

*Snipe*



**BULLETIN**



MAY 1963

Vol. XII No. 12

Information on 1963 U. S. National Championship

Snipe Booth at N. Y. Boat Show

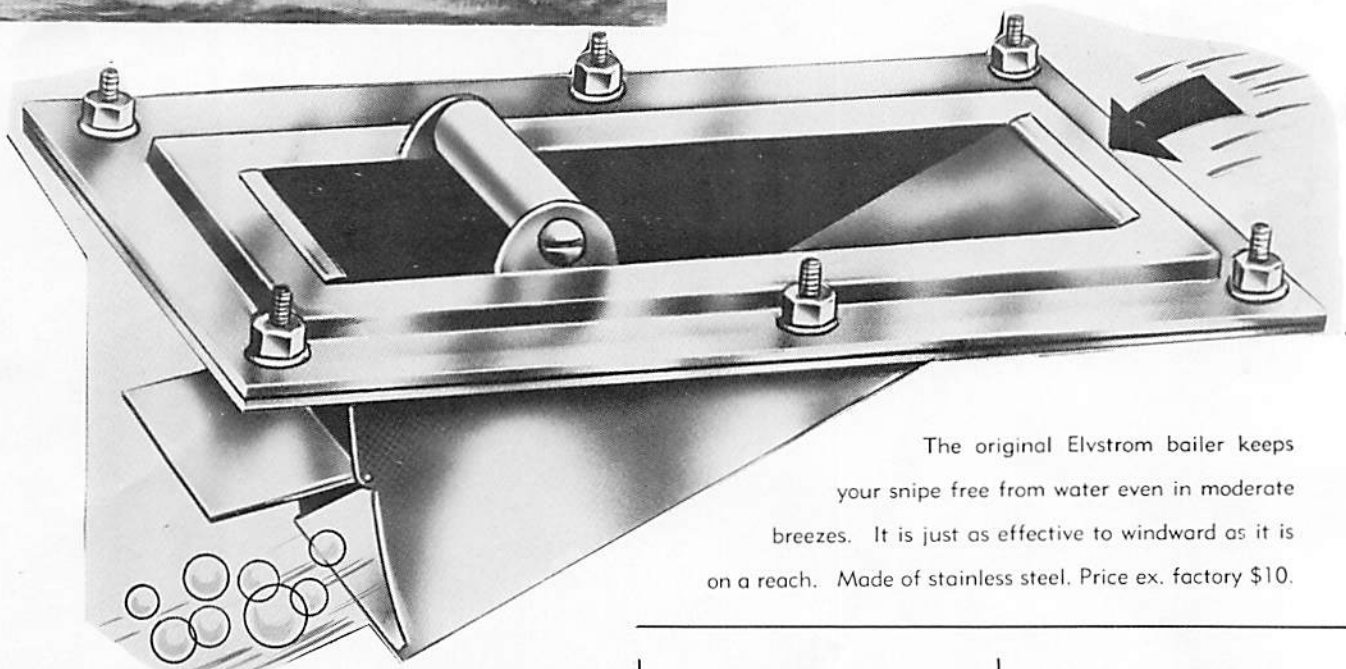
Extra Copy of the BULLETIN



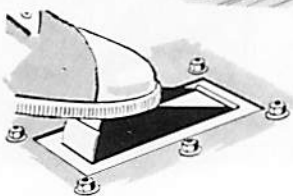
# 1959 World Championship



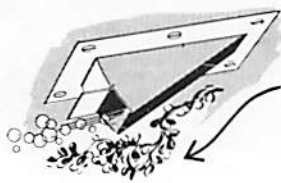
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**As Others See It**

## Voice Of The People

### WANTS TO KEEP ON SAILING

"I find myself looking forward to the coming sailing season with the usual enthusiasm, but with some concern about my efficiency. I have a bad back, as do many "veteran" sailors, and find it hard to bend.

For some time I have felt that there must be some kind of sliding seat arrangement, or other method of support that could be devised for us cripples, and still would remain within the spirit of the Snipe class Rules.

On looking around, even in just our own fleet, I find several others with various degrees of the same, or similar, problems. We also have one parapalegic who would very much enjoy sailing on lighter days, and one crippled teen-ager who has faithfully tried to get out in the boat between operations. I'm sure that this problem is not confined to Grand Rapids alone, and that some sort of hiking-balancing aid would be a great boon to all of us.

Do you think this is an idea for the Rules Committee to consider? I would be very happy to work on a project of this kind, but feel it should be undertaken by those with a better knowledge of Snipe rules than I possess. "

Robert Frahm  
535 Cambridge SE  
Grand Rapids 6, Mich.

### YOUNG MAN GOES WEST

"That beautiful season rapidly approaches. Cuba Lake in New York State and District 5 promise to be tougher than ever this year. The ferocious winter really puts these guys on edge. I got out of it at the right time. Brother Larky, my crew, is a freshman at Niagara University at Niagara Falls and he writes, 'I have developed a system of preparing for the sailing season. I open the windows, sit on the sill with my feet outside under the edge of the open window, and lean back into the room. With the wind coming in off the Gorge and my roommate throwing glasses of cold water into my face and yelling "Starboard", it does the job real well.' Real dedication, I call it!

I have been sailing intercollegiate regattas for the ULCA, but haven't had a chance to race against these District 6 Snipers. I have been an observer at several Snipe regattas; with this weather and the level of competition, I see clearly why the Californians sweep so many top positions in the Nationals. "

—Fritz Gram  
UCLA, Los Angeles Calif.

### SNIFE IS A SECOND HOME

"Although we have been sailing Snipes for only three years, we grow more enthusiastic with each sail. Last fall we sold our very old but fun Snipe for a lighter Varalyay model. This, of course, is our pride and joy, but it wasn't until last month (February) that we learned of the fantastic possibilities of this supposedly "day sailer. "

We had our boat in a slip at King Harbour Marina in Redondo in order to get in an abundance of sailing. Recent storms have done a great deal of damage to this area. We were called by the Marina one weekend to remain with our boat during the predicted high surf. Along with many other boat owners, we went down about 3:00 A. M. planning to remain until the worst was over, which turned out to be the following night about 24 hours later. Equipped with sleeping bags, we crawled in under our homemade boat cover, and in spite of thunder, lightning, a steady downpour of rain, and surge, we found sleeping a possibility. For galley convenience, there was a thermos of hot coffee and a sack of donuts. We even discovered a good use for bailing buckets!

Thus we are convinced that not only is the Snipe tops in the racing field - world wide - but that it possibly shouldn't be limited by this term "day sailer".

We appreciate the quality of the BULLETIN and enjoy it every month. "

— Mrs. W. B. Stine  
Redondo Beach, Calif.

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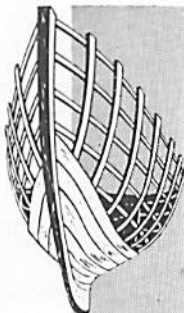
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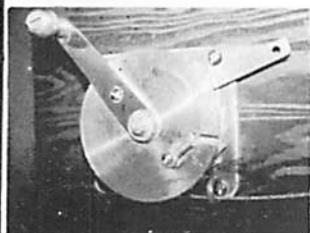
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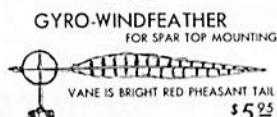


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## SNIPE BULLETIN

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

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### The Cover

A lowering sky with threatening storms is no deterrent to these ardent Snipers as they go for the starting line in the first race of the Mediterranean Championship. 60 Snipes braved the November weather at Alger. - Photo by S. Rolando, Alger.

## THE SCORE

Numbered SNIPES — 14351  
Chartered Fleets — 560

The last 30 days saw 71 numbers issued for new Snipes, which is a very satisfactory rate of growth. If it keeps up for the next five months, SCIRA will have better than an average year. The United States got the bulk of these numbers - 44, while 15 went to Argentina, 10 to England, and 1 each to Canada and Mocambique. Most of the U. S. boats were of fiberglass construction, as is expected.

Sweden is going "great guns" in her effort to develop Snipe sailing. Hardly was the ink dry on the last two charters issued and reported last month, when another request came for a new group, and so Charter 560 went to the Orebro Fleet. This is the second one to be established there and, incidentally, the boys were dissatisfied with their formal name choice of Snipe Fleet 559 Landskrona and requested that it be changed to the Hjalmarens Fleet 559. This was so done, a new charter was sent to replace the old one, and now everybody is happy. Sweden now has 13 fleets, which represents a big percentage of gain over the 7 she had in 1961. Let's hope it keeps up!

### Some New Officers are Chosen

With the expiration of terms of office at the start of the new year and racing season, many changes have occurred in Snipe leadership throughout the world in recent weeks. While departure of good men from leadership is always regrettable, it is assuring to know that, in every case, their successors come most highly recommended with continued support of the old-timers promised for the future. The Board of Governors thanks the past officers for their loyal support and efforts for SCIRA over several years, in some cases, and extends greetings and congratulations to the new men taking over. The future for Snipe never looked brighter!

When Dr. Angel Riveras de la Portilla stepped up to the office of General Secretary for Europe, it was imperative to pick another man for National Secretary for Spain. Fernando Bolin Saavedra was chosen for the job. His address is Clube Nautico de Madrid, Plaza de Santo Domingo 9, Madrid.

From Dr. Antonio de Meneses, for 20 years the "Grand Old Man" of Portugese Sniping, comes this letter: "At a meeting of the Fleet Captains, we decided, in compliance with our Sailing Federation requirements, to organize the Associação Portuguesa de Classe Snipe. This enables the National Secretary and members to be more active on behalf of the class.

And because of my age (I am somewhat tired), I decided to retire and so we elected as our National Secretary, Dr. Bernardo Mendes de Almeida (Count Caria), who is also a member of IYRU. He will also be President of the Associação. As I am a SCIRA Honorary Commodore and also a Commodore of our Associação and a great friend of Count Caria, I will be working with him explaining the technique and activities of the Office of National Secretary.

I am very sorry to be less active on behalf of the class, and I recall with pleasure the excellent cooperation first given by my friend Mr. Crosby and later by other SCIRA officers. I hope that as long as I am alive I will have a part in the SCIRA organization and its affairs."

Since Dr. Meneses is Editor of the Portuguese yachting magazine VELA, he'll be in constant touch with Sniping — and all his friends hope it will be a long time!

The new address of the Snipe Associação is: a/c Sport Algés e Dafundo, Av. Combatentes de Grand Guerra, Algés, Portugal.

On January 1st, 1963, Stefan Wysocki relinquished his office as National Secretary for Poland to Mr. Kazimierz Gorski, whose address is Warszawa 35 ul. Katowicka 8 m 3. The address of the Polish Snipe Class Association is: Polski Swiazek Zeglarski - Swiazek Klasy Slonka, Warszawa, ul. Chocimska 14.

### **That Second Copy of the BULLETIN** —

For the past 8 years, a member of SCIRA has been entitled to receive two copies of the BULLETIN upon payment of his annual dues. One of these copies is supposed to be sent to the regular crew, but can be directed to anyone the skipper chooses. Many skippers have sent in names and addresses and the experiment has been quite successful — our circulation has increased legitimately and, since most copies go to prospective sailors, to the ultimate advantage of the class. Good publicity!

However, it is evident that we are not taking full advantage of this fine opportunity to arouse interest in our sport and hobby. Too many have not furnished instructions as to the second copy, while many skippers have ordered two copies to the same address. There may be a real reason for the latter request, but in some cases, the extra copy is not being read and is, therefore, wasted.

**LET'S LOOK AT THE POSSIBILITIES:** If every member now paying \$7.50 dues would take it upon himself to see that his extra copy went to the proper person, we would have the greatest promotion and selling crew any business man would ever desire. Just consider possible recipients;

- (1) Your own crew, if not a member of your family who can read your copy. Due to the large turnover of crews each year, his name and address must be sent in each year in order to keep "dead" names out of the list.
- (2) A close neighbor, friend, or relative who is attracted by your boat and hobby and might like to sail.
- (3) If you are going to school or college, the local sailing group or school library.
- (4) Local sea scout units, boy scouts, youth groups, or even girl scouts and Brownies.
- (5) Local libraries, especially in seaports or lake towns where sailing is a recognized sport with sailing events.
- (6) Sports editors of newspapers, news bureaus, chamber of commerce bureaus, or any professional news source interested in sailing activities.
- (7) Local yacht, sailing, and water sports clubs where a copy could always be laying around for a casual reader.
- (8) Local manufacturers and purveyors of boating supplies who might become future advertisers.
- (9) Other sailors in other classes, especially the youngsters who are interested in all boats and sailing and thus might be unconsciously steered to Snipe.

We have the largest one-design class organization in the world and enjoy a monthly paper (which is unique, to say the least) with the specialized function of distributing SNIPE NEWS TO SNIPEERS. Let every skipper be a salesman for SCIRA and remember! **YOU DON'T EVEN HAVE TO TALK — JUST SEND THEM THE BULLETIN!**

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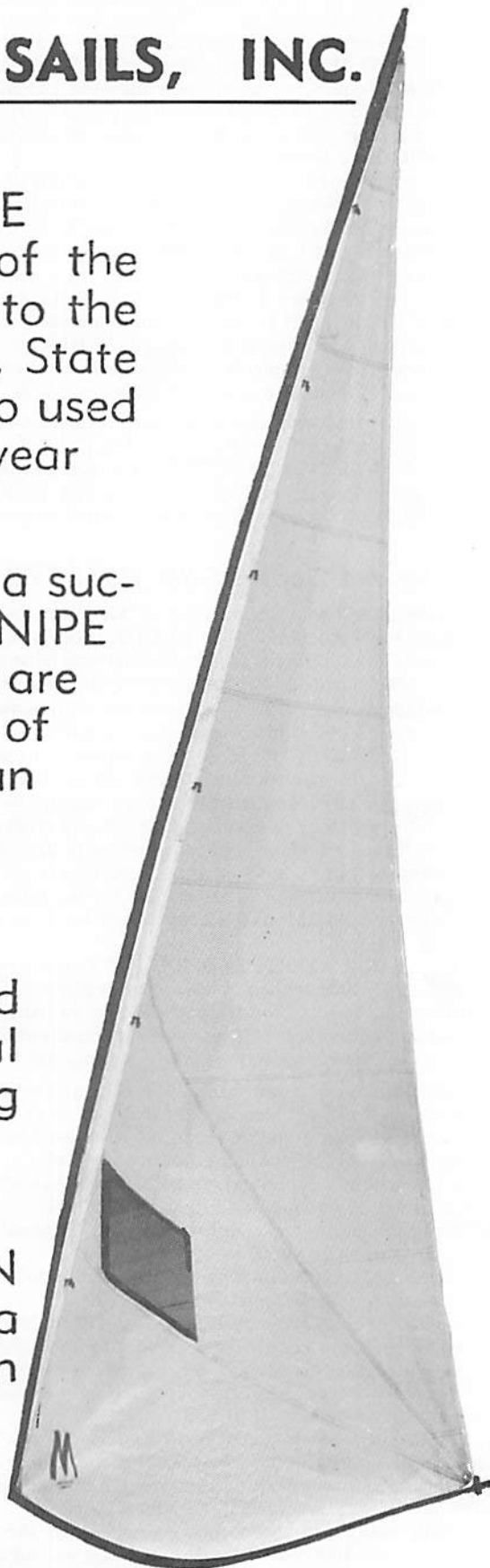
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## — All About the 1963 U. S. Nationals —

About this time of year, people begin asking many questions about the Nationals. We hope you find your answer here:

The 1963 National Championships will be held at Fort Worth on Eagle Mountain Lake with the Fort Worth Boat Club as host. Schedule: Official registration and measurement of boats start Tuesday, July 23rd, or earlier, if you so arrive. Junior boats will not be accepted after 6:00 P. M. of the 25th and measurements for all other boats closes at 6:00 P. M. the 27th. The Juniors are on Friday and Saturday; the Crosby starts Sunday and ends Tuesday noon; the 7 race Championship series start that afternoon and end Friday. If the weather behaves, there will be no racing Saturday, but in any event, the awards banquet will be held Saturday night, the 3rd. ( See April BULLETIN.)

**Racing Conditions:** Wind conditions are highly unpredictable here toward the end of July. We may have light and variable winds; and we may have heavy weather. There will probably be a little of both. We have a saying here in Texas - If you don't like the weather, wait until tomorrow. Sailing conditions are the same as on any large inland lake, except a rather heavy chop builds up under certain conditions in a heavy breeze.

Regardless of wind direction, it will be about 1 1/2 miles to the starting line, nor will it be necessary to sail in close proximity to shore. In case of a real blow-down, we can sail a sheltered section of the lake without adding distance from the club to the starting line.

Stake boats will be at each marker; three patrol boats will keep the course clear; and there will be three rescue boats. All boats will have two-way radio. Except for the club launch used by the RC, all boats will be furnished and manned by Flotilla 55 of the U. S. Coast Guard Auxillary, winner for 2 years as the most outstanding in the 8th Coast Guard District. We feel very fortunate to have this experienced group.

**Water Front:** The parking lot is adjacent to the water. At our last big regatta, we had more than 100 boats, many much larger than Snipe, and accommodated boats and cars without trouble. Launching is by 2 electric hoists and a wide concrete ramp. Many can leave their boats in the water continuously, as the water is clear and the man-made harbor deep and completely protected.

Adjacent to the ramp is a small shop where simple repairs and alterations can be effected. Measuring will take place there. There are two boatswain to provide assistance and a 24-hour guard over the boats.

**Food:** The Club opens at 8:00 A. M. and closes at midnight and has complete dining facilities at minimum prices. Breakfast will be la carte and all other meals buffet. Snacks and liquid refreshments are always available. If you dislike eating while hot and tired, you can avail yourself of complete shower and changing facilities in the air-conditioned club. As it is some distance to other eating establishments, we feel most people will take their meals in the club.

**Entertainment:** All official activities will be held at the club. There will be a Junior party the night of the 27th with a get-together party for the seniors the same time, and the Awards Banquet on Saturday night. When no other parties are scheduled, you can go out on the town or visit the Casa Manana, one of the few theaters-in-the-round in the country. You can always join in the many regular club activities.

**Lodging:** 30 rooms have been reserved at the Caravan Motor Hotel, 13 miles from the Club, at 2601 Jacksboro Highway; 4c at Holiday Inn, 3501 Highway 183 (18 miles away); or Western Hills Hotel, 6451 Camp Bowie Blvd. (19 miles away). Make reservations direct or contact Louis Nelms, 3845 Westerly Rd. for more information. Prices are reasonable.

**General:** Fleet Captains will receive application and entry blanks to distribute to interested and eligible entrants soon. Entries will close July 15th.

We believe we are uniquely qualified to offer the very best of racing with as pleasant associated conditions as are to be found anywhere, and we are looking forward with great pleasure in seeing you in Fort Worth.

— Louis Nelms

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**DOUG KEARY**, winner of the 1962 Canadian National Championship.

**FERNANDO SANJURJO**, winner of the 1962 Argentine National Championship.



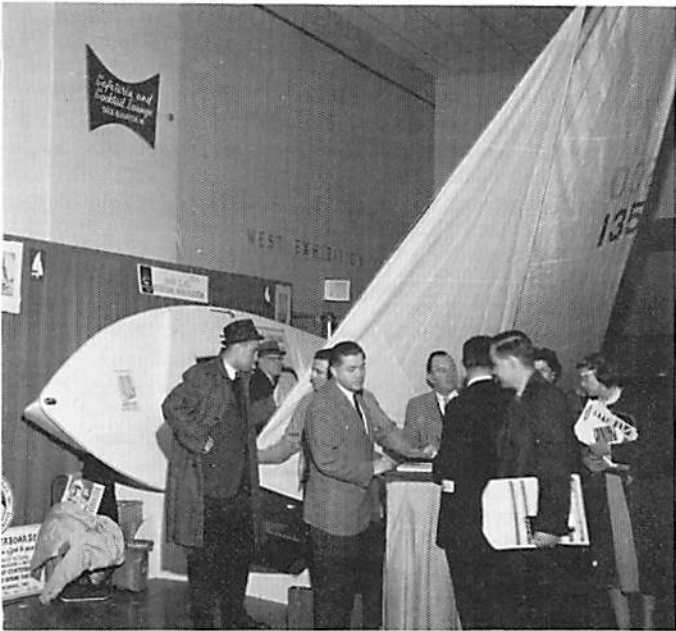
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# SNIFE IN N. Y. BOAT SHOW-

BIG PROJECT FOR DISTRICT 1 SNIPERS



Ted Cronyn and Artie Karpf (back of counter) meet the public!

For several years the main winter activity of District 1 has been to exhibit Snipe in the New York Boat Show. This last January was no exception and reports indicate it was about the best yet.

Various fleets have contributed time and money to run the booth, but the main burden falls on those fleets close to New York and the Sound. Last year, Arthur Karpf was in charge of the booth and he did such a good job that he was chosen for the job again this year.

He reports that, other than the usual difficulties in manning the booth, everything was more successful than in past efforts. Serious enquiries, both at the Show and later by mail, have been in greater volume and they all feel many new faces will appear in Snipes this season. Much credit is given to a new Snipe and SCIRA leaflet which was passed out at the Show. It is slanted to the District rather than to SCIRA and got more attention than other copy simply because it was of great local interest. Other Districts could adopt the same approach in their handouts and Artie will be glad to furnish samples. Many famous Snipers of other days stopped by the booth and some newcomers to the New York area got acquainted and made connections.

Artie gives thanks especially to Marv Hochberg and the many skippers, crews, and friends of Snipe sailing who helped man the booth during the long hours of the Show. Fleets represented included Manhasset Bay, Overboard, Sheephead Bay, Winchester, Quassapaug, and even the present inactive Eastchester Bay fleet. Lofland Sailcraft, Gerber Boat Works, West Products, Whaling City Marine, Howard Richards, Mullin-crafters, Ian Proctor Masts, E. F. Griffith & Co., all gave financial support to the booth, in exchange for which Snipers gave representation at the Show, and Hild Sails donated a suit of sails which were displayed at the Show and then auctioned off to the highest bidder. The lucky winner was Charles Ridge of the Lake Mohawk Fleet 10, owner of Snipe #13. The booth was a financial success without help from SCIRA for the first time.

The District 1 Annual Meeting was held at the New York Coliseum Saturday night, Jan. 19th during the Show. Tom Legere, 1962 District Governor, turned the reins of office over to Artie Karpf and Stovy Brown of Baltimore moved into the position of Vice-Governor. The racing schedule for the new season was drawn up, subject to official sanction, and the Northeastern Championship Regatta, offered to District 1 for 1964, was eagerly snapped up by the new Annapolis Fleet 532. District 1, in good hands and eager to go, is looking forward to a wonderful season.



Two Snipes were displayed - one of plywood construction and one all fiberglass.

## Do You Have a Water Shortage?

Sherman Frost, Ohio Water Commission, recently declared that in talking about water it was necessary to put it into some kind of perspective.

"Water means different things to different interests," he stated. Then he quoted a story taken from the Cleveland Plain Dealer as follows:

The USS Princeton, a carrier of the Forestal class, was carrying its regular crew plus a heavy complement of reservists during the war. The consumption of water was greater than the evaporators could keep pace with. The executive officer, trying every means to curb consumption, issued a conservation order which concluded with this reminder: "The USS Constitution (Old Ironsides) as a combat vessel carried 48,000 gallons of fresh water for her crew of 475 officers and men. This was sufficient to last for six months of sustained operations. The total evaporators installed - none."

On the following day, the ship's daily newspaper duly published the order and elaborated on it with this historical note:

"On the 23rd of August, 1779, the USS Constitution, carrying its regular cargo, set sail from Boston with 475 officers and men, 48,000 gallons of fresh water, 7,400 cannon shot, 11,600 pounds of black powder, and 78,400 gallons of rum. Her mission was to destroy and harass English shipping.

Making Jamaica on the 6th of October, she took on 826 pounds of flour and 68,300 gallons of Portuguese wine.

On the 18th of November, she set sail for England. In the ensuing days, she defeated five British men-of-war, captured and scuttled 12 English merchantmen, salvaging only the rum.

On the 27th of January, her powder and shot were exhausted. Unarmed, she made a night raid up the Firth of Tay. Her landing party captured a whiskey distillery and transferred 40,000 gallons aboard. Then she headed for home and Boston.

The USS Constitution arrived there on the 20th of February, 1780, with no cannon, no shot, no food, no powder, no rum, no whiskey, and 48,000 gallons of stagnant water."

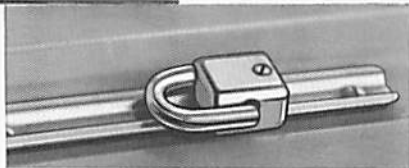
"What a wonderful trip that must have been," commented Mr. Frost. — From the Feb. Ohio Conservation Bulletin.

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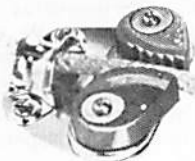
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## Some Regatta News

### A FEW NOTES ON THE ONE-OF-A-KIND REGATTA

— by Francis Seavy, Snipe Representative.

We were in the third division - Conventional Centerboard Group. There were 23 boats in our division. Winds were 18-25 mph with very choppy water. This was not good for Snipe because the chop was very close together, making it hard to keep the boat driving and at the same time keep the water out of the boats. We were able to get to the windward mark about 5th on the first beat. We were followed by the Finn, Windmill, Y Flyer, Southeaster, Flying Scot, Lightning, Comet, and others. The Raven, Thistle, Highlander, and Mobjack were always in front in this chop due to their long waterline.

We could not hold off the planing hulls on the five miles of reaching and only three miles of windward work. In this respect, the courses were laid out in their favor. We could hold our 5th about three quarters of the first reach, and then they would come. Most of them were about 200 lbs. lighter than Snipe.

Take the Southeaster, for example: he would pass us about half way on the first reach (keep this in mind - we were flat out planing as fast as I ever planed in a Snipe), then he would almost gain a complete leg, but on the wind again, we would overtake him. We could not quite catch the Windmill, Y Flyer, and Finn, which were our main competitors, so with the long reaches, we would wind up 10-11-12, losing about 5 boats on the reaches. We beat the Jet 14 boat-for-boat all three races, but had to give him 2 minutes time. Our corrected time finishes were 7-10-8 which put us in 8th place in our Division and 25th out of 83 overall.

I had wished for light air because I think, with Snipe's windward ability, we would have done better if the planing hull boys could not have planed, but it didn't work out that way. It seems to me that these races are set up for the Cats, anyway, with all these long reaches. They would be finishing as we were starting our second beat.

It was a real pleasure sailing this event for Snipe.

In judging the performance of Catamarans, it must be remembered that they don't plane in the same manner as the conventional mono-hulled planing boat that must lift out of the water and level off on top. The Cats merely skim along on top of the water like a pair of skis, with minimum resistance the main factor and light weight of prime importance. They slide along in a breeze too light to pick up a planing boat and gather up phenomenal speed when the wind picks up.

There is nothing new about the Cat design, as the dual-hulled type was first written about in 1697 as being used in Northern Ceylon and East Indies. The word comes from the Tamil language and means 'to tie a tree together.' Modern sailors have really not discovered anything new -- just applying old knowledge more efficiently, perhaps.

### SNIPES SAILORS COME THROUGH!

Scott Allan of Newport Beach, Calif., advanced in the Sears elimination races held at Newport Harbor YC and won the right to represent his club in the quarter-finals of the Sears Races, (symbolic of the national junior championship) to be held there in August. Scott, age 16, is the 1962 Junior Snipe Champion and John Garrison, 1962 Champion crew, and John Laun (who finished 3rd in the Juniors at Seattle) crewed for him and they eliminated Henry Sprague, the 1962 Sears winner at Marblehead. This series of races sailed in Luders 16 sloops in rough seas with storm warnings up and winds of 30 mph whipping up heavy seas, was a real test for the youngsters, and emphasizes again the very high level of competition found in the Snipe class.

### THE 1962 LONG ISLAND INDIVIDUAL CHAMPIONSHIP

15 boats from 7 clubs participated in this annual event held last August 4-5th at the Cedar Point YC in Westport, Conn., and Terry Whittemore of Quassapaug Lake won the title with 1-2-1. Joseph Renlin of Cedar Point YC was second with 10-3-2, while Ted Steadman, Manhasset Bay YC, was third with 14-1-4. This is one of the oldest regattas in SCIRA.



**THE START - TACTICS** (Continued from last month)

As previously noted, it appears to us that, before the start, two basic objectives are (1) determine favored end of starting line (2) determine favored path of first leg of the course.

In addition, we have listed as secondary considerations before the start (3) level of competition (4) standing in regatta, or season.

Although we list these two factors as secondary, depending on the circumstances, of course, either one may be of prime importance. Generally, however, these factors appear to merely suggest one's aggressiveness as opposed to taking a more conservative, cautious approach.

Also, in the subject of level of competition, I suspect that one of the more important lessons for the newcomer in top level Snipe competition is to assume that the more experienced "winning" (successful) skippers know what they are doing and by sailing along with them and later asking the reasons for doing this and that, a few last place finishes might be avoided (this is obviously not an axiom, but rather a generally good idea).

**TACTICS - AT THE START**

Bob and I have listed what seem to us to be the two most basic objectives to strive for at the start itself (1) be moving in free air, away from other boats, especially a boat on your lee bow (2) don't stay in a "hopeless" position.

Again, the importance of these two objectives increases with the level of competition and higher numbers of boats as usually found in major Snipe Regattas.

Even though all the books on racing tactics emphasize the necessity of keeping away from a leeward boat on the lee bow, at the start - or any other time, for that matter - it is surprising the lack of attention there often is to this most important consideration.

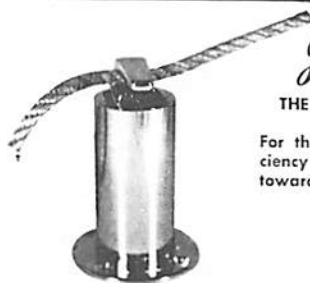
On the "hopeless" position problem, again it is surprising how often a lot of us hesitate to take positive, corrective action when boxed in at the start. Having to duck a few sterns in order to obtain clear air is an absolute necessity as an alternative to sitting in the backwind of a number of other boats until the leaders are "unreachable". A good illustration of this in the experience of most of us is seen from the times that someone having to make a second start after being over, usually at either end of the line when little time is lost, but the main fleet is gone, leaving clear air, and often the second starter is soon up with the leaders ( this, too, is not an axiom!).

(To be continued next month)

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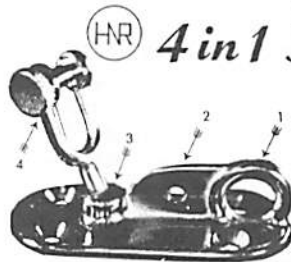
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## SCIRA RESTRICTIONS - To Change or Not to Change?

At the Clearwater Regatta, there were several boats using minimum size booms which did some bending. Whether or not they bent enough to prove anything, I don't know. I'm sure they did not have a decisive effect; however, a certain number of people were impressed; sailmakers were requested to figure on making special sails to take advantage of the bending; and there was agitation to require a larger minimum depth on booms.

The SCIRA Rules Committee and the Board of Governors were polled on the subject. While the majority voted to increase the minimum depth of the boom, the objections voiced by those against the change were sufficiently cogent that we should probably not make any change in rules without more consideration.

Changes are undesirable in the first place just because they are changes. Europeans especially object to changes not on an annual basis because of difficulty communicating the changes. Also, there are many round and square booms in existence which are not causing any complaints, and if they have been legal for thirty odd years, why change now? This latter comment isn't really valid because there are ingenious people who lie awake nights trying to cook up some means of obtaining a racing advantage by some means not specifically prohibited in the rules.

Which brings us to Paragraph 8 in SCIRA Rules which says:

**8 OPTIONS.** Nothing is optional in these plans, specifications, or restrictions unless definitely stated as such.

The purpose of the restrictions under which Snipe hulls and sails are approved is to insure that, to as great a degree as possible, all hulls and sails have identical racing capabilities. It is impossible to list every single variation that might turn up in the future, and it is impossible to make any set of restrictions in which, at some future date, someone can not find what appears to be a legal means of obtaining some racing advantage.

Any boat or sail having features which are not consistent with this purpose will not be approved and can not race even though there is no specific restriction preventing the item in question.

This, I believe, gives us a good place to leave the boom question. A two-inch diameter solid boom is really pretty stiff. If a sailmaker receives a request for a sail to be cut to take advantage of a bending boom, he had better turn down the order. (Actually I don't know what he would do if he took it. The average full sail has enough material in the vicinity of the boom to require about a four inch deflection in the center of the boom to affect the shape of the sail). Any boom having a significant amount of bending is being used for only one purpose - which is to obtain a racing advantage. Skippers using such booms are certainly leaving themselves open to protest under Paragraph 8.

While we are on the subject of Paragraph 8 and options not specifically permitted, I have heard rumors of some very questionable means used in one part of the country to keep the so-called "flying jib" which the Board of Governors thought they eliminated by preventing adjusting the fore stay. As I get the story, it works this way: You use a fore stay about two feet longer than normal. The mast is kept from falling off by tension on the jib halyard when going to windward, and by some apparatus pulling the mast forward when off the wind with the tack of the jib released and flying up in the air. This apparatus can, in some cases, also be used to crank an effective bend into the mast when going to windward. An added feature is that, if the skipper and crew wait too long to get the boat ready

to go to windward after a downwind leg, the whole rig falls overboard. This has happened, and is pounced on by members of other classes and can lead to derogatory remarks concerning the structural adequacy of Snipe.

I have even been quoted as approving this whole setup!! What I have said was that there is no limitation in the rules concerning how slack the fore stay may be, and there probably never will be. I added, however, that a fore stay is supposed to be tight enough to at least share the load with the jib luff and jib halyard, and that any dangling fore stays would certainly be looked at askance and skippers having them would be asking for protests under Paragraph 8.

Some other seemingly innocent questions from the same part of the country are: With a mast stepped on the keel, is it legal to use blocks where the mast goes through the deck to keep the mast from bouncing around? (This, of course, has been done for years). Next question: To keep the mast from bouncing around in a light wind and heavy chop, is it legal to tie a piece of line from the mast to a stay to tighten things up? (Always has been done). Which leads to the loaded question: Then why can't I tie a piece of line to the mast and lead it forward to accomplish this? (You probably could - nothing in the rules says you can't, if this is all you are doing or trying to do). BUT, if this same gadget is also used to throw a good sized bend in the mast, the skipper is asking for protests under Paragraph 8. He doesn't need the gadget to hold the mast forward going to windward with a normal jib stay. His intentions are as important as his accomplishments.

— FINIS —

## Have You Been "Pumping" Your Sails?

Of great interest to all small boat sailors is this extract from the report of the Appeals Committee of the NAYRU which was made by Mr. J. Amory Jefferies on January 16, 1963:

... "We also made a unanimous ruling in regard to "pumping" and a notice in regard to that is being sent to all member clubs as follows:

The practice of pumping sails - frequent, quickly-repeated pulling in of the mainsail - has become more and more prevalent, because apparently it does increase the speed of a boat even in moderate breezes. It would seem to be quite clearly an infringement of Rule 60 and the IYRU at its meeting this last November approved the following interpretation:

"Pumping" sails or "rocking" a yacht are considered to be infringement of Rule 60. "Pumping" consists of frequent rapid trimming of sails with no particular reference to a change in true or apparent wind direction. To promote planing or surfing rapid trimming of sails need not be considered "pumping."

Your Appeals Committee unanimously agrees with the above interpretation of "pumping" as approved by the IYRU. "

## Can a Boat Win a Race While Capsized and With No One in Her?

An interesting decision was made by the Appeals Committee of the IYRU on Rules 21 and 57 - Finishing a Race When Capsized. The question involved a dinghy which capsized twenty yards before crossing the finish line. The tide quickly carried her across the finish line, bottom up, with both members of the crew in the water beside her. It appeared she "finished" in accordance with the definition of "finishing" and she was timed in. Rule 21 seems to be the only one which may have been contravened. This depends on whether swimming alongside, or hanging on, is interpreted as being "on board".

The Appeals Committee ruled that they were "on board" provided the complete crew remained with the boat; that she did finish correctly under 73.1; and that she could not have been disqualified under any other rule.

A capsized bare hull with mast and sails blown away could win!!

## — SANCTIONED RACE DATES —

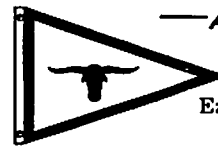
- May 31 NORTHEASTERN INTER-DISTRICTS for Districts  
June 1 1, 3, 5 and Eastern Canada at Lake Wawasee, Ind.  
Harry Levinson, 6605 Sunny Lane, Indianapolis, Ind.
- June 1-2 OKLAHOMA CITY BC Regatta, Oklahoma BC,  
Lake Hefner. W. M. Kilpatrick, Jr., 1800 Devon-  
shire, Oklahoma City, Okla.
- June 8-9 NORTHERN WARM-UPS Regatta, Wolf Lake YC,  
Wolf Lake, Mich. Hollis Johnson, 608 Lansing,  
Jackson, Michigan
- June 7-8- FORT WORTH BC Annual Invitational Regatta,  
9 Eagle Mountain Lake, Site of the 1963 U. S.  
Nationals. O. L. Pitts, Rt. 9 Box 191, Fort  
Worth, Texas.
- June 15-16 SLAUSON MEMORIAL Regatta, Ivy Club,  
Illinois River, Peoria, Ill. John McClain,  
4130 Chelsea Place, Peoria, Ill.
- June 14 DISTRICT 2 Championship, Fort Worth BC, Eagle  
-15-16 Mountain Lake, Texas. O. L. Pitts, 1609 Saxony  
Rd., Fort Worth, Texas
- June 22 MICHIGAN STATE Championship, Green Lake  
-23 YC, Green Lake, Michigan. Jack Angott, 7368  
Sweetbriar Rt. 1, Orchard Lake, Michigan
- June 29 MIDWESTERN Championship, Wichita SC, Santa  
-30 Fe Lake, Wichita, Kansas. Richard Caspari, 742  
Greenwich Rd., Wichita, Kansas.
- June 29-30 OHIO Open Championship Regatta, Cowan Lake  
Fleet, Cowan Lake. Bob Bigham, 1104 Paxton,  
Cincinnati 8, Ohio.
- July 6-7 WINCHESTER BC Invitational Regatta, Winchester  
YC, Winchester, Mass. Thomas J. Legere, 82  
Hutchinson Rd., Arlington, Mass.
- July 6-7 BURNHAM PARK YC Small Boat Regatta, Chi-  
cago Fleet 86, Lake Michigan. Ray Jacobs, c/o  
Burnham Park YC, Lynn White Dr., Northerly  
Island, Chicago, Illinois.
- July 6-7 MISSOURI VALLEY Invitational Regatta, Iowa-  
Nebraska SA, Lake Manawa. Floyd E. Hughes, Jr.  
344 Kenmore Ave, Council Bluffs, Iowa.
- July 13-14 HEART OF AMERICA Regatta, Quivira SC, Lake  
Quivira. L. S. Moorhead, Quivira Lake, Kansas  
City 6, Kansas.
- July 12-13 DISTRICT 3 CHAMPIONSHIP, Island Bay YC,  
-14 Lake Springfield. Phil Peterson, 1840 W. Jeffer-  
son St., Springfield, Illinois.
- July 20-21 MICHIANA Regatta, Diamond Lake YC, Diamond  
Lake. James M. Wilson, 919 S. Jefferson Blvd.,  
South Bend 17, Indiana.
- July 27-28 DECATUR INTER-CITY REGATTA, Commodore  
Decatur YC, Decatur, Ill., Dale Zimmer, 1200 S.  
21st St., Decatur, Ill.
- July 28 - JUNIOR NATIONAL and U. S. NATIONAL SNIPE  
August 3 CHAMPIONSHIPS, Fort Worth Boat Club, Eagle  
Mountain Lake, Fort Worth, Texas. Louis Nelms,  
3845 Westerly St., Ft. Worth 16, Texas.
- Aug. 3-4 DISTRICT I Junior Championship, Quassapaug YC,  
Lake Quassapaug, Conn. Luke Czarny, 4 Summer-  
field St., Naugatuck, Conn.
- Aug. 17-18 BOARD OF GOVERNORS CUP, Quassapaug YC,  
Lake Quassapaug, Conn. Luke Czarny, 4 Summer-  
field St., Naugatuck, Conn.
- Aug. 17-18 ROCKY MOUNTAIN Snipe Championship Regatta  
Rocky Mountain SA, Shadow Mountain Lake. W.  
T. Scofield, Box 679X Rt. 3, Golden, Colorado
- Aug. 31- LAKE WORTH SC Regatta, LWSC, Lake Worth.  
Sept. 1 Fred Smith, 4125 Selkirk Dr., Ft. Worth, Texas.
- Sept. 7-8 MISSOURI YC 21st Regatta, Missouri YC, Lake  
Lotawana, Lee's Summit, No. Bob LaScala,  
R-24 Lake Lotawana, Lee's Summit, Missouri.
- Sept. 6-13 WORLD CHAMPIONSHIP REGATTA of the Snipe  
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## SNIFE NEWS IN BRIEF

Vice-Commodore Bud Hook was highly honored when he was chosen as the 1963 Distinguished Citizen of the City of Indianapolis by the 11th District of the American Legion of Indiana. This annual award is given as a significant recognition of personal contributions to the community. Bud is president of Hook Drugs, Inc., owning 35 stores in the city of Indianapolis and 60 more within a 75 mile radius. SCIRA sent official telegrams of congratulations to be read at the presentation banquet. . . . Keuka Fleet 382 in New York State expects very keen competition this year with the addition of two new Snipes. The fleet now numbers 11 boats and hopes to steadily expand. . . . Fred Schenck says, "You will be surprised when you hear this, but I have ordered a new Varalyay Snipe, so the fellows will be seeing me around again - I hope!". . . . They have a small lake out in Centralia, Illinois, but they expect a larger one in about another year or so. Looking forward, Richard Holy of 319 S. Sycamore St., is already making plans for a possible Snipe fleet to start a group of Explorer Scouts in the sport. He can be helped! . . . A great honor has come to 1953 and 1954 U.S. National Champion Tom Frost of Newport Beach, Calif. He has been selected (from hundreds of applicants) by the Royal Geographic Society of London to accompany Edmund Hillary on his forthcoming expedition to Mt. Everest. Tom has always been a lover on mountain sports and will be gone for at least a year

as a member of this team of high altitude climbers. Quite a difference between sailing a Snipe -- and it sure proves that the boy has something! . . . , The San Francisco Bay Fleet 12 believes in education (with Bob Huggins and John Jenks ?-Ed.) for they inaugurated a course in the fine art of "Snookermanship and Apparent Luck" as applied to the art of sailboat racing for the benefit of those discriminating skippers who prefer to win. Aimed at all levels of ability, the course was sponsored by the Encinal YC and free to all in the interest of improving competitive sailing. A fine idea -- and two of the best instructors! . . . Rocky Mountain Fleet 210 displayed Snipe in the Denver Boat Show. They are concentrating their efforts in building Snipe Fleets in the Dillon and Pueblo areas. The new Dillon reservoir will be completed this summer and, with a total capacity of 5.1 square miles of water surface, will make an excellent as well as beautiful place to sail under supervision of the U. S. Forest Service. The boys went to Dillon and Frisco, Colorado, contacted the skiing and sports clubs, showed movies of their fleet, and created considerable interest. Last year, in Pueblo, they put on a Snipe regatta on Lake Minnequa and expect to have twice as many boats in a similar exhibition regatta there this year. The Pueblo area will have a new reservoir total 6200 square feet in area and Snipe wants in on the ground floor. . . . Reynaldo Conrad, champion of Brasil and winner of the Western Hemisphere Regatta, has also been winning local Lightning class races this year. He'll be in France!

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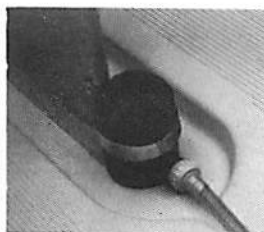
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