

SNIPE BULLETIN

MAY, 1952

VOL. I NO. 12

Snipe planing in high
wind on Gulf of Mexico
at Corpus Christi, Texas
SEE PAGE 7



WELLS' WANDERINGS

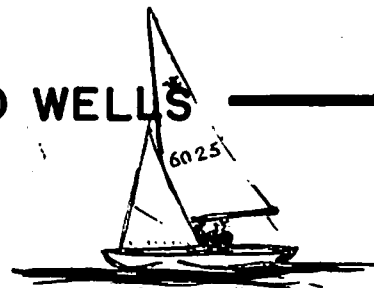
By TED WELLS

The St. Petersburg to Havana Race . . .

For the last several years, Hub Isaacks as the racing captain and about a dozen or so other small boat sailors from Texas as the racing crew have chartered the Ticonderoga for the St. Petersburg to Havana race. This year the race started the day after the Clearwater Midwinter Snipe Regatta ended so I was able to accept Hub's invitation to join the racing crew. We didn't get to Havana but I received a liberal education on my first ocean race, which was also practically my first experience on a large sailboat.

The Ticonderoga had been sold during the past year and was not available for charter so we had the Doris III which is a 68-foot cutter. The mast stands 96 feet above the keel and the maximum sail area when carrying the spinnaker, jenny, and main is 5800 square feet. Under the Cruising Club of America handicap rules, a yacht of this size doesn't have a chance of winning on corrected time so our sole object in life was to get to Havana before the Ticonderoga. Several previous visits to Havana had convinced me of the soundness of Hub's theory that when the destination of an ocean race is Havana, winning the race on corrected time is of no importance compared to getting there first and not missing any of the festivities.

In addition to our racing crew we had on board four paid hands plus Baxter Still, the owner of the Doris, and Allen Carlyle, the former owner of the Ticonderoga, who acted as navigator.

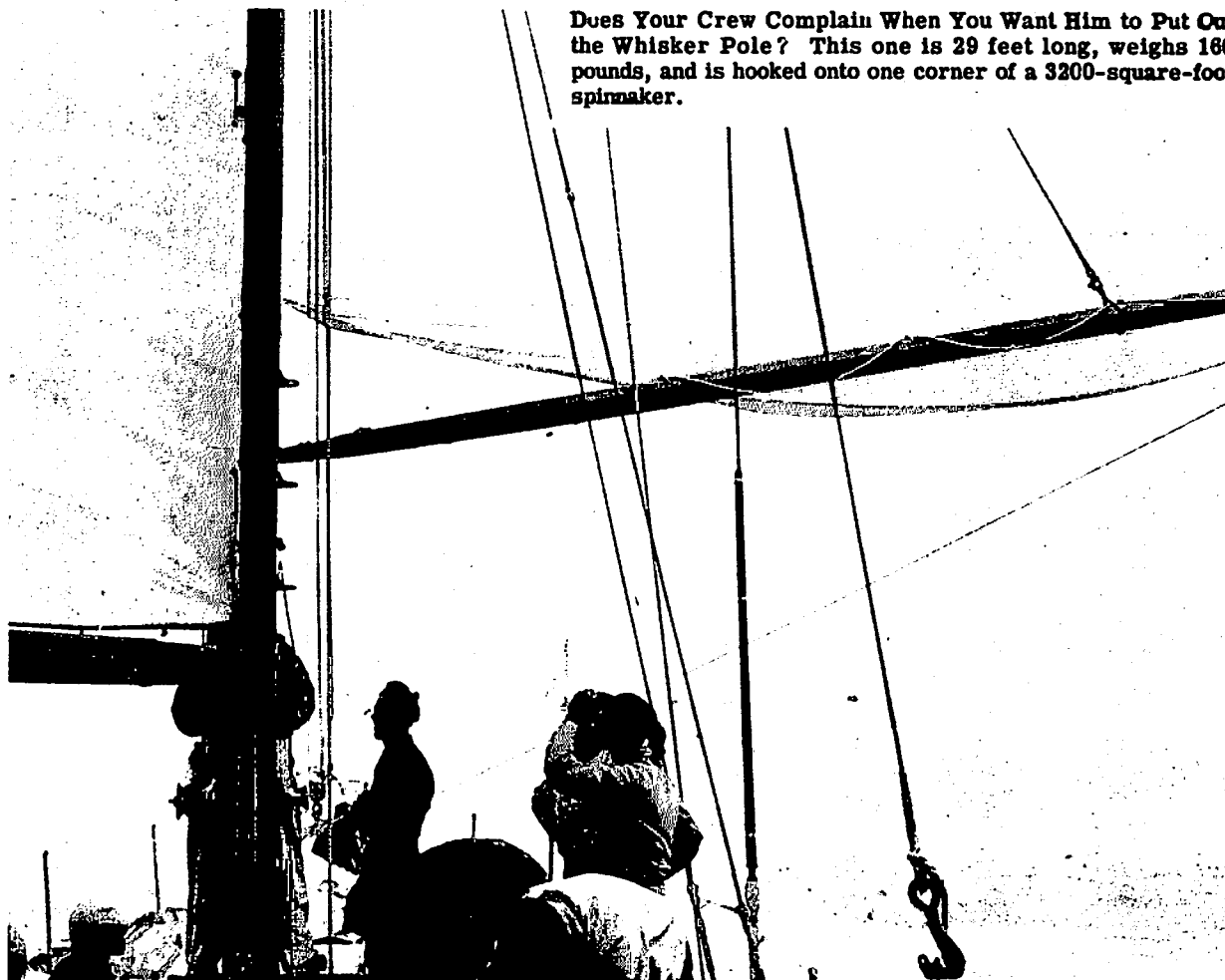


This combination of big boat and little boat skippers produced some rather interesting differences of opinions.

Since the spinnaker had an area of 3200 square feet and the spinnaker pole was 29-feet long and weighed 160 pounds, jibing on a run was a fairly major operation. Also, since the spinnaker was brand new and probably cost more than Snipe sails for an entire fleet it is understandable that the owner should feel some concern about having it flopping around in the breeze while the jibe was being performed. In any case, for several hours after Hub and I wanted to jibe we went along sailing by the lee with the spinnaker and the main alternately collapsing and filling before the big boat sailors became resigned to the fact that they couldn't possibly leave the outer marker to port without jibing and we finally performed the operation.

After clearing the outer marker we were on a very broad reach carrying both the spinnaker and the jenny and started playing games with the main sheet. Hub insisted that the main should be let out as much as possible and still stay full, and in my ignorance I agreed with him. The big boat sailors however kept insisting that it should be pulled in to about where we thought it should be for a close reach; therefore,

Does Your Crew Complain When You Want Him to Put Out the Whisker Pole? This one is 29 feet long, weighs 160 pounds, and is hooked onto one corner of a 3200-square-foot spinnaker.



whenever Hub and I weren't looking they would haul in the main. As soon as their attention was occupied elsewhere, either Hub or I would let it out again.

After sundown the wind picked up to about 25 miles an hour and shifted so that our course was a close reach. We were carrying the jenny which had an area of 2000 square feet and the main without any reef with an area of 1600 square feet. It was lots of fun as the Kenyon was on the peg at 11 knots, spray was flying in all directions, we were heeled at an angle of about 35 degrees, and the lee rail was under about half of the time.

Hub and I again indicated our ignorance of big boat racing by suggesting that maybe if we took off big jenny and put up a smaller jib the lee rail wouldn't be under quite so often and it wouldn't be necessary to sail with the main luffing about half of the time, and while we wouldn't throw the spray quite so high maybe we would go a little faster. No results. In the meantime, the Ticonderoga had been slowly over-hauling us and the big boat sailors put forth the additional argument that if we changed sails now they would surely pass us and if we didn't maybe the wind would shift to a beat dead to windward and then they couldn't go through our lee.

The wind didn't shift and the Ticonderoga passed us about 100 yards to leeward going about one knot faster than we were. The moon was full and it was a beautiful if discouraging sight. About ten minutes later the question of short-

ening sail became of academic interest only when the fitting on the fore stay parted company with the bolt connecting the fitting to the keel and our sail area was reduced about 60 percent without argument.

Fortunately the jib stay stayed put and likewise the mast although the chances of this happening didn't look very good for awhile with that 2000 square foot jenny thrashing around in a 25 mile-an-hour wind restrained only by the halyard at the top of the mast and the sheet. We bore off to let the main shield the jenny as much as possible and managed to get it in without too much difficulty. We then set a small staysail, dropped the main and replaced it with a storm trysail, jibed and headed home as we had no way of knowing how much damage had been done to the mast and it appeared that the going was going to get much heavier; particularly in the Gulf stream, rather than lighter. Incidentally, even under these sails which were practically handkerchiefs compared to what we had been carrying, we were still making 9-1/2 knots which might lend some support to the argument that we were carrying too much sail before things blew away.

We missed the fun in Havana but it was quite an experience. I'm still not convinced that big boats shouldn't be sailed as if they were king size Snipes. Also, I will never again complain about being cold and wet on a Snipe for a few hours. It's a lot colder and wetter on an ocean racer, and you stay that way a lot longer, and if my crews complain about the whisker pole, they will get no sympathy.

That Spinnaker Pole Protest

I think you were a bit unjust in your story in January, 1952 Snipe Bulletin about the protest over setting of whisker poles to leeward on reaches. It is true the rules of the NAYRU were probably superseded in this case by SCIRA rules which place no restrictions on the location of whisker poles. However there is considerable doubt about what the NAYRU rules have to say on the question when they're applicable, and I, personally, will be glad to see the question cleaned up by this appeal. The NAYRU rules prior to 1938 allowed no whisker poles. Rule 16 said; "The head sheets . . . may be trimmed to the main boom if the mainsail is set . . . but, except during the operation of jibing, may not be otherwise trimmed to any outrigger or spar." The new racing rules allow the use of whisker poles under Rule 21; "Sails may not be sheeted to outriggers and may be sheeted to only the following spars . . . a headsail may be sheeted to a spinnaker pole provided the spinnaker is not set." However, Rule 22 says; "A spinnaker pole may be carried only on the windward side of the foremost mast . . ." Since Rule 22 is titled; "Spinnaker, spinnaker pole, etc.," it can be argued that it does not apply when a spinnaker pole is used as allowed in Rule 21, but only when used in setting a spinnaker. On the other hand, it can be argued that this portion of the rule 22 applies all the time, thus making it illegal to carry a whisker pole to leeward. This is the substance of the protest and appeal. A Snipe has no spinnaker, but its whisker pole is defined as a spinnaker pole by Rule 21; and therefore protest under Rule 22 can hardly be laughed at. I think the people with energy enough to file and appeal protests in order to clarify the rules, should be praised not made fun of.

Wallace Cleland
Fleet Cap't, Fleet 303.

Snipes have been carrying whisker poles since 1931, both to windward and to leeward. Many Snipes have short "leeward whisker poles" made especially for this work. It would seem that 20 years of this should make it legal (for Snipes) and all other small boat classes which do the same thing. NAYRU rules of this type are drawn up, it would appear mostly for the larger yachts. Ed.

Measurement, Scantlings, etc.

Upon reviewing the last few Snipe Bulletins I have found several items which, enlarged upon, might be of interest to many Snipers.

As Mr. Wells mentioned in his "Wells' Wanderings" many fleets do a quick job of measuring. A casual glance at many Snipes brings this to the fore even without measuring. I have used the straightedge method of measuring or checking a Snipe for sometime now. This is far superior to trying to find a level floor. Instead of using a rule so often, a block of wood was made up to check keel heights accurately. See sketch. Just slide this little gadget under the straightedge and you have it. It is wonderful for the level floor set-ups as well.



For measuring transom, chine and bow, two small battens were made up, one for minimum and the other for maximum. It is a good idea to check these once in a while.

Mr. Duffy's "lightweight" Snipe has proven interesting. Since Mr. Emmons suggests intermediate frames should be used, I feel that each one has the right answer to a different problem.

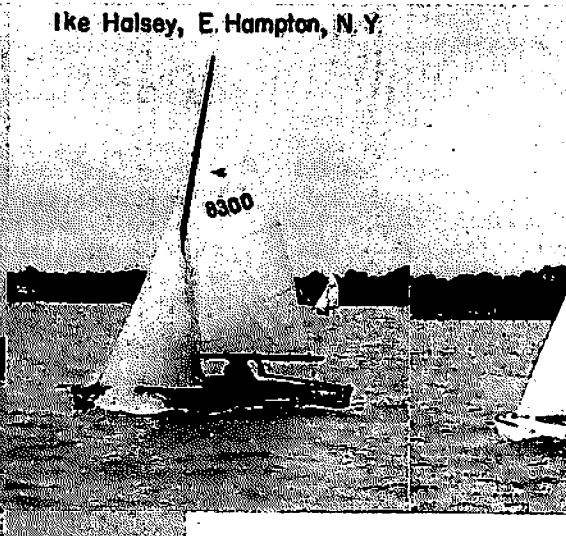
Basically, Snipe is planked on the heavy side. Scantling formulae indicate 9/16" planking and I believe Mr. Crosby will agree with me that 5/8" planking would be ideal. Since Snipe is planked with 3/4" stuff it stiffens the entire hull so intermediates could be dispensed with in sailing. For building a temporary intermediate between frame 1 and 2 would be very helpful in keeping the shape. For trailing, chocks seem to be best positioned directly under 2 and 5 frame and extending from chine to chine, including keel. Keeping the chocks well padded will cushion road shocks. Any strain that does get to the hull will be taken up by the frames, the chine and the keel. The planking gets relatively no strain at all. And even if it did, the heavy planking helps a great deal.

In conclusion, let me say that I have repaired a great many Snipes, dry sailers, wet sailers as well

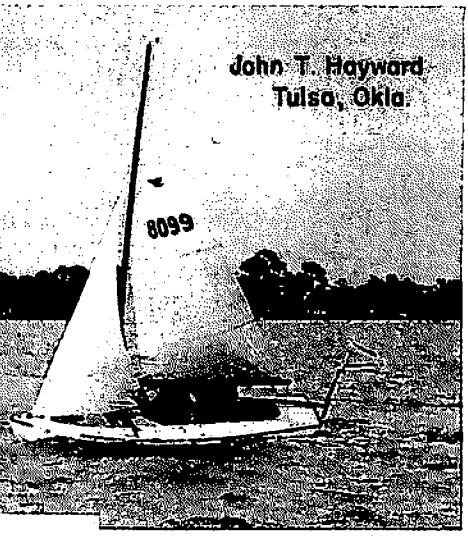
Francis Seavy
Clearwater



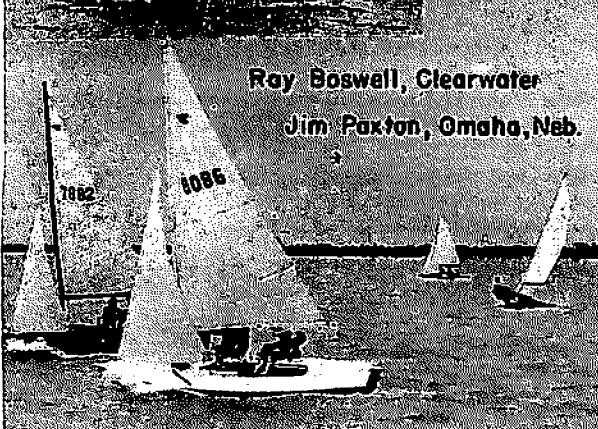
Ike Halsey, E. Hampton, N. Y.



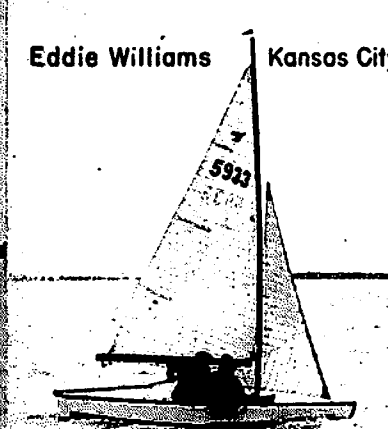
John T. Hayward
Tulso, Okla.



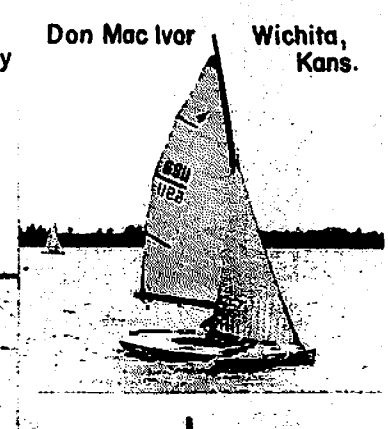
Ray Boswell, Clearwater
Jim Paxton, Omaha, Neb.



Eddie Williams
Kansas City



Don Mac Iver
Wichita, Kans.

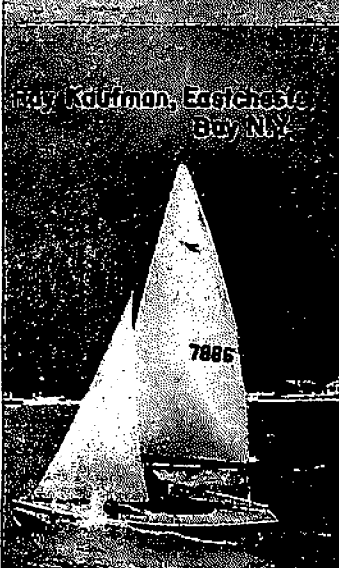


Vicomm Zimmerman



Gormin Duffy

Ray Kauffman, Eastchester
Bay, N.Y.



Gonzalo Diaz,
Havana, Cuba



Start of first race off Dunedin, Florida



Photos by
J. Arlos Ogg
Clearwater.

Clearwater Yacht Club Midwinter Snipe Championship

As promised last month, here are pictures taken at the first Snipe regatta of the 1952 season. These pictures were made by J. Arlos Ogg from the boat of

Comm. Jack Taylor. Notice that in nearly all of the pictures mainsails are at the lower limits and all jibs are wet nearly half way up. It was rough going.

as boats that have been trailed, etc. I am of the belief that it is not the trailing or the sailing that necessitates the intermediate frames. But take some of these hulls apart and see how they are fastened. I tell you they are inadequate, totally inadequate. This, coupled with poor fitting and soft lumber greatly increases the possibility of a new boat being an old one in a hurry.

A word of advice to the men who are building their own. Don't use red cedar for framing. It is okay for planking and deck beams, but it does not hold screws worth a hang for any length of time and most of the time, right away. White cedar is ok for frames as it holds fastenings better.

I'll be glad to pass on suggestions or argue with anybody at any time on Snipes.

Edwin L. Deveau, 22 Barbara Street, Elmont, N. Y.

No matter how much wood you use, if you don't fasten it together adequately, it won't do anyone any good, including the boat. Is this what the fetish for lightness is doing? Modern waterproof glue is the real answer and best builders are using it widely and with great success. Ed.

Snips from the *SNIPES*'S Bill



Canada's Championships

Tentative dates for the National Championship of Canada are July 28 to August 2nd. The series includes Provincial, Maritime and Dominion Championships and will be held by Armdale Yacht Club near Halifax, Nova Scotia. Invitations will be sent all Canadian fleets.

Pacific Coast Dates Set

John Noteboom informs us that the Pacific Coast Championships will be held at Santa Monica Harbor by the South Coast Corinthian Yacht Club on August 2-3, 1952. Santa Monica Harbor Department has promised to lend a helping hand in putting on a series second to none. Noteboom's address is; 285 Entrada Drive, Santa Monica, Cal., in case you want to enter the regatta, but read the deed of gift in SCIRA rule book first to make sure of your eligibility.

Note on Boom Jacks

Nearing Emmons sent in this note for Snipers; "Some of the boys may want to use boom jacks as Wells' book, and like myself get stumped for shock cord. I wrote to Merriman Bros. They said they did not know the required length. I cut the two pages from my Wells book and their Mr. Davies figured it out and made shock cords for me. So just a note for the boys who need this material. PS. I'm not doing either publicity or advertising for Merriman."



Here is a good example of the hopeless position which allows that the boat nearest to the camera hasn't a chance. Leading Snipe here is No 5547 Bill Morgan, Jr and Sr. of Chicago Corinthian Snipe Club. The water, Lake Michigan

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European Championship Dates

Hans Albertson, National Secretary for Snipes for Denmark, has sent us all the data on the Championship of Europe. It will be held at Skovshoved, 8 kilometers north of Copenhagen from the 13th to the 16th of August, 1952. The notice says that the boats of competing skippers may be transported to the scene of the regatta by ship, train or car. The regatta is open to National Champions of countries of Europe (and Africa) - one from each nation. For further information write to Mr. Hans Albertson, National Secretary, 85, Kaerparken, Klampenborg, Denmark.

Your Address—please

Please be sure to send us your change of address, listing the old and new addresses and racing number of your boat if any. We can't send you the Bulletin if we don't know where you live. Be sure to send in summer addresses to SCIRA, 522 Stellar Ave., Pelham, 65, N.Y. Better do it now.

For Sale

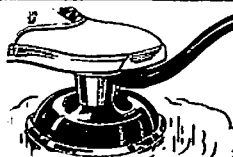
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Fort Worth Interclub Regatta

Fort Worth Boat Club's Annual Interclub Races are scheduled for June 7th and 8th and any Sniper who is within a thousand miles of the place and doesn't go, is just plumb crazy, podner. This regatta's been going on for years and years now and its well worth taking in for Ft. Worth hospitality is really something and it'll probably take you at least 10 days to get straightened away again. Among other events, this year will see the first interclub races between the new fibreglas Falcons, 22 foot keel sloops designed by Bill Crosby, built by Cape Cod and owned by the Ft. Worth Boat Club. These ten boats are sailed by ten crews from various clubs in the area. But the Snipe races will be the main event and if you'd like to compete with some of the hottest men in the Snipe racket, take your outfit to Ft. Worth.



Don't let this sort of thing ruin races for you. Make sure your gear and rig are perfect right now at the season's start.

Plan now to have someone "cover" your regatta for Snipe Bulletin. Last year many races received no space simply because no stories were sent to us. It has to be rewritten to fit anyway, so just send in the facts (not forgetting the winner) and we'll do the rest. Good, glossy photos will help, 8" x 10".

New Fleet at Savannah

Charter No. 359 has been awarded to the Savannah Snipe Fleet, sponsored by The Savannah Yacht & Country Club. Neil H. Kingledorff is Fleet Cap't and Lionel E. Drew, Jr., Fleet Sec. Measurer is James G. Hardy, Jr. The Fleet has seven Snipes to begin with and at least four more are expected. The Fleet does not appear in the 1952 Rule Book so add the Fleet Captain's address, as follows; P.O. Box 590, Savannah, Georgia. Boats in the Fleet include; Nos 1789, 7015, 1709, 3708, 4442, 9138, 9139.

Dues Due for '52

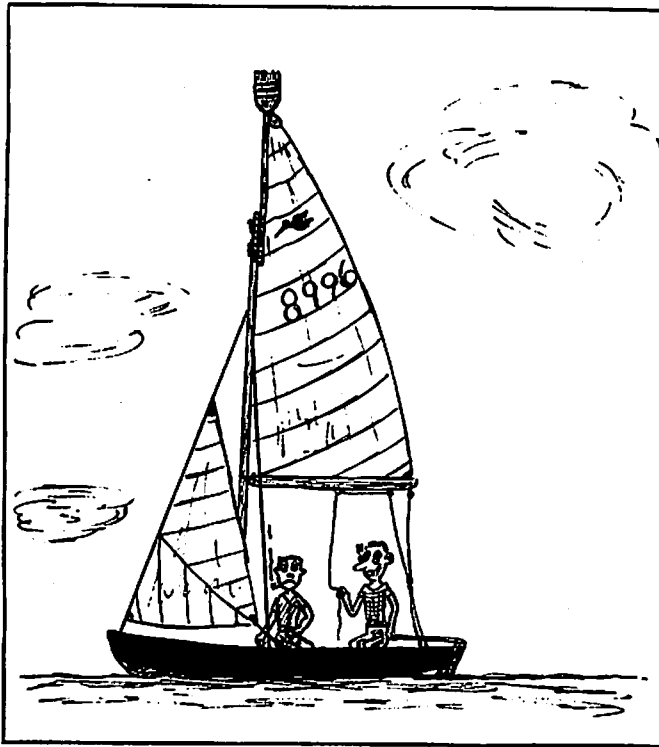
Because there are still many Snipers who don't know the score, here once more and for the very final and last time are the sordid details;

Dues, payable only by measured boats. . .	\$3.00
Racing numbers.2.00
Transfers of ownership.2.00
Annual Fleet charter fee.5.00

Boats that are not measured, whose owners have not paid dues or boats that are not in their skipper's names, have no standing and are ineligible.

Cover Photo

The cover photo is of John Hayward's old Snipe Tart at the U.S. National Championships, at Corpus Christi, Texas, in 1948, racing in what was probably the highest winds that Snipes ever raced in. The picture was made on the Gulf of Mexico and clearly shows the Snipe planing at high speed. The little "wart" on the jib is the Hayward luff indicator. It collapses just before the jib starts to luff when the boat is sailing to windward.



"In light airs keep the main up high" Wells
DRAWN BY JOSEPH PARADINE, 8996

Coming Races Scheduled

Here are some of the sanctioned regattas as we have them listed officially at headquarters. As far as possible we have included the name and address of the person to write to for further particulars. If your regatta dates are not listed here, send 'em in at once.

- May 9,10,11, Shreveport Yacht Club, Spring Championship, Bob Lawton, 220 Ward Bldg. Shreveport, Louisiana.
- May 17,18th, Southern Snipe Champ., First Annual, Privateer Y.C., Harold Gilreath, 901 Oak St., Chattanooga, Tennessee.
- May 24-25th, Grand Lake Regatta, Hayward Trophy, John T. Hayward, 624 East 4th St., Tulsa 3, Oklahoma.
- June 7-8th, 16th Annual Ft. Worth B.C. Inter-Club Regatta, R. M. Coleman, 611 Ft. Worth Nat'l. Bank Bldg. Ft. Worth, Tex.
- June 28-29, Midwestern Championships, Wichita Sailing Club, John Rix, 338 N. Quentin Wichita, Kansas.
- July 4-6th, Individual Retzhaupt, Briody Trophy Race, Newport Y. C., (Data not rec'd)
- July 26-27th, Weed & Mayer Trophies Race, Olcott, New York. (Data not rec'd)
- July 26-27th, Diamond Lake Yacht Club, (Mich.) James F. Wolf, Comm. 414 So. 5th St., Elkhart, Ind. or Diamond Lake Y.C., Cassopolis, Michigan.
- July 26-27th, L. I. Sound Individual Champ., Cedar Point Y. C. (Data not rec'd)
- July 28-Aug. 2, Canadian Nat'l. Champ. Armdale Y. C., Armdale, N. S., Canada (Data not rec'd)
- Aug. 2-3rd., Pacific Coast Champ., Santa Monica, California, S. C. Corinthian Y. C., (Data not rec'd).
- Aug. 2-3rd., Eagle Lake Y. C., Michiana Champs. Edwardsburg, Mich. (Data not rec'd)
- Aug. 4 or 5, New Jersey State Champs., Beachwood Y. C., (Data not rec'd)
- Aug. 9-10th, Junior Nat'l. Championships, Green Lake Y.C., Elmer D. Morse, Comm. Green Lake Y.C., Green Lake, Wisconsin.
- Aug. 11-15th, National Championships, Green Lake Y.C., Elmer D. Morse, Comm. Green Lake Y.C., Green Lake, Wisconsin.

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*Argentina Regains
Snipe Class World
Championship with*

LARSEN SAILS

|
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The World Championship of the Snipe Class, the largest one design racing class in the world, consisting of nearly 9,000 boats, was regained by Jorge and Carlos Vilar Castex at Havana in early December. These Argentine sailors first won this coveted title in 1948 in *Pamperito* (pictured), were runner up in 1949 with the same sails and came out tops again in 1951, sailing a different boat in each race but (as in previous years) using their Larsen sails throughout. We have made several suits of sails for the brothers Vilar Castex and, while we recognize their superior racing skill, we feel that other factors have contributed to their outstanding success, namely sails recognized by many as the best in the world—

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LOUIS J. LARSEN, Yacht Sailmakers

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SNIPE BULLETIN

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Forms close on the 15th of each month preceding publication and material received subsequent to the 15th will not appear until later issues. Contract advertising rates may be had upon application to above address.

Hayward Leads Point Scores on Last Leg of Long Race

The race is nearly over - the point scores for 1951. Season officially closed on March 31st but a lot of scores are still on the way so we are going to wait until May 15th. Those that are not in then are going to be left out for the June issue of Bulletin will contain all the scores from all fleets that are on the job. The national and international trophies will be awarded on the basis of May 15th. John T. Hayward still leads the pack, but he could be beaten - but not likely. We give you part of the list herewith:

No.	Skipper and Fleet	Races	Pts.
8099	John T. Hayward, Tulsa, Okla.	16	1740
7021	Robert Wilkins, Mass. Bay	15	1728
8303	J. Morgan, Medway, England	16	1720
3518	T. Hanna, Rochester, N. Y.	18	1719.7
23	H. Martin, Dallas, Texas	17	1714
5851	O'Brien Bros., Iowa-Nebraska	16	1705
5548	R. Swanson, Winchester B.C.	16	1696
7873	Victor Larson, Chautauqua, N.Y.	15	1693
6380	K. Nicholson, Pine Beach, N.J.	9	1690
7886	Ray Kaufman, City Island, N.Y.	9	1681
7908	D. Westholt, L. Lotawana, Mo.	14	1678
6258	Owen E. Duffy, Chattanooga, Tenn.	10	1676
6766	Hiram Upson, Quassapaug, Conn.	12	1673
8696	Wm. Rushlow, Potomac R., Wash. DC	16	1670
3303	Stettler & Smith, Corey L., Mich.	17	1668
7588	J. Remlin, Cedar Point, Conn.	19	1663
7779	R. H. Graf, Hewlett Pt., L.I.	7	1658.7
6446	Kelley Ehrman, Gull Lake, Mich.	22	1658
4340	J.G. Hyde, Jr., Wolf Lake, Mich.	15	1657
7080	N. D. Baker, III, Mentor H., Ohio	19	1656.3
7445	Earl L. Marshall, Ft. Jefferson	12	1656
8086	Jim Paxton, Iowa-Nebr.	17	1653.7
8600	E. D. Gavney, Jr., Gull Lake, Mich.	22	1653
8300	I. Y. Halsey, 3 Mile Harb., NY	10	1652
4500	Hamp Cottar, Lake Worth, Texas	8	1650.6
6914	Bud Stillmun, Money Island, NJ	5	1650
4164	Ted Clakr, Seacliff Y.C., N. Y.	15	1648
8627	Rodney Long, Winchester, Mass.	19	1645
7192	R. Vreeland, Newport Y.C., N. Y.	12	1642
4207	R.&W. Cleland, Corey L., Mich.	17	1640.4
3741	R.S. Gozzaldi, Dallas, Texas	17	1640
6266	John Pfaff, Balge Lake, Mich.	11	1639
5933	Eddie Williams, L. Lotawana, Mo.	9	1637
7926	Camp Eberhart, Corey L., Mich.	24	1634
8653	H. L. Gilreath, Chattanooga, Tenn.	13	1633
6783	Art Stock, L. Lotawana, Mo.	11	1631
7430	Edward Younie, Mass. Bay	16	1629
7790	Don Bogert, SeaCliff Y.C., N.Y.	19	1628
2692	Walter Matas, Crystal L., Ill.	15	1626
3865	Jack Hyson, Iowa-Nebr.	15	1625
4363	Joe Schrank, Oshkosh, Wisc.	12	1623
7007	Bill Errico, City Island, N.Y.	9	1620
8048	G. Cartland, Portage L., Mich.	20	1618.8
7248	Billy Roberts, Chattanooga, Tenn.	14	1618.2
8459	H. J. Lyness, P. Jefferson, N.Y.	11	1617
1032	Bob McPherson, Oshkosh, Wisc.	12	1616
8752	H. Amundson, 3 Mile Harbor, N.Y.	10	1614
6637	John Hanna, Newport Y.C., N.Y.	25	1613
6995	Francis Seavy, Clearwater, Fla.	8	1612
3783	V.L. Beakey, L. Worth SC, Texas	8	1611
4290	Lawrence Reed, Galveston, Texas	6	1608
6975	Gene Patrick, L. Merritt, Calif.	5	1607.2
7184	Douglas Drake, Chicago Corin.	6	1607
5855	Peter Redding, Winchester, Mass.	15	1606
8191	C.W. Livergood, Sequoyah, Okla.	20	1602.7

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