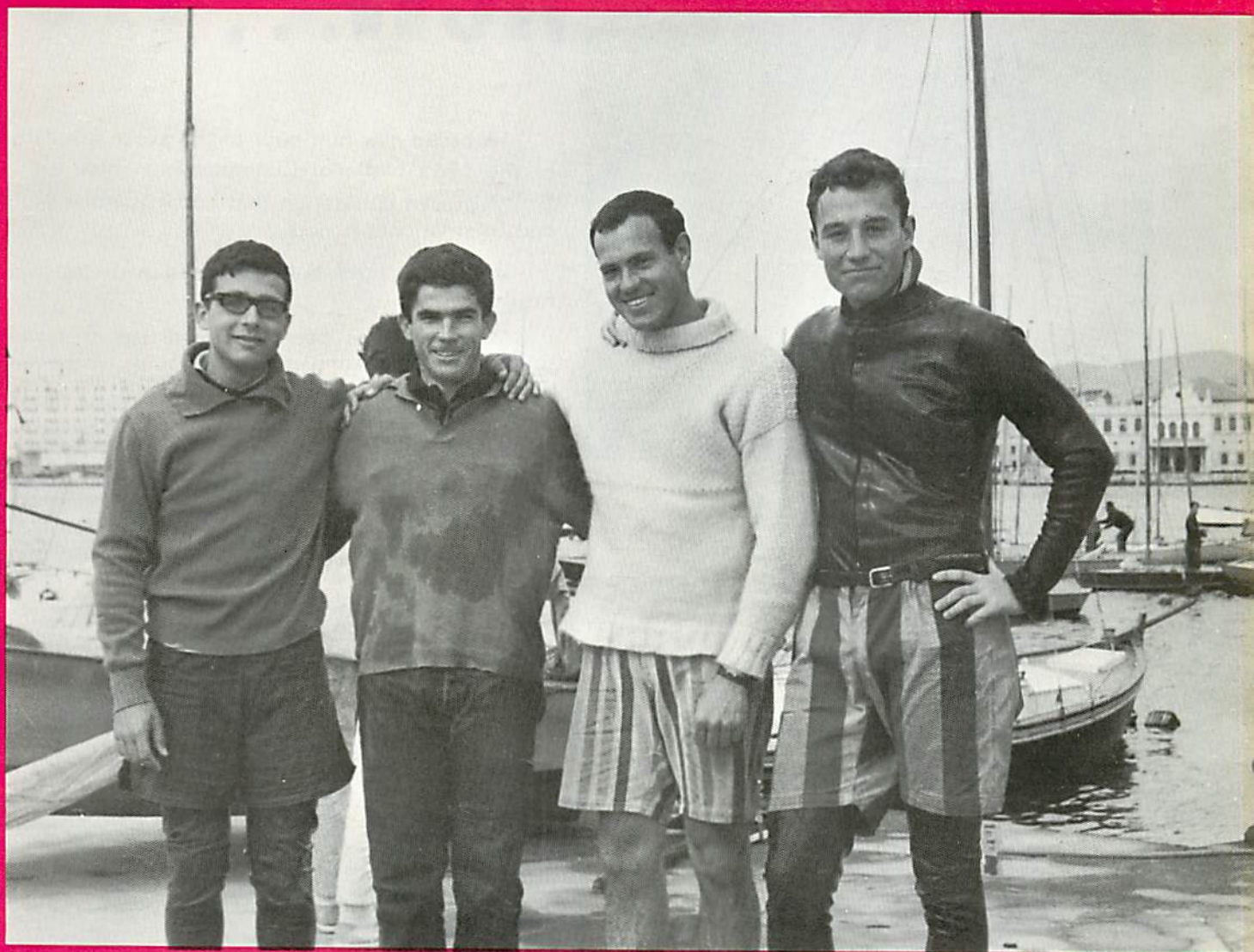


Snipe **BULLETIN**



MAY 1966
Vol. XV No. 12

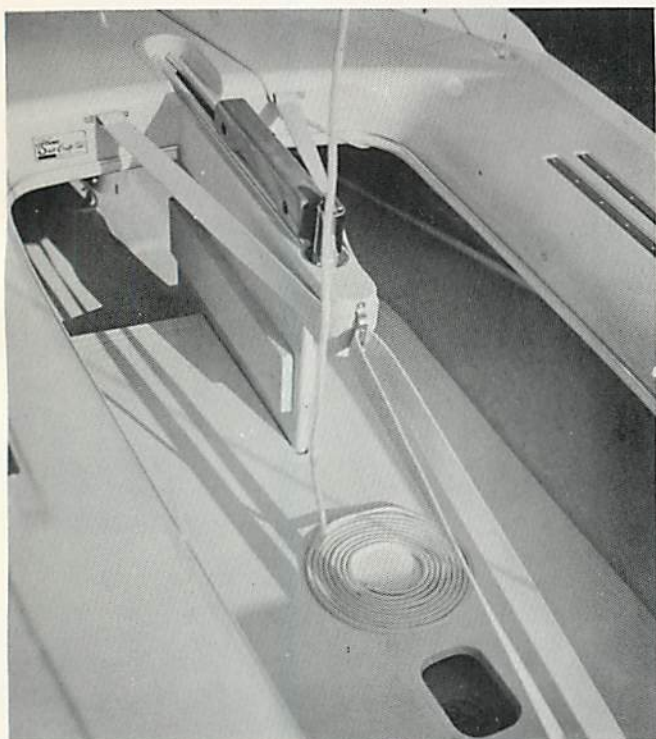
Midwinter Regatta in Spain
More About Masts - in WW
U. S. National Championship Schedule

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*A brand new hull built to the exact specifications of the 1965 National Championship Snipe.

*A proven hull design that has won many National and International honors.

* A more rigid hull combined with superior hull finish.

*The hull has been designed for championship sailing, encompassing many features recommended by World championship skippers.



*A brand new beautiful deck and cock-pit.

*Double sail track permits perfect trimming of jib.

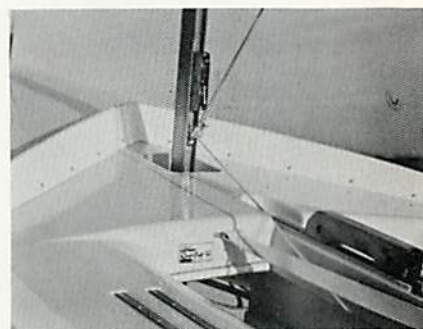
*Removable floor board. *Whisker pole and paddle.

*Fiberglass rudder with mahogany tiller & extension.

*Cock-pit edge roll increased for greater crew comfort.

*Choice of deck-stepped or keel stepped mast.

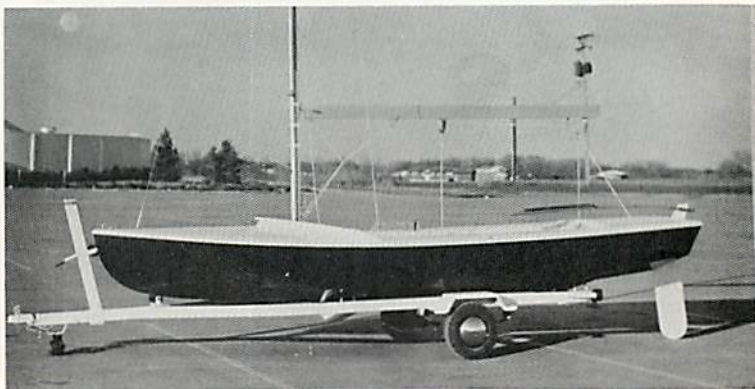
*Choice of wood or Proctor aluminum spars in "B" or "E" section.



*The Lofland Sail-Craft Snipe for 1966 features a new innovation in deck design.

*The fore-deck has a high crown to shed water faster — a much lower crowned aft-deck to provide lower C. G.

The LOFLAND SNIPE TRAILER is designed especially for the LOFLAND SNIPE. Performance proved by actual roadtesting. Complete with signal, stop, and tail lights. Extremely low structure permits unrestricted rear vision from auto. Springs, axle, tires permit pulling Snipe at all speeds in absolute safety. Tubular steel used in A-frame construction. A cradle is provided for carrying mast above deck.



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Voice Of The People

BENDING BOOMS VS. BENDING MASTS

Some \$64.00 Questions Asked!

"As an old Snipe, I have always rigged my boat to meet class specifications, and that means I have always had a stiff boom on my boat. I often wondered about this, but not being an aerodynamicist, I meekly accepted it as good. But now I am really confused with recent developments in SCIRA rules!

Here is an excerpt from an article concerning heavy weather sailing as printed in a prominent sailing magazine:

"Much has been written about the necessity of easing the leech of the mainsail under these conditions. A powerful sail with plenty of drive on the foot, and a boom bending 2 or 3 inches, and a moderately flexible rig will give all the easing of the leech that is required."

Now new tighter Snipe boom restrictions insure a stiff, non-bending boom without exception. My questions: Is that good? Is it desirable? Why is a stiff boom considered sacred and all suggestions to experiment with the boom are immediately jumped on. It would appear that the boom is not to be touched, but that you can do anything you want to with the mast. Why the difference? Why not the same policy for both?

Present restrictions on the mast allow a lot of leeway - one can have a "telephone pole" or a "rubber band" (as long as bending is not induced by "artificial means") if desired. Will some expert please explain the difference? Why is a bending mast allowed, and not a bending boom? If a bending mast is desirable - makes the boat go faster with general all-around performance - wouldn't the same arguments hold for the boom? Sailmakers try to give a bending boom effect and advantage to the main by building an artificial "shelf" along the foot but still meet sail measurements. Evidently, they think there is some worth-while advantage or they wouldn't go to the trouble and extra expense.

Many attempts to use bending booms have been made in the past and they were immediately hopped on and pronounced illegal when discovered (remember Marblehead in 1947?). But these sailors evidently thought they were really desirable or they wouldn't have developed them. And if they really do improve performance, why aren't they allowed? One might say approval might make all other booms obsolete, but how about the present tendency to make all stiff masts (which cost a whole lot more to replace) obsolete? Not only are masts now bending fore and aft, but lateral bending is the latest field of experiment. Read the 3rd paragraph of Wells Wanderings in the March BULLETIN again and you'll see what I mean.

Not too many years ago, we all had a stiff mast and a stiff boom; now we advocate a bending mast, but an even stiffer boom. Perhaps the ultimate answer is both a bending mast and bending boom, with less-and-less restrictions in that one respect.

I would like to hear the whole subject reviewed as to where we have been and where we are headed, especially on the last possibility suggested above. Naturally, I want to see progress and improvement in Snipe and its performance. I think it is time to discuss the whole subject of rigging (not piece by piece) again in the light of recent developments, especially in the art of modern sailmaking. " — William Kuehling, Akron, O.

SNIPES CAN BE FOUND EVERYWHERE - EVEN IN THE DESERT

"I greatly appreciate the magazine! Even though I am a long way from a fleet, I vicariously enjoy participation. I hope to launch my Snipe built from Gilreath's book this Spring."

— Rev. Edward Cooke, Rehoboth, New Mexico

A Plug for SCIENTIFIC SAILBOAT RACING

"Any number of people have told me your Snipe racing book is a must - for amateurs like me as well as for the sophisticated and seasoned sailor. I'd be glad for you to send it, if you have the book in stock; if not, send this \$6.00 check to SCIRA or your publisher."

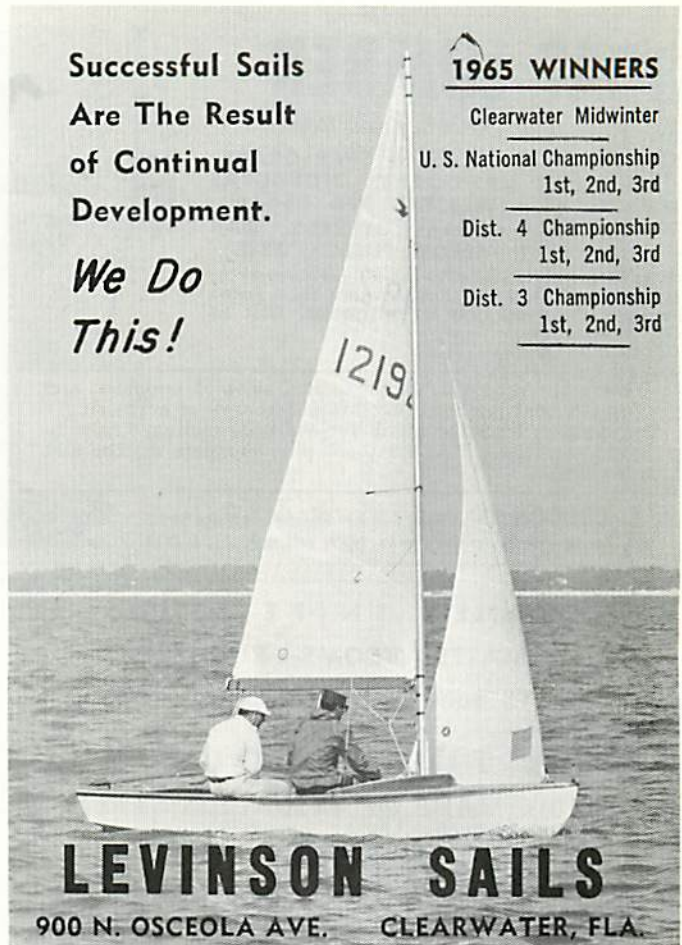
— Harry Coffman, Lyndon, Kansas.

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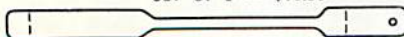
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SNIPES BULLETIN

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

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 655 Weber Ave., Akron, Ohio 44303, U. S. A.

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The Cover

These fine and capable looking young men are typical representatives of Snipe sailors in their native country of Spain. Winners of a recent Winter Regatta, they are (l. to r.) Antonio Burgos, Pedro Casada, Felix Gancedo, and Rafael Esteve, all from Malaga. Multiply this picture with similar ones from the other 27 members of the Snipe family of nations and you get a good idea of the strength of SCIRA. —Photo by Arenas.

THE SCORE

Numbered SNIPES — 16320

Chartered Fleets — 604

The magic number this month is 92, which is considerable improvement after 147 for the previous 5 month period, and it augurs well for the future. France took a big block of 20, followed by England with 5; Colombia and Mozambique 2 each; with 1 apiece for Portugal and Paraguay (a new-comer). The United States took the remaining 61.

Regardless of the great variety of "new" boats offered by many hopeful developers, appreciation of the excellent qualities of Snipe continues throughout the world, and after 35 years, a strong and steady demand maintains "The World's Largest Racing Class."

Wells Honoured by NAYRU Appointment

Ted A. Wells, recipient of many sailing honours over the past 30 years, has received another one with the appointment to the Rules Committee of the North American Yacht Racing Union. F. Gregg Bemis, Chairman of the committee, has invited him to serve as a member of this most important committee, and Ted will attend his first meeting in New York on the 18th of May. This choice of a genuine Snipe sailor for a top position in U. S. sailing authority is yet another recognition of the quality of the members of SCIRA, and we are all happy and pleased to congratulate Ted on this latest achievement.

"And One Boat for All"

It seemed like this day would never arrive, but finally we can make the long-awaited announcement: The SCIRA film of the 1965 U. S. Nationals at Peoria is now available for immediate use. Three copies have been delivered, so service should be perfect. The film was made by famed John Biddle.

Entitled "AND ONE BOAT FOR ALL", it is an excellent and entertaining presentation of Snipe sailing in particular, but is a fine promotional feature for all sailing as a hobby. Music and TV rights have been cleared and are owned by SCIRA.

It will cost \$10.00 for use of the film, and this money will be used for maintenance, replacement, repairs, etc.

Fourth class special film rate postage is 35¢ in the U. S., \$200.00 insurance comes to another 65¢, so the minimum transportation charges will be \$1.00. Other special services extra if desired. Get requests in early for a practical schedule.

The 1966 U. S. Nationals



SITE OF THE NATIONALS - Ample boat parking and storage space adjoins the boat house at right. Club house is in the rear. — Siegfried Photo.

This year will mark the fourth Snipe National Championship Regatta sailed on Chautauqua Lake at Jamestown, N. Y.

In 1946, the Chautauqua Lake Yacht Club held the races that made Snipe really international — there were 4 foreign countries represented in the 37 entrants. Since that time only one Snipe competes from each country. It was the largest Snipe Championship held up to that time. Bob Davis from California won the Isaacks Trophy and Vic Larson of CLYC was second.

In 1948, they had 46 starters and again it was the largest National Championship held up to that time. Ted Wells won and went on to Larchmont to win the Internationals there.

In 1958, records were broken again when 78 starters made it the largest ever and since. John Wolcott, a former CLYC sailor, won the title.

This year, CLYC is not attempting to hold the largest, for they realize sailors just naturally like to come. The club house and facilities are right at the edge of the water and always a friendly crowd. What they want is a great time with tough competition and lots of fun.

Below is a complete schedule of events:

All times mentioned are Eastern Daylight Saving Time
U. S. JUNIOR NATIONAL CHAMPIONSHIP 1966
 No Entry Fee

| | | |
|--------------------|------------|--|
| Wednesday, July 27 | 9:00 P.M. | Deadline for measuring Junior entries. |
| Thursday, July 28 | 9:00 A.M. | Skippers meeting for all Junior entries—Club House. |
| | 10:00 A.M. | First Race, Junior National Championship. |
| | 2:30 P.M. | Second Race, Junior National Championship. |
| Friday, July 29 | 10:00 A.M. | Third Race, Junior National Championship. |
| | 2:30 P.M. | Fourth Race, Junior National Championship. |
| Saturday, July 30 | 10:00 A.M. | Fifth and Final Race for Junior National Championship. |
| | 6:30 P.M. | Junior Trophy Award Banquet. |

U. S. NATIONAL SNIPE CHAMPIONSHIP
 \$25.00 Per Boat Entry

| | | |
|-------------------|-----------|-------------------------------------|
| Saturday, July 30 | 2:30 P.M. | Tune-up Race for Seniors. |
| | 5:00 P.M. | Deadline for measuring all entries. |

CROSBY MEMORIAL SERIES

| | | |
|-------------------|------------|-----------------------------|
| Sunday, July 31 | 10:00 A.M. | First Race—Crosby Series. |
| | 2:30 P.M. | Second Race—Crosby Series. |
| Monday, August 1 | 10:00 A.M. | Third Race—Crosby Series. |
| | 2:30 P.M. | Fourth Race, Crosby Series. |
| Tuesday, August 2 | 10:00 A.M. | Fifth Race, Crosby Series. |

HEINZERLING and WELLS SERIES

| | | |
|---------------------|------------|---|
| Wednesday, August 3 | 9:00 A.M. | Skippers Meeting. |
| | 10:00 A.M. | First Race, Heinzerling & Wells Series. |
| | 2:30 P.M. | Second Race, Heinzerling & Wells Series. |
| Thursday, August 4 | 10:00 A.M. | Third Race, Heinzerling & Wells Series. |
| | 2:30 P.M. | Fourth Race, Heinzerling & Wells Series. |
| Friday, August 5 | 10:00 A.M. | Fifth Race, Heinzerling & Wells Series. |
| | 2:30 P.M. | Sixth Race, Heinzerling & Wells Series. |
| Saturday, August 6 | 10:00 A.M. | Seventh Race, Heinzerling & Wells Series. |
| | 2:30 P.M. | Free, or Make-up Races. |
| | 6:30 P.M. | Awards Banquet—Crystal Ballroom, Hotel Jamestown. |

A WORD OF WARNING! - A junior is defined in the Duffy Deed of Gift as under 18 years of age. That means that he must be 17 on the 28th of July. If his 18th birthday comes before or on that date, he can not compete. If he does, his results will be thrown out and all scores figured over again to determine final standings. The local fleet captain must make sure of the birth date before he approves and signs the entry blank.

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Grand Rapids Yacht Club
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Two Snipe Class Champions

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1. **COCKPIT COVER**— Over the boom-snap closed front - mast collar to keep rain out with boom tip cover **\$25.00**
2. **COVER FOR ENTIRE DECK**— Similar to No. 1 Snaps or ties under rub rail including snaps for boat **\$50.00**
3. **OVER BOOM, FULL DECK AND SIDES COVER**— With draw rope in bottom edge **\$75.00**
4. **TRAILING COVER**— Covers deck & sides with mast up or down. Has mast collar which closes opening when trailing **\$50.00**
5. **WINTER COVER**— Covers deck and sides but with no openings **\$50.00**
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7. **BOTTOM COVER**— Overlaps deck with draw cord **\$35.00**
8. **MAST COVER with Red Flag**— For protection when trailing **\$10.00**

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— Every Sailor Needs It — SCIENTIFIC SAILBOAT RACING — by Ted Wells —

First appearing in 1950, this fine sailing book has become the "Sniper's Bible." Completely revised and enlarged with some 20% of new material in 1958, it has proved so popular throughout the world that it was recently reprinted. This 3rd edition is now immediately available. Why Not Buy the Best?

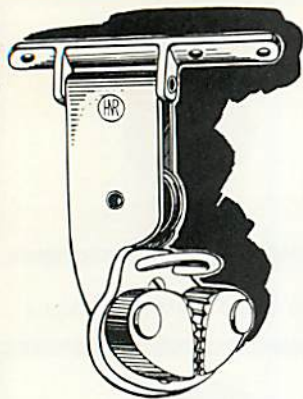
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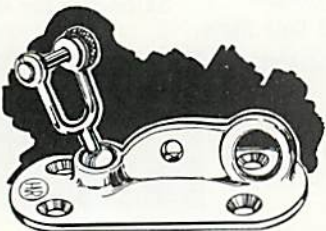
for the discriminating yachtsman



Boom-mounted Mainsheet Jam

PRICE \$18.00 POSTPAID

Smaller, neater, more efficient and weighs less than any comparable fitting on the market. Made of high-tensile bronze, chrome plated, with fibre jam cleat. Takes 1/4", 5/16" or 3/8" sheet. Nylatron sheave. Comes complete with fastenings. Weight 6 oz., width 1-1/4" and extends 4" below boom.



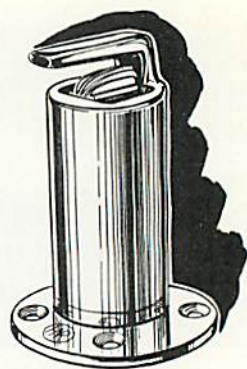
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This is the fitting that makes anything else up for'ard, superfluous. Incorporating four fittings in one, you have a mooring eye for up to 1/2" dia. rope, forestay anchorage hole for jaw type rigging terminal, jib tack attachment with no-lose pin, and a ball-joint swivel allowing the jib to swivel freely, eliminating wrinkles, giving your jib the efficiency it was designed to deliver. All this in one small fitting, made of chrome plated bronze alloy, 3" long, 1 1/4" wide, and weighing but 3 ozs. Comes complete with thru-deck fastenings.



QUALITY FITTINGS

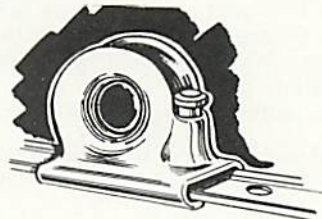


Jiffy Jib Jam

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The fitting most of the top skippers have come to realize as being the ultimate in jibsheet control. Fast and efficient, eliminates fumbling and is a boon to your crew. Double acting cam works both ways, making only the one fitting necessary. Releases instantly with a simple flip of the wrist, saving precious seconds every time you tack. Sheet automatically slides up the tube, engaging the cam, and is held positively and firmly in the desired position. Your crew can even hike-out with the jibsheet as support without it coming unjammed. Adopted as standard equipment by many builders of the Snipe class.

Made of chrome plated bronze alloy and comes complete with fastenings. Mounts on aft end of centreboard box and takes 5/16" or 3/8" dia. sheet. Weighs 11 ozs., height 3-1/2" with a base dia. of 2-1/2"



Jibsheet Fairleads

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The new low-profile streamlined fairlead that you can actually hike-out over without feeling a thing. No protrusions to catch your clothing or you. Only 1" high by 1 1/2" long and weighs but 2 oz. Takes up to 1/2" rope and fits standard 5/8" external type track. Adjusts in seconds with spring-loaded plunger. Made of high-tensile bronze, chrome plated.

(Stainless steel track, polished and drilled for plunger, available on request at \$1.50 per foot.)

Junior Racing Recommended

The Junior National Championship Regatta held just prior to the National Regatta each summer has always proved to be a top-notch sailing event. Some reasons for this may be that the regatta is sailed under strict Snipe rules; there is usually a large entry list; and the host club gives the Juniors a complete separate regatta. It is possible to do this at the Nationals because sufficient time and facilities have been made available and the facilities already established for the main event which follows.

Several years ago, District III started a Junior District Championship. It has now reached a status where several clubs are requesting to hold it each year. District III used several guide lines in setting up the rules.

- (1) The regatta should be held in late August before school starts.
- (2) It should be a strictly Junior regatta - not tied in with some other regatta in any way.
- (3) The host club should have several active Juniors

to insure good hospitality.

- (4) A Junior skipper was defined as anyone not yet 19 by the time of the regatta. The same rule applies to crews. It was not necessary to own a Snipe, but entries should have some sailing or crewing experience.
- (5) The cost of the event should be kept as low as possible - with no entry fee - free lodging - boats available for those not able to bring their own. District III supplies \$50.00 for trophies and prizes for the regatta.

The Gull Lake Fleet has hosted this event for the past two years. Indianapolis Fleet 409 held the first regatta. This year the Peoria Fleet 131 has invited the Junior Districts to the IVY Club. Entries have been as high as 28 boats from 9 different fleets with keen competition, good courses, and competent race committees insuring a well-run series of races satisfactory to all.

All Districts are encouraged to investigate the possibilities of a similar program for their Junior Snipers. The rewards are great!

Big Spanish Regatta Dominated by Malaga Fleet

47 BOATS FROM 12 SPANISH FLEETS AND 2 PORTUGUESE FLEETS SAILED IN THE 24th INTERNATIONAL WINTER REGATTA.

MALAGA FLEET WINS 1st, PORTUGUESE BOAT FROM LISBON 2nd, AND VIGO ENTRY 3rd IN BOTH WINTER AND MARCO CUP SERIES.



STRONG WINDS AT MALAGA - This photo demonstrates the hardness of the wind, especially at certain moments. The Snipe is being sailed by Marcial Sánchez-Barcáiztegui, who served as President of the Las Palmas World Championship Committee last September. — Photo by Kataya.

From the 8th to 12th of February, races (traditionally organized by the Real Club Mediterraneo) were run in Costa del Sol's capital, Malaga, for the Winter and Marca Trophies for boats of the Snipe classes.

It was regrettable that an excess of wind spoiled somewhat the development of the races, with the result there were only two for each trophy instead of the scheduled six; the classical over-turnings and damages were numberless, especially in the Winter Trophy's second race. From 45 entries, only 14 survived to cross the finish line. The wind impaired the racing, but nevertheless, the prevailing excitement did not cease to be extraordinary during all the regatta days.

Great many authorities honoured with their presence the development of the regattas and on the last day, was also present the actual Rear-Commodore of SCIRA, D. Angel Riveras de la Portilla, whom we had the pleasure to greet again after having been absent from these regattas for several years. We exchanged very optimistic impressions regarding the possible acceptance of Snipe in the Olympics.

Where the wind had no influence was in general results, as these were not affected. The same skippers were always to be found in the head group and both general classifications being very similar, for all the names of those regarded as favorites before the starts are to be found in the best places at the arrivals. Gancedo and Casado from Malaga, Masso from Vigo, and the Portugesa Sacadura ruled over the lot of entrants whereof, surprisingly, emerged two young skippers of excellent future. These were: Francisco Penalva from Alicante, whom we have followed these last seasons with always better standings, obtained on the base of a great amateurship and his presence in every important Spanish regatta; and the young Juan Luis Gomez, son of the well-known skipper and ex-champion of Spain

Carlos Gomez Raggio, who obtained second place in the first of the regattas, showing that this was not only by luck when he proceeded to get some of the best places in the rest of the races.

| XXIV INTERNATIONAL WINTER REGATTA - Malaga, Spain | | | | | | |
|---|------|----|----|-------------|------|----------|
| WINTER TROPHY | | | | "MARCA" CUP | | |
| FLEET | Race | 1 | 3 | Fin. | Race | 1 2 Fin. |
| R.C. Med. MALAGA | | 5 | 1 | 1 | 4 | 2 2 |
| Brig. Naval. LISBOA | | 4 | 3 | 2 | 3 | 3 3 |
| R.C. Naut. VIGO | | 1 | 7 | 3 | 2 | 5 4 |
| R.C. Med. MALAGA | | 2 | 8 | 4 | 15 | 9 8 |
| R.C. Med. MALAGA | | 9 | 2 | 5 | 1 | 1 1 |
| R.C. Med. MALAGA | | 11 | 5 | 6 | 7 | R 16 |
| S.N. d'ANDERNOS | | 8 | 9 | 7 | 12 | R 19 |
| R.C.R. ALICANTE | | 18 | 4 | 8 | 5 | 4 5 |
| D.V. MADRID | | 16 | 6 | 9 | NS | NS - |
| M.P. de LISBOA | | 12 | 10 | 10 | 10 | 8 7 |
| M.P. de LISBOA | | 13 | 12 | 11 | 14 | R 21 |
| R.C. Naut. CADIZ | | 16 | 11 | 12 | 8 | 17 9 |
| S.N. d'ANDERNOS | | 32 | 14 | 13 | 16 | R 22 |
| C.N. Palma Mallorca | | 3 | R | 14 | 17 | NS - |
| C.N. Palma Mallorca | | 37 | 13 | 15 | 23 | 10 13 |
| C.N. Reg. de CADIZ | | 6 | R | 16 | R | NS 30 |
| R.C. Med. MALAGA | | 7 | R | 17 | NS | NS - |
| D.V. de MADRID | | 10 | R | 18 | 9 | 6 6 |
| R.C. Reg. ALICANTE | | 14 | R | 19 | 13 | 12 10 |
| R.C. Reg. CARTAGENA | | 15 | R | 20 | 11 | R 17 |
| R.C. Med. MALAGA | | 17 | R | 21 | R | NS 29 |
| C.N. Reg. CARTAGENA | | 19 | R | 22 | NS | NS - |
| R.C. MALAGA | | 20 | R | 23 | 21 | R 25 |
| C.N. Palma MALLORCA | | 21 | R | 24 | NS | NS - |
| C.N. Reg. de CADIZ | | 22 | R | 25 | 24 | 16 20 |
| M. Port. de SETUBAL | | 23 | R | 26 | NS | 15 23 |
| C.N. Reg. CARTAGENA | | 24 | R | 27 | 27 | R 28 |
| R.C.N. de CADIZ | | 25 | R | 28 | 6 | R 15 |
| C.N. MELILIA | | 27 | R | 29 | 25 | 14 18 |
| C.M. ALMERIA | | 28 | R | 30 | 18 | 11 12 |
| E.C. Med. de MALAGA | | 29 | R | 31 | R | R 31 |
| R.C.N. de CADIZ | | 30 | NS | 32 | NS | NS - |
| M.P. de LISBOA | | 31 | R | 33 | 19 | 7 11 |
| C.M. de ALMERIA | | 33 | R | 34 | 22 | NS 26 |
| C.N.R. de CADIZ | | 34 | R | 35 | NS | NS - |
| R.C.N. de VALENCIA | | 35 | R | 36 | NS | NS - |
| C.N. PALMA de MALLORCA | | 36 | R | 37 | 20 | 13 14 |
| C.M. MELILLA | | 38 | R | 38 | NS | NS - |
| R.C. Med. MALAGA | | 39 | R | 39 | NS | NS - |
| R.C. Med. MALAGA | | 40 | R | 40 | NS | NS - |
| R.C. Med. MALAGA | | 41 | R | 41 | NS | NS - |
| M.P. de SETUBAL | | 42 | R | 42 | NS | NS - |
| R.C. Med. MALAGA | | 43 | R | 43 | NS | NS - |
| R.C. Med. MALAGA | | R | R | 44 | NS | NS - |
| M.P. de LISBOA | | D | R | 45 | R | R 32 |
| R.C.N. de VALENCIA | | D | R | 46 | NS | NS - |
| R.C.N. de ALGECIRAS | | NS | NS | - | 26 | R 27 |

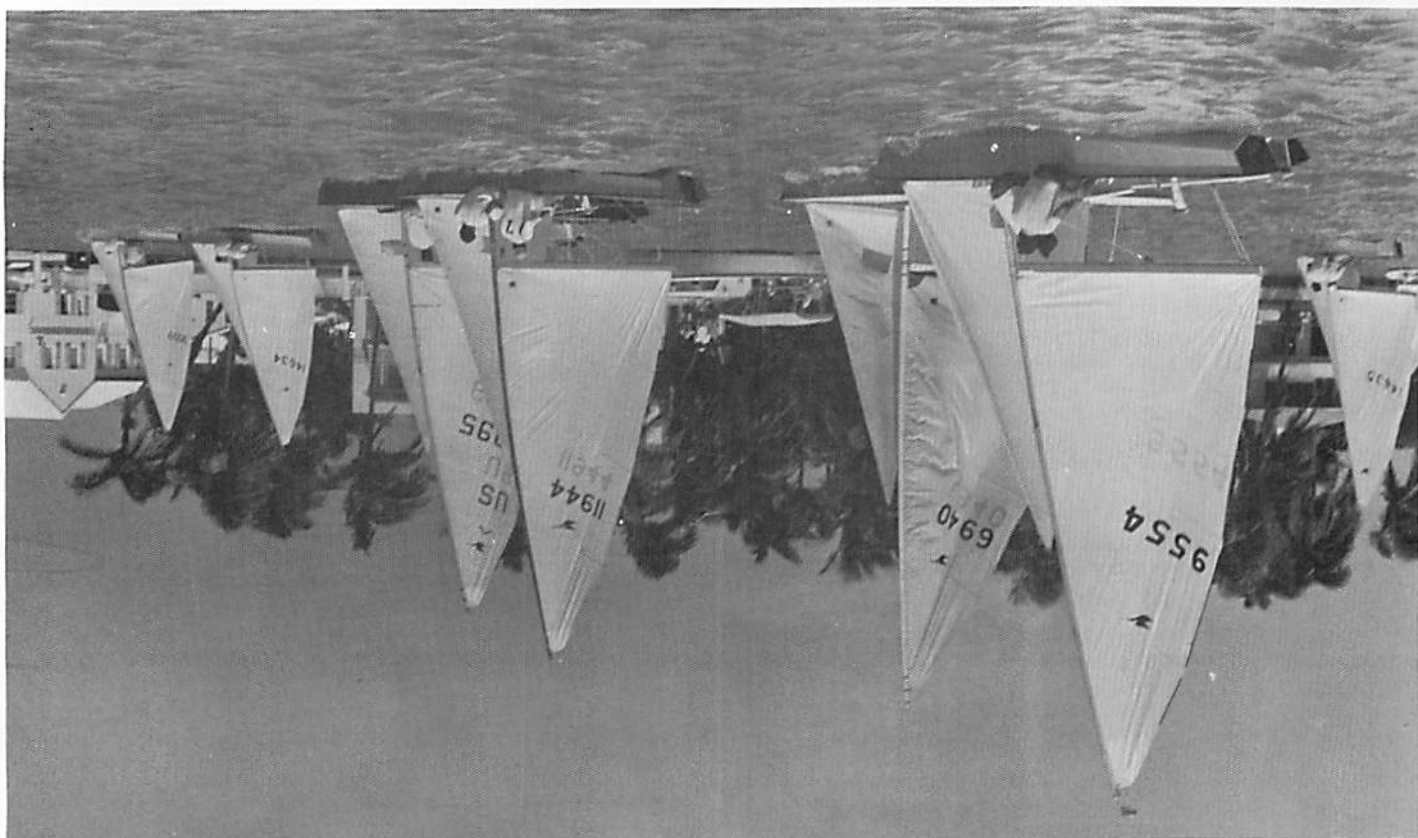
One-of-a-Kind Regatta

Yachting Magazine's One-of-a-Kind Regatta, after five races fought through doldrum calms and light-to-moderate airs which never topped 12 mph, ended with Dr. Stuart Walker of Annapolis, Md., named as the outstanding individual sailor. He sailed an International 14 with impeccable nautical credentials and was the only participant to win all his races.

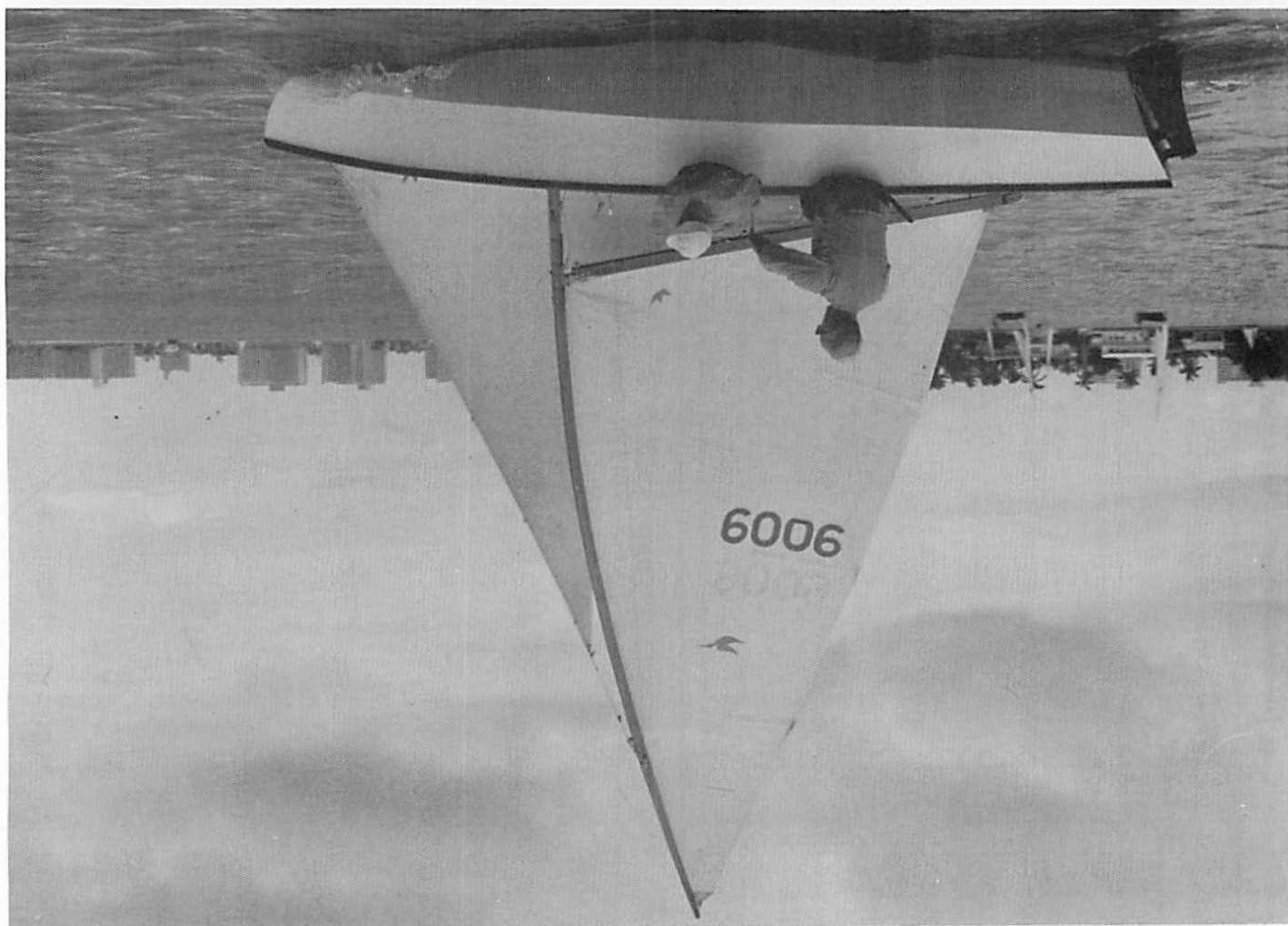
There were 22 entries in Division 3 (centerboarders), each one a top sailor or champion in his class. Francis Seavy of Clearwater, represented the International Snipe Class and his 18-year old Snipe attracted a lot of attention in the fleet of 90 different types of racing and sailing boats. Bruce Colyer of W. Palm Beach crewed for him, so the class was well-represented by a rugged and capable team. They turned in a very creditable record, especially considering they preferred rougher sailing conditions than those experienced during the regatta. They finished overall in 8th position. Here are the first 8 boats: (1) International 14; (2) Highlander; (3) Thistle; (4) Raven; (5) Windmill; (6) Lightning; (7) Mobjack; (8) Snipe. 14 other boats brought up the rear.

—Red Marston

NICE PLACE TO SAIL - IN MIAMI! 9009 leads the fleet under perfect sailing conditions. — Miami-Metro News Photos.



THE WINNING BOAT performing in high winds - or should it be THE WINNING BENDING MAST? Californians, take note!



Father and Son Florida Champs



TROPHY PRESENTATION - Bob Aicardi, Crew, and his father, Bill Aicardi, new Florida State Champions, hold their permanent trophies, and Skipper Bill gets one hand on the big trophy which Race Committee Chairman Bob Zellermeier is relinquishing.

-- Miami-Metro News Photo

The report on this regatta came as presented below. The remitter, Bill Aicardi, makes the following explanation: " This way of writing up a regatta may take less space in the BULLETIN and also get away from all the verbiage, which gets sort of tiring. I hope these comments are brief enough and to the point so the reader can get a good overall idea of the event. "

COMMENTS:

1. Winds 8-15 Knots (15 knots in 3rd race) - 50% showers - Temp. 70-80 degrees.
2. Chow - all the barbecue beef you could eat, etc.
3. Trophies -perpetual and wall plaque for the first 5 with cup for first 5 crews.
4. Turnout - rather disappointing since every Snipe in District IV was on the mailing list 45 days in advance.
5. Bruce Colyer - misfortune - leading 2nd race - broke hiking strap, fell overboard, boat came about and flipped. Bruce quote, "No, no, no, no!" Mrs. Colyer? Golden silence!
6. Francis Seavy - Visiting the Miami fleet after cleanup in the Midwinters, had to settle for 4th. Maybe it was a little light and smooth for Francis in the early races, for he came on strong in the higher winds and the rougher going Sunday morning, winning easily in about 18 knots.
7. Bill Aicardi - After 30 day overhaul, went down the drain (8th) in the first race; changed the entire rig and balance of the boat before the 2nd race, and the boat came to life.
8. Prior to the last race, 4 boats were within 1 point of each other.
9. Bob Brown almost made it 3 years in a row.
10. Carl Zimmerman - not satisfied with his performance, is making rig changes before leaving for the Southern at Chattanooga and Akron for the summer.
11. That's it - other than the usual superlatives - GREAT!

Final Results - FLORIDA STATE CHAMPIONSHIP - Mar. 26-27

| SKIPPER | Races | 1 | 2 | 3 | 4 | 5 | Pts. | Fin. |
|--------------|-------|-----|-----|-----|-----|------|------|------|
| Bill Aicardi | 8 | 1 | 2 | 2 | 1 | 7331 | 1 | |
| Diaz | 1 | 3 | 4 | 5 | 2 | 7230 | 2 | |
| B. Brown | 4 | 4 | 1 | 3 | 3 | 7226 | 3 | |
| Seavy | 6 | 2 | 3 | 1 | 4 | 7159 | 4 | |
| Zimmerman | 10 | 8 | 6 | 6 | 10 | 5461 | 5 | |
| Fowler | 7 | 9 | 10 | 7 | 7 | 5453 | 6 | |
| D. Brown | 9 | 10 | 8 | 10 | 6 | 5260 | 7 | |
| B. Colyer | 2 | dnf | dns | 4 | 5 | 4915 | 8 | |
| Roman | 5 | 5 | 7 | 8 | dns | 4837 | 9 | |
| Guardiola | dsq | 6 | 5 | 9 | 8 | 4634 | 10 | |
| Williams | 11 | 11 | 12 | 11 | 9 | 4565 | 11 | |
| Breman, Jr. | 3 | 7 | 9 | dns | dns | 3624 | 12 | |
| Hoelke | 12 | 12 | 10 | 12 | dns | 3423 | 13 | |

PERFORMANCE



* For second consecutive year Howie Richards wins Canadian National, Maritime and Nova Scotia Provinces Championships

* Dan Williams and Brad McFadden place 1-2 in Southern Championship at Chattanooga

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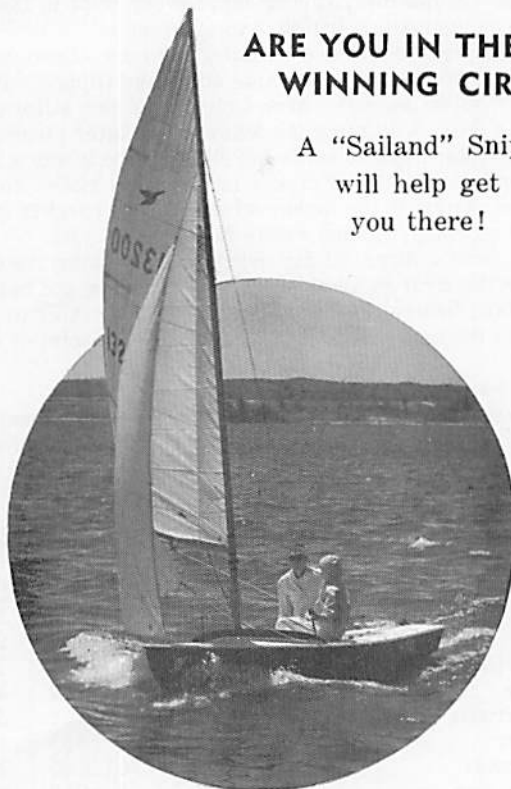
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Snipe in the Public Eye

NEW YORK — Between two other yachts at recent all-sail 7th Regiment Boat Show is a Snipe, 15' 6" sloop of the world's most numerous one-design sailing class. At left, Snipe class skippers and boat-builder Francis Lofland, of Wichita, Kans., staff the booth in a unique volunteer-commercial joint promotional venture. — Photo by Ted Cronyn.

There was a boat show in New York March 16-20 — one that was slightly different from most area shows in that ONLY SAILBOATS WERE ALLOWED, and along with 43 other classes, the Snipe was on exhibit in the large Seventh Regiment Armory's main room on Park Avenue.

From a Snipe point-of-view, we felt it was most successful, and were pleased with the cooperation we received from a number of sources. First of all, the whole project would never have gotten off the ground had it not been for the enthusiastic encouragement of Bud Hook, who had the foresight to realize that the exhibit would be a good thing for the growth of the class in general as well as in the local area. SCIRA supplied class literature for distribution, including cartons of BULLETINS which made quite a hit with the public; Francis Lofland of Lofland Sailcraft, Inc., Wichita, Kansas, trailed one of his boats in from the Chicago Show and logged more hours at the booth than anyone; Charles Ulmer, Sailmaker of City Island, N. Y., was kind enough to supply us with sails (#16000 belonging to Uffe Josephsen, National Secretary of Denmark) for the duration.

As decoration, the new Snipe emblem hung in the background and added a good bit of color to the exhibit. Next to this were oversized photostats of the rule book pages listing Snipe fleets all over the world, and these attracted a good bit of attention from people who had no idea how widespread the class was. Also hanging up were photographs of the Snipe in action and a number of tear sheets from "Yachting" of recent Snipe articles.

The booth was manned by members of three Long Island fleets: Overboard 462 and Sea Cliff 4 worked during the week, and on Sunday, Manhasset Bay 258 did the honors. Besides talking Snipe, we asked visitors who were especially interested in more information to sign a registration book so that they could be contacted later. All told, there were about 70 names to work with, and we have every reason to believe that there

will be some new blood in the Snipe class this summer.

(Some extra Snipe interest at the show: Charley Morgan of St. Petersburg, Fla., was one of the five guest speakers, and a large picture of Dick Tillman was displayed by virtue of his recent Martini & Rossi award as Outstanding Yachtsman of the Year 1965.)

— Ellen Horan

Canadians See a Snipe



Canadians excel in winter sports (naturally), and so they go all out for hockey, skiing, skating, sledding, etc. So it was with a great deal of surprise that spectators viewed the unusual sight of a sailboat in the procession at Barrie, Ontario, when they celebrated the season with their annual Winter Carnival Parade. It was the first time a sailboat, let alone a Snipe, was ever in such a spot in that territory, and needless to say, it attracted a lot of attention and favorable comment. Probably no one rushed through the zero weather to buy a boat, but at least they know about the Snipe Fleet at the Barrie Yacht Club.

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Earl Elms Tops in California

Among the 881 (yes, eight hundred and eighty one!) boats of all classes turning out for the first major regatta of 1966, (the SCYA Midwinter Championship on Feb. 19-20) Snipes showed up 31 strong at Alamitos Bay Yacht Club. The weather was good on Saturday, but a sudden fog Sunday cut visibility to nearly zero and resulted in several boats of various classes running aground.

Earl Elms of Mission Bay won a very close one from Bud Raffee of the same fleet, with Argyle Campbell, Dr. Bob Schaeffer, and Jerry Thompson rounding out the top five.

Finishes for the top ten boats are shown below:

Final Results—SCYA MIDWINTER CHAMPIONSHIPS—Feb. 19-20

| Boat | Skipper | Races | 1 | 2 | 3 | Pts. | Fin. |
|-------|------------------|-------|----|----|----|------|------|
| 16103 | Elms, Earl | 4 | 1 | 1 | 1 | 4569 | 1 |
| 15278 | Raffee, Bud | 1 | 3 | 2 | 2 | 4565 | 2 |
| 14293 | Campbell, Argyle | 2 | 2 | 2 | 2 | 4198 | 3 |
| 15701 | Schaeffer, Bob | 6 | 4 | 5 | 5 | 3890 | 4 |
| 9020 | Thompson, Jerry | 8 | 8 | 3 | 3 | 3622 | 5 |
| 14150 | Nute, Tom | 3 | 16 | 4 | 4 | 3438 | 6 |
| 8637 | Schumacker, Carl | 9 | 5 | 11 | 11 | 3220 | 7 |
| 16086 | Nooteboom, Pete | 10 | 13 | 9 | 9 | 2769 | 8 |
| 15551 | Campbell, Shorty | 13 | 12 | 8 | 8 | 2714 | 9 |
| 15956 | Bowser, Jerry | 7 | 8 | 20 | 20 | 2686 | 10 |

Sail Instructions Vary from Year to Year

In the February BULLETIN (page 11), we printed an excellent article on "How to Get the Best Out of Your Snipe Sails" by Lowell North. It contains much valuable information for every sailor. Lowell furnished this with every suit of sails delivered last year.

Now things have changed somewhat! Seems there is always something better, especially in sails. Lowell wants everyone to know that this was written in January 1965 as instructions for using his '65 sails. It shouldn't be used for his '66 sails — buy a new suit and get the latest dope! Glad to clear it up, Lowell!

U. S. Committees Appointed

U. S. National Secretary Bud Hook has appointed Chairmen for the various U. S. standing committees as listed below:

MEMBERSHIP

Bruce Lockwood 1451 Arcadia Place
Palo Alto, California

PAN-AMERICAN GAMES for U. S. Entry

Harry Levinson 6605 Sunny Lane
Indianapolis, Indiana

PUBLIC RELATIONS

Stan Salzenstein 213-215 SW Adams St.
Peoria, Illinois

JUNIOR SAILING

Alan Levinson 6234 Landborough Dr.
Indianapolis, Ind.

SNIPE BULLETIN

Dan Williams 834 Kentucky Ave.
Chattanooga, Tenn.

NATIONAL REGATTA SITE

Robert Schaeffer 3609 Navajo Place
Palos Verdes Estates, Calif.

RULE BOOK CORRECTION

Stephen Taylor 2908 Finchley Lane
Oklahoma City, Okla. 73120

Important Scandinavian Regattas

MAY 29-30 WHITSUN Regatta, eliminations for the European Championships, Helsinki Snipe Fleet 481, Finland.

JULY 9-15 SWEDISH Nationals, Kalmar

JULY 20-24 DANISH Nationals, Kolding.

AUG. 1-7 FINNISH Nationals, Kokkola

AUG. 11-14 NORTHERN Championships, Pori, Finland

AUG. 13-14 SILVER Snipe, Viken, Sweden

Sept. 24-25 OPEN Championships, Pori, Finland

These regattas are only for Snipes, and conform to all SCIRA sanctioning regulations.

Wells

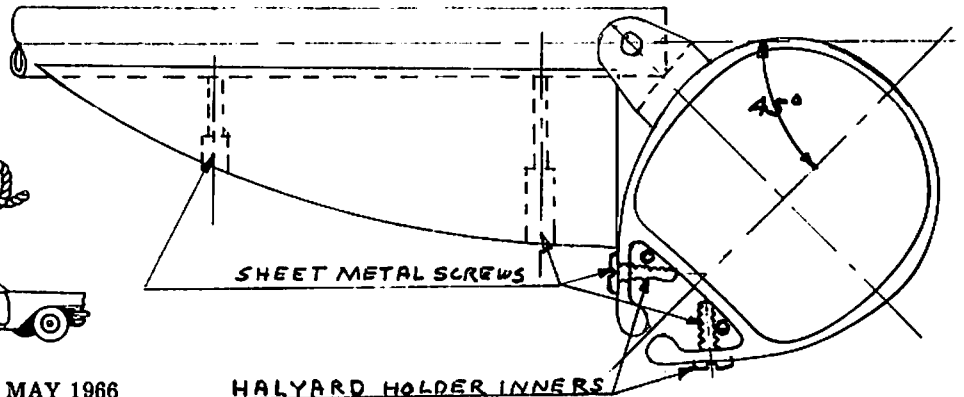
Wanderings



by Ted Wells

MAY 1966

HALYARD HOLDER INNERS



MORE ABOUT MASTS

PROCTORE. It is going to be interesting to see how the Proctor E section mast with its swinging spreaders makes out this summer in its current renaissance brought about by the fact that it was used by a number of leading boats in the Nationals at Peoria. It experienced an earlier popularity almost ten years ago as the first good aluminum mast for a Snipe. Later, it was largely superseded by the Proctor B section. (For the sake of the record - the section listed under Paragraph 45 (1) was made by Zephyr and was at the time the only mast made of aluminum that was anywhere near suitable for use on a Snipe.)

The idea of using the Proctor E section with the swinging spreaders was first suggested in early 1958 by Commodore Penman's brother, Clark, whose wood mast was getting tired and he didn't want to replace it with another wood mast and the attendant problems with maintenance and durability. It was his thought that the drag of the spreaders would about make up for any possible reduction in drag due to the basic section being smaller than the wood mast. The spreaders had been used on other boats, and one trial with the first Proctor E in this country convinced me that the spreaders were absolutely necessary in any wind over about ten miles per hour.

Which brings up the question: how far should SCIRA go to protect the fool from his own folly? Arch Higman from District 6 thinks that since anyone can make too light a wood mast and have only himself to blame when it collapses, he should be allowed to use a metal mast without spreaders. Arch misses an important point here, in my opinion. There is plenty of information available to permit a new skipper to build a wood mast which is satisfactory, and a new skipper is entitled to think that any mast approved by SCIRA will be satisfactory under even rather severe conditions. Proctor E and Zephyr masts are definitely not satisfactory in lateral stiffness without spreaders. (Senate Investigating Committee please note when you finish with GM and Ford and start on small boats).

Arch also points out that all Proctor E masts are illegal as Proctor's current printed information says the mast is 2.12" athwartships while Paragraph 45 (2) specifies 2.19", and also where the mast is tapered it no longer weighs .796 lbs. per foot. Concerning this .07" discrepancy, I'm guessing that Proctor's first extrusion die wore out and the new one didn't come out quite the same (the first sketch I had from England in 1958 showed 2.19"). Concerning the taper: all Paragraph 45 specifies is the basic section. Admittedly, it doesn't say you can taper the mast, but it doesn't say you can't, and even telephone poles are tapered, so I'd think it would be safe to assume that you can taper the mast and still be legal.

At Clearwater, I discovered a difference between Proctor E mast installations which is important: namely, are we going to enforce the specified 17" minimum length and how is it measured? I discovered this after Lars-Erik Nilsson and I decided that our masts were bending too much fore and aft. I was installing some wood travel limiters, and Lars-Erik was going to shorten his spreaders. I told him he couldn't as they were already at

the minimum. Subsequently, a little checking showed that his and mine were about 19" long, and based on one interpretation of how you measure the length of a spreader, there wasn't another legal one in the place.

Apparently most people had measured from the side of the mast to the center of the stay, and there were some there which weren't even this long. An advantage of measuring this way is that it eliminates the effect of variations in distance from the end of the spreader to the stay, and from the side of the mast to the hole in the fitting. I have seen variations in both of these. Rules Committee please comment.

I used a Proctor E stepped on deck with about 19" spreaders for a number of years and had trouble only when trying to sail through a thunderstorm with winds over fifty miles per hour. (I straightened the mast by bending it over a concrete park bench and it is the one I am using now. It measures 2.17" athwartship). Masts stepped on the keel will deflect more and I would recommend the minimum length spreader and also travel preventers as shown on the sketch.

WOOD. If you have a wood mast that bends too much down low, move the main sheet blocks forward on the boom and move the traveler attachment aft on the deck. If it bends too much up high, lead the jib halyard through a tube projecting forward from the front of the mast, which will serve as sort of a strut to lessen deflection. (Paragraph 41 contains new requirements concerning this installation - "If a tube projecting in front of the mast is used for the jib halyard, the tube shall be attached to the mast by a strap running from the front of the tube to the front of the mast; the intersection with the mast being between 14'9" and 15'0" above the sheer. The tube shall not project more than 4" from the front of the mast, and the forestay and the strap shall form a straight line when the forestay is under tension in its normal position").

PROCTOR B - At Nassau, Carlos Bosch bent a Proctor B mast once, straightened it out, then broke it without enough wind to really cause this much trouble. I think his problem was too much forward rake, and a Danish fiberglass hull which probably allowed the chain plates to move up and the mast step down. Be very careful with forward rake downwind in a strong breeze, especially with a fiberglass hull, unless you have added some braces.

HOLT-ALLEN. Holt-Allen in England makes a mast about like the Proctor B which also works alright, but it has a couple of ribs along the side which, as an erstwhile aerodynamicist, I can't stand to look at.

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Briody Memorial Trophy

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Olcott Yacht Club

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Keuka Lake Yacht Club
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Happiness is ———

June 25-26, 1966

Fleet 131

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- JUNE 3-4-5 FORT WORTH BOAT CLUB Invitational Re-
gatta, Ft. Worth BC, Eagle Mountain Lake, Ft. Worth,
Texas. Louis Nelms, 384 Westerly St., Ft. Worth, Texas.
- JUNE 18-19 GOVERNOR'S CUP, Island Bay YC, Crystal
Lake, Springfield, Ill. Lawrence R. Evans, 6 Hillcrest
Ave., Springfield, Illinois.
- JUNE 18-19 OKLAHOMA CITY BC Annual Invitational Re-
gatta, Oklahoma City BC, Lake Hefner, Oklahoma City.
Dave Babcock, 3143 Wilshire Terr., Oklahoma City, Okla.
- JUNE 25-26 MIDWESTERN CHAMPIONSHIP Regatta,
Wichita SC, Santa Fe Lake, Wichita, Kansas. T. A. Wells,
755 Edgewater Rd., Wichita, Kans.
- JULY 2-3-4 MISSOURI VALLEY Championship Regatta
(District II Championship), Iowa-Nebraska SA, Lake
Manawa, Council Bluffs, Iowa. Floyd E. Hughes, Jr.,
8 Westlake, Council Bluffs, Iowa.
- JULY 8-9-10 DISTRICT III Championship, Diamond Lake
YC, Diamond Lake, Michigan. Herb Wurster, 2415 S.
Twyckenham, South Bend, Indiana.
- JULY 9-10 MYSTIC LAKE Invitational Regatta, Winchester
Boat Club, Mystic Lakes, Connecticut. Kenneth Towle,
45 Woodside Rd., Medford, Mass.
- JULY 15-17 DISTRICT V Championship, Keuka YC, Keuka
Lake, Bath, New York. John R. Shoemaker, Box 276,
State College, Penna. 553 W. Lake Rd., Hammondsport,
N. Y. after June 15th.
- JULY 16-17 MICHIGAN STATE Championship Regatta,
(Closed), Grand Rapids YC, Reeds Lake, Grand Rapids,
Mich. Charles Barrett, 2438 Lake Drive, Grand Rapids,
Michigan.
- JULY 23-24 NEW JERSEY STATE Championship Regatta,
Lake Mohawk YC, Lake Mohawk, Sparta, N. J. Charles
Ridge, 71 Norwood Rd., Upper Montclair, N. J.
- JULY 23-24 ROCKY MOUNTAIN SNIPE Championship Re-
gatta, Rocky Mountain SA, Shadow Mountain Lake, Grand
Lake, Colorado. John E. Bakken, 5439 S. Huron Way,
Littleton, Colorado.
- JULY 28-29-30 U. S. JUNIOR National Championship
- JULY 31-AUG. 6 U. S. NATIONAL CHAMPIONSHIP Regatta,
Chautauqua Lake YC, Chautauqua Lake, New York. Red
Garfield, 14 Bassett St., Jamestown, N. Y.
- AUG. 20-21 DISTRICT III JUNIOR Championship Regatta,
Illinois Valley YC, Lake Peoria, Illinois River, Peoria.
Robert J. Wesselhoft, 3400 W. Knoxville A-1, Peoria, Ill.
- AUG. 20-21 QUASSAPAUG BOARD OF GOVERNORS Re-
gatta, Quassapaug YC, Lake Quassapaug, Conn. Ray
Tyler, 92 Westbury Parkway Rd., Watertown, Conn.
- AUG. 27-28 HOOSIER HARVEST Regatta, Muncie SC,
Prairie Creek Reservoir, Muncie, Indiana. Heinz G.
Fischer, 3010 Brook Dr., Muncie, Indiana.
- SEPT. 3-4-5 DECATUR SNIPE REGATTA, Commodore
Decatur YC, Lake Decatur, Decatur, Ill. William
Coberly, 1365 E. Sedgwick, Decatur, Ill.
- SEPT. 10-11 INDIANA STATE OPEN CHAMPIONSHIP Re-
gatta, Geist Reservoir, Indianapolis, Ind. Nick Longs-
worth, 1255 Golden Hill Dr., Indianapolis, Indiana.
- SEPT. 10-11 LAKE LOTAWANA Snipe Regatta, Missouri
YC, Lake Lotawana, Lees Summit, Mo. Robert Hunt,
G-18 Lake Lotawana, Lees Summit, Mo.
- NOV. 5-6 HALLOWEEN Regatta, Atlanta YC, Allatoona
Lake, Atlanta, Georgia. Dr. Luther Rollins, 3015
Morningson Dr. NW, Atlanta, Ga.

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Ohio State Open Championship

Cowan Lake, Ohio

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FOR SALE: SNIPE 9713. Fiberglassed-covered wood Varalyay. New deck; two suits sails; Racelite hardware. Some duplicate equipment. Trailer and cover. Has been to Nationals and was former State Champion. \$850.00 or make an offer. Paul Doyle, 2625 Skyline Dr., Waco, Texas

FOR SALE: VARALYAY SNIPE 13202. Fiberglass hull; wooden deck. Minimum weight. Excellent condition. Trailer. 2 suits of sails; cover; always dry-sailed in fresh water. Many extras. Measurement certificate \$1350.00 **FIRM.** Donald R. Ploetner, 87 Slope Dr., Short Hills, N. J. 201-DR 9-3702.

WANTED: I NEED A LOW-PRICED BOAT! I will make repairs - boat does not have to be complete. Prefer a mid-west location. Harold Short, 2303 N. Howard, Grand Island, Nebraska. Tel: 382-9386.

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"NORTHSAILS"

Dear Snipe Skippers:

We mentioned last Fall that we would let you know when we found something faster than the sails Axel Schmidt was using to win the World Championship last year. As usual, when our tests were finished in January we became too busy building sails to follow up on our promise to let you know how the results turned out.

Now that we have some race results in, it is easier to make assurances of the increase in speed of the new sails without just mentioning the test results. The Southern California Mid-Winters were about the first large regatta won with the new sails. Earl Elms' boat speed was impressive in winning this Regatta. The Bacardi Cup in Nassau was won by Mr. Godfrey Lightbourn using a brand new suit of '66 sails. Lightbourn was using the A-15 main on a keel stepped wooden mast. He was using a medium jib. Earl Elms used an A-14 main on a keel stepped Proctor E mast with spreaders. He was using a full jib.

As of March 25, 1966 we have sold 96 suits of Snipe sails since January 1, 1966. This is a new record for us. Apparently it hasn't taken very long for the word to get around about the speed of our new sails.

Since you have your choice this year of 3 mains and 3 jibs, it might save some time explaining just what sail might be best for you to buy. As far as jibs go, if you can get two jibs then we recommend our full jib and our medium flat jib. If you are just going to go with one jib this year, then the medium jib would be the best choice. As far as mains go it depends on your rig. We developed one main around the Proctor E keel stepped mast with spreaders. This we call the A-14. We developed another main around a flexible wooden keel stepped mast. This we call the A-15. We have another main for a stiffer spar, for instance like a Proctor B stepped on deck. In fact, most wooden masts stepped on the deck would be better with this main which we call the A-1 main. As to which rig is faster, we are not sure, except that both of the keel stepped rigs are faster than the deck stepped rig.

If you need a little extra speed this year, drop us a line or give us a call.

Sincerely,

Lowell North
Lowell North