

*Snipe*  
**BULLETIN**



JUNE 1962  
Vol. XII No. 1





CHARLES MORGAN, SAILMAKERS  
ST. PETERSBURG, FLORIDA

PHONE 5-7771

P. O. BOX 508

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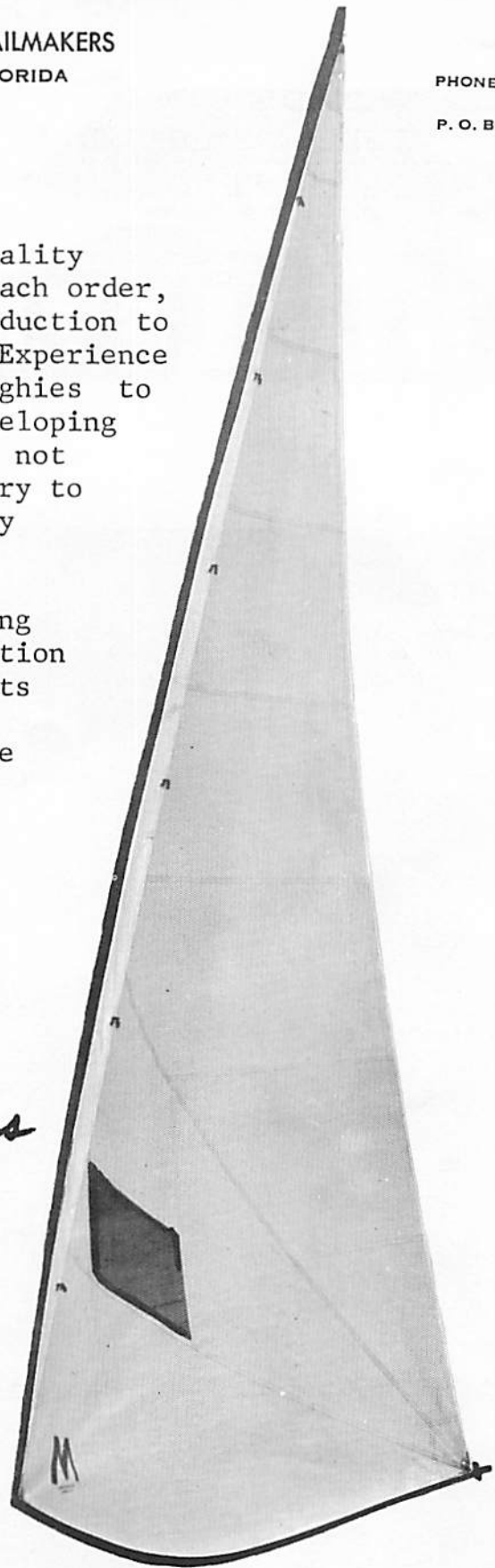
1st \* \* \*  
1st '62 FLORIDA CHAMPS

1st & 2nd MID-WINTER  
CHAMPS '62

\* \* \*

**M**

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AS OTHERS SEE IT

## VOICE OF THE PEOPLE

### SNIFE CLASS AND THE OLYMPICS

"The Olympic Articles which have appeared from time-to-time in the BULLETIN actually are beginning to make me think the Snipe skippers really want to be in the Olympics in 1968 at the earliest, after some effort made to be the 6th class at Enoshima (Tokyo) 1964.

As an ex-Snipe skipper now sailing a Finn and a Dragon, earlier a FX in Europe plus four U. S. A. Olympic Trials, may I say, "Why not get your team in shape?"

In the XVII Olympiad, Russia scored more than 200 points over the U. S. A. Russia got down to business - and we got 2nd place. If the Snipe skippers start sailing some Olympic courses and using the Olympic scoring ALONG WITH the Snipe system, the Snipe class could be the best prepared in the world. All you do is change the markers and get an extra score pad. The very fact that the Snipe was not chosen this XVIII Olympiad DOES NOT mean the Snipe Class can not have an Olympic training program, plus a top Olympic trained crew. To be chosen an Olympic class boat is O. K., but to do Olympic training like Paul Elvstrom, Denmark's '48, '52, '56, & '60 "Gold Winner" requires endless hours of practice before the Games.

Good luck! - and let's see how many Olympic-minded crews you have that will log time on an Olympic course and getting a certified Olympic score. This is what the Olympics are made of. . . . not the choice of boats. There is a lot of water between your National Champ, and International Champ, and an Olympic Skipper on an Olympic course.

Kick this one around the marker. "

S. D. J. P. O. Box 161, Canyon, Cal.

### "PRINCIPAL SAILING RULES" HIGHLY RECOMMENDED

"I have just received another package of 20 copies of "Principal Sailing Rules" by Fearon Moore. I have publicized the use of this booklet by many of our member yacht clubs and I know several have placed orders in the past couple of years. We consider the booklet a worthy reference, not only for use by Race and Protest Committees, but also for the use of skippers, and we congratulate your association for a job well done as a service to all sailors. "

— J. Gilbert Scheib, Secretary-Treasurer  
Gulf Yachting Association - New Orleans, La.

### LIKES THE BULLETIN

"I would like to express my thanks for the fine job done on the Snipe BULLETIN. I always look forward to getting it each month, and when it does come, I usually have a hard time getting it away from my wife. I honestly believe that the BULLETIN has a large part to do with the fact that SCIRA is such an active and strong class. Thanks for a job well done. "

— Daniel Wesselhoft  
Peoria, Illinois.

### WANTS TECHNICAL ARTICLES IN BULLETIN

"The Snipe BULLETIN is very good already. May I suggest that, to add interest, you publish articles on sailing techniques and other subjects that will be useful to the novice Sniper. We aren't all as expert as we'd like to be. "

— E. A. Sweeney  
Dayton, Ohio

Over the last 11 years, hundreds of articles on various sailing subjects have been published in the BULLETIN and a complete file of the magazine affords a very fine reference on any subject for the novice Sniper. It is hard to continually write anything original on sailing (practically every angle has been covered more or less by someone at some time) and it may be in order to republish or rehash some of the more important subjects in the BULLETIN. On the other hand, there are more fine sailing publications and real text books on the market today than ever before and the BULLETIN should probably confine itself to pertinent class affairs and events.

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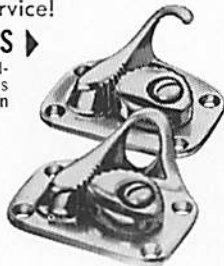
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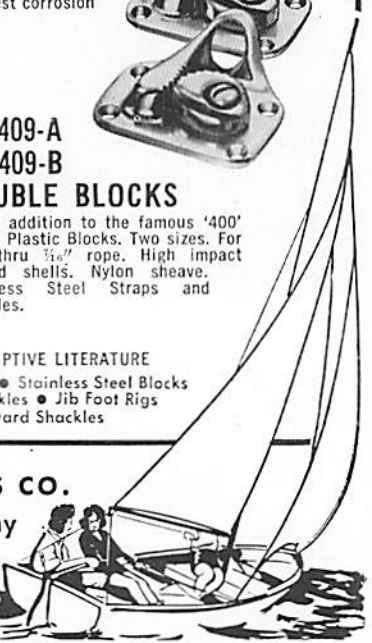
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The SNIPES BULLETIN is edited and produced monthly by Birney Mills, Executive Secretary.

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### The Cover

The Great Northwest is noted for beautiful scenery and the participants in the 1962 U. S. National Championships will be in the thick of it when they race on Lake Washington at Seattle in August with mountains in the background. The picture was taken on May 5, 1962 -- Opening Day at Seattle, when 1041 local boats paraded through the Montlake Channel into Lake Washington to celebrate the opening of the yachting season.

— Seattle Times Photo by Josef Scayles.

## — THE SCORE —

Numbered SNIPES — 13838

Chartered Fleets — 548

Last month we reported 146 new numbers issued; this month 161, or 307 in 60 days. This is probably an all-time record and will not be repeated under normal circumstances, for 100 of the new numbers were assigned to one country (Poland) alone. Poland has been affiliated with SCIRA on a more-or-less official basis for several years now, but only recently has the Sport's Ministry indicated to the Polish Yachting Federation that foreign currency might be available to cover official registration with SCIRA. Thus encouraged, Stefan Wysocki, National Secretary for SCIRA in Poland, has applied for numbers to cover boats existing in 5 different fleets for which numbers or charters have never been issued. The block from 13703 to 13802 was assigned to him, and thus our tally got a big unexpected boost. All sailors will be glad to learn of this encouraging development in the Snipe Class, and we welcome the Polish Snipers to this increased participation. Along the same line, enquiries from Austria and Bulgaria have also been received.

Of the remaining 61 boats, 20 each went to Denmark and Spain, 10 to England, and 11 to the United States. Now we have 4 months left to get 116 more boats and so establish a new record. Anyone want to bet we won't get them?

During the same above period, four new fleets were chartered.

Members of the Associated Portland Cement Mfg. Companies at Cliffe in Kent, England (about 5 miles from the Medway Fleet 277) have obtained 5 Snipes and expect 3 more new ones. Horace Crispin calls them "a very keen bunch", so Charter 545 went to the Blue Circle Sailing Club Fleet on April 16th with Douglas Worth the first FC. Slowly but surely, Snipe is making progress in England!

A new fleet of Snipes has just been formed at the Saint-Fargeau's Yacht Club (Yonne, France). FC M. Gilbert Matouillot has 6 boats already and Charter 546 went to him April 17 in time for presentation during the regattas scheduled for the holidays of the Pentecost on June 9-10-11. France moves right along at a steady pace.

With increased interest in Snipe in New England, 6 sailors located on the South Shore of Massachusetts Bay in Weymouth,



Mass., acquired 6 new fiberglass Snipes and applied for a charter. Thus the Bay State Fleet 547 came into being April 17 th. They are only 10 miles from the Massachusetts Bay Fleet 244, so the situation is a natural for some good competitive racing. Both clubs should benefit and grow with activity. Fred-eric B. Gross, 142 Old Oaken Bucket Rd., Scituate, Mass., is the FC to contact.

With the formation of the new Annapolis Fleet 532 last fall, Baltimore area sailors in the Middle River Fleet 219 decided to accept an invitation to go to the Glen Mar Yacht Club and start a new fleet there. Charter 548 was granted to them on April 20th. Lou Ann Martin, Box 155, Cockeysville, Md., is the FC and a cordial invitation is issued to all area Snipers to come and join up with them in this new endeavor.

## SNIFE GOES TO EUROPEAN FAIRS

Snipe received another notable honor when the U. S. Dept. of Commerce Bureau of International Business Operations invited the Lofland Company of Wichita, Kansas, to exhibit one of its products in the International Trade Fair to be held at Poznan, Poland, from June 3-24th. 13850 was issued to Lofland, who polished one of his best with loving care and immediately towed the boat to New York for shipment to the U. S. Pavillion at the Fair. It will be the only boat exhibited there among the samples of recreational products from the U. S. and then will be taken to the International Trade Fair at Calerno, Italy, next fall. Considering all the competition from other classes and builders in the U. S., this is indeed a recognition of "a real little boat" which pleases and gratifies Snipers throughout the world.



Francis Lofland, left, and Robert Humphrey ready the boat for towing to New York and the Fairs in Poland and Italy.

## SNIFE IN PAN-AMERICAN GAMES

Julian K. Roosevelt, member of the U. S. Olympic Yachting Committee, has officially notified SCIRA that Snipe has been chosen again to participate in the next Pan-American Games to be held in Brazil in February 1963. The 5.5 Metre, Dragon, Star, Flying Dutchman, Finn, and Lightning are the other classes so honored and are the same ones which participated in the last Games held in Chicago in 1959. SCIRA is quite pleased to be honored again and all countries in the Western Hemisphere will send their best Snipe teams for the competition. The method of choosing the American team will be announced later.

## GERBER Built Snipe

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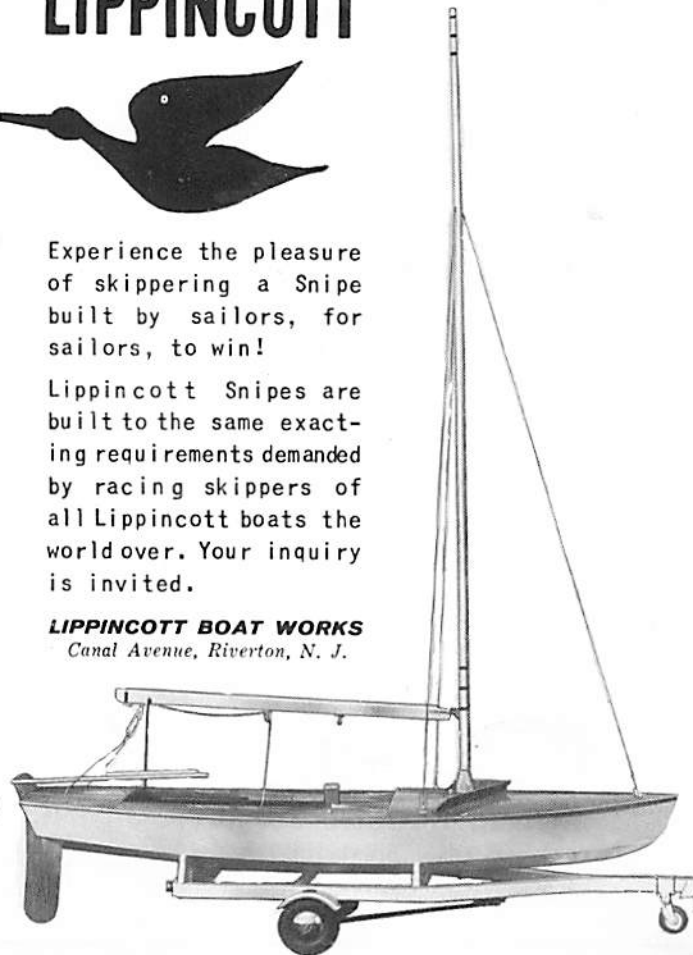


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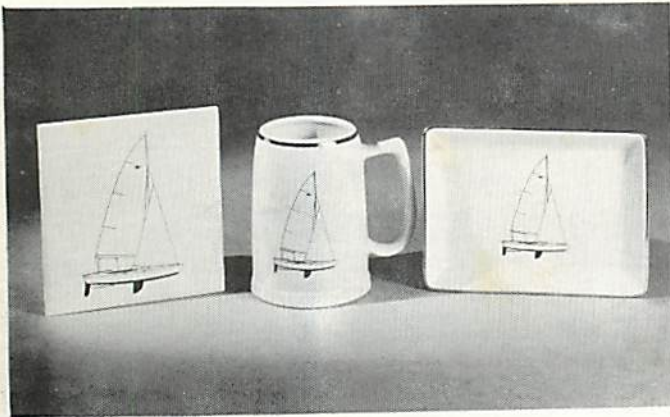




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## - SNIPE RESEARCHER REPORTS -

Charles Webster of Newport Fleet 103 has been an ardent Sniper for many years, and he is good, too! Primarily a light weather sailor, he won the New York State titles in 1956, '57' and '61 plus the District 5 Championships in 1956 and 1957. But he enjoys Snipe more than just sailing one, for he likes to look at good boats and, being so inclined, is continually jotting down figures obtained from measuring observations, and making more or less important statements as a result. As fleet measurer, he has handled many hulls and readers of the BULLETIN are already familiar with his comments on measuring, especially recalling his portable measuring rack which he devised for use at local regattas. It has been quite successful and widely copied.

Chuck was quite in evidence at the 1961 Nationals and, as a result of a BULLETIN invitation, he has submitted his most recent research for all to read and to profit by. His comments are below and his chart is on the opposite page:

" The enclosed chart is pretty much self-explanatory. It is arranged according to increasing " bow to forestay" dimensions and covers only those boats that were readily available and of especial interest to me.

For years I've taken a ribbing on measuring boats! This reached an all-time high at the '61 Nationals when Paul Betlem and I made a forthright survey of the "state-of-the-art". John Wolcott and Bob Huggins (who have both raced out of our Newport Yacht Club in Rochester, New York) were using particularly long "needles". I had the Wolcott boat pedigree about 1954 and "Shady Too"s' before Bob owned her. However, one must be current, and so I usually check up on these birds when I see them.

You can't imagine the chuckle I'm getting from your request. One way or the other, I've heard also from Huggins, Gilreath, and Jenks on this subject. Do I hear some wheels turning?

#### MY CONCLUSIONS

1. The exact fore and aft "throat" between jib and main (dimensions #2 minus #1) appears to depend on sail cut and fairlead position, but should be between 47" and 50".
2. For light weather, move the rig aft until sufficient weather helm is achieved. The additional side stay slack also lets your main further out on a run.
3. For heavy weather, move the rig forward until weather helm is reduced to a desirable amount. The tighter side stays support the mast sooner and prevent some of the slamming your rig takes in rough weather and jibing. The further back the side stays are in relation to a wood mast, the less the disintegrating compression forces are when going downwind.
4. If you're too lazy to do the above, use Old Master Wells' happy medium: 13 1/2" - 14" forestay and 62" mast.
5. The day Bob and Ellie Huggins commence utilizing #3, they'll be unstoppable ( completely - that is!).

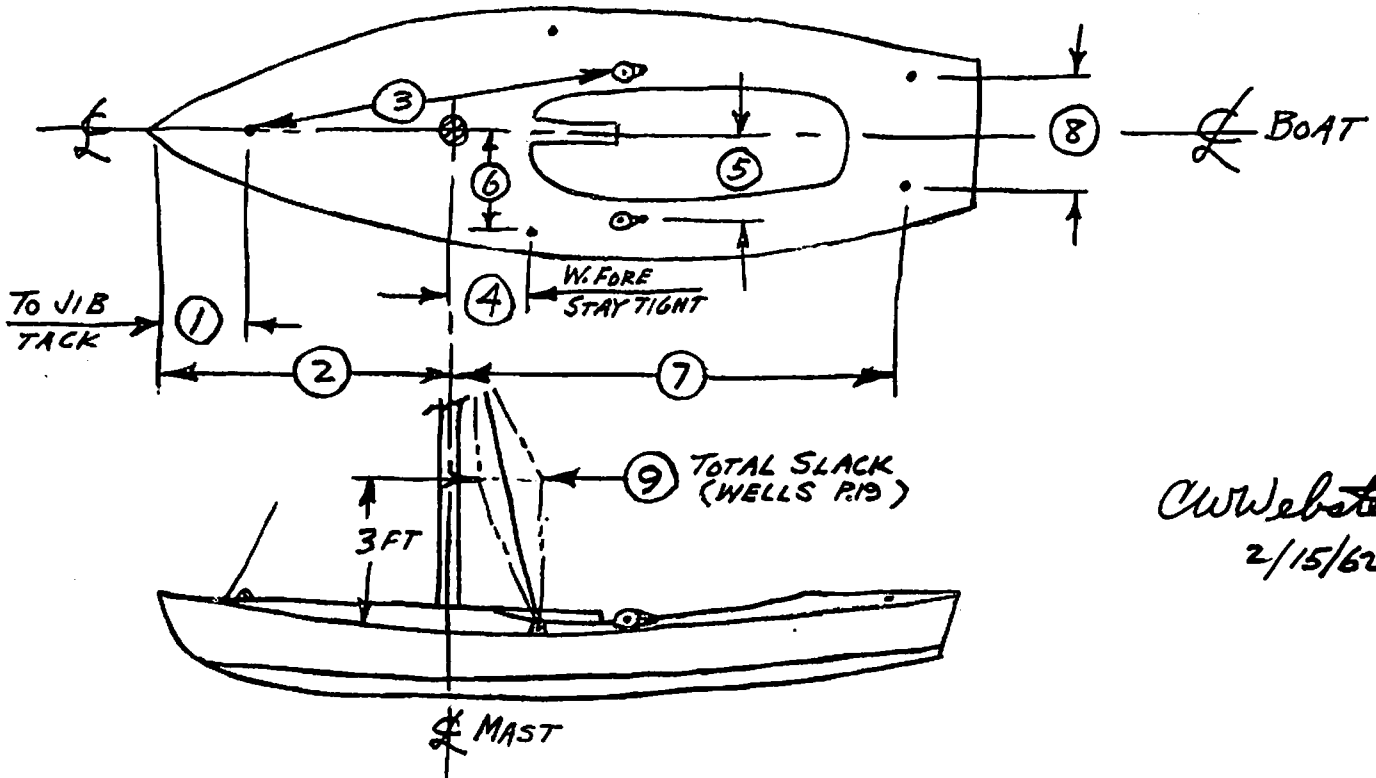
The method of chart dimensioning used attempts to anticipate and facilitate study of what might be considered "significant" inter-relationships. The validity of the conclusions drawn by the individual skipper will be a function of his inductive and deductive reasoning abilities. "

Thanks, Chuck, for this most interesting article which presents many known facts in a form which most sailors can readily grasp. Your summary paragraph is especially good and the last sentence reads like a government pamphlet issued by a Harvard New Frontiersman. It bears reading again!

Never a week goes by that someone doesn't write to suggest more technical articles, for a class as large as SCIRA always has a large crop of neophytes who "know from nothing". This is a healthy situation, so, if you have anything at all to submit for publication, send it in, for it may prove a timely subject of general interest. We are all trying to make the BULLETIN a better magazine for Snipers, and this is one way you can help!

1961 NATIONALS

(OLD SAYBROOK, CONN.  
ON THE 'SOUND' IN MID-AUGUST)



CW Webster  
2/15/62

NO.	SKIPPER	ALL BOATS PRESUMABLY RIGGED FOR LIGHT WEATHER									REMARKS
		①	②	③	④	⑤	⑥	⑦	⑧	⑨	
		BOW TO JIB TACK	BOW TO MAST	JIB TACK TO FAIRLEAD	MAST TO SIDE STAY	FAIRLEAD TO BOAT	SIDE STAY TO BOAT	MAST TO BRIDLE HOLE	BETWEEN BRIDLE HOLES	TOTAL SLACK IN STAYS	
6156	MORGAN	11 $\frac{1}{4}$	60 $\frac{1}{2}$	86 $\frac{1}{4}$	11 $\frac{1}{2}$	20 $\frac{1}{4}$	24 $\frac{3}{4}$	99 $\frac{1}{2}$	46	11	
6995	SEAVY	11 $\frac{1}{4}$	61	97	14	22 $\frac{1}{2}$	26 $\frac{1}{2}$	104	44	13 $\frac{1}{2}$	AL. MAST & R.B.
11291	LEVINSON	11 $\frac{1}{4}$	61 $\frac{1}{2}$	87 $\frac{1}{2}$	12	22 $\frac{1}{4}$	25	94	46 $\frac{1}{2}$	23	MAST ON DECK
10350	TILLMAN	11 $\frac{1}{4}$	62 $\frac{1}{2}$	90	11	21 $\frac{1}{2}$	28 $\frac{1}{2}$	113	36 $\frac{1}{2}$	13 $\frac{1}{2}$	PLY. MILLS BOAT
11771	COON	12 $\frac{1}{2}$	60 $\frac{3}{8}$	85	9 $\frac{1}{4}$	22 $\frac{3}{8}$	24 $\frac{5}{8}$	97	43 $\frac{1}{4}$	18 $\frac{1}{2}$	MAST ON DECK
10567	JENKS	13 $\frac{1}{4}$	60 $\frac{1}{2}$	92 $\frac{3}{4}$	13	20	25	100	43	10	
9497	WOLCOTT	13 $\frac{1}{4}$	61	85 $\frac{1}{4}$	12 $\frac{1}{2}$	23 $\frac{1}{2}$	25 $\frac{1}{4}$	104 $\frac{1}{4}$	30 $\frac{1}{4}$	16	HOME BUILT BOAT
1888	CASTLE	13 $\frac{1}{2}$	60 $\frac{1}{4}$	90	12	22 $\frac{3}{8}$	25 $\frac{1}{4}$	99 $\frac{1}{4}$	43	8	MAST ON DECK, SOLID TRAVELER
6627	LONG	13 $\frac{3}{4}$	62 $\frac{1}{2}$	87	12	19 $\frac{1}{4}$	25	100	45	15	MAST ON DECK
9025	WELLS	14	61 $\frac{1}{4}$	95 $\frac{1}{2}$	13 $\frac{1}{2}$	20 $\frac{1}{4}$	25 $\frac{1}{4}$	103	37		AL. MAST ON DECK
762	S. ALLEN	14 $\frac{1}{8}$	62 $\frac{3}{4}$	92	12 $\frac{1}{2}$	20 $\frac{3}{4}$	25 $\frac{1}{4}$	97	41	14	EICHENLAUB BOAT
	HUGGINS	18 $\frac{1}{8}$	65 $\frac{1}{4}$	90	12 $\frac{1}{2}$	20 $\frac{1}{4}$	25 $\frac{1}{2}$	110 $\frac{1}{2}$	32	9 $\frac{3}{4}$	MAST ON DECK





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# U.S. NATIONAL CHAMPIONSHIPS AT WORLDS FAIR



Seattle is buzzing with activity preparing for the 1962 U. S. National Championships which will be held on Lake Washington August 6-14th.

The World's Fair city and the Corinthian Yacht Club expect a fleet of fifty entries to compete in what is planned as the most outstanding Championship Series in recent years.

Headquarters for the regatta will be the Corinthian YC facilities at the Lake Washington Yacht Basin, conveniently located in Lesch Park on Lake Washington, about 1 mile north of the famed Floating Bridge. 4 electric hoists and plenty of deck and storage space at the Basin will enable all skippers to launch boats by hoists and conveniently tie up between races.

The sailing area is centered in the lake about 1/2 mile offshore from the Basin. Courses will be Olympic type as prescribed by SCIRA rules on Page 189 of the 1962 Rule Book.

Racing begins Aug. 6th with the Monday two-day series for the Junior Championships. This series consists of 5 races ending on Tuesday afternoon. Awards will be made at the SCIRA banquet on Tuesday, August 14th. Also scheduled that afternoon (Tuesday the 7th) is a tune-up race for all entries over 21 years of age. Competition in this event will be directed towards the Snipe Sports Award, presented to the winner at a dinner held that night at the Ranier Brewing Company in Seattle.

The 5-race series to qualify for the Heinzerling and Wells Divisions of the Nationals will start on Wednesday the 8th and continue through Friday morning the 10th. That afternoon, the 7 races of the Heinzerling and Wells Consolation Series will get under way, with the final races ending no later than the following Tuesday afternoon, Aug. 14th. The final awards banquet will be held Tuesday night at the Seattle Yacht Club.

Evening events are especially planned for the whole family, and include:

- Tues. 7th: Mercer Island Beach Party for juniors;  
Ranier Brewing Company dinner for seniors.
- Wed. 8th CYC Twilight Series Race with buffet dinner.
- Thurs. 9 World's Fair night.
- Fri. 10 Mercer Island Salmon bake with Dixieland band for listening and dancing.
- Sat. 11 Open Night.
- Sun. 12 Four-hour scenic cruise through the locks and along Seattle waterfront aboard U. S. Virginia VI, with spaghetti dinner and Dixieland band for entertainment.
- Mon. 13 SCIRA general membership meeting (tentative)
- Tues. 14 Final awards banquet at Seattle Yacht Club.

UNUSUAL DOCKING ARRANGEMENT FOR A LAKE - Left view shows Lake Washington Yacht Basin as seen from the CYC club-rooms. Above: launching of boats from the upper deck on which most of the Snipes are presently stored.

Since this is the most active time of the year during Seattle's summer, housing accommodations are very scarce (especially with the Fair). People desiring hotel or motel rooms should write to Expolodging, 312 First Ave. N, Seattle 9, Washington. Dormitory facilities for 150 (75 rooms) have been reserved through the 14th at the University of Washington Terry Hall, with rates at \$4.25 per person per night (children under 14 - half-rate). Such reservations can be arranged through John Rose, 1631 1/2 - 43rd Ave., Seattle 2, Wash.

August weather is traditionally the most beautiful in Seattle, with daytime temperatures averaging 75 and nighttime readings in the 50 range. Lightweight suits and dresses, a light sweater and raincoat, are advised during the period. Casual dress should suffice for all evening functions except Worlds Fair night-clubbing and the final banquet. Winds are expected to average 4 mph during the day and 8-10 mph during the late afternoon, when many of the races are planned in order to take advantage of better winds. Sunsets occur as late as 9 P. M. (DST) during August, so there will be plenty of light for the late races.

Teams are encouraged to come a few days early to acquaint themselves with local conditions, and to witness the colorful Seafair Week, which is scheduled for July 27th-Aug. 5th. Events of particular interest will be the Seafair Sailing Regatta (SCIRA sanctioned) July 28-29; Seafair Week activities -- including parades, beauty shows, art exhibits, street dances, water shows -- and the world famous Gold Cup Hydroplane Race Sunday the 5th. Entertainment runs the gamut from the Ringling Bros. Circus for the kids to the Gerry Mulligan/Bob Brookmeyer Quartet for the jazz buffs and the Bob Hope Show for everyone.

Also, additional interest will be concentrated on the North American Star Class Championships, starting in Seattle on Aug. 13th. Snipe Fleet 444 has invited those entries to join with the Snipe contestants aboard the Virginia VI for Sunday evening's cruise on the 12th. Here is a chance to trade information with skippers of another of the world's most popular racing classes. Truly a "Stars and Snipes Forever" evening!

Entry blanks and the \$25.00 entry fee for the National Championship must be filed at National Headquarters at Akron, Ohio, not later than midnight, July 20th, 1962. Proper entry blanks will be sent to Fleet Captains in June, and any additional information may be obtained by writing to John Rose.

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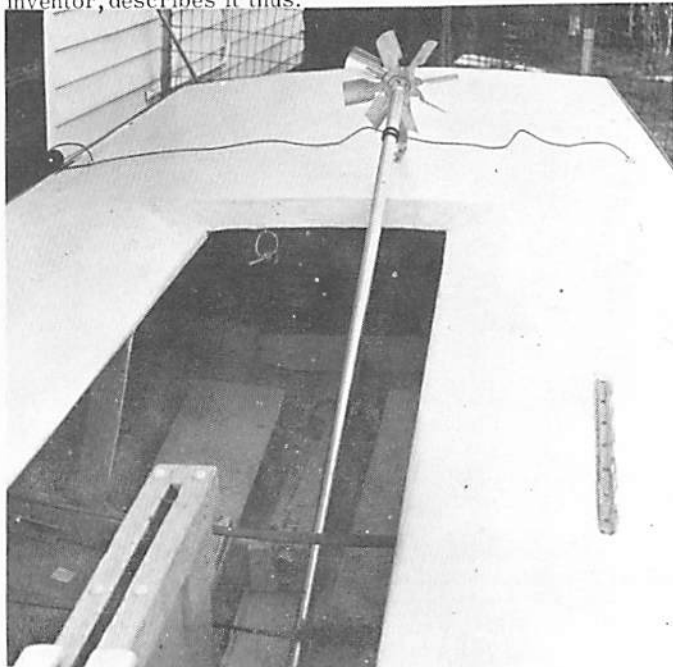
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## PRESCRIBED FOR LAZY SAILORS

An age old problem for boat owners has been how to get the water out of a boat and keep her dry, and many more or less satisfactory pumps have been invented, but here is an idea that beats them all for ingenuity. It is truly a lazy sailor's dream, as it works while he sleeps, and if you keep your boat in water all the time (many fiberglass hulls do not dry-dock), you will be interested in it.

It originates from that part of the country where water has been supplied by windmills for years and Dr. John Fulton, the inventor, describes it thus:



"The pump is an Archimedes screw turned by a wind propeller, the whole revolving as a unit on brass-nylon bearings, one being placed at the low point in the bilge and the other attached by spring-loaded keyed pins to the rear deck through two small holes through the deck. Water is lifted by the helix within the barrel to the top of the barrel where it drops out on the deck and drains away. In operation, it begins to pump in a seven mile breeze. It will remove all but 1/8 inch of water remaining in the bilge. Dirt, such as leaves and slivers of paint, do not clog it. Pumps about 5 quarts an hour.

When not in use, the entire pump can be stowed like a whisker pole. The entire assembly weighs under one pound. No fixture remains on the deck to interfere with operation of the boat. Only the bilge bearings remain permanently attached."

If you want to know more about this gadget and perhaps get one for your boat, write to the doctor at 236 S. Terrace Dr., Wichita, Kansas. He'll be glad to hear from you.

## DO YOU HAVE A HEAVY CREW ?

Bill Brummond and Jim Warfield of the San Francisco Fleet 12 conducted a "scientific" experiment to determine the advantages/disadvantages of a heavy skipper-crew combination. Their first test was in a boat with an aluminum board weighing 430 lbs. and team weight of 330 lbs, giving a weight advantage of 40 lbs. to the average of 290 lbs. The course favored reaches with a few short beats. Wind moderate with gusts allowing planing.

Findings: They had boat speed on the beats and lost out when wind was aft the beam. Surprising results when reaching. At speeds below hull speed, there appeared to be little or no difference between boats within 30 lbs. total weight. At hull speed, the lighter boats had an advantage due to lower displacement. When entering the threshold of planing, the heavier team could hold the boat flatter, enabling it to break into a plane sooner, plane faster, and hold the plane longer.

Ergo: 1st test shows heavy crew under above conditions has a slight advantage when sailing on wind or reaching. More later.





It seems that on the West Coast, if not the rest of the country, there is something of an established cycle of weather which results in periodic years when the winds are generally strong. Whether this observation has basis in fact or not, there is no denying that so far this year in California, we are experiencing "heavy going." This trend began at Los Angeles Midwinters in February, which was a real blow. Then, most recently, the District 7 Championship in lower San Francisco Bay was "wiped out" on the first leg of the first race when the winds came up to 45 mph resulting in all boats but one retiring from the race and Regatta with a variety of boat and sail damage.

In any case, assuming the trend is a continuing one with heavy winds expected this year, and realizing that I'm somewhat lacking in brawn (mainly complements to my slim trim wife who is also my crew), I've been developing an argument that successful-winning heavy wind sailing to windward is as much a matter of technique as it is brawn.

Now, it seems that prevailing opinion is that the key to heavy wind windward sailing is (1) flat sails; (2) strap in the jib and let out the main. I have no quarrels with using a flat main and letting it out to where you can keep the boat reasonably flat, but the strapping in of a flat jib seems to miss an important consideration which applies in particular where a heavy sea may be expected accompanying heavy winds. Under these conditions, BOAT SPEED becomes of basic importance, and to get boat speed when sailing "on your battens", you don't strap in a flat jib.

The problem here can be demonstrated in an airplane. I fly

a plane in my business (one like Ted Wells helped design) and can demonstrate how in climbing I can point my plane's nose at a steep angle to the horizon, but in doing so my speed will go to say 80 mph and rate of climb to 300 fpm. On the other hand, if I drop the nose, build up speed to 110, my rate of climb will increase to 1000 fpm. Projecting this for a few minutes time and it can be seen how much farther and higher I can be with the nose somewhat down travelling at a much higher speed. Then applying that concept to working a boat to windward, especially in heavy seas and wind, it can be understood how a faster moving boat, though pointing somewhat lower off the wind, will easily beat the slower moving boat which may be pointing much higher with flat jib strapped in tight. I had this demonstrated to me (unfortunately!) at the Midwinters during the last race held in 30 mph winds. During the last windward leg, I watched Scott Allan (who with crew is still lighter than I am - Herb Shear take note)! pass me to windward like I was standing still - and I was pointing higher than Scotty with my flat jib strapped in all the way.

In summary then: If racing the rest of this year is in the same type of heavy winds and seas encountered on the West Coast so far, my light weight crew and I will be sailing to windward with a medium jib, slightly let out and, if we don't win, it'll be because my mast doesn't bend!

### ATTENTION— All Fleet Captains

SCIRA dues are payable the first of April each year and all reports should be finished by the first of July, for the start of the season is the best time to get the money. Rule books have been mailed to fleet officers for distribution to their paid-up members and direct to those who sent the money in as individuals. Don't forget the charter fee this year is \$10.00; individual owner \$7.50; co-owners \$5.00 each. All delinquents will be dropped from SCIRA membership in July, so act now! Use the dues report sheets furnished free by headquarters.



## PURITAN PIMM\* SHEET USED BY CHAMPS!

Each snipe was equipped with Puritan Pimm Sheet in the 1961 World Snipe Championship Regatta, one of the biggest international regattas held outside of Olympic competition. 22-year-old twin brothers, Axel and Eric Schmidt of Brazil, sailed through the waters of Long Island Sound at Rye, New York to win the race. Axel and Eric relied on 3/8" Puritan Dacron Pimm Sheet for the mainsheet, jib sheets, and boom vang, along with Puritan 1/4" Yacht Nylon for the anchor line. Most experienced sailors know that Puritan is the best line to have aboard.



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# Wells Wanderings by Ted Wells

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In this age of inflation, you just can't beat the bargain offered by a membership in the North American Yacht Racing Union - \$5.00. For this you get a new rule book each year, copies of special decisions rendered during the year, and this year, a new book containing all pertinent appeal decisions rehashed to correspond to present rules, new paragraph numbers and everything. A really outstanding job. In fact, it is such a bargain that the NAYRU hopes most people will buy the new \$10.00 contributing membership instead of the regular, or Jack Benny type of \$5.00 membership. Send your check to NAYRU, 37 West 44th St., New York 36, N. Y.

### STARTING LINE RIGHT-OF-WAY—Last installment (positively)

In trying to convince people that they don't have right-of-way just because they are close-hauled, and that a boat running down the starting line or loafing on the line is not violating the anti-barging rule or any other just by doing this, I may have created the impression that reaching down the line or loafing on it can be done with impunity. This is not correct—either operation can be very dangerous.

There are two types of loafers - those who loaf on a close hauled course and those who loaf on a reaching course. Loafing close-hauled is safer, but Appeal Decision #46 says the loafer better anticipate the necessity of getting his boom hauled in where it won't be clipped by an overtaking boat.

There are two kinds of reachers - the full speed and the loafer. The reaching loafer might well ponder the second sentence of Appeal Decision #36 to the effect that the obligation on a leeward overtaking boat to give ample room and opportunity for the windward boat to keep clear is not a continuing requirement - it exists only at the instant that the overlap is established. If, for instance, a boat is overtaking to leeward on a course which is converging by only a few degrees, he might establish his overlap four or five feet to leeward; certainly ample room and opportunity for the windward boat to keep clear. But, the windward boat had better start doing something right then and there, even if it



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carries him over the line, because those few feet of clearance will disappear rapidly even with only slightly converging courses.

Also, a reaching boat, full speed or loafing type, still on a reaching course at the starting signal with a boat to leeward has just about had it. The leeward boat can head up to close hauled (except in California Windward Starts), and it will probably be impossible for a windward reacher to head up without his stern swinging over and interfering with the leeward boat.

So, virtue will still triumph! Well timed close hauled starts can pay, although you may have to get a few starts messed up to prove it. Loud and lusty yelling of advice to the windward boat may help, but don't accuse him of barging anyplace except at the windward mark, because he isn't.

### UNSCHEDULED MAST TEST

Warren Castle has been heard making a snide remark to the effect that Wichita's spring breezes are more accurately described as light and variable tornadoes. This is a gross exaggeration. Maybe he will refrain from repeating this slander since his own home lake polished off the tune-up race at the Southwestern Regatta with what was at least a light and variable thunderstorm. (I must check with Bob Huggins to see what happened to his Stanford research project to determine whether aluminum masts are more likely to be struck by lightning than wood ones.)

The race was called at the windward mark. Warren, Bubba Horner, and I had rounded the mark and were heading home when the storm hit. Warren was smart - he dropped his sails and anchored. Since the wind was from about three-quarters aft and since we were already planing, Bubba and I decided to sail in. What the other people did, I don't know, as very shortly I was too busy with my own problems to notice, and it was raining so hard I couldn't have seen anyway. (I hope I'm right in believing there is more likelihood of lightning striking a metal mast.)

The storm had not looked bad as it approached (we wouldn't have started if it had) and it behaved about as could be expected. The airports in the area gave maximum velocities of 55 to 62 mph and the wind indicator at Dallas Corinthian YC gave an average of 45 mph. By Plains States standards, this classified it as a light and variable storm. It was the three quarters aft wind direction that got my mast. From this direction the swinging spreader actually weakens the mast by inducing a bend. The mast took a permanent set with about a two foot lateral bow in the peak gust, then hopped out of the step on deck. Its progress through the deck was stopped by the halyard winches, which precluded the possibility of lowering the sails. My Texas crew, Chris Towles, rode the centerboard for about five minutes just as if he had been riding the bilge boards on scows all his life and we limped in. The bend in the mast was concentrated in the two feet immediately below the spreader. Wedging the mast under one seat of a park picnic table anchored in concrete and over the other seat while pushing down on the other end straightened it perfectly, and with the help of Chris and his father, we had the deck patched up the next morning and were back in business.

### THE SOUTH CENTRAL CIRCUIT

This year I hope to get at least some compensation for having maintained two Snipes for a long time. The fiberglass boat #10025 was just dumped into Santa Fe Lake early in April, not having been touched since the previous season. On #6025, I hope I have cured the problem of epoxy resin not curing on the fabric on the keel, since it went to Texas for the Southwestern where it will stay for the Dallas Corinthian and Fort Worth Boat Club regattas, after which it gets left at Oklahoma City until it goes to Abilene, Texas, and then home early in July, (I hope!). Certain events made it undesirable for us to be where we could not return to Wichita quickly (hence the cancellation of Bermuda plans) and with trailer speed limits of 45 mph in Texas and 50 in Oklahoma, having a Texas boat and crew is right handy.



## — SANCTIONED RACE DATES —

- July 7-8 12th ANNUAL MISSOURI VALLEY Invitational Regatta, Iowa-Nebraska Fleet 309, Lake Manawa. Floyd E. Hughes, Jr., 344 Kenmore Ave., Council Bluffs, Iowa.
- July 7-8 ANNAPOLIS Regatta, Annapolis YC, Mouth of Severn River. Richard Winkler, 23 Windward Dr., Severna Park, Maryland
- July 7-8 NEW YORK STATE Open Championship, Keuka 384, Keuka Lake. Ray Hampson, Bath, N. Y.
- July 13-14-15 1962 DISTRICT 3 CHAMPIONSHIP Regatta, Burnham Park YC, Lake Michigan, Chicago, Ill. Nate Whiteside, 314 N. Garfield, Hinsdale, Ill.
- July 14-15 HEART OF AMERICA Regatta, Quivira SC 121, Lake Quivira, Kansas City, Kans. M. O. Smith, 475 Brotherhood Bldg., Kansas City, Kans.
- July 14-15 DISTRICT 1 CHAMPIONSHIP, Lake Mohawk 10, Lake Mohawk, Sparta, N. J. Mrs. A. R. Schaefer, 52 Longview Dr., Whippany, N. J.
- July 21-22 DISTRICT 5 CHAMPIONSHIP, Newport 103, Irondequoit Lake, N. Y. P. C. Lauterbach, 3019 Clover St., Pittsford, New York.
- July 28-29 MARYLAND STATE CHAMPIONSHIP, Deep Creek 71, Deep Creek Lake. Robert H. Lane, 3103 S. Park Rd., Bethel Park, Md.
- July 28-29 DECATUR INTERCITY Regatta, Decatur 144, Decatur Lake. Tom W. Palmer, 3 Edgewood Ct. Decatur, Illinois.
- July 28-29 ROCKY MOUNTAIN Invitational Regatta, Rocky Mountain SA 210, Lake George, Colo. Bill Siefert, Box 850 Rt. 3, Golden, Colorado
- July 28-29 SEATTLE SEAFAIR Sailing Regatta, Seattle 444, Lake Washington. John D. Rose. See January 1962 BULLETIN for procedure.
- Aug. 6-7 U. S. JUNIOR NATIONAL SNIPE CHAMPIONSHIP Seattle 444, Lake Washington. John D. Rose.
- Aug. 8-14 U. S. NATIONAL SNIPE CHAMPIONSHIP, Seattle 444, Lake Washington. John D. Rose. See January 1962 BULLETIN for procedure.
- Aug. 4-5 AUSTIN SC GOVERNOR'S Regatta, Austin 505, Lake Travis. Frank McBee, Jr., 1103 Bluebonnet Lane. Austin, Texas
- Aug. 11-12 BACHMAN MEMORIAL Regatta, Sheepshead Bay 115, Sheepshead Bay, Long Island, N. Y. Marvin Hochberg, 125 Ocean Parkway, Brooklyn 18, N. Y.
- Aug. 18-19 LONG ISLAND SOUND Individual Championship, Cedar Point YC, Long Island Sound. James F. Brayton, David Hill Rd., Weston, Conn.
- Aug. 18-19 OVERBOARD SNIPE Regatta, Overboard Snipe Fleet 462, Long Island Sound. John Becker, Jr., 46 Glenlawn Ave., Sea Cliff, L. I., New York
- Aug. 18-19 PROVINCE OF ONTARIO Open Championship, Oakville 321, Lake Ontario, Canada. Bob Aitken,
- Aug. 21-26 MANHASSET BAY Race Week & Special Weekend Series, Manhasset Bay 258, Long Island Sound. Dr. Leslie Commons, 56 Orchard Farm Rd., Port Washington, L. I., N. Y.
- Aug. 25-26 BANTAM LAKE Invitational Regatta, Bantam Lake YC, Bantam Lake, Conn. Birger B. Gabrielson, 169 Mt. Vernon Ave., Waterbury 8, Connecticut.
- Sept. 1-2 MASSACHUSETTS Open Championship, Cottage -3 Park YC, Boston Harbor. Raymond A. Smith, 66 Lowell Rd., Winthrop, Mass.
- Aug. 31- Sept. 1-2 LAKE WORTH Annual Regatta, Lake Worth SC, Lake Worth, Texas. V. E. Cresswell, 3620 S. Henderson, Fort Worth 10, Texas.
- Sept. 1-2 MIDDLE STATES Championship, Island Bay YC, -3 Lake Springfield, Ill. Phillip B. Peterson, 1840 W. Jefferson-Apt. D, Springfield, Illinois.

(Only regattas which have been officially approved and sanctioned in accordance with Section 14 of the By-Laws are listed in this column).

## NORTHERN WARM-UPS

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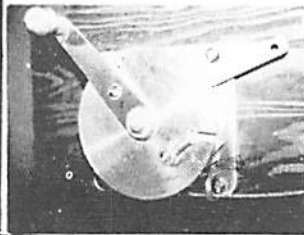
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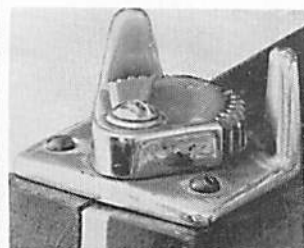
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Main & Jib, light cut -- Both in Good Condition at \$40.00 a suit.  
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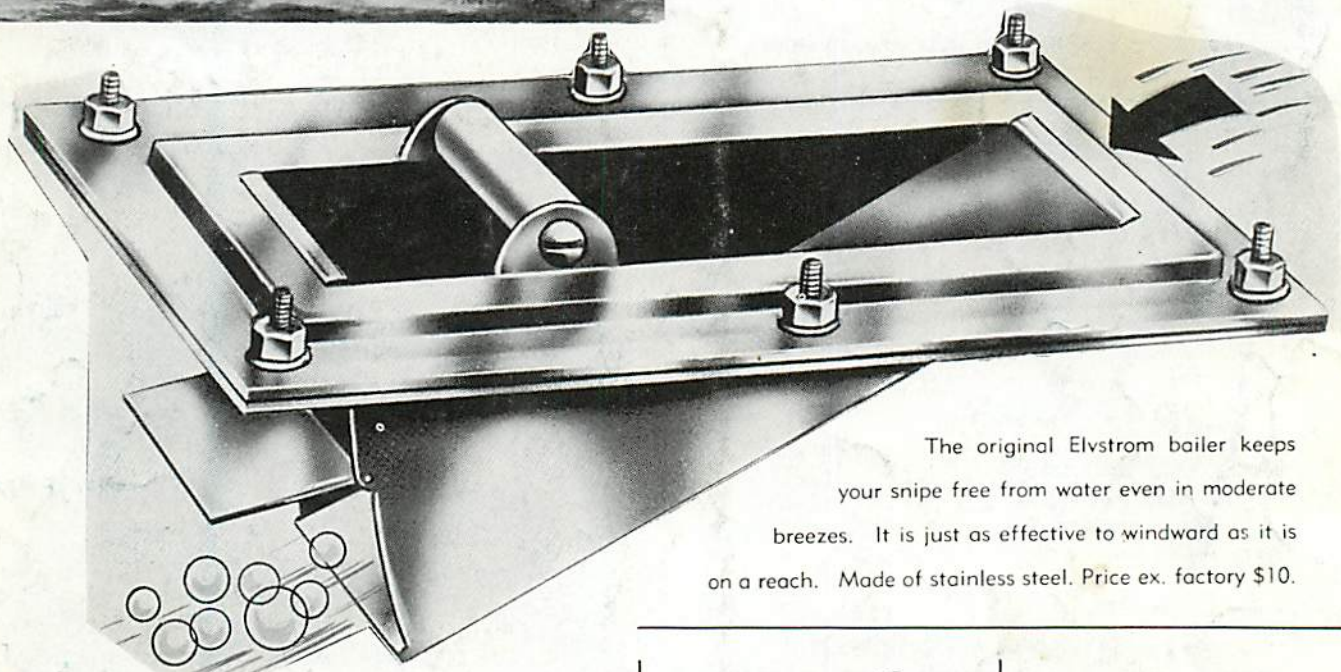
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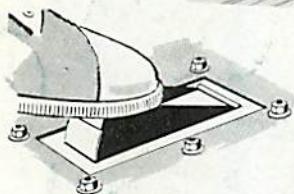
# 1959 World Championship



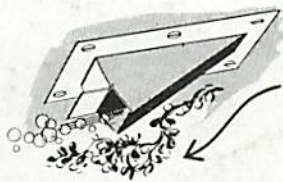
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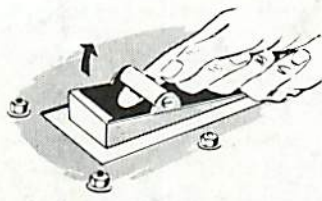
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