Snipers settle their feuds by gentlemanly protests; or how Snipers are full-fledged amateurs; or how Snipers are the biggest bunch of racers in the world; or how local Snipers compete internationally through point score races; or how — get the drift?

Have some good, glossy 8 x 10 inch pictures ready. Include "mug" shots of local hot-shots or of the champ that is coming. (Our sports editor has used a picture of the Texas Champion each year). Give them to him unreservedly, and be thankful if he runs one of them.

REMEMBER, THIS IS A SPORTING EVENT!

At the end of the first day, make arrangements to get the regatta results to the sports page. Tell who is ahead and why, and where the local sailors are running. Be sure and get the final results to the paper as soon as possible. Appoint one man to do all this and let him carry it through. The sports editor will prefer it that way. Don't telephone if you can take it by. If you write out the facts -- and that's a good idea with the standings -- don't expect to see your prose as you wrote it. Don't expect to crowd Mickey Mantle off the front sports page. But don't be satisfied with a squib on the obituary page, either.

REMEMBER, SAILING IS A SPORT! — Dick Elam.

ULMER SAILS WIN AGAIN!



Bernard Hayward, 1958 Western Hemisphere Champion, leading Eugene Simmons, 1956 Champion, both using Ulmer sails.

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TERRY WHITTEMORE

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Comm. Harold Griffith Trophy

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RAY KAUFMAN

Wells Trophy

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RECENT REGATTA EXPERIENCES

6025 started its thirteenth racing season by traveling over five thousand miles on the trailer (turnpikes, back roads, cargo ship, and passenger liner) in order to sail about fifty miles on its own -- and in extremely varied conditions, as it turned out.

The Royal Bermuda Yacht Club's International Race Week had standard regatta weather - beautiful before and after, but the local Chamber of Commerce will be happy if no one mentions the weather during Race Week. The more honest Bermudians admitted that it generally is that way. No different than in the United States at an important regatta!

The races were on Great Sound, quite a large body of water where the combined efforts of wind and tide can kick up quite a sea with over a 20 mph wind. In fact, local practice is to not sail small boats when the wind hits 20. During Race Week, during all of three races and the last half of another, the wind blew from 20 to 25 mph. Six races were scheduled, and reaching to the starting line for the 6th race was quite a ride. A squall came up just as we left for the start in a sea that had been built up by a 25 mph wind blowing all night. The squall didn't have time to affect the sea very much, but it took us over and through it in an awful hurry. At a point about a third of the way to the starting line, my crew remarked that if he were doing it just for thrills, he would be ready to quit. As much as I wanted another race, I had to admit they were right in calling this one off.

The sea was more in the nature of an extremely heavy chop in between large waves, not a well-developed and defined wave system. On reaches and runs under these conditions, the boats would sometimes be on a screaming plane, and at other times just be bogged down. Perfect weather for the old long waterline Mills boats mentioned in last month's W. W. ! They start planing sooner and keep it up longer. (They don't plane any faster -- they just start sooner and keep planing longer under marginal conditions). Fortunately for me, there was only one there, but unfortunately for me, that one was superbly sailed by Commodore Alan Levinson and his brother Harry. They were able to gain a quarter of a mile over everyone else on the reaches and runs.

On two or three occasions, the short cockpit on 6025 was a disadvantage. Even sitting on opposite sides of the boat on the after deck, facing forward, the bow couldn't be brought up without a rather wild ride to windward. Going to windward, the small cockpit, of course, took on less water, but the 1 1/4" wide sheer molding and 5" spray rails made this of much less importance. Also, I was using an electric bilge pump for the first time. It worked like a little jewel, which was what we started calling it after the first windward leg.

After returning to the U. S. , I sailed five races on Lake Quassapaug, Connecticut. I can see why the skippers from there do so well in picking the right tack to go on and always seem to be in the right place at the right time at the Nationals. Unless they are good at this, they don't get to the Nationals in the first place. I've sailed on lots of lakes, but this was an education. With about a 10 mph wind Saturday, and about 20 mph Sunday, the wind played tricks that you ordinarily expect only in drifting matches. In one race, what was seemingly only a normally shifty lake breeze, I had written Terry Whittemore off as he was a good 150 yards behind at a point about two thirds of the way to the windward mark, and devoted my attention to John Wolcott, who was about 50 feet to leeward. I beat John to the windward mark, but Terry beat me. I still think he hooked a ride from a passing helicopter. Moral: keep your eyes open and watch everyone all the time -- especially the skippers from Quassapaug!

P. S. The articles on racing rules in the March and April Wells Wanderings still apply - no change as a result of the new NAYRU rules.

CONCERNING SANCTIONED REGATTAS

As the governing body of all fleet races, SCIRA established many official regattas in the early days, furnishing trophies and promoting the events. Other trophies are assigned by the donors to SCIRA by Deeds of Gifts. In return, SCIRA has the responsibility of seeing that such interfleet affairs are conducted properly in accordance with class rules and can either authorize or cancel the events. To insure high standards and uniformity of official "Sanctioned by SCIRA" races, a set of rules and procedure are sent to responsible officials when sanctions are endorsed. They are printed below for the information of all participants:

RULES FOR CONDUCTING SANCTIONED REGATTAS.

All sanctioned regattas must be conducted in accordance with the following rules. Complaints about courses and starting lines should be settled before a race starts, but in case of protests filed under NAYRU rule 59, these rules shall be considered part of the instructions and decisions rendered by the race committee may be appealed to the NAYRU if it is felt necessary.

These rules are written from the standpoint that the purpose of a sanctioned regatta is to sail a series of races in which the best skippers and crews will win. The race committee and the spectators should not consider their own convenience more important than providing the best racing conditions.

1. RACE COURSES

(a) The best courses will depend greatly on local conditions, but every effort should be made to have windward legs as long as possible. In any case, the total distance of sailing off the wind in one lap should not be more than twice the length of the windward leg, and the windward leg should be laid out dead to windward, averaging periodic shifts.

(b) It is very desirable to use easily moved marks and place them correctly before each race. Fixed marks may be used only if all requirements herein may be met with them.

(c) The first leg of all courses must be to windward. The distance from the starting line to the first mark should be at least one half mile, if this much distance is available. If more than one half mile is available to windward, the starting line may be part way up the windward leg, but not closer than one half mile from the first mark.

(d) In very high winds, runs directly down wind should be avoided if possible (see 5 (b) below).

(e) There is no limit to the number of marks that may be used to make a good course; however, unnecessary marks shall not be used for such purposes as improving spectators' view.

(f) Courses may be any number of laps and the finish line may be at any point.

(g) Windward-leeward courses must always be run with marks to port. Where possible, all courses shall be set to leave marks to port.

(h) Time limits and decisions to shorten course in cases of bad weather or no winds shall be at the discretion of the race committee.

(i) Two experienced skippers shall be appointed by the committee to consult with the committee on the correctness of the course and the advice of these skippers shall be followed where possible. Unless the wind is shifting so rapidly that it is impossible to predict a windward leg, a postponement should generally be made and the course changed anytime prior to the actual start if the first leg becomes more than 20 to 30 degrees away from dead to windward.

2. STARTING LINES

(a) Fixed starting lines must not be used unless they meet the requirements contained herein. Either the committee boat or the buoy on the opposite end of the line must be capable of being easily moved to correct an improper line.

(b) The line shall be set up so that the buoy opposite the committee boat is passed on the same side as the windward mark.

(c) An ideal starting line is one where the port end of the line

(Continued top of Page 11)

(SANCTIONED REGATTAS from Page 10)

has a 5 degree advantage (angle between the line and a starboard tack boat close hauled 40 degrees). This is practically impossible to judge from the committee boat and the committee should rely on the advice of the two skippers mentioned in paragraph (i) Section 1 above in setting the line.

(d) Unless the wind is shifting so frequently as to make it impossible to set a line, a postponement must be signalled at any time prior to the actual start where necessary to correct the line in case of a wind shift. A line varying more than 20 to 30 degrees from the ideal shall be considered unsatisfactory.

(e) The length of the starting line should be equal to the number of boats multiplied by 20 feet.

3. FINISH LINE.

The finish line should be carefully set to be at right angles to the course to the last mark if the course from the last mark is off the wind; or at right angles to the wind direction if the finish is on a beat. If the finish is other than the normal one with a committee boat and a buoy, this should be made clear in the circular. The finish shall be taken at the bow of the boat instead of the mast.

4. STARTING PROCEDURE.

(a) The starting procedure shall be in exact accordance with NAYRU and SCIRA rules. Warning, preparatory, and starting signals shall be five minutes apart. Flags shall be white, blue, and red (unless several classes are starting one after the other). All starts shall be taken at the bow of the boat instead of the mast.

(b) Extreme care must be used in timing all starting signals. In case an error is made in any visual signal, a postponement shall be given and, if the error occurs at the start, all boats shall be called back and started over.

(c) Postponements do not need to be made for any specific time, but in all cases, the first signal after a postponement shall be the ten minute signal.

5. WEATHER LIMITATIONS

(a) In case of light winds, a race shall not be started unless the committee is confident that at least a minimum course can be covered in whatever time limit is set.

(b) The maximum wind under which a start should be made depends on the water conditions which will exist. On sheltered bodies of water where no trouble will be experienced with waves, races may be started in winds up to 30 mph. Where high waves may be encountered, discretion should be used to avoid serious accidents.

(c) In areas where severe thunderstorms may be encountered, a race must not be started with a threatening storm, and if a thunderstorm comes up before the finish of a race, the race shall be called off.

(d) Where there is a possibility of very high winds or storms, adequate rescue boats shall be provided. Also, the committee shall be sure life preservers and bailing equipment are adequate and that all boats are carrying all required safety equipment. The committee may require the wearing of life preservers by anyone not an excellent swimmer.

6. PROTESTS.

Protests must be filed in writing within 30 minutes after returning to shore, and decisions must be rendered promptly.

7. CHECKING EQUIPMENT

The committee may require weighing or measuring if they desire. All boats must carry required equipment specified by SCIRA and all skippers must be members in good standing with current paid-up membership cards in SCIRA displayed upon registering for the event. The committee shall check positions of sails in relation to bands on mast and boom and shall disqualify any boat with sails beyond limits.

8. RACING RULES

All racing rules of NAYRU apply.

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SNIPE POSTCARD IN COLOR, showing beautiful scene of Snipes racing in the Western Hemisphere Bermuda Races. Appropriate Snipe and SCIRA information on the back. A great way to advertise your hobby and the Snipe Class at the same time. You will be proud of the card — use it for any purpose! Obtainable only from SCIRA, 655 Weber Ave., Akron 3, Ohio, for ten cents each or 20' for \$1.00 postpaid.

AT LAST! MADE ESPECIALLY FOR SNIPE! A high quality screw button for yachting caps with crossed anchor emblems. A red Snipe on a dark blue pennant with white enamel background — all outlined in gold. Obtainable only from SCIRA at \$1.50 each. Fill that empty space on your cap with class insignia!

WANTED: Set of used Snipe sails, good condition. Contact — G. T. Fuller, 1046 Amsterdam Ave., New York 25, N. Y.

FOR SALE: MILLS SNIPE 6938. Wood hull covered with fiberglass and newly refinished. Chrome hardware; new angle aluminum board; 1 suit Roberts-orlon sails. Please make an offer! Hattie Carver, Inlet Rd., Green Lake, Wisconsin.

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ONLY A FEW MORE LEFT! Copies of the picture of Ted Wells planing in his Snipe (see October 1958 BULLETIN cover) can still be obtained for \$1.50 postpaid. Specify either glossy or dull black and white. An excellent photo of a modern Snipe sailing at its best; use for commercial or decorative purposes.



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REVISED JULY 1958

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—ADDITIONAL RACE DATES—

- June 27-28 DISTRICT 6 Pacific Coast Championship,
NCSRA, Richardson's Bay, San Francisco,
Cal. Stan Kintz, 531 Prince St., Oakland 10, Cal.
- July 3-4-5 9th ANNUAL MESSOURI VALLEY Invitational Re-
gatta, Lake Manawa, Iowa. Floyd Hughes, Jr., 344
Kenmore, Council Bluffs, Iowa. DISTRICT #2 Champ-
ionship Series.
- July 11-12 LYTLE SHORES Regatta, Lytle Lake, Abilene,
Texas. Dick Elam, P. O. Box 979, Rt. 2, Abilene.
- July 18-19 DECATUR INTERCITY Regatta, Lake Decatur,
Commadore Decatur Y. C. Henry Pauls, 1011
W. Tuttle, Decatur, Ill.
- July 25-26 MICHIANA Invitational Regatta, Diamond Lake,
Cassopolis, Mich. Sponsored by Diamond Lake
Y. C. and Eagle Lake Y. C. E. C. Ellsasser, Jr.,
Spring Beach, Diamond Lake, Cassopolis, Mich.
- Sept. 12-13 INDIANA OPEN STATE CHAMPIONSHIP, Geist
Reservoir, Indianapolis 3. C. William Collins,
3404 Woodside, Indianapolis, Ind.
- Sept. 19-20 LAKE LOTAWANA Invitational, Missouri Y. C.,
Lee's Summit, Mo. Joe Ramel, K 15, Lake
Lotawana, Lee's Summit, Mo.

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