

SNIPE
BULLETIN



MARCH 1975

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THOUGHTS WHILE SAILING

One of the things that SCIRA has needed in the past few years is a set of up-to-date blueprints. The most recent revision was in 1962 and it did not take into account the new flotation requirements nor the new cockpit configuration. We now have blueprints available from the SCIRA office. Unfortunately, inflation has taken its toll and we have to charge \$10.00 per set. This is up from the \$5.00 charged at least as far back as 1950.

Admittedly, there is not as great a need for blueprints as there used to be. The vast majority of boats being built are of fiberglass. However there are a few countries where fiberglass is not available and there are a few souls who want to build their own. Even if you are going to build in fiberglass, you still have to build a plug.

The need for revised blueprints was recognized by me in 1970. A volunteer was found to do the work but he had business reverses and was not able to complete the job. It was not until last

year that we were able to recover all the material necessary to complete the job and locate another volunteer. This time the job was sure to be completed for the volunteer was none other than our good Commodore Stu Griffing.

Stu has done a tremendous amount of work correcting the tracings and locating errors in the drawings. As Ted Wells says, the class owes him a debt of gratitude for a big job, well done. So if I may, I propose a ditty: From us to you, Thank you, Stu.

New National Secretaries for France, Italy

Yves Le Bour who has been National Secretary for France on two separate occasions and who has served as President of SCIRA France has submitted his resignation. He will be replaced by Louis-Paul Lamarque, 110 Quai des Chartons, 33300 Bordeaux, France. Louis-Paul was crew in France's team at the World Championship at Rio.

Enrico Rosso has resigned as National Secretary of Italy after 12 years of service in that position. He will continue as SCIRA Secretary for South Europe.

Enrico's replacement will be Enzo Perini, c/o Circolo Nautico Chioggia, Calle S. Croce, 1221 A, 30015 Chioggia, Italy.

The Officers and Board of SCIRA extend a welcome to these new secretaries and expresses deep appreciation for the continuing service of both Yves and Enrico.

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They were used by the winners of the last 2 Jr. Nationals, in '71 they were 1st, 2nd, 3rd, 4th and 5th.

They were used by the 1970 and '71 North American Champ (Cork).

They were 1st, 2nd, 3rd, 4th and 5th in the 1971 Midwinter Circuit (Nassau, Miami and Clearwater).

In 1972 we are introducing the Cobra Boom. It is very light and provides the stiffness required to keep the leech of the main tight on a reach. Bendy booms waste power.

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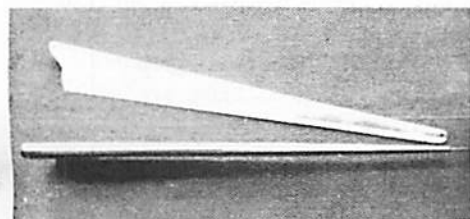
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The spreaders are now of polished stainless steel, they weigh under 8 oz. per pair as compared to 17 oz. of the aluminum type we used before.
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Price \$12.00

SNIFE BULLETIN

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

MARCH 1975
Vol. XXIV No. 3

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PUBLICATION INFORMATION

Published monthly by Snipe Class
International Racing Association, In-
corporated, (not for profit).
Forms close on the 1st of the month
preceeding publication. Material re-
ceived after that date will not appear
until later month.

Printed in the U.S.A. at Chattanooga,
Tennessee. Second-class postage paid
at Hixson, Tennessee and at addi-
tional mailing offices.

ADVERTISING

Contract rates furnished upon appli-
cation.

SUBSCRIPTION

\$3.00 per year. \$3.00 of the amount
of dues in SCIRA are paid for a year's
subscription to the SNIFE BULLE-
TIN.

CHANGE OF ADDRESS

Notify Snipe BULLETIN of any
changes, both old and new addresses
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month to become effective.

THE COVER

The Rio de la Platte — River of Silver
— lives up to its name in this photo of
three Snipes sailing at the Western
Hemisphere Championship, Buenos Aires.
Photo by Buzz Lamb.

THE COMMODORE SAYS

It is of international interest to note
the evolution taking place in the North
American Yacht Racing Union, which has
just been renamed the United States
Yacht Racing Union. The evolution
involves greatly improved One-Design
Class activity and representation within
USYRU. The result will be to encourage
and improve one-design racing and will
gradually result in much better
understanding of class interests and needs
among USYRU delegates to the IYRU.
This is of major importance to Snipe in
the U. S. and probably in other countries.

The U. S. One Design Class Council
was formed in Chicago November 23-24,
as reported more completely in NAYRU
News (Dec. 20), Yachting (Feb. p. 24),
and Yacht Racing (Feb. p. 26). The
council includes one representative from
each U. S. class organization. The U. S.
One Design Class Committee is the
steering committee for the Council, and
includes Buzz Lamb as a member. Rod
Glover (Past Thistle Class President from
Cowan Lake) is Chairman.

Buzz is leading a study of possible
National or Regional Class Recognition of
classes having broad popularity,
democratic organization, and sound
design. Other Council activity will involve
class publication interchange, comparison
of measurement techniques, study of
common legal problems, regatta
management, sailing and race committee
instructional programs, and the operation
and funding of Association Island.

I attended the NAYRU meeting
January 23 as voting delegate for the
Ohio Inter-Club Yachting Association,
and found the atmosphere to be
progressive but the work already done by
committees. The O. D. Class Council and
Committee were authorized, and given,
three seats on a reconstituted Class
Racing Committee; Rod Glover was
elected Chairman of the Class Racing
Committee, and was named to the
USYRU Executive Committee.

The Class Racing Committee includes

the above three members plus one each
from the U. S. Olympic Yachting
Committee, USISA, Junior, Womens,
Senior, and Intercollegiate sailing.

There are now three major wings of
USYRU activity: One-Design, Offshore,
and Central (Rules/Appeals/Safety etc.).

The International Olympic Committee
and IYRU have recommended strongly
that there be a single clearly constituted
national authority for each sport, with no
overlap. Therefore NAYRU was renamed
USYRU, and the Canadian Yachting
Association's independence declared.
CYA has been in operation since 1931,
and operational adjustments to be made
appear minor.

Association Island will operate again,
with a new and independent Board of
Directors, consisting of 5 sailors and 4
residents. A fund raising drive will get
under way shortly, aimed at funds for
substantial facilities upgrading.
Corporate, association, class, clubs, and
individual contributions will be
requested. Snipe sailors, fleets, and yacht
clubs might prepare by budgeting for this.
Our next Snipe Bulletin will provide
coverage. USYRU will no longer be
associated financially with A. I., but will
support the fund drive. A. I.'s 1975 fees
will resemble 1974, but with reduced
family rates.

U. S. Snipe sailors are asked to support
USYRU by their individual membership.
Members receive the rules, appeals, and
newsletters containing IYRU, USYRU,
and committee news. A membership form
is printed separately in this issue.

Stuart Griffing
Commodore

THE SCORE

Last month 25 new numbers were
issued, 22 to the U. S., 2 to Chile and 1
to England. Three new fleets were
chartered with 740 going to Evergreen
Lake Snipe Fleet located near
Bloomington, Illinois. Two fleets were
chartered in one of the fastest growing
Snipe countries, Finland. Fleet 739 is
located in Kuopie and number 741 went
to Oulu. Oulu is probably our
northernmost fleet, being very close to
the Arctic Circle. The summers are short
but they should get in a lot of races since
the days are nearly 22 hours long.

Numbered SNIPES — 21726

Chartered Fleets — 741

Dan Williams Named SCIRA Rear Commodore

Dan Williams, new SCIRA Rear-Commodore, is a native of Chattanooga, where he began sailing Snipes at Privateer Yacht Club in 1952 (No. 4430). He bought No. 9747 in 1954 and still owns it in partnership with his son Chris. He is currently sailing No. 19747 bought in 1973.

Dan is a graduate of Georgia Tech and is Vice-President of Chattanooga Boiler and Tank. He and his lovely wife Joan reside on Signal Mountain with their two sons.

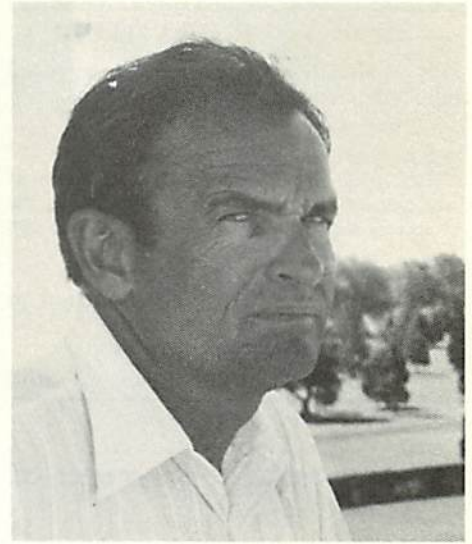
In sailing, he has been many times winner of the PYC Club Championship; has won the Southern Snipe Championship twice, the Goblins Division of the Halloween Regatta, and was 6th in the 1974 Wells Division of the U. S. Nationals. Dan ALWAYS enjoys the Saturday night parties and insists that his Regular Crew, Brainard Cooper, share all honors won on the race course or on the dance floor.

Dan's offices and responsibilities in class activities have extended from local Fleet Captain through District Governor, to the Board of Governors of SCIRA. He has served on protest committees in fleet races and local, District, National, Western Hemisphere, and World Championship regattas.

Dan was on the measuring committees for two U. S. Nationals and the 1973 World Championship. He was appointed to the rules study committee in 1973. (Their recommendations will be published in the BULLETIN shortly.)



Dan Williams



Gonzalo Diaz

SCIRA Taps Gonzalo Diaz

Gonzalo Diaz is a member of Miami Fleet No. 7 and has been District IV champion, was third at the 1972 U. S. Nationals, and third in the 1974 Crosby Series with his daughter Ana as crew. This is his second sailing career, he started sailing in his native Cuba and represented his country at the 1959 World Championship where he placed second. He frequently gives up his position as helmsman to crew in championship

events for his son Augie and was champion crew at the Western Hemisphere Championship in 1972 and 2nd place crew in the 1974 WH Championship.

His three children, Gonzalo, Jr., Ana, and Augie are all sailors and his wife Carmen is their active cheerleader.

Gonzalo brings to his three-year term as Member-at-large of the Board of Governors a keen interest in making a boat go fast and a fierce loyalty to the class and its integrity and traditions.

(Application reprinted in SNIPE BULLETIN, monthly publication of the Snipe Class)

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GO FAST WITH JEFF AND AUGIE

An interview with Jeff Lenhart and Augie Diaz on tuning a Snipe for peak performance

Returning from the Western Hemisphere Championship at Buenos Aires, Jeff Lenhart and Augie Diaz discussed racing techniques that help them to consistently be at the top of any Snipe fleet. Here is Part II of their talk.

J = Jeff Lenhart

A = Augie Diaz

Q = Question

Q. How were you chocking your mast here?

A. First thing, I was letting it bend too much, I thought. So I chocked it a little more so it wouldn't bend so much.

J. I didn't chock mine. I thought about doing it but the blocks were too hard to get in and out, at least on my boat.

A. But you had it pretty chocked up, didn't you?

J. No, I left it unchocked.

A. You're kidding!

J. The mast never hit.

A. How did you keep your mast so straight?

J. Tough mast.

A. You must have, mine was bending uncontrollably without any chocks.

J. I didn't really tight rig.

A. Mine was tight.

J. Also, I had my spreader blocked out. I had shrouds all the way forward. (The boats had adjustable chain plates) That's the way it was when I got it, I just left it.

A. Mine was all the way back.

J. Maybe the chain plates were in a different place.

J. How did your mast bend?

A. Too much, down low.

J. The more I used it, the more it seemed to bend easier.

Q. There didn't seem to be any consistency in the way the masts were bending.

J. There are so many ways you can set the rig up. Like the adjustable chain

plates. Might be a pretty good idea, once you found out where you were. If I had one of those I'd probably be sailing on one tack with the shroud all the way forward and all the way aft on the other, and never know which was better. I sort of liked the way the boats were rigged — the barber hauler type rig for jib blocks. Cause in light air you could let it off a little and it would be like moving your fairleads forward, where you want it. That's what the rat always says: he wants those leads forward.

A. Who?

J. Ullman

A. In light air?

J. Yes.

A. Really?

Q. This rig automatically moves them forward. It did seem to help when the wind got light.

A. I'd do exactly the opposite.

Q. What do you do in heavy air, move them forward?

A. To tell the truth, I never move them. I set them for heavy air and leave them there. Figure it doesn't make any difference in light air.

Q. I have found that there is a difference in fore and aft setting vs. between sails.

A. There are so many variables.

J. Especially on a lake. On the jib that North (one of my famous designs) makes, the fairlead has to be pretty far back. On first testing, it was pretty bad. Just for the hell of it I moved the fairlead back 5 inches. It was untouchable after that. It was critical, had to be way back. It was a full-at-the-top type sail. It takes some experimenting to find proper settings.

Q. Dave says all the way forward for his jib.

J. Dave's sail is pretty flat and he gets fullness by leading forward, also twist at the top. He just doesn't sheet hard.

Q. Do you use this same cut?

J. I've been sort of trying everything. I've used his sometime. I'm sort of the

guinea pig.

A. That's a good way to cover yourself.

J. How are we going to find out if new stuff works. If I find something good, we try to test it out.

Q. Were you using Dave's jib here?

J. No, I thought it was too choppy. We needed all the power we could get. Had a heavy crew so used a fuller jib.

A. Same here.

Q. Rumor is that 4½ oz. material jib is Dave's design and the 3 oz. jib is yours. True?

J. Yeah? We both work on designs but the 4½ oz. jib is the basic one he had such good results in the Nationals and other regattas.

Q. A lot of people find it harder to read.

J. In our testing the 4½ oz. one we can usually go higher in smoother water and just as fast. When Dave switches to mine he can go just as fast but not so high. Dave has a good feel for keeping the boat high up in the wind and I don't think I have quite as good a touch.

Q. You didn't seem to point down here.

J. Some people told me I pointed higher than anybody.

A. You were pointing high.

J. I thought it was because my mast stayed nice and straight.

A. You weren't blocking your mast at all? Our mast had to be completely different if you weren't blocking your mast.

J. You had your mast set up too hard.

A. Yeah, but it can't make that much difference. The fact that your shrouds were all the way forward induces mast bend and mine were all the way back reduced mast bend. You must have been chocking and didn't know it, or our masts were different.

J. I didn't sheet very hard.

A. You were sheeting pretty hard.

GO FAST WITH JEFF AND AUGIE

J. Well, when it really blew hard.

A. Right! That's what I'm talking about.

J. Well, how tight were your shrouds?

A. Pretty tight.

J. Did you measure it at all?

A. No. Did your mast go perpendicular?

J. No.

A. Was it raked back? Well, I was going with a little further rake forward, but your mast looked awful straight to me.

J. I knew I had it pretty tight. I set it up with lots of rake and it didn't seem to go so I just adjusted the instant jib halyard, pulled it up tighter. I raced the practice race and didn't touch anything after that. It was going good.

Q. Was it instinct or accident?

J. I knew I could adjust the halyard anytime. I thought I would start off trying some rake, at least in the lighter stuff. So it was fairly tight rig — those guys made it sound like the mast was going to bend all over the place.

A. Were the Japanese bending their mast?

Q. Yes.

A. More than Garra?

Q. No, he had the mast bent.

J. What sails was the gray boat using (Murgira)?

A. Nils Ostergreen

Q. They looked pretty good. They looked better than most.

A. A lots better.

Q. What do you think about Garra's sails?

J. He's using those old rags. I don't know who made them.

A. Piccolo main and Ferrero jib.

J. Okay, but I saw him using an old North jib made before I went to work there. Must be 10 years old.

Q. Main was 4 years old and jib 8 years old or vice versa.

J. Jib's older.

Q. He says he has brand new sails but doesn't like them as well.

J. He's an old-sail fanatic. One of the bad guys.

Q. Let's talk about boards.

SILENCE

Q. Do you or don't you like or dislike one or the other? and why?

A. I'm going to try round boards again but I think the cut board is better in all around conditions. The only time the cut

board gives anything up to the round board is in a lot of chop in light air. Maybe. Gotta cover myself.

J. Before we went to Pan Ams we had both boards but spent so much time sail testing we didn't have time to test boards until the last day. It seemed even in the smooth water where you wanted to point as high as you could. But the cut off board would accelerate really fast. You just pulled the helm toward you and you would go.

A. Cut off board accelerate faster?

J. Yeah, if you want drive it you don't hang, like a big board. One thing I know for sure, if you're not a very good sailor you are much better off with a round board. Not even any question in my mind.

A. It takes a lot of helming to use the cut off. You have to wheel it just right.

J. I wanted to get rid of the board I had in my Eichenlaub because it hummed so bad. I got a cut board even though we were sailing in smooth waters. When it got choppy, like Augie said, it would accelerate. You want to drive a little more and get your speed up.

A. The only thing is, that's good if you don't have to tack. If you tack too many times with the cut off board —

J. You gotta really tack it, roll tack

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Bybjergvej 8, DK 3060 Espergaerde, Denmark



Skipper Felix Gancedo and crew Rafael Parga in their standard SKIPPER SNIPE with which they won the 1973 World Championships and the 1974 European Championships.

Besides being 1st - 2nd - 3rd at the 1973 World Championships, SKIPPER SNIPES won 13 national championships and many other major international regattas in 1973.

and do everything you can. If you are not really good you better stick to the round one. You have to have exactly the amount of heel, cause you can feel it in the helm. With the round board you can sail the boat flat in hardly any wind.

Q. Then you have to heel the boat in light air if you have a cut board?

J. Yeah.

Q. I always thought in light air you had to heel the boat anyhow.

J. Then how come you sail heeled to weather?

Q. I don't.

J. Should have some pictures of you.

Q. We don't weight enough in any kind of wind to heel a boat to windward.

J. That's how you sailed in Jacksonville. You sailed a little different than anybody I've ever seen.

Q. Really? I had a cut board.

J. You sailed heeled to weather.

Q. Well, I wasn't aware of it.

J. In Tampa, too but you still beat me so I can't say it was bad.

Q. I lucked out on it.

Q. We can't roll tack. Marge has learned we have to keep the boat flat so when we tack she goes on the other side.

A. It takes a lot practice.

J. It's easier when you are heavier like

me, I just stay over there. I found the Bortalani seemed to tack easy. Guess because of the board and the cockpit. It tacked so nice compared to mine.

A. I didn't find it so.

J. Maybe your Cyclone is much lighter in the ends than mine.

A. Either that or your Bortalani was lighter in the ends than mine.

A. I always sail flat. Maybe once in a while dig the leeward side in for a little feel or if you want to push it up and don't want to push the helm too much, with a cut off, then bring it back to flat. It would really be hard to heel it to windward because the minute you do you get an unbelievable leeward helm.

A. Why don't we take a nap?

Q. Let's go over the round vs. cut again in chop.

Q. I think in heavy chop and light air the round board helps you. It doesn't accelerate as fast but keeps you from sliding as much as a cut board.

J. The bow gets knocked down with a cut off board. Like my old boat with the cut off board that was real small at the bottom. It was really fast but one time I was noticeably hurt bad in Nassau. On one tack the waves were coming from the side. I couldn't hang with anybody. I'd

just fall right down — not going fast. The 6½" cut boards are not so noticable.

Q. Pete Duvoisin says the technique with a cut board is to fall off a little after tacking then bring the boat back up after picking up speed.

A. Generally you do that in any kind of boat. When you tack you slow down. Initially you gain power by letting the sail out and driving off for just a little bit then come back up to the wind.

Q. You have heard about the proposed new design of centerboard. What do you think?

A. Eleven inches at the bottom is ridiculous. Way too much. Going from 6½" at the bottom to 11" is almost double.

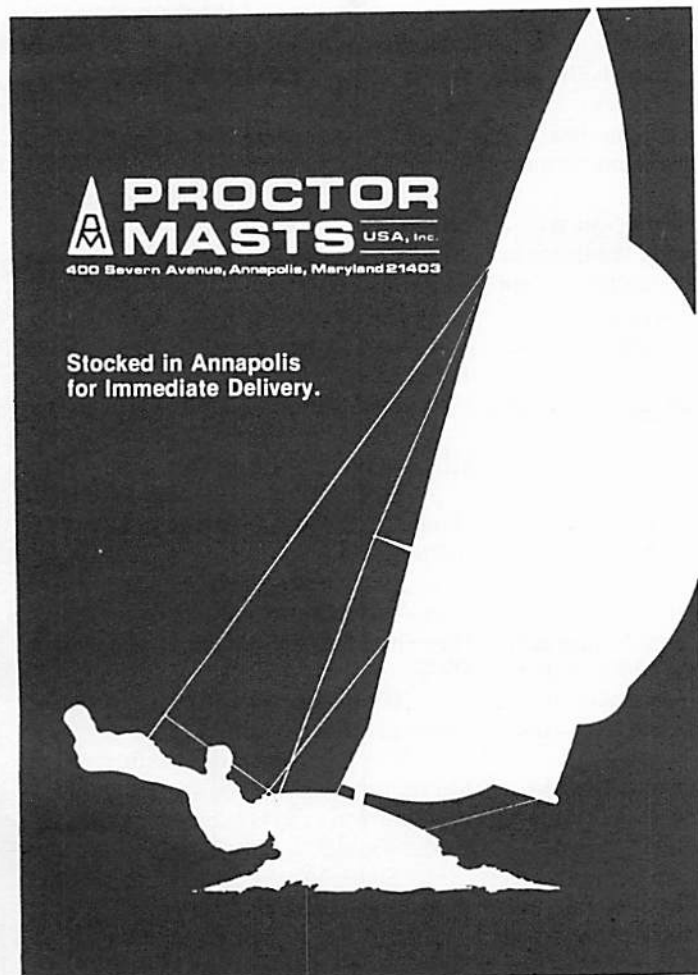
Q. But in area 11" is half way between the present cut board and the round board.

J. I'm sort of for letting the board situation stay like it is. I don't see what the problem is. The 5-0-5's don't have any board shape at all — they don't care how you make it.

Q. Apparently there is a great deal of sentiment for a single board.

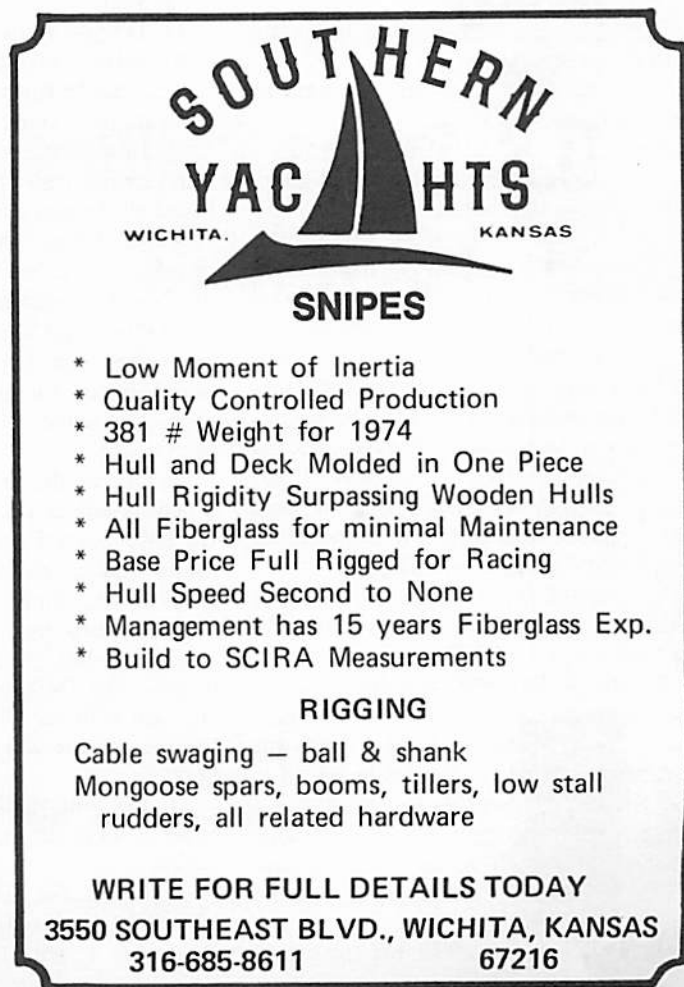
A. Because of the Olympic thing!

Q. No, I don't think anybody is
(Continued on next page)



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thinking Olympics anymore.

J. Yeah, who wants to spend all summer at Association Island.

A. That could be a real drag. Nothing! Wasn't but one chick.

J. The Snipe thing was fun but we were there only 4 or 5 days. Wouldn't want to be there much longer.

Q. Stu Griffing has the figures on area of the board. The 11" one is 54% of the difference between the 6½" cut and the round boards.

J. You're writing on that lunch bag.

A. Okay, I got the area of the round board. Now why did we figure it out?

J. Because you wanted to figure it.

A. I still think 11" is way too much.

J. I don't know. It'll probably look faster and may be faster.

Q. Can you tell, now, which one of the present boards is faster?

J. No, it's just different.

A. I Haven't been able to. It feels livelier with a cut off.

J. It feels better but doesn't necessarily go faster.

Q. I have found with a cut off board if you need to pinch you can't like on a starting line situation.

J. If you want to go up you got to heel it to leeward a little.

A. I agree with Jeff though. If you are not used to it, or if you're not that good, stick to a round board. No, put it this way. It's not whether you're good or not. The difference is you have to learn to sail a cut board whereas with a round board you can just jump in the boat and go.

J. Also, I used a cut off in a Skipper at the Worlds and only had one or two races where I could half-way sail. Those guys said they tested a cut off in a Skipper and it wouldn't go. I used it anyway. I was getting ground up by the big fat guys with their round boards. I'm convinced a round board is better in a Skipper.

A. I think it works real good in a Chubasco because of its real deep V. How's the Skipper?

J. Right in the middle of the tolerances. Might be more fair — it goes good off the wind. When the wind was light it was just like sailing in the ocean at Mission Bay. The sails looked good, had a Cobra mast, everything set up just right. But the guys with Skippers and round boards were slowly getting to me all the time.

A. Were you fast at all, off the wind?

J. Pretty fast. Why?

A. I think the cut off makes a difference off the wind.

J. Could be.

Q. The only time lately any one has taken me off the wind was with a cut board.

A. I think in a close reach situation.

J. In my old boat I didn't even pull the board up. Sailed downwind with it down. One time McLaughlin got his board jammed in the trunk about 2 inches from being all the way down. He wasn't quite so fast but really smoked everybody downwind — even passed the leaders. Later he got it fixed but wasn't as fast downwind so he just left board down after that, especially downwind.

Q. You think it would work in lake conditons?

J. Maybe not. I still pull the board up. Pulled it up at the WH.

A. I think I'm gonna go to sleep, you guys.

J. We'll keep talking, about what he did last night.

A. I was a good boy last night.

J. Yeah?

Q. Do you think you can hold a boat down better with a cut board?

J. I don't think so. Everybody says you can, but I think it is a fallacy.

Q. How about raising a radius board in heavy wind, isn't that the same as a cut board all the way down.

J. No, I don't think so. If you raise a board you have less leverage, the depth of the board is what makes you heel — not the width. John Marshall says in the 5-0-5 class they use a board similar to our round board for heavy air but not as deep. For lighter air they use a narrow, deep board.

Q. One of the problems with going to a new board in that it might be slower. We have been 5 years with the cut vs. round and we can't tell which is faster. What do you think.

J. This new board might be faster. For example, when the cut board came back in guys like DeSouza and Nute couldn't even sail with the 5" bottom board. When the 6½" board was approved they could use it.

Q. Do you think that a Chubasco is easier to hold down, or is it the way it is rigged.

J. I think it is in rigging. For example, where the jib leads are located fore and aft makes a world of difference. When you can't hold the boat down move the

leads aft. One time in Mission Bay we were in super heavy stuff sailing. I didn't think I should be out but the Snipe fleet wanted to show how tough they were — nobody else went out. I had my regular crew — pretty light — and we couldn't even sail the boat. Thought the mast was going to fall down, but it didn't, we turned over going to windward. After we righted it I moved the fairleads aft (5" or so) and then we could sail the boat, no problem. It surely did the trick. You can always tell when the jib leech is eased — it flutters.

Q. Did you use heavy cloth on the sails you used here?

J. Yes, 4½" oz.

Q. Do you find the sail hard to read?

J. Not mine, but the Ullman type jib is, because it is very flat on the luff. Dave says it never even luffs. He can go as high as he wants. My jib had more draft at the front and you could tell.

Q. Was there anything different on your sails here?

J. They were for heavy wind. I figure if you have heavy wind you have slop no matter where you sail. There was more draft forward and straighter in the back.

Q. How do you test sails?

J. We figure the best way is in a race. Dave and I just go against each other like in a regular race and the faster sails prove out. We don't get too far away from each other, though. Sail testing side by side is no fun.

Q. Do you think flat sails are better for drifters.

J. Dave thinks you need a tight leech sail and flat off the luff and just go high, I always try to do it the other way — open leech.

Q. Do you use barber haulers?

J. Yeah, I just use them like reaching hooks.

A. I use them in a blow going upwind.

Q. How do you locate them, in relationship to fairleads?

A. Aft 1½" to 2". They probably should be forward because the top of the jib luffs first.

J. Elms thinks that's good because it doesn't choke the slot. Ullman thinks they should be forward but I prefer them aft.

A. It's a fine point, trying to find the happy medium.

J. You can have more trouble with it too far forward than too far aft.

J. Do you tell your crew when you are going to tack?

A. Sometimes. I usually try to give them some notice.

J. I've found you don't have to tell most crews unless they are asleep.

Flotation, Cut-Down CB Trunk for a Wooden Snipe



What About Rule 56 and the Wooden Boat?

by Larry White, Miami Fleet 7

In June of 1972 we reframed and re-decked No. 11900, a plywood Snipe built by Al Kroeger in the late 1950s. This was noted in the Bulletin of December 1972. The weight reduction was significant, and the improvement in moment of inertia was also noticeable. At the time we did not do a rule 56 conversion for sail-away because I was not sure how or even if it was worth trying.

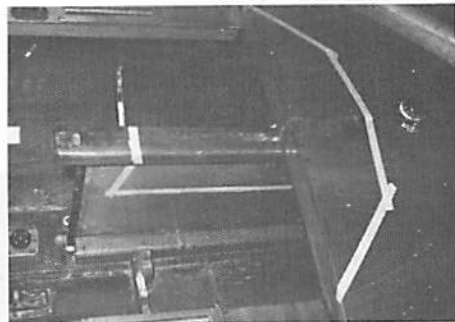
There are some basic problems with the decision to convert a wooden boat to "sail-away." Flotation means added weight. Foam must be protected. Air bags are bulky and also vulnerable. Bulkheads are not reliable, — rot starts quickly and would be virtually impossible to detect. We thought about this for a long time, since No. 11900 as rebuilt was a responsive boat, even if we couldn't always bring her in. Moment tests on her compared favorably with the newest and best boats. The decision to go ahead with the "sail-away" conversion was not the product of capsizal as much as a crew-room problem at the Atlanta Drifter. Tim just couldn't find a place where he could stay quietly while we reduced wetted surface. The cuts we planned are shown outlined in tape after we stripped the boat.

Weight added in this additional structure, deck framing and post, was 3½ lbs. Cutting down the centerboard removed 3½ lbs., but added ¼ lb. in a new handle. So far the actual net weight reduction is — $8 - 3\frac{1}{2} + 3\frac{1}{2} - \frac{1}{4} = 7\frac{3}{4}$ lbs. Materials were all on hand from previous work on the boat, except for some RH/SS bolts for the new centerboard handle.

Flotation in foam form can weigh from 1 lb. to 25 lbs. or more per cubic foot.

Foam-in-place (mix two parts and watch it grow, about 30 to 1 by volume) is low in weight, but presents the rot and water retention problem all over again. Bags run one half lb./ 6 cubic ft. costs (retail) seem about comparable. Bags at about \$4.50 / cubic foot styrofoam or polyurethane at about \$3.50/ cubic foot. Protection for foam or bags also adds weight. FRP (fiberglass reinforced plastic) is heavy, and so is anything else. The handy place for the flotation is in the ends, where you don't want the weight.

Photographs by Babs White



Deck and CB trunk masked before cutting (top photo) and after cutting.

At a 381 lb. boat weight, about 60 lbs. will probably be aluminum (mast, boom and centerboard), and no more than about 30 lbs. can be ballast (lead?). This does not include resin-rich floorboards. The weight of basic hull material is therefore about 291 lbs. We can compute the "swamped weight" of the boat, assuming about 20 lbs. of incidentals (sails, paddle, poles, anchor, etc.) and we get. . .

Fiberglass: (+) 95.7 lbs. (sinks)

Mahogany plywood: (-) 240.7 lbs. (floats)

Cedar: (-) 565.5 lbs. (floats)

Adding required flotation to plywood and glass boats makes these values change:

Fiberglass: 6½ cubic ft. @ 64 = 416 lbs.; 416 - 95.7 = 320 lbs (floats).

Mahogany plywood: 3 ft. @ 64 = 192 lbs.; 192 + 240.7 = 433 lbs. (floats).

Cedar: 566 lbs. (floats).

The requirement in rule 56 is a performance standard — after righting, six in. of freeboard are required with 300 lbs. aboard (crew weight). Location of drainage holes in the transom obviously would affect this. Centerboard trunk height must be at least 9" or have 2" freeboard (when the boat is still full of water) after righting. How can all this be converted to a practical answer? Like how much flotation and where to put it?

The water line of the boat after righting and before bailing, but after water drains out of the transom holes, must be, according to rule 56, 6 in. below the cockpit low point and 2 in. below the top of the centerboard well. With a 12 in. well, this gives us about 2-3 inches of tolerance on the 6 in. low point, i.e., 6 in. freeboard probably is above (Continued on next page)

the 2 in. well tolerance of 2-3 in.

So the boat, once righted (and drained?) must support 300 lbs. (dry weight, apparently) plus 381 lbs. plus about 20 lbs. (sails, etc.) plus any retained water. If the boat were full of water, the water within the hull would weigh about 4400 lbs.

The "normal" waterline is at 700 lbs. Guaranteeing this would require positive flotation. Ignoring boat material for the moment, this means about 11 cubic ft. of foam (or air, or some combination) below the waterline, with positive drainage. Some spare flotation would be nice to bring her up, so 12-14 cubic ft. makes sense. With foam at 1½/ cubic ft. this means 18-21 lbs. of weight to be added to the boat. This does not include buoyancy already in the boat due to hull material and required flotation (3 cubic ft. for plywood, 6½ cubic ft. for FRP) — this is a bonus. Punching a hole in a can full of water lets the water out to the level of the hole. But, the can is supported. Drainage holes in the boat can't work if the boat is not supported (buoyant) enough to raise the holes above the waterline. Rule 56 says nothing about suction bailers, or being underway to clear out the water, so the boat must pop up to this level to meet the rule, I guess. If I could wait to get back aboard with the crew (that's the 300 lbs., I think), the boat

| | | | | | | |
|--------|-------------|-----|-------|-----|----|---|
| Foam | 1/2 | 1/2 | 1/4 | 0 | 1½ | 0 |
| Bags | 2/0 | 2/0 | 0 | 0 | 4 | 0 |
| Foam | 1/2 | 1 | 1 | 1/2 | 1 | 0 |
| Foam | 3/4 | 1½ | 1½ | 1½ | 1½ | 0 |
| Totals | 3 3/4-1 3/4 | 5/3 | 2 3/4 | 2 | 8 | 0 |

Foam = 13½ (includes required 3); Bags = 8 (or 4 if after bags left out)

Distribution of foam.

can more readily free herself of water. A person usually is slightly buoyant. The usual Personal Flotation Device (we used to call them life jackets) such as a sailing vest has about 15½ lbs. of buoyancy. If the crew stays in the water, the weight to be supported is 381 lbs. plus 20 lbs (plus retained water).

The 400 lbs. equals about 6.3 cubic ft. of required buoyancy 4 inches of foam all over the bottom equals about 13 1/3 cubic ft.

All the foam we used was 2 in. styrofoam, wrapped and sealed in vinyl, cut to fit each pocket and held in place with nylon tape and SS panhead self-tapping screws. Foam for the floors was covered with 1/16th in. aircraft grade birch plywood to protect it underfoot.

There will be 4 airbags in the bow. This should keep the bow up, a problem we noted in some conversions. If required,

and we plan to test for this, we are ready to put two bags in each quarter. These are about 1 cubic ft. bags — we choose more little bags rather than one big one. Incidentally, we made some temporary bags by ironing vinyl (through paper) — the \$40 — on the bill of materials is for store-bought bags.

| Materials | Approx. Cost |
|--------------------------|--------------|
| Resorcinol (glue) | \$ 3. |
| SS screws, etc. | 10. |
| Nylon straps | 30. |
| Vinyl (@.45/yd.) | 9. |
| Birch plywood (1/16) | 15. |
| Styrofoam | 15. |
| Airbags (8) | 40. |
| Pop rivets | 3. |
| Sandpaper, varnish, etc. | 10. |
| Clear tape (12 rolls) | 8. |

Removals

| | |
|----------------------------|--------|
| Cut down centerboard trunk | 8 lbs. |
| Cut down centerboard | 3½ |
| Cut down floorboard | 4 |
| Rudder/tiller change | 3 |
| Remove lead | 10 |
| TOTAL | 28½ |

Additions

| | |
|--------------------|--------|
| Deck structure | 2 lbs. |
| Post | 1 |
| Centerboard handle | 1 |
| Floorboards | 5 |
| Flotation | 12 |
| Covering | 6 |
| TOTAL | 27 |



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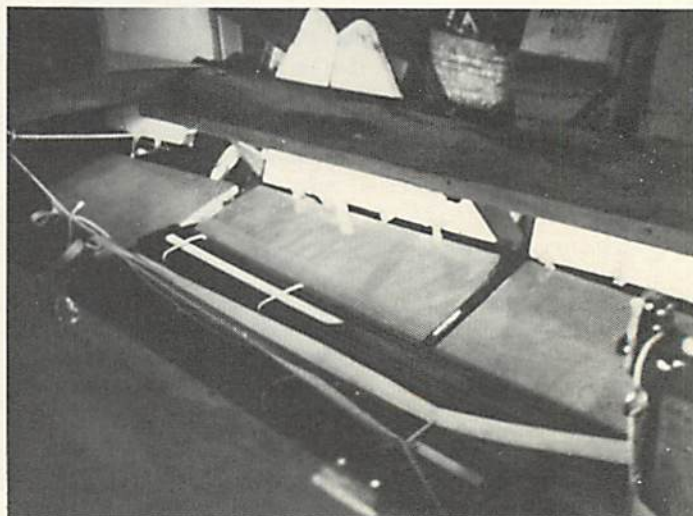
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Looking towards port quarter, foam in place.

Wells Wanderings



by Ted Wells

(Editor's Note: Ted wrote that he felt the article which he wrote a year ago was very popular. And since it does contain the basic points on tuning, he felt we should reprint it.)

CROSBY ADVICE

Bill Crosby used to repeat that it was foolish to write for the hot shots — they didn't need it. He stressed the fact that each year, there are many new Snipe skippers — some experienced in other boats, some without any knowledge of racing but who have bought Snipes and want to make them go fast but don't know how. Some recent correspondence proves he was right. Experts — go read the funny papers, what follows will seem elemental to you, but to lots of new skippers it won't (and without new skippers who stay, we're dead.)

Mast location — centerline 60" aft of the stem head.

Jib stay attachment at the deck — from 11" to 12½" aft of the stemhead.

With the jib stay tight but no bend in the mast, a tape line attached to the clevis on the end of the main halyard should give a distance from the clevis when hoisted to the top limit, to the top of the transom at the center, of 21 feet ½" for the maximum aft rake (as used by Dave Ullman) to 21' 6" for a more average figure. A good way to eyeball this without a tape is that going to windward with a moderate breeze (10-15 mph) the bottom of the boom should be level with the horizon.

With the mast pulled forward so the side stays are tight, this same distance from the clevis to the transom should be 21 feet 9½" for the Ullman rig to 22' 4" for the more normal rig. In light winds and smooth water, if you sail like Dave does, you will point higher and go better to windward with his setup. Off the wind, no, especially dead before the wind.

Spreader length is subject to a lot of argument. A good median I think is 17" from the side of the mast to the stay. Spreader swing is also subject to argument — the more swing, the more mast bend. To avoid as much as possible a violent jittering of the mast in 30+ mph gusts, I put the stops on the spreaders so the ends are never closer than about 24". Others let them come closer — say 16 or 17". Depends on your winds.

There is a lot of leeway in location of jib leads. Ullman has them 15½" from the centerline, and some others can sail fast with them that far in — but you don't dare trim too tightly. Others use from 18½" to 20" out from the center. It depends on the cut of the jib and how you trim the sheet as to which is best for you. A precaution — only the real hotshots can get the trim just right for windward work with the far in leads. I'm with the common herd in trimming mine farther out — I keep hoping I can go fast at 18½" but usually settle for 20".

The fore and aft location of the jib leads depends a lot on mast rake — more aft rake, farther forward on the jib leads. In general — set them so that the luff of the jib breaks uniformly from top to bottom as you head to wind. Some jibs have a pencil line on them to line up with the sheet — which helps. Generally, the lead will be about 2 to 3" forward of the aft end of the centerboard slot — but you will find a lot of variation on this.

Trim jib sheets inside the stays or outside? You will go better to windward in light winds with them trimmed inside — above about 10 mph wind velocity, your side stays will be slack enough to trim outside without stay interference, and this makes reaching a lot easier — providing you believe in the efficacy of reading hooks and/or those gadgets used on Snipes before the Barber twins knew what a sail boat was, let alone the so called "Barber Haulers".

When you are trimmed inside the stays — it is possible but not easy to re-thread your jib sheet outside the stay for reaching in light air. In 15+ mph winds — no way.

Best whiskerpole length? I use 91½" from mast surface to centerline of sheet. This is too long for a run dead before the wind, but instead of a different pole — just use a loop of ¼" line attached to the mast which in effect results in a 6" shortening of the pole when it is hooked into the loop of line instead of being placed on the mast.

A reminder on the racing rules, the pole must be set on the mast — by a fitting, by resting on it, or by a piece of line as described above. It must not be held in the hand except while setting.

The mainsheet traveller — a lot of room for argument. I say that the ability to trim the boom to the centerline or to windward is of little or no value — and may even be a hindrance if you do it unless you are a real hot shot on this operation. Forget about it.

For normal winds — just use the rope traveler, letting it float all the way to the boom in light airs; pull flatter so the main is pulled down, not in, in heavy air.

Should you drop your boom to the second stripe in high wind? This depends on crew weight and hiking ability. Dropping the boom lessens heeling tendency. Flattening the sail by bending the mast helps also. If you can hold the boat flat with the boom up, do so. If you can hold it flatter by dropping it — do so.

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| 40. P. Wiklund | — | — | 3 | 62 | — | — | — | — | 19.05 |

Raatikainen Repeats As Top Ranking Finnish Sniper

The Ranking List is emblematic of the annual all-round championship of Finland. It can be compared to a "National Point Score" where the points have to be collected in major regattas is stiff competition.

This year, the list was based on eight sanctioned regattas; The Whitsun Regatta in Helsinki; the Silver Snipe Cup in Hango, the Dinghy Regatta in Nykarleby, the Nationals in Kokkola, the Hango regatta, the Selection regatta in Kotka, the Valli Cup in Turku and the Pori Open Championships. Points are given for the final standing in each regatta according to a formula which takes into account the number of boats. The four best regatta scores are considered for final score. Two regattas are minimum for the list.

The Ranking List is topped by Seppo Raatikainen from Kotka, for the third time running. Seppo is a sharp sailor who delights in tricky conditions. Number two is Eki Aikala from Helsinki, who bought an old Skipper this year and immediately got going into top gear. Third is Matti Nieminen from Turku, who is extremely regular and never screws up a regatta. In fourth place comes the National Champion Stefan Winqvist, followed by European Silver Medalist Peter Bjurstrom. The competition among the top five is extremely tough. 81 boats can be found on the list. 35 participated in 4 or more races, which is a very satisfactory result, considering the distance to be travelled.

Our Ranking system has worked very well in stimulating top-level competition in sanctioned regattas, and we believe that it is one of the many factors that have contributed to the growth of the Finnish snipe class, qualitatively as well as quantitatively. A similar system, "Grand Prix", is used in Spain. A discussion on systems used in various countries would be welcome on these pages. —H.Ericsson



Sanctioned Snipe Regattas

MARCH 7-9, DON Q "RUM KEG", Miami Fleet No. 7, Gonzalo Diaz, 2825 S. W. 92 Place, Miami, FL 33165.

MARCH 29-31, XVI CRITERIUM — F. D. — SNIPE EASTER REGATTA, Y. C. San Remo, Dino Minaglia, Sec., Y. C. San Remo, Banchina Molo Nord, San Remo, Italy.

APRIL 19-20, REDNECK REGATTA, Magnolia Fleet No. 604, Harley Hopkins, 6064 Whitestone RD., Jackson, MS 39206.

MAY 10-11, SOUTHERN SNIPE CHAMPIONSHIP, Chattanooga, Privateer Fleet No. 142, Bill Simons, 4106 Hamill Rd, Hixson, TN 37343.

MAY 17-18, PACIFIC COAST CHAMPIONSHIP/NORTH-SOUTH REGATTA, Yosemite Fleet No. 713, Earl Levesque, 2709 Midge, Ave., Merced, CA 95340.

MAY 24-25, SOUTHWESTERN CHAMPIONSHIP, Dallas Fleet No. 1, Eugene A. Soltero, Box 31176, Dallas TX 75231.

JUNE 6-8, FWBC ANNUAL REGATTA, Fleet No. 45, Bill Shelton, 2901 West Berry, Ft. Worth, TX 76109.

JUNE 7-8, DISTRICT IV CHAMPIONSHIP, Chattanooga, Privateer Fleet No. 142, Bill Simons, 4106 Hamill Rd, Hixson, TN 37343.

JUNE 27-29, DISTRICT I CHAMPIONSHIP — JR. & SR., Quassapaug Fleet No. 231, Richard Leonard, 312 Park Ave., Naugatuck, CT 06770.

JULY 12-13, WINCHESTER BC INVITATIONAL, Winchester Fleet No. 77, Lewis A. Law, 80 Richmond Rd., Belmont, MA 02178.

JULY 17-20, NORTH AMERICAN CHAMPIONSHIP, Association Island, NY., Ralph M. Swanson, 44 Swan Road, Winchester, MA 01890

AUGUST 9-10, ONTARIO CHAMPIONSHIP, Oakville Fleet No. 321, Jim Belford, 85 Wolfedale, Oakville, Ontario, Canada.

AUGUST 11-15, CANADIAN NATIONAL CHAMPIONSHIP, Oakville Fleet No. 321, Jim Belford, 85 Wolfedale, Oakville, Ontario, Canada.


AUGUST 16-17, U. S. JUNIOR NATIONAL CHAMPIONSHIPS, Green Lake, WI, Green Lake Fleet No. 129, Andy Zeratsky, Lac Verde Circle, Green Lake, WI 54941.

AUGUST 18-22, U. S. NATIONAL CHAMPIONSHIPS, Green Lake, WI, Green Lake Fleet No. 129, Andy Zeratsky, Lac Verde Circle, Green Lake, WI 54941.

AUGUST 23-24, BOARD OF GOVERNORS REGATTA, Quassapaug Fleet No. 231, Richard Leonard, 312 Park Ave., Naugatuck, CT 06770.

SEPTEMBER 13-14, MASS BAY OPEN/CALL-of-FALL, Mass Bay Fleet No. 224, Mike Goll, 16 Johnson Ave., Winthrop, MA 02152.

NOVEMBER 1-2, HALLOWEEN REGATTA, Atlanta Fleet No. 330, Don Simpson, 2993 Karen Lane, Marietta, GA 30002.



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FOR SALE - Chubasco 17018, green hull, wood deck, hull and deck badly damaged in North American's at Assoc. Island: complete with trailer and all extras except mast. Any reasonable offer. A. Bugbee, 258 Dover Pt. Rd., Dover NH. Ph (603) 749-3094.

FOR SALE: Chubasco 19060 "Yellow Submarine". Like new North and Levinson sails. Trailer, bottom cover, rudder cover, minimum weight. Being transferred. Asking \$1800. Contact John Cole, 191 Manning St., Needham, Mass. 02194, (617) 446-8796.

WANTED: Aluminum mast, keel stepped, completely rigged except for shrouds, prefer flexible section. Joel Nordeen, P. O. Box A, Ottawa, Kansas 66067.

FOR SALE: Chubasco Snipe No. 20403, white deck, turquoise sides, white bottom, in mint condition with all racing extras. 1973 North and Elms sails both in excellent condition, trailer. \$2350. Firm. Call Don Ploetner, Days 212-981-2865.

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LOFLAND - No. 17102, all fiberglass, green hull, white deck, keel step Proctor E, Levinson sails, compass, bailer, go fasts, dry sailed, excellent condition, mooring and storage covers, good trailer. Sara Oliver, 308 Whitcomb, Kalamazoo, MI 49001. Ph (616) 343-7466.

SNIPE SAILS - M & N Main and Jib mint condition, used once, \$150. Lee Boschen, 642 Radburn Dr., Indianapolis, IN 46224, (317) 244-3845.

VARALYAY SNIPE No. 15704 - Fiberglass grey hull with white deck. Completely re-rigged in 1973 with Cobra mast and boom. Full 1973 North sails. Lofland trailer, cover, \$1050. Bob Lane, 197 W. Paddock Circle, Arnold, MD 21012 (301) 647-5243.

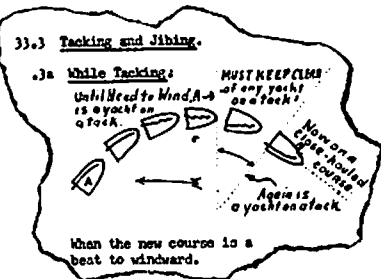
FOR SALE - LEMKE 17557, excellent condition, red glass hull and white deck, Proctor EX aluminum mast, Elms sails used two summers, racing equipped. \$975. Philip L. Morse, 1479 Creek St., Rochester, NY 14625, (716) 671-3828.

FOR SALE - Used snipe gear, rudders, wood booms, wood mast, steel cut-off board, halyard winch, mainsheet center cam cleat with swivel block, mainsail, jib. Write for a list with description and price to Gonzalo Diaz, 2825 S. W. 92nd Pl, Miami, FL 33165.

FOR SALE - Chubasco Self-Rescuing Snipe No. 18013. Proctor EX mast, race-equipped, sails, trailer, very good condition, \$1050. P. L. Gausewitz, San Fernando St., San Diego, CA 92103. (714) 222-2183 evenings.

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