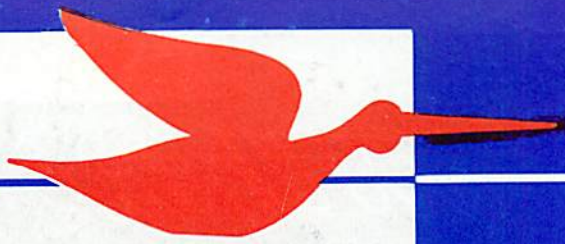


Snipe



BULLETIN



MARCH 1963
Vol. XII No. 10

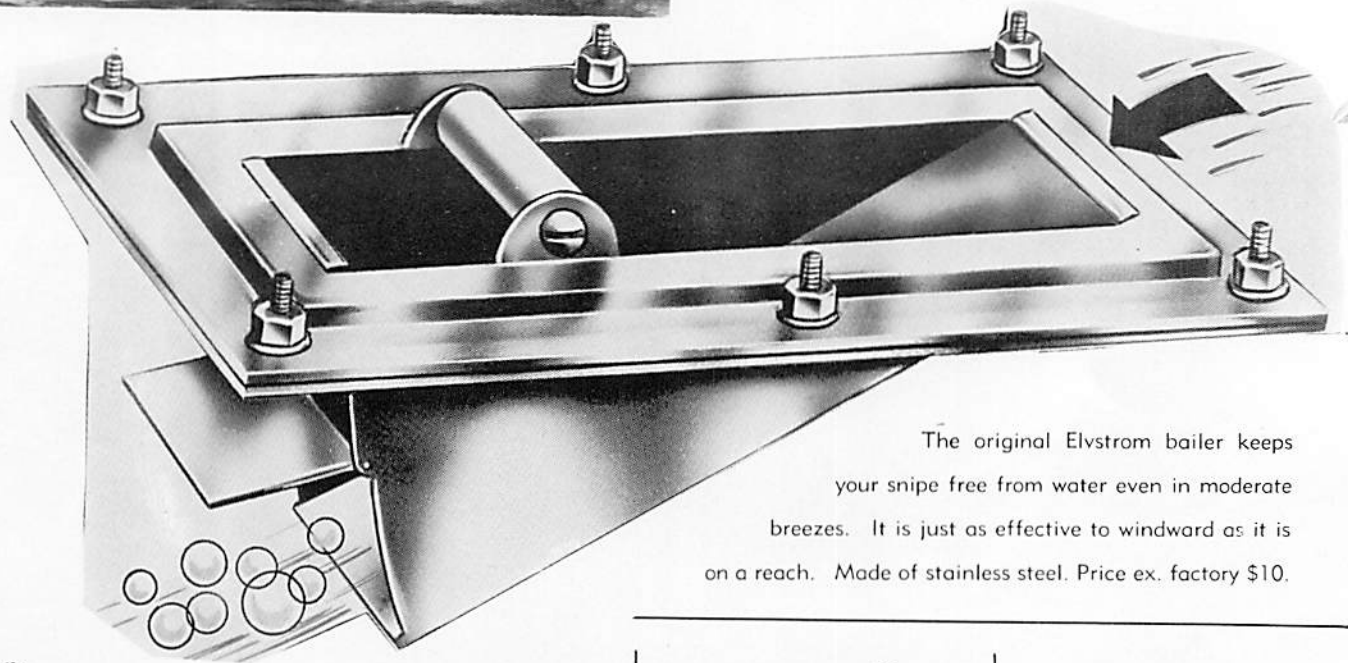
How to Organize a Regatta
International Regatta at Stone
Light Weather Sailing



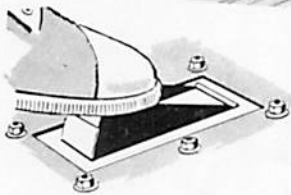
1959 World Championship



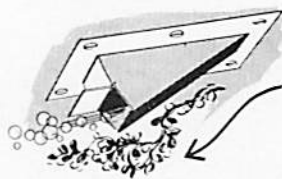
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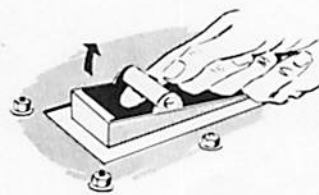
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Voice Of The People

1958 SCIRA COMMODORE ENJOYS SNIPE CONTACTS

"I just returned from a two months' stay in Europe and, of course, I did a little sailing, although there on business.

I sailed Snipes in Kalmar, Sweden, which is located on the southeast side of Sweden. The invitation came from my very good friend, Svend Rantil (Swedish National Secretary) and my entry made it a four country regatta - Denmark, Norway, Sweden, and the United States. They have a fine yacht club which the members built themselves. It turned out to be one of the best I have ever been in. The sailing was excellent, with winds ranging from 8/10 kts to 18 kts. and covered a triangle course with a fine starting line.

There were 19 Snipes participating and my boat was loaned to me by the owner, Stig Hultgren, who also crewed for me. I would say we did a fair job with a 2nd place until the last race when the rudder broke from the gudgeons. I ended up 5th.

Most of the skippers had Raymond Frenieres' sails (he placed 2nd in the 1957 World Championship in Portugal and was the winner of the European Championship Races in 1958 and 1960 - and they looked excellent. I stopped in Geneva, Switzerland and went to his sail loft. He is making a lot of Snipe sails. Also, their boats looked very good and I felt they were very competitive. I also raced in Esteril, but didn't do too well as it was mostly a reaching course and my start was poor.

Saw the cover of the August BULLETIN of Charlie Morgan's "Paper Tiger" and thought it was excellent. (Incidentally, I heard that the new owner of this boat now calls it the "Cowardly Lion!") Enclosed is a snapshot with a picture of the largest sloop actively racing in the world. I was star watch Captain last year in the Honolulu race and we were 1st to finish. She is an "M" boat 83 feet long and our spinnaker is 4300 square feet. Quite a handful when the breeze is brisk. — Fred Schenck



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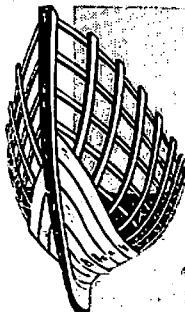
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SNIPE BULLETIN

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

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The Cover

This picture, furnished by Reggie Tucker of Bermuda, shows classic maneuvers used in rounding a mark of the course. 9878 approaching the mark to pass on the port side, has swung his tiller to starboard while he and his crew assume new positions as their boat moves on momentum with sails flapping at the midpoint directly headed into the wind. 10522 has completed its half-circle, the skipper has grabbed his tiller and is steadying the boat on course as he lets out the main with his other hand while the crew sets the whisker pole for the run downwind to the next mark. A text-book illustration!

THE SCORE

Numbered SNIPEs — 14231

Chartered Fleets — 556

39 new numbers were issued in January - not quite up to the usual rate, but still better than one a day. So, no complaints! Spain took 20 of them; the U. S. 11, which included 1 for Alaska (probably the first time a Snipe has ever been actually constructed there); 7 to Canada; and 1 to Mocambique, P. E. A. No new fleets were chartered during the period.

The 1963 World Championship Regatta

With the big regatta scheduled for Sept. 6-13th in Cannes, France, Jean Dumas, National Secretary for France and General Chairman of the event, announces that France has decided not to furnish entries with all new boats built exactly alike, as the U. S. did at Rye. Following recommendations made by European Secretaries and top contestants, each entry will be allowed to bring his own boat, and for those who do not, the best active French Snipes will be available to them. Since it is expected that only a small number will be so required, there will be no difficulty in getting the finest top boats. He asks that those who can not bring their own boats notify him as soon as possible so all necessary arrangements can be made.

SCIRA Commodore Floyd Hughes has appointed Past Commodore Ted A. Wells as the official SCIRA representative at the 1963 World Championship Regatta for Snipes.

Bid Accepted for 1964 U.S. National Regatta

After considering all aspects of the situation, the Board of Governors announces that it has officially accepted the bid of the Mission Bay Fleet 495 for the 1964 U. S. National Championship Regatta. It will be held in San Diego, California.

Notice to All Purchasers of BAPS

The third error of enough importance to be especially noted has been spotted in the Frame Dimensions in Plate 14 on Page 28. In Dimension F, Station 2 (2nd col. of table), change 61.78 to read 60.78. This typographical error is very evident to anyone laying out the frames, and was reported by several. If you bought your BAPS before Feb. 15th, mark it accordingly.

THE COMMODORE SAYS

Our class has grown so rapidly in recent years that I am certain there are many sailors who are not aware of its interesting history, nor do they know much about the people who have contributed so tremendously to its growth and success over the years. It seems to me that, of the many sailors who have made generous contributions of their energies, there are three men whose length of service is of special note. First of these is the late William F. Crosby.

William F. "Bill" Crosby designed the Snipe boat in response to the demand and apparent need for a sea-worthy, one-design boat that would lend itself to construction by the home-builder, and that could readily be transported by trailer. Bill was a naval engineer by education and a magazine editor by profession, and the newly designed Snipe class first appeared in printed plans in the July, 1931, issue of Rudder Magazine, which Bill was serving as editor at that time. The name "Snipe" came about as a result of the custom of naming new boat designs that appeared in Rudder Magazine after ocean and water birds. Snipe was one of a series of designs so named.

Snipe No. 1 was home-built in Mississippi in the fall of 1931. In the spring of 1932, Bill had Snipe No. 3 built professionally for his personal use, and in the summer of 1932, The Snipe Class International Racing Association was formed with Bill Crosby as Executive Secretary and Dr. H. E. "Hub" Isaacks (still living in Fort Worth, Texas) as the first Commodore.

Growth of the class was slow but sure through the thirties, with Bill carrying the burden of the detail and successfully steering the class on the basic policies that have made it so outstanding. Late in 1945, at the termination of World War II, Bill inaugurated a monthly bulletin called the "Jib Sheet" with the help of Chet Miller of Rochester, New York. The late forties and early fifties saw a resurgence of sailing activity along with all water sports, resulting in an accelerated growth in the class with Bill continuing to serve a vital function as Executive Secretary. His untimely passing in August of 1953 at the age of 62 was a shock to Snipers throughout the world.

In recognition of Bill's contribution to sailing, and to SCIRA in particular, when Snipe No. 10,000 was ready to be issued in June of 1954, it was especially assigned to a model Snipe only and presented to Bill's widow, Edna, as a tribute to him.

William F. Crosby will long be remembered for his devotion to Snipe and to SCIRA and his leadership in the early days of the growth of the class. — Floyd E. Hughes, Jr.

New National Secretary for Norway

After serving a 6-year stint steering as National Secretary for Norway, Lief Husebye has handed over the tiller to his successor, Brynjulf Romslo of Thurmannsgt. 9, Oslo, Norway. Lief always had the best interests of Snipe at heart and he did a fine job while in office. Snipe activity and relations with SCIRA improved considerably under his guidance, and warm thanks are proffered to him. SCIRA's best wishes go to Mr. Romslo with the hopes that Norwegian Sniping will be better than ever in the future years.

The Pan-American Games

SHADY TWO, Snipe #3518, is adding another chapter of its long and interesting career. On March 8th, this famous Snipe will be loaded on a boat at New Orleans for the long journey to Sao Paulo, Brasil, where it will be the U. S. entry in the Pan-American Games scheduled in that city the last of April.

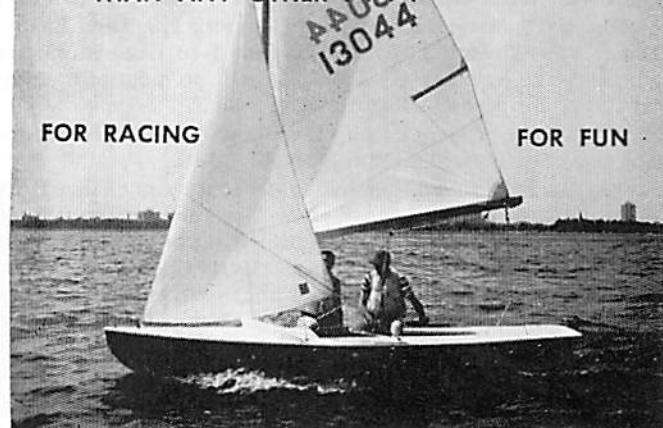
There is plenty of excitement around the Huggins household as Bob and Ellie, his wife and crew, get their passports, take prescribed shots, and make other necessary last minute arrangements. All U. S. Snipers wish them the best of luck.

Incidentally, it will cost about \$1,000.00 each to send the 16 members of the U. S. sailing team from the different chosen classes to the Games. As noted in the January BULLETIN, your financial help is needed and all members of SCIRA should contribute as much as possible, for this definitely is a class activity of distinction. Send any amount to the U. S. International Sailing Association, 37 W. 44th St., New York 36, N. Y.

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DISTRICT 3 ANNUAL MEETING

The annual District 3 Winter Meeting was held in Indianapolis on Saturday night, January 5th, with representatives of 11 fleets in attendance. Considering the frigid weather and bad driving conditions, this was a good turn-out with 65 people enjoying Bud Hook's new Knife and Fork restaurant, which he opened in advance especially for this gathering of friends.

CHIEF BUSINESS ITEMS were:

The District will conduct two big regattas this summer:

- (1) The Northeastern Regatta for Districts 1, 3, 5 and Eastern Canada was scheduled for May 31-June 1 on Lake Wawasee, Indiana. The Indianapolis Fleet 444 will do most of the work and Harry Levinson is Regatta Chairman.
- (2) The District Championship Regatta will be held on Springfield Lake, Springfield, Illinois, July 12-13-14.

The District 3 traditional race schedule was changed after being tested at Chicago last year: The Dunphy Team Races have been eliminated. The Regatta will consist of 5 races. If there are more than 36 boats participating, then they are divided into 4 fleets; the top 24 boats, after three races, compete in a 2-race Chalmers Burns Championship Division; the remaining boats compete in a 2-race Dunphy Consolation Division. Scores in all 5 races count in the final standings.

Elected at the summer meeting in Chicago last July, these 1963 officers assumed their positions at this meeting:

Governor..... Robert Bigham of Cincinnati
Vice Governor.. Frank Fehsenfeld of Grand Rapids
Rear Governor.. Dan Wesselhoft of Peoria
Secretary..... Paul Zent of Indianapolis
Treasurer..... Charles Greaves of Chicago

Dick Ver Halen of Chicago Fleet 86 will edit and publish a quarterly District 3 newsletter - and wants some help!

HOW TO ORGANIZE A REGATTA

Our Vice-Commodore Bud Hook has attended a great many regattas - sanctioned and otherwise - all over the United States during the last three years.

In addition to his experiences as an active entrant, he has formed some opinions as a keen observer and successful businessman, and he passes them on to the usually hard-pressed Regatta Chairmen.

SCIRA is lucky to get such advice from so fine a source, and Bud's suggestions and conclusions are highly recommended for consideration when planning a regatta.

THE A. F. "BUD" HOOK FORMULA

1. The best and largest regattas for Snipers are the regattas that are held for Snipers only. (Examples: Slauson Memorial at Peoria, Illinois; the Indiana Open, Indianapolis, Ind.; the

Halloween Regatta at Atlanta; the Mid-Winters at Clearwater, Fla.) There is usually less confusion and there is a friendlier feeling among Snipe sailors only, partly because you know the greater percentage of skippers and crews attending.

2. Weekend (Saturday and Sunday) regattas should start Saturday at approximately 1 P. M. This gives working people an opportunity to drive Saturday morning. Also, it eliminates one night's lodging cost.

3. Provide as much lodging as possible to reduce the cost to individuals attending the regatta. This is particularly important for the younger group of sailors or newlyweds who have a money problem in attending regattas away from home. If they can go to an outside regatta for, say, \$10 or \$15 instead of \$25 to \$50, it is certainly easier on the budget and will allow them to make two trips instead of one.

4. Do not try to make money on a regatta, but be sure to make them all self-sustaining. This again is a budget factor for attending regattas.

5. Divide a Water Front Committee into two groups with perhaps three in each group. The first group would direct automobile traffic and trailers before the race and supervise operations at the crane and ramps. The latter would do likewise at the conclusion of the day's sailing. It usually takes only a little additional time (with proper organization) to speed up the process of getting boats in and out of the water, and cars and trailers parked.

6. Trophies - Regardless of the number of participants, there should be at least 6 crew and skipper trophies (1st, 2nd, and 3rd for both skipper and crew). In a regatta of over 15 entries, there should be 1 trophy for every 5, or fraction thereof, participating. Such as: 24 boats should have 5 trophies (skipper and crew). 40 boats should have 8 on the same basis.

I have also jotted down 12 different committees for regattas:

1. Measuring Committee
2. Race Committee
3. Course Advisory Committee to the Race Committee
4. Inspection of Equipment Committee (Check after race)
5. Protest Committee
6. Water Front Committee
7. Housing Committee
8. Spectators Committee
9. Safety Committee
10. Social Committee
11. Trophy Committee
12. Food Committee

I am sure that all will not agree with all my suggestions, but I am sure that, from my own experience, many of them are sound. At least, these suggestions and ideas will give your regatta Chairman and committees a chance to get started and, no doubt they will think of a lot more than I have jotted down.



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Indianapolis 20, Indiana

HARDING WON AT LOTAWANA-RAMEL 2nd-WELLS 3rd



— Clarence Gunn

TYPICAL RACE - TYPICAL QUESTION: What direction is the wind coming from?

WELLS sails look perfect!

Bob Harding, the skipper who wins all the races in the Iowa-Nebraska Fleet at Lake Manawa in Omaha, placed 3-2-3 at Lake Lotawana in Missouri to win first place in the annual Snipe Regatta the weekend of Sept. 8-9th. Joe and Esther Ramel of the host fleet took the second place trophy with their 8-1-5, and Ted Wells, holder of many national and international championships, took third place with a rather erratic 2-25-1.

Fifty-one boats registered, representing 10 fleets from 8 states — Colorado, Illinois, Iowa, Kansas, Missouri, Nebraska, Oklahoma, and Texas — to make the 1962 affair the biggest regatta ever held on our lake. The number of boats entered here equalled exactly the number entered in the U. S. Nationals in Seattle in August.

For the first time in years, the weather was miserable, alternating the largest part of the time from being just plain cloudy and damp, to a blurry mist, to a gentle rain, then to a cloudburst. Intermittently between the drops of moisture, were periods of complete calm, very light wind, and a nice sailing breeze. So no one but a sailor would thrive in such environment, but cold and wet as they were, not one of the 102 participants would have discarded his foul-weather gear to be a mere spectator "looking on" from shore while leisurely enjoying the warmth and comfort of the Yacht Club! (Really?—Ed.). That's just the way these Snipe sailors are!

Dick Caspari of Wichita won the first race in a walk. And he had just finished his boat the week before. Saturday's race was the first time the boat had ever been in the water. In past years, Caspari crewed for Wells. Now, having learned all that Ted knows, he's an established skipper in his own right.

Came the second race — and it rained, then the sun shone, then it drizzled, then it poured, then cleared up, and immediately came down in torrents. The wind was non-existent. For two hours and twenty minutes, 51 skippers wondered whether or not the race would be called; and then, just 10 minutes before the time limit set by SCIRA, Joe and Esther Ramel drifted over the finish line. Some boats were not too far behind them. Others must have been at least a mile. In a situation like that, the winner never knows what his competitors are thinking. Are they happy that the race was completed in time so that the hours spent racing in the calm and the rain are not in vain? Or do the last skippers think, "If he had only taken eleven minutes more, then this whole race would not have counted and this goof of mine would never be recorded." No one ever says, so the first skipper never knows! All he sees is that, at the party that night, everyone comes back dry and festive and ready to go again the next day. They danced, sang, and lived it up until after midnight.

Comes the morrow and they're off. Lotawana spectators are rooting for Ramel. (He was 2nd in the standings Saturday night). But it doesn't happen this way. "Mr. Snipe", with pride crushed over being blanketed in the second race to the point where he could only rouse a 25th, had vengeance in his soul and was determined to show that he was still someone whom the others had jolly well better respect. And when he crossed the finish line seconds ahead of Wichita's Bob Williams, everyone jolly well did, too!

Trophies and prizes were presented at the Awards Luncheon Sunday. The "Broken Tiller Trophy", presented to the skipper having the most equipment difficulties, went to Lotawana's Dave Schwindler, whose broken jib halyard in the first race and resultant DNF didn't do his 7th place in the second race any good.

The "Anchor Man Trophy", which is awarded to the skipper finishing all three races with the lowest score, went to Jerry Witherspoon, also of local talent.

So came the end of Lotawana's best Regatta ever. Win or lose, the visitors had a good time (we hope!), the judges still probably have headaches over the flock of boats they had to deal with; and Fleet 49 remains the same old hospitable, most congenial bunch of guys in the whole world. — Dottie Newcomb.

FINAL RESULTS - MISSOURI YC REGATTA - (top 29 boats)

BOAT	SKIPPER	CREW	FLEET RACES	1	2	3	Pts.	Fin
12613	Bob Harding	Bill Letta	Ia.-Nebr.	3	2	3	409	1
12888	Joe Ramel	Esther Ramel	Lotawana	8	1	5	3985	2
6025	Ted Wells	Mike Williams	Wichita	2	25	1	3377	3
13500	Bob La Scala	Nancy La Scala	Lotawana	4	13	8	3242	4
12978	Bob Williams	Robin Williams	Wichita	6	19	2	3230	5
11100	Jim Pierce	Ruth Pierce	Wichita	5	21	4	3065	6
12051	Dick Caspari	Tony Souka	Wichita	1	11	18	3029	7
12721	Jack Schwindler	Jill Ramel	Lotawana	9	12	10	2826	8
12999	Bill Kilpatrick	Joann Kilpatrick	Okla.City	7	22	7	2673	9
10832	G.Grossman,III	Carol Schwindler	Lotawana	17	5	13	2656	10
9740	Eddie Williams	Sandy Hughes	Lotawana	11	14	14	2358	11
11045	Joe Bartels	Bill Schmidt	Piaskatee Bay	16	10	16	2211	12
11748	A.E.Grossman	Gladys Grossman	Lotawana	14	3	dnf	2175	13
11939	Harold Horn	Nancy Horn	Ia.-Nebr.	21	4	22	2150	14
12608	Joe Pilling	John Pilling	Ia.-Nebr.	12	18	17	2093	15
10549	Bill Dwyer	Bill Dwyer, Jr.	Lotawana	10	26	11	2086	16
11000	Ronnie Grossman	C.Falkenberg	Lotawana	13	6	dnf	2012	17
13180	Jim Goetz	Kathy Bolin	Lotawana	27	16	9	1845	18
13083	Henry Towles	Eleanora Towles	Dallas	20	43	6	1676	19
9024	Don Hughes	Norm Tanner	Denver	18	8	34	1667	20
9324	Kevin Curran	Mike Curran	Lotawana	dnf	9	19	1511	21
12717	Dave Schwindler	Mike Robertson	Lotawana	dnf	7	28	1327	22
9898	Rod Mac Ivor	Pat Kraker	Okla.City	22	36	12	1227	23
13932	Dr.Hal Gifford	Chas.Gifford	Ia.-Nebr.	15	18	dnf	1208	24
10039	Pennie Davis	Stu Simon	Ia.-Nebr.	23	29	15	1144	25
9739	Don Newcomb	Dick Yeates	Lotawana	24	27	20	926	26
6786	Bill Hanay	Gladys Hanay	Lotawana	19	dnf	27	682	27
11527	Bob Elwell	Kathy Elwell	Quivira	32	20	29	666	28
11555	Ohas.Hatter	Denls Williams	Wichita	dnf	17	41	591	29

FRANCE WON AT STONE-BELGIUM 2-ENGLAND 3

3RD INTERNATIONAL OPEN MEETING VERY SUCCESSFUL



THE WINNERS-R. Uthuralt (left) and crew J. C. Dumas of France

The Stone Sailing Club, located on the River Blackwater at Essex, England, is preparing for their fourth annual International Open Meeting for Snipes on May 25-26th. They had an excellent affair last year, and a report of that event is hereby published with the hope that more Snipers might be attracted this year. Peter Harris makes the following report:

As on the previous two years, a cold wind was blowing from the north, which is not very common at Stone this time of year. Although it makes it very difficult to get off the lee shore, it brings with it the advantage of a good stiff sailing breeze. On Friday, it was force 6 gusting to 7, with heavy seas preventing boats going out to practice. Saturday, it was force 5, abating to force 4 on Sunday. Skies were overcast, and, although very cold for May, fortunately rain kept away and Sunday afternoon the sun came out to provide an excellent climax for the weekend.

Friday morning saw the first visitor - Umberto Rizzi and crew from Trieste, Italy, who had made the long journey by car. He had won the Easter Regatta at Monaco and decided to visit Stone after reading about the 1961 Regatta in the BULLETIN. Other foreign visitors were Olavi Valli from Finland; Willie Mannaerts and sister Yoke from Belgium, who last year won practically all the trophies offered; Christian Nielsen from Belgium, recent winner of Belgium's biggest international regatta, the Copper Cup at Ostend. He sailed in a borrowed fiberglass boat for this event.

The French contingent was led by the French National Secretary Jean Dumas and his wife, arriving with what is probably the top French Snipe, Danio 11500. The skipper for this boat was R. Uthuralt, who won second place at Ostend, and his crew was Jean Claude Dumas, the Secretary's young son, who specializes at crewing, preferring it to helming, and is an expert at pumping the jib. He has represented France in many World and European Championships. There were two other French entries, and, illustrating the scope of Snipe, John Neale, Singapore Snipe Champion in 1959, was crewed by another Singapore Sniper, John Collier.

The regatta consisted of the best 3 out of 4 races and an important trophy was awarded to the winner of each race, with the final over-all winner getting the main Stone Trophy. This makes each race a keen contest with no quarter shown.

1st RACE - STONE BUOY TROPHY: Start to west on triangular course with cold force 5 wind from the north with weak tide almost straight out. Most boats started at windward end of line, but P. G. Harris, Stone YC, made a perfect start at middle of line and was first on the close fetch to the first buoy, closely followed by Crispin, Stone; C. Nielsen and W. Mannaerts, Belgium. Uthuralt moved very fast on the next beat and the 3rd buoy saw Crispin hard pressed by Mannaerts with Uthuralt moving into 3rd place. These three maintained their leading positions until the finish. Harris closed up on Uthuralt and, with a broken tiller extension, the French boat had to fight hard to keep 3rd place. G. B. Lilley, Stone, went well to finish 5th ahead of C. Nielsen. It was already clear from this first race that there was some very keen and interesting racing ahead. Some boats had already experienced damage due to the strong onshore winds. Result: Dave Crispin, England, 1st; W. Mannaerts, Belgium, 2nd; and R. Uthuralt, France, 3rd.



RUNNER-UP -- Famous Belgian Skipper Christian Nielsen (left) and his crew for the last two races, Peter Gilbert of Stone.

2nd RACE - INTERNATIONAL TROPHY: Wind force 5 with light rain; shorter course across fast running tide. Most boats were bunched at the windward end of line and Uthuralt and Mannaerts were recalled for being over early. Mannaerts, returning, had a collision and eventually withdrew. Uthuralt found himself at the end of the fleet and started working up toward the front. Valli, Finland, had a good start and led at the first mark with the Italian boat and Nielsen close behind. On the next long reach, Crispin and Harris took advantage of the tide to leeward and closed on the leaders, but in rounding the mark, Crispin collided with the Italian boat, which capsized and lost several places. The Finns sailed in error for the wrong buoy and this let Crispin get the lead followed by Nielsen and the Finns. Uthuralt was 4th and Harris 5th. On protest by the Italian boat, Crispin was disqualified and thus the winners were: C. Nielsen, Belgium, 1st; Olavi Valli, Finland, 2nd; and R. Uthuralt, France, 3rd.

At the end of 2 races, it was Uthuralt 3044, Mannaerts 2825, and Valli 2482. That evening a Snipe Supper was held at the Burnham Country Club with 100 guests. Short speeches were made by the Stone YC Commodore Ron Moody, and the Snipe National Secretary, Horace Crispin. The B. B. C. Television Sportsview Team were present Saturday filming the racing, which was screened on the following Wednesday.

3rd RACE - OLD SPICE TROPHY: Sunday morning, wind force dropped to 4, very cold with large seas. In a wild skirmish at the start, Perroud, France, capsized and for a minute lost his crew as the boat came up quickly due to its self-draining cockpit. Nielsen and Uthuralt had good starts and on the long beat, barely kept ahead of Dave Crispin. Positions among the other boats changed constantly as the boats cross the tide, then take a long run back to No. 3 buoy, reach across the river, and then another run to the home mark with boats rolling on the large waves in mid-stream. The leaders held their positions well ahead of the other boats, all closely bunched. Finish: Uthuralt, France, 1st; Nielsen, Belgium, 2nd; Crispin, England 3rd. These three winners were also in the strongest over-all positions at this point.

4th RACE - ST. LAWRENCE TROPHY: Sun was shining and wind had shifted to east. Course twice around 4 buoys now provided a good long beat. Uthuralt and Nielsen, in a struggle to win, had good starts along with 4 other boats and in the close in-shore tacking out of the tide, emerged with Uthuralt, Nielsen, Crispin, and Harris leading. Neale, Singapore, misjudged the mark, arriving on port tack and managed to upset two other boats before retiring. The four leaders opened up a good gap from the rest of the fleet. On the long beat, Harris passed Crispin, and although he tried his hardest, couldn't catch the two leaders. Likewise, Nielsen also was making a supreme effort to get the French boat, and while he did for a few minutes, could not maintain it. The contestants settled down in these positions for the entire second round and the final winners: Uthuralt, France, 1st; Nielsen, Belgium, 2nd; P. G. Harris, England, 3rd. If Nielsen had managed to win this race, he would have come out over-all winner, for Uthuralt won

the Stone Trophy with his 3-1-1 and 4644 points, while Mannaerts had 1-2-2 for 4642 points, or just 2 points under. It could hardly have been a closer contest between two of the finest sailors. Crispin, Harris, and Lilley upheld the honor of the host fleet by taking the next three places—3rd, 4th, and 5th respectively. Uthuralt also won the Man at the Wheel Trophy awarded to the best foreign helmsman.

The new Marlow Ropes Trophy - a silver salver for lady helmsman - went to Miss Pauline Carter of Stone YC. All visitors were given consolation prizes and also brooches incorporating crossed club and fleet burgees.

Willie Mannaerts did not show his usual form, mainly because he has sailed very little due to military service in the Belgian Navy. Two other promising skippers also affected thus were Gerry Lilley of Stone and Dick Grossley of Medway. The new Blue Circle Fleet from Cliffe exhibited great keenness in their first regatta. They brought the Boat Show Canadian Snipe Exhibit, an all fiberglass hull with open cockpit layout.

A great many of the new boats in England have fiberglass hulls with either wood or fiberglass decks. The Continentals are very conservative and still prefer wooden boats. They also still use wooden masts, whereas Snipes here are now using more Ian Proctor metal masts.



New Fiberglass Hull with Wooden Deck and Alloy Spars made by Olympic Boats of London. Note pivot centerboard.

There was a variety of sails used. The three French boats all used sails by Fragniere of Switzerland, which have a mitre cut mainsail. These are the most popular there as they do not have a good Snipe sailmaker. The Finnish boat used Watts sails and Crispin, Ulmers, both from America. Mannaerts used American North sails, similar to those used by the Brazilian World Champions at Rye, N. Y. Many top Belgian skippers also have these sails, but Nielsen decided he would try something different and has Dutch sails by Jonkind. "Olympic" sails by Jeckells are becoming more popular here, and, in addition to the normal cross-cut mainsails, Harris was using a sunset cut with a spider web jib. Come and join us this next May!

Final Results - STONE OPEN SNIPE REGATTA - May 26-27, 1962

Top 20 out of 31 races - x denotes race dropped.

BOAT	SKIPPER	CLUB RACES	1	2	3	4	Pts.	Fin.
11500	R. Uthuralt	France	3x	3	1	1	4644	1
12727	W. Mannaerts	Belgium	6x	1	2	2	4642	2
11702	Dave Crispin	Stone SC	1	dsqx	3	4	4413	3
13422	P. G. Harris	Stone SC	4	6	7x	3	4038	4
11706	G. B. Lilley	Stone SC	5	5	5	6x	3888	5
10027	Olli Valli	Finland	10x	2	6	9	3770	6
13112	K. S. Dobson	Manchester	8	4	10x	7	3614	7
11739	U. Rizzi	Italy	7	7	dsqx	5	3608	8
11289	W. Mannaerts	Belgium	2	dnfx	4	dnf	3146	9
9153	C. A. Christiansen	Stone SC	12	10	9	dnfx	2826	10
12898	G. Ferroud	France	9	dnfx	15	8	2789	11
12179	K. E. Blagrove	Medway	12	9	12	15x	2649	12
13354	J. Neale	Singapore	14	11	11	dnfx	2529	13
9573	R. A. Bowerfield	Stone SC	11	12	13	13x	2525	14
13493	F. W. Same	Blue Cir.	17x	14	14	12	2299	15
7964	F. W. Crossley	Medway	15	15	17x	11	2252	16
12698	Miss P. Carter	Stone	20	13	23x	10	2186	17
13508	J. Farrar	Stone	18	8	18	dnfx	2147	18
10874	M. N. Williams	Medway	dnfx	19	19	14	1697	19
9154	P. Davies	Stone	dnfx	dnf	8	dnf	1570	20

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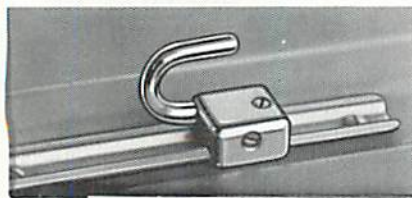
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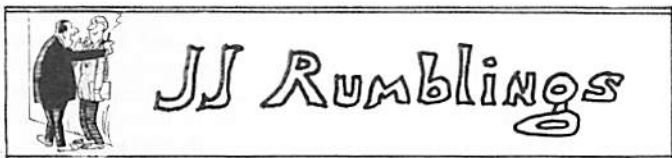
WANNA KNOW HOW TO WIN DRIFTERS? *Find the Cool Spots!*

The recent articles by Ted Wells and Joe Ramel have stirred up reminiscences of light weather sailing in Irondequo Bay, near Rochester, N. Y. This is a drowned river valley with 150 foot banks, and very tricky sailing in light winds. Some pointers learned there have never been published, to my knowledge. Perhaps Snipers will be interested in them. They helped make my boat top Snipe for awhile at Newport YC, and runner-up for the N. Y. State Championship (second to Vic Larson of Chautauqua).

Here are those which I remember:

1. In calm water, point as high as you can without pinching. Heel the boat to leeward if needed to get a weather helm. The axiom that a boat sails best on its lines doesn't seem to apply too strongly in drifters. If the wind is too light to fill the sail, heeling to leeward will let gravity keep it full. This is important. Flapping sails have no drive at all. Heel until the sails are full.
2. Tack whenever headed, but slowly, preserving momentum. Do nothing suddenly. Remember that a boat carries a mass of water with it in which it "rides". Sudden changes in course carry the boat out of this sheath of water and make it accelerate another. This takes energy, and slows down the boat. Act as if someone were sleeping in the boat.
3. Keep the transom out of the water by sending the crew forward on the deck. You don't need him, anyway.
4. Hunt for the best wind, consistent with getting to the mark. Sometimes you can see the ruffles; sometimes you must deduce where it is and likely to come from next. The wind is sometimes stronger at sail level just outside a ruffled water patch. A patch may be a CCW whirlwind or merry-go-round, allowing you to sail completely around it on the same tack. If the buoy is in the center, you must tack as soon as you discover it is a whirlwind. On a hot day (most drifters are like this), the best wind locations can often be discovered by sensing the coolest parts of the water with your cheek, which is a pretty good heat detector. The coolest areas will have the best winds. If there is practically no wind, a thermal zephyr close to shore may exist. If it is a dead calm, you can sail the sun, by creating your own cool spot. This is done by sailing as if the sun were the wind source, sitting on the leeward side in the shade of the mainsail. The thermal difference between sunny and shady side of the main creates a small circulating breeze which can help you move to a better position for the real breeze when it comes up again.
5. Keep weight to a minimum — light boat, crew, etc.
6. Avoid following other boats into dead zones. Sail around them even if it means going out of your way. (I once gained 23 positions this way in a race).
7. Develop a sensitive feel for the way the boat is responding. This may be impossible in rough water, but can be developed to an amazing degree with practice in smooth water. (Signal-to-noise ratio). All tuning up should be best done in light breeze, for this reason.
8. Watch the wind indicator — yarn, ribbon, etc. You will be lost without it. Sometimes it shows you that you can run while other boats are close-hauled.
9. Approaching breezes after a calm often are preceded by a reverse direction backwind. This is usually very short in duration and is not worth tacking for. If it is a strong gust, it may capsize you to windward if you are not prepared to jump to the other side temporarily.
10. When sailing close to shore, remember that winds fan out from coves and meet at points or highlands, creating dead zones there. Avoid the trees off the points in an off shore breeze.
11. Needless to say, with very little wind energy around,

(CONCLUDED Bottom First Column Opposite Page)



It has always seemed to me that learning the art of successful (winning) sailboat racing, as well as many other activities, is often made unduly complicated by a too technical approach at the expense of fundamentals. Possibly many of us spend a lot more time than is warranted discussing, say, some fine point of the rules, which may be most interesting, but would have practical application perhaps once in five years. It may be that time could be spent better developing a fuller understanding of a small list of basic, fundamental principles which, if thoroughly learned and practiced would contribute substantially to the art of successful (winning) sailboat racing.

This approach appears to be valid in consideration of the countless different situations which always occur in any race. No book or discussion of racing can possibly account for more than a fraction of the different situations which actually occur. On the other hand, by having certain basic objectives and principles thoroughly in mind, this should be most helpful in judging the correct decision to be made as the limitless variety of perplexing situations develop.

Recently, Bob Huggins and I had the opportunity of conducting a seminar on "Successful (winning) Sailboat Racing by Application of Rules and Tactics" (sic!). Our approach in these presentations was to stress what seemed to us to be the basic, fundamental considerations from which any given situation during a race could be judged. The following is a summary of our presentations under the headings of (1) The START, (2) The WINDWARD MARK, (3) The REACHING MARK, (4) The LEEWARD MARK, (5) The FINISH; then each leg of the course in order with the discussion centering on RULES and TACTICS.

THE START - TACTICS

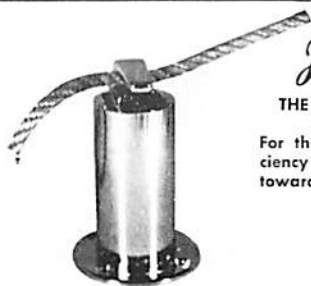
1. Determine favored path of 1st leg.
2. Determine favored end of starting line.
3. Secondary considerations
 - a. Level of competition
 - b. Standing in regatta, or season.

The importance of determining the favored path of the 1st leg of the course was discussed in a recent "Rumbings." Suffice it is to say again that this appears to be one of the most important, if not the important consideration before the start - to decide where it is you want to be shortly after the start and to judge your position along the starting line accordingly. The thought here, too, is that even after determining that (say the leeward end of the line is favored), if the windward start takes you closer to the preferred course to the first mark, it still may be better to start at the windward end. This is particularly true in a large fleet where one may easily get carried away from the preferred course by a bevy of R. O. W. boats going the "wrong" way. (TO BE CONTINUED)

(WANNA KNOW HOW TO WIN? From opposite page) following another boat can be suicide. It takes a long time for the energy level to be restored after a boat sails through an area. Keep clear of other boats as much as possible for this reason. Sailing a course completely around a group of boats can be good tactics, even if your course is twice as long as theirs. At all costs, avoid dead zones, which are also the hottest areas.

While these tips are not new, they may be helpful to many skippers who do not get the opportunity to race in many drifters. In general, they are just common sense. I disagree with Joe Ramel's statement that there is no magic formula. The formula is, "FIND THE COOL SPOTS!" — John C. O'Brien (10333) Pomona, California.

Never value anything as profitable to thyself which shall compel thee to break thy promise, to lose thy self-respect, to hate any man, to suspect, to act the hypocrite, to desire anything which needs walls and curtains. — Marcus Aurelius.



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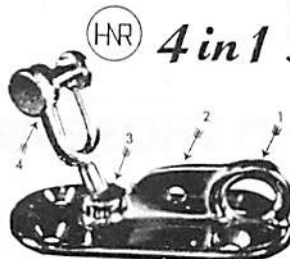
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SOME THOUGHTS ON SAILS

As Mr. Kettering once said, "The trouble with most people is not that they don't know enough -- it is that they know too many things that aren't so."

Up to a couple of years ago, everybody knew everything about sails -- it was simple! Super-duper extra full sails for drifters and light winds; medium full sails for medium winds; and flat sails for high winds. Nothing to it!

Early last year I began to suspect that premise number one was no good. Those super full jobs just wouldn't go to windward, and if they were any better off the wind, it was pretty hard to tell.

Also, on several occasions when I used my "When-in-Doubt" sails (full size, medium draft), I did surprisingly well when the wind turned out to be much lighter than I had anticipated.

At Clearwater, Florida, where the water can be pretty rough on the Gulf with not too strong an on-shore wind, the experts use full sails in just about anything, feeling that the fuller sail, although slacked off, gives more drive, and also you don't dare point as high, so the full jib is better.

Now one of our top sailmakers has made this all official and therefore scientific. And it is logical, too. First, no "drifter sails." For winds to 15-18 mph on smooth water, medium draft on main and jib both, so you can point higher and have less interference between the jib and main. For winds up to 15-18 mph on rough water, a fairly full draft main and jib. You can't point as high, but you shouldn't.

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DOUG KEARY, winner of the 1962 Canadian National Championship.

FERNANDO SANJURJO, winner of the 1962 Argentine National Championship.



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As I mentioned above, I have used the medium draft sails in light winds only by accident. I knew that fuller sails were better, of course, and have been amazed at the results. I thought I was just lucky. I have also used this same medium sail up to 25 mph with good results, which would seem to indicate that the skippers who have had only one suit of sails (and those of minimum draft) haven't been as underprivileged as they thought.

The fuller draft sails which I had been using for light winds have not been used much on rough water, as we don't have too much of that here with moderate winds, but I did use them in the Frostbite Fiasco in quite rough water and they seemed to go well.

For really high winds (the type where the race committee gets protested because the radio station quoted peak gusts of 45 mph), there is no substitute for a flat main and jib - full length on all dimensions except girth.

There has always been a theory in the past that more draft is desirable off the wind than going to windward, and it is logical. People have developed numerous gadgets for slacking off on the foot of the main and you can, of course, slack off on your main halyard. On the Snipe, I haven't found this very efficient. I have the gadget on the boom, but I'm not impressed by its performance.

HOW TO MAKE SNIPES GO FASTER

Last month there was an article about a builder who thinned down the section near the bow on a fiberglass boat because the finer bow would make the boat go faster. In the next mail, I received a letter from Brazil. A builder there is complying with the 1" maximum radius on the stem, but is bending the side planks to get much fuller sections near the bow. Since this obviously makes the boat go faster, the measurer wanted to know how to rule them out. I told him to use Paragraph 8 of the General Restrictions on the Measurement Data Sheet.

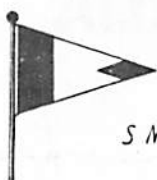


— SANCTIONED RACE DATES —

- May 3-4-5 HOLIDAY-IN-DIXIE Regatta, Shreveport YC, Shreveport, La. H. J. Hagner, Jr., P. O. Box 935, Shreveport, Louisiana.
- May 18-19 HARRIS WHITEMORE, Jr., SPRING Invitational Championship Regatta, Lake Quassapaug YC, Lake Quassapaug, Connecticut. Luke Czarny, 4 Summerfield St. Naugatuck, Conn.
- May 31 - NORTHEASTERN INTER-DISTRICTS for Districts 1, 3, 5 and Eastern Canada at Lake Wawasee, Ind. Harry Levinson, 6605 Sunny Lane, Indianapolis, Ind.
- June 1 WINCHESTER BC Invitational Regatta, Winchester YC, Winchester, Mass. Thomas J. Legere, 82 Hutchinson Rd., Arlington, Mass.
- July 6-7 DECATUR INTER-CITY REGATTA, Commodore Decatur YC, Decatur, Ill., Dale Zimmer, 1200 S. 21st St., Decatur, Ill.
- July 27-28 DISTRICT I Junior Championship, Quassapaug YC, Lake Quassapaug, Conn. Luke Czarny, 4 Summerfield St., Naugatuck, Conn.
- Aug. 3-4 BOARD OF GOVERNORS CUP, Quassapaug YC, Lake Quassapaug, Conn. Luke Czarny, 4 Summerfield St., Naugatuck, Conn.
- Aug. 17-18 WORLD CHAMPIONSHIP REGATTA of the Snipe Class, Cannes, France. Jean A. Dumas, National Secretary for France, 9 Bis Avenue de la Belle Gabrielle, Fontenay Sous/Bois, Seine, France.

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4300 Haggerty Rd. Walled Lake, Mich.

SNIFE NEWS IN BRIEF

The most encouraging thing about this time of year is the annual revival of interest in sailing, which means Sniping in particular. And the increased volume of mail shows a surprising movement to establish more Snipe fleets throughout the entire country. Buzz Levinson, who has done a marvelous job for SCIRA around Indianapolis, is always looking for possibilities and on Jan. 17th last, he journeyed to Muncie, Indiana, along with another Indianapolis sailor to meet with a group to form a Snipe club. He showed his World Championship pictures to 7 good prospects with such impressive arguments that the very next day, John J. Jaqua, 112 W. Main St., Portland, Ind., sent in for information to apply for a charter. They will sail on a new reservoir about 3 miles long and 3/4 wide, an ideal lake for Snipes. They have five Snipes now being checked and it is just a matter of time until the fleet will be chartered. . . . Guess the Levinson family really has things under control in Indiana, for two other groups are also busy getting enough boats together for fleets. George A. Gust, 6415 S. Calhoun St., Ft. Wayne, says that with a little encouragement and promotion, they should be able to start a fleet on Oliver Lake near La Grange. With the recent addition of two new fiberglass boats, they now have a total of 5 and they all want to know "all about sailing and how to run races." A large order, and if you can help in any way, get in touch with George. Also, Howard

Hobbs, 330 Columbia Ave., Tipton, Ind., bought a Snipe from an Indianapolis sailor and hopes to get some others interested on Yellow Creek Lake in Kosciusko County. There is your chance to get in on the ground floor. . . . Older members of SCIRA will be saddened to hear of the recent death of Dr. Frank J. Moyer, Jr., 81, of Lockport, N. Y. Frank was an ardent Sniper from the first days of the class and entered many regattas when in his seventies. He received many honors, and all will remember how he submarined while on a run and went end-over-end at the 1949 Nationals at Chautauqua. He was a mere 68 when he put on that exhibition. He will be missed by all District 5 sailors. . . . The SCIRA organization has a good reputation as a strong one. Witness the request from the Shearwater Catamaran Class of Arlington, Va., for a copy of the rule book so they can use our constitution and by-laws to help them organize. . . . The IYRU will grant international status to the Lightning class on April 1st, 1963, provided they further tighten certain sheer and hull tolerances over those already adopted last year. When approved, the Lightning will be the third U. S. Class recognized by IYRU, the first being Star and the second Snipe. It has taken Lightning about three years to get in, so the honor is not to be taken lightly. . . . K. Lindblad of Singapore has been elected first FC of the Snipe Class at the Royal Singapore Yacht Club with about 15 Snipes ready to join SCIRA. That will be a most welcome addition, and soon Japan will have someone to race against in their own area.

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FOR SALE: "Olympic" finest quality dacron Snipe sails with satisfaction guaranteed for \$78.00; aluminum mast \$74.00; aluminum boom 1" x 4" \$22.00; trailer \$104.00; self bailer \$4.00. Decked all glass fibre Snipe hulls, built-in buoyancy \$44.00. Olympic Boats, 220 Hither Green Lane, London S. E. 13, England.

FOR SALE: SNIPE 12498 - All glass built in 1960. Aluminum dagger board; sails; whisker pole and accessories plus trailer. In good condition. Sacrifice for \$850.00. H. E. Greenough, 908 Avon Place, Chattanooga, Tenn.

FOR SALE: SNIPE 12877 LOFLAND ALL FIBERGLASS built in 1961. One suit medium cut Murphy & Nye sails. Lofland trailer. Completely equipped. Many extras, including boom vang, lifting sling, bilge pump, anchor, etc. All in top condition. Fine racing record. \$1300.00. Mort Heller, 1725 E. 53rd St., Chicago 15, Illinois.

FOR SALE: LOFLAND FIBERGLAS SNIPE 12948 - light blue hull with white deck. Mast and boom refinished this year; C-14 Magnolia trailer; medium full Watts dacron sails; cushions and paddles; many extras. Write today for our complete used sailboat list; over fifty different class sailboats to chose from. Write: Sailboat Sales, Inc., 7353 Montgomery Rd., Cincinnati 36, Ohio. Phone TWeed 1-8444.

FOR SALE: DUNPHY SNIPE 4711. Good condition. Ulmer dacrons; aluminum daggerboard; fiberglass sheer spray rails. Dry-sailed for last 3 years. Trailer included for \$450.00. Ralph Buchmueller, 2607 Westminster, Peoria, Ill. 682-0492.

FOR SALE BY AUTHORIZED DEALER: New latest LOFLAND fiberglass Snipes. Completely equipped boats. New Boats always on hand for immediate delivery. Chase Marina Sales, Hillcrest Ave., Olean, New York.

DO YOU NEED A NEW MAST? Get a complete set of plans for the CHAMPION round mast for Snipes designed by Ted Wells and build your own. 4 sheets of blueprints with all details for hardware and rigging for only \$1.00 per set. SCIRA, 655 Weber Ave., Akron 3, Ohio.

BUILD YOUR OWN TRAILER. You can get blue-prints and a detailed instruction sheet for two different types of trailers which were especially designed by snipers to fit a SNIPE. Why spend a lot of money? Only \$1.25 postpaid complete.

SCIRA, 655 WEBER AVE., AKRON 3, OHIO.

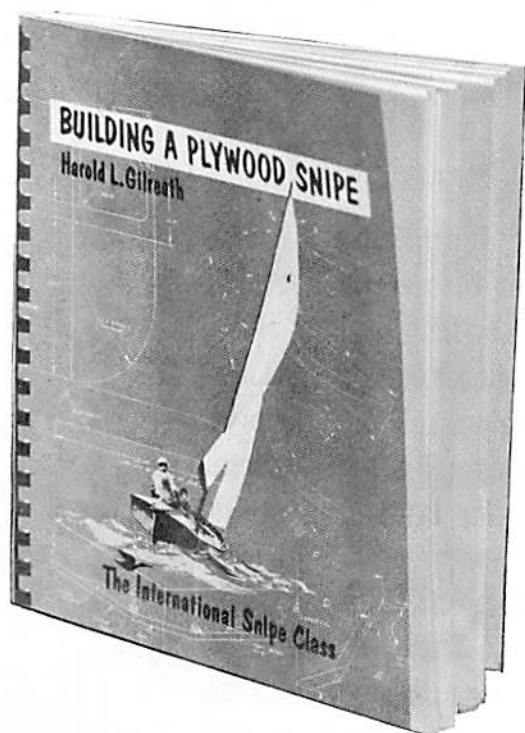
SNIPE POSTCARD IN COLOR showing beautiful scene of Snipes racing in the Western Hemisphere Bermuda Regatta. Appropriate Snipe and SCIRA information on the back - a fine way to advertise your hobby and the Snipe Class at the same time. You will be proud of the card - use it for any purpose! Obtainable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

WORLD FAMOUS ROCKALL SAILS. Made in England by the World's largest small boat sailmakers, of "Terylene" synthetic fabric. "Terylene" is at least the equivalent of any American synthetic sail material. **ROCKALL SAILS** are exported to over 70 countries by England and unconditionally guaranteed by the maker. Suit of Snipe sails complete with sail bag is priced at \$97.00. Money refunded if not satisfied upon inspection. Comparable low prices available for other classes. Order now for Spring delivery or write for free illustrated brochure. PHILIP F. ELLIAN, Export-Import, Box 63, Brocton, New York.

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Written and edited by Harold L. Gilreath, 1956 SCIRA Commodore, Champion Sniper, and Lockheed Co. engineer, it is one of the finest DO-IT-YOURSELF construction books ever offered by any one-design class.

Consisting of 99 pages size 8 1/2 x 11, it contains 98 pictures, 47 plates of diagrams and sketches, and plans along with a text giving complete instructions for building a champion hull and finished Snipe with all outfitting and rigging details. Mr. Gilreath constructed Snipe #12345 as he wrote the book, so nothing is overlooked.

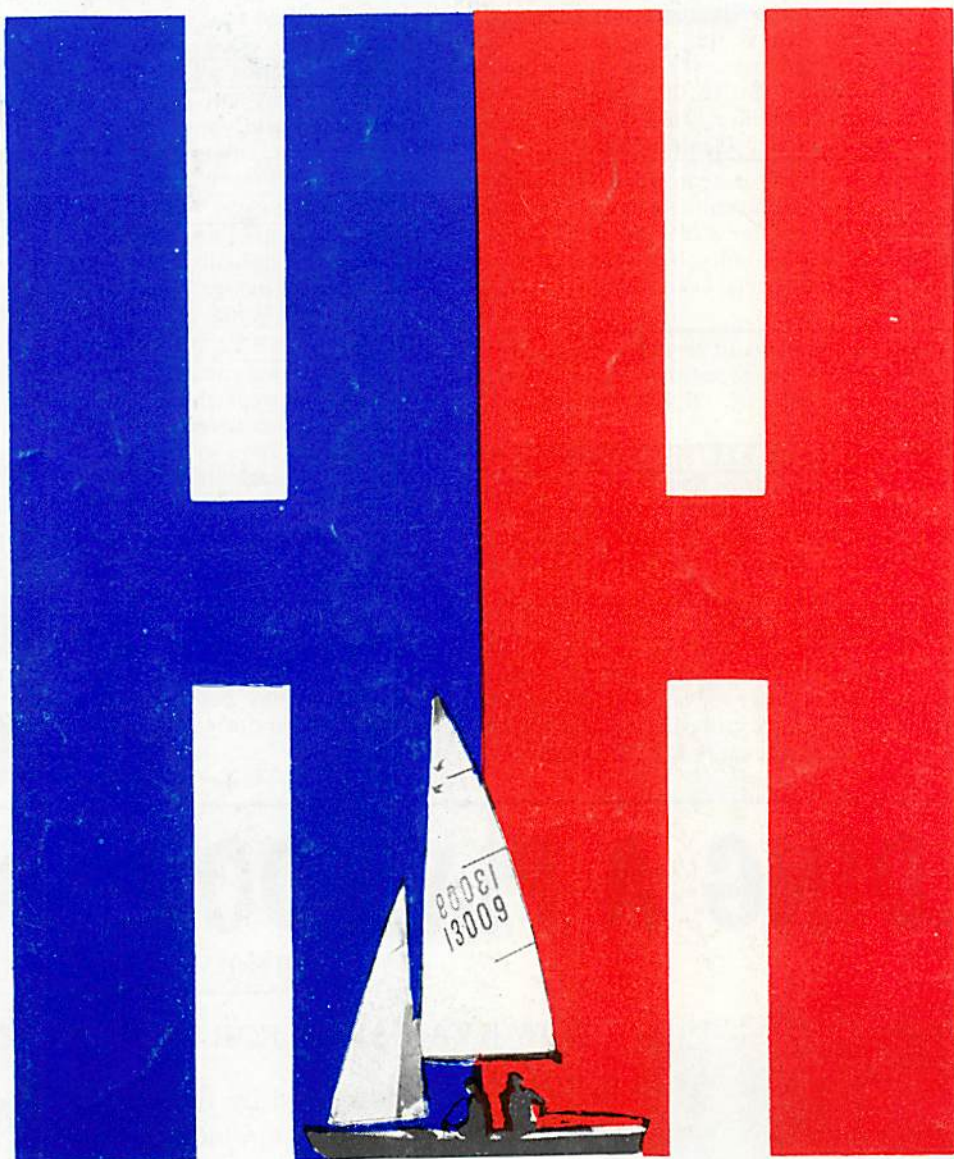
This long-awaited booklet is available only through the International Snipe Class at the present time and costs \$7.95 postpaid.

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