



# SNIPER BULLETIN

MAY - JUNE 1971



# Cobra Masts

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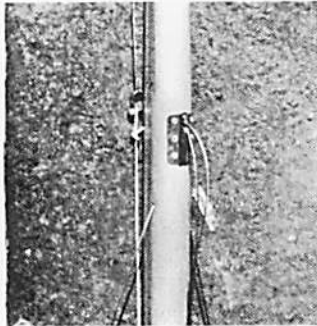
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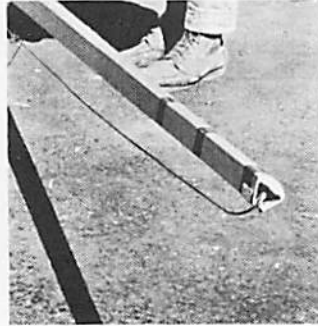
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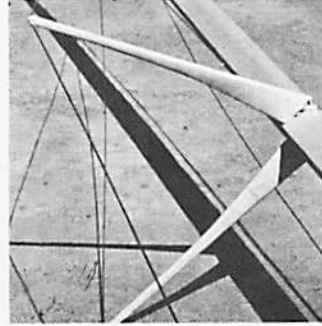
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JOE RAMEL 1917-1971

Joe Ramel joined Lake Lotawana Snipe Fleet No. 49 in 1949. He was fleet champion in 1955, 1957, 1961, 1962, 1963, 1964, 1966, 1967, 1968, 1969 and 1970. He was four times fleet captain, 1965 Commodore of the Missouri Yacht Club and twice sailing chairman of the Yacht Club. He competed in twelve national sailing events and was a former district governor of the Snipe Class International Racing Association.

Such a sailing record is a truly enviable one, but it doesn't begin to tell the story of the man, for though his sailing prowess certainly didn't detract from his being known as Mr. Snipe Fleet No. 49, neither was it the primary reason. The real reason was his leadership by example. He knew only one way to face any situation, and that was to dig in with his full energy and get the job done in as efficient a way as possible. An idea man who didn't object to doing most of the work, he never sent up the protest flag because a task was too menial or too difficult. And it was the craftsmanlike, total effort he applied to each thing he did which made the man a champion, and a champion sailor. 12888, we'll miss you.

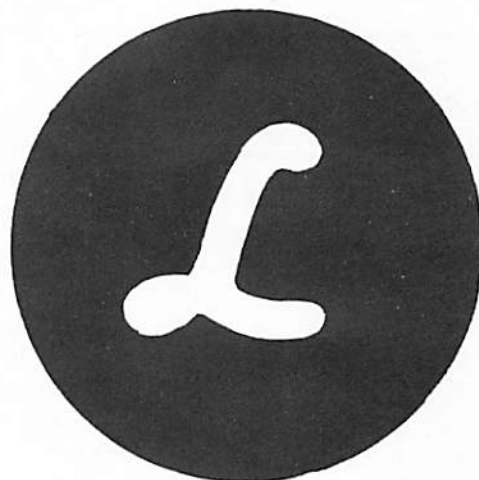
*Marian Petersen  
Fleet Captain  
Lake Lotawana Snipe Fleet*

## GOT PROBLEMS?

Turn them over to YACHTING's monthly "RACING CLINIC" department and the one-two punch of editors Dick Rose and Graham Hall. Let Rose and his panel of experts answer your questions analytically, whether they be on tactics or trimming the bridle. Follow Hall as he delves into the whys and wherefores of the latest go-fast philosophy, from speed-sheeting to spinnaker techniques. "RACING CLINIC." It's about anti-fouling racing finishes, appeals, Barber-haulers, building a fleet, centerboards and rudders, cloth tension, fittings, fouls, gadgets, jib travelers, rules, sailcloth, slots, tacking a cat, throw-out races, trapezes, victory support systems, waxing the bottom, and *you*. It's another part of the big YACHTING picture which includes monthly reports on the "News from Yachting Centers," national and international "Regatta Results," "YACHTING Interviews" with top sailors, and "With the Racing Classes," keeping you up-to-date on what's going on. Get involved. Get YACHTING every month. One year, \$8.50, from YACHTING Publishing Corp., Dept. RC, 50 West 44th St., New York, N.Y. 10036.

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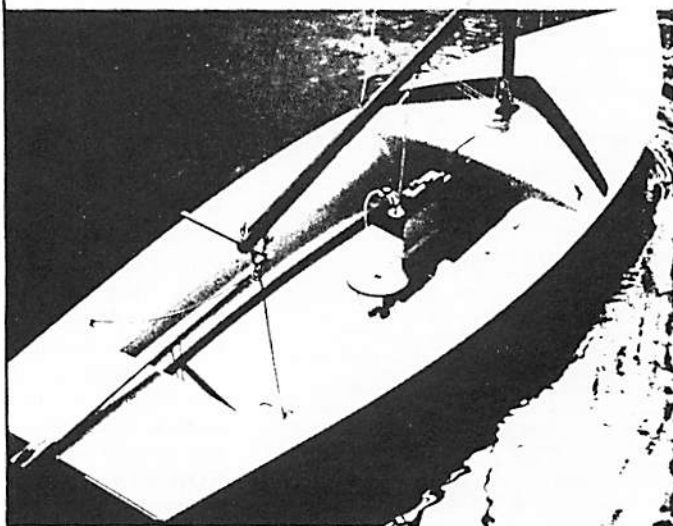
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MAY - JUNE 1971

VOL. XX No. 5'

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**CHANGE OF ADDRESS**

Notify Snipe BULLETIN of any changes, both old and new addresses complete with zip code. Allow a month to become effective.

**THE COVER**

Snipe has not been able to get into the Olympics but at least Snipe sailors have made it in the S.O.R.C. The picture shows Commodore Kilpatrick aboard Dick and Don Williamson's new Cal-43, STUART LITTLE. Their previous boat was lost in last year's hurricane. They were photographed from the Sunshine Skyway Bridge over Tampa Bay and appear happy to hear their cheering section.

Perhaps the most successful of Snipe sailors was Bengt Jornstedt from Sweden. Along with four other Swedish college students he took on all comers in their 30' Smuggler. They won Class E, sailing hard and consistently. They logged 3 firsts, a 2nd, one 4th and threw out a 5th.

Reported on the circuit were Past Commodores, National Champions and other great Snipers. Among them were Perry Bass, Don Ayres, Harold Gilreath, Courtney Ross, Bruce Cochran, Lanny Coon, Mike Walbolt, Charley Morgan, Bruce Bidwell, Francis Seavy and many more. Some are no longer Snipe owners but once a Sniper, always a Sniper.

An interesting thing happened to Francis Seavy, on his way to wish everyone well on the Ft. Lauderdale race (he wasn't scheduled to go). As he approached Charley Morgan's boat Charley said to Francis: "You are just the man I'm looking for. I can't go, you take my place." Francis always carries foul weather gear in his car, so with 10 minutes notice, off he went. Would you have accepted?

Photo by Buzz Lamb

**US NATIONALS**

Preliminary information on the US Nationals to be held in Annapolis, has been sent to the Fleet Captains. A supply of entry blanks is to be mailed in June. Any who have not received copies write to Annapolis Snipe Fleet, 7 Shipwright St, Annapolis, MD 21401.

Camping will be available at \$2.50 per night. A limited number of spaces have utility hookups. If you plan to camp you should write to the Annapolis Fleet NOW so you will be sure to have a reservation.

If your boat has been measured at at least two Nationals it is entitled to a Green Card which will eliminate some of the measuring. This will be a help to both you and the measuring committee. If your boat qualifies please write the SCIRA office and give boat number and years it was measured.

**THOUGHTS WHILE SAILING . . .**

Last month's BULLETIN was the boat show issue and featured all the new boats that we had seen to date. In keeping with the tradition of such things we did not have any pictures of older boats. However, we are starting in this issue a series of articles describing old boats that have been re-worked.

My oldest son, Kerry, was smitten by the looks of the newer boats. I am sure he felt that a cockpit rearrangement with a lower centerboard trunk would increase his boat speed. It probably will help in tacking. One of these days he will have reached the point where he knows that the skipper is the greatest go-fast. Even so one must have the best equipment and sails if he expects to win. Accordingly, I encouraged him. He did all the work except for a couple of places that needed pretty close fitting. His efforts prove the point that a good part of the work can be done by an inexperienced person. It also proves that weight can be removed. In this case, weight was removed in spite of his efforts.

We will have an article by Julio Galletti of Miami. He took a heavy Lofland glass boat and made a fairly competitive boat. Francis Seavy's wooden boat weighed 425 lbs. without ballast. He has just about finished remodeling and calculates the boat will weigh about 375 lbs. He has promised to write an article to describe his efforts.

So all you fellow reactionaries, take heart. Keep your old boat that is as dear to your heart as your wife and children. The boat can be fixed up and can be made as modern as a brand new boat. It takes a little work but it can be done.

**THE SCORE**

Numbered SNIPES—19400

Chartered Fleets—600

Numbers issued for this month were divided as follows: US 35, Japan 10, England 1, and Colombia 1.

**US JUNIOR NATIONALS**

The Juniors of the Annapolis Snipe Fleet have volunteered to try to find free housing for contestants in the Juniors. This will apply from Monday, August 2 through Thursday, August 5. Priority will be given to those sailing in only the Juniors. Write immediately because there is a limited amount of space.



## On the Lighter Side

NOAH WOULD HAVE BEEN PROUD!

by Helen Arthur

When you can tell which boat is yours all the way across the lake, though five of the ten boats out have the same hull color, it's time to do something about those motley sails. Our skipper was convinced that nothing could hurt our elderly bags - their age is a source of much discomfort around the house since those trivial things like groceries and babies keep interfering with the essentials of life - so we washed them.

Fabric filler was ironed in while they were damp. (A crew is often called upon to display a multitude of talents.) That didn't do much, so spray starch was added. They were pretty - so beautiful that the head of the house suggested Scotch-Guard or some such be added. Luckily, it involved no more ironing, not a favorite job at our house, even when it's a main and a jib. The skipper came in to view the remains, and he found them cleaner and stiffer than before, so he added a last coat.

At the BIG REGATTA next day. Noah would have been proud. The skies opened before a single sail could make it to the top of the mast. Neither of us, being the world's most nearsighted boatmen, could see through our dripping glasses enough to see how they looked!

### CREW COPIES

As always in the past there comes a time to review our list of free copies of the BULLETIN. The previous issue was the last one to be received by crews on the 1970 list. In case you are not familiar with the rules you are entitled to designate a regular crew to receive an extra copy of the BULLETIN each month. You should do this when you pay your dues and you must renew it each year. If you have neglected to do this please write the office and give full name and address of your crew.

### DELINQUENTS

The July issue of the BULLETIN will be the last one received by Snipe owners if they have not paid their 1971 dues. All stencils will be pulled and not be replaced until we have received current 1971 dues. If you have not sent yours in please get busy and write a check to SCIRA. By doing so you will not run the risk of missing some issues.

## 9th R.M.S.A. BOW MAR

The Ninth annual Rocky Mountain Sailing Assn - Bow Mar Yacht Club inter-club regatta was held September 12 and 13 at Bowles Lake, Littleton, Colorado.

Saturday two back-to-back races saw very shifty winds varying from 5 to 10 mph. A close race for the first five places developed, Norm Tanner won the first race with Dan Blodgett second and Mel Gaiser third. The second saw Blodgett first, Ahlquist second, and Paulson third.

Rain interrupted the meal provided by R.M.S. A. Bow Mar Club's Reuben Ross kindly invited one hundred guests to finish at their home.

Sunday brought cool weather and light winds. Norm Tanner came back to score another first but Dan Blodgett hung on with a second place to wind up the overall winner.

The first five places were presented with handmade trivets picturing a beautiful sailing Snipe done in ceramic tile chips. These were made by Ruth Greiner of R.M.S.A.

*Martin Emeson  
Fleet No. 210*

Top Ten of 31 Boats					
	Skipper	Races			Pos.
		1	2	3	
18315	Blodgett	2	1	2	1
15003	Tanner	1	4	1	2
14600	Ahlquist	6	2	10	3
16808	Laurwy	8	8	3	4
16801	Ross	4	10	5	5
16802	Poulson	9	3	12	6
16809	Gaiser	3	12	8	7
10399	Ames	11	9	11	8
13287	Campbell	21	6	6	9
12978	MacKenzie	16	11	7	10

## PAN AM TRIALS

Ted Wells chairman of the race committee (ed. - equal time elsewhere in this issue) for this regatta announced that he had attended 27 Midwinter Regattas and never found a drifter stated that the races would start ON TIME. After several postponements and finally a cancellation because of no wind, the races got under way the next day in light 5 mph wind. The rest of the races were sailed in building winds, 10 mph eventually reaching 18. The winner was Agustin Diaz from Miami. Favored by a big shift right after the start of the first race, he led all the way. He figured out the tricky tide and veering wind early and won the next three races. He started last in every race and immediately tacked onto port and held almost to the apparent lay line. He lead at every mark except one in the first four races. In the fifth race Augie finished third but was disqualified by a misjudgment of boat speed which put him in a barging situation. This was his drop race. Sailing conservatively, he finished 5th in the last race.

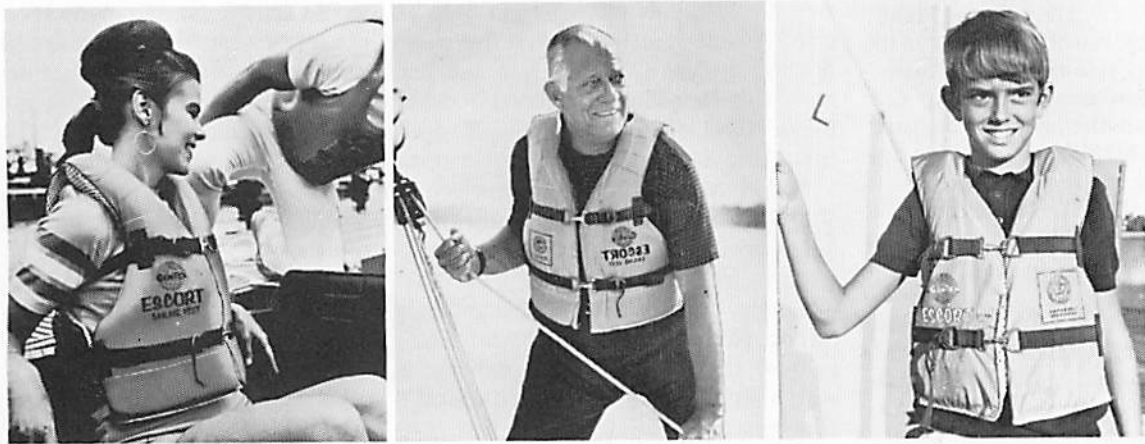
Almost not to be outdone by the younger generation, Augie's father, Gonzalo finished second by only 1.7 points. He enjoys seeing his son finish well and sometimes not from behind. Jeff Lenhart from San Diego sailing consistently placed 3rd with 23.1 points.

Augie's win qualifies him to represent the U. S. in the Pan Am Games to be held in Colombia August 1-11. Unfortunately, he won't be back in time to defend his Junior National Championship in Annapolis.

### PAN-AM GAMES ELIMINATION RACES

Skipper	Home Port	Races						Pts	
		1	2	3	4	5	6		
Agustin Diaz	Miami	1	1	1	1	DQ	5	10	1
Gonzalo Diaz	Miami	2	3	4	2	1	1	11	2
Jeff Lenhart	San Diego	3	5	2	3	2	3	23	3
Gary Boswell	Austin	10	7	3	8	3	4	46	4
Bill Buckles	Decatur	6	8	6	9	4	2	48	5
Terry Timm	Ann Arbor	4	6	7	5	6	6	53	6
Dick Tillman	Charleston	7	2	8	6	7	8	54	7
Buzz Levinson	Indianapolis	5	9	5	7	5	7	56	8
Keith Zars	San Antonio	8	4	9	4	8	9	59	9
Henry Davis	Omaha	12	10	11	10	9	10	80	10
Mike Zalzal	Acton Lake	9	11	10	12	10	12	82	11
Charlie Wright	Acton Lake	11	12	12	11	NF	11	87	12

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# II VASCO DA GAMA



Top 10 of 52 Skipper	Country	Races						Pts	
		1	2	3	4	5	6		
Reinaldo Conrad	Brazil	1	2	1	5	1	1	3	1
Ruy Moreira	Portugal	3	1	5	3	2	2	17	2
Antonio Basilio	Portugal	4	6	8	1	3	3	31	3
Augusto Guimaraes	Luanda	2	4	2	6	7	5	35	4
Fernando Maseo	Spain	11	16	4	2	11	8	59	5
Robert Uchuralt	France	10	14	3	13	4	6	50	6
Manuel Meneres	Portugal	8	3	19	4	5	NF	62	7
Roque de Pinho	Portugal	6	17	11	10	6	10	72	8
Pedro Marocho	Portugal	14	10	6	9	8	12	74	9
Jose Guerra	Portugal	5	12	9	16	13	7	75	10

## ONE-DESIGN & OFFSHORE YACHTSMEN

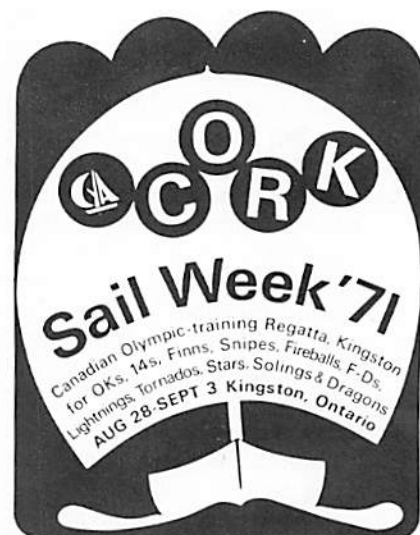
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Advertise in the comprehensive program being prepared for distribution during the 1971 US Nationals. 1500 copies of the program will be printed. 1/4 of a 6" X 8" page costs only \$12.00.

For details call or write:  
Donald Hollway, c/o Annapolis Snipe Fleet, 7 Shipwright Street, Annapolis, MD 21401.  
301-688-7752 (work)  
301-268-7538 (home)

# OLD BOAT GOES MODERN

I decided to cut down the centerboard trunk and make my boat self-rescuing after seeing the boats at Clearwater for the circuit and listening to the discussion at the Symposium. My boat, though old, (No.9112) has no weight problem. It weighs 365 lbs. without ballast and my purpose was in modernizing the boat and making it self-rescuing rather than cutting any weight. The boat ended up 5 lbs lighter anyway.

I tried to keep up with time and money spent but since most of my time was spent in deciding what to do I quit keeping track of time. I worked afternoons and weekends for about three weeks. I spent \$23.70. \$10.00 was for styrofoam, the rest was for cedar braces for the floor boards about \$3.00, and the centerboard cut and rewelded about \$11.00. Miscellaneous expenses like varnish (on hand), screws (some reused) sandpaper etc., are not included.

First I removed the floorboards—since there was no weight problem—I reused the same ones. I shaped the styrofoam,

cutting notches where the ribs of the boat are and laid it in. I used about 4½ cubic feet of foam. You lose some styrofoam when you trim and notch it to fit in. I bought 4 cubic feet of foam and had some on hand already. The styrofoam was painted with *water base* paint before installation to prevent sun rot. The foam was laid over the ribs and belted in where necessary. The floor boards were then screwed in place level with the chine, they had been slanted to the bottom of the boat before and this made them about 4 inches higher in the middle of the boat where the feet of skipper and crew are most of the time.

The next step was to cut the drain holes in the transom. I cut only 20 square inch holes rather than the maximum 100 square inch holes, but think they might be too small.

In order to determine where to cut the trunk I decided to put the boat in the water first and see how high it floated, rather than take a chance in cutting it too low. We put the boat in the water with

about 375 lbs of crew weight aboard and marked how high it floated; it came to about 11 inches above the keel. I decided to cut the trunk at 14 inches above the keel. That leaves about 4½ inches of trunk above the raised floor boards. Since I didn't cut the cockpit any further forward I left the fore part of the trunk as it was for bracing.

The jib cleats were replaced on the deck edge (this hasn't worked well as they pull out when the crew hikes out). I have considered adding a barney post behind the trunk or building up under the cleats on the deck edge.

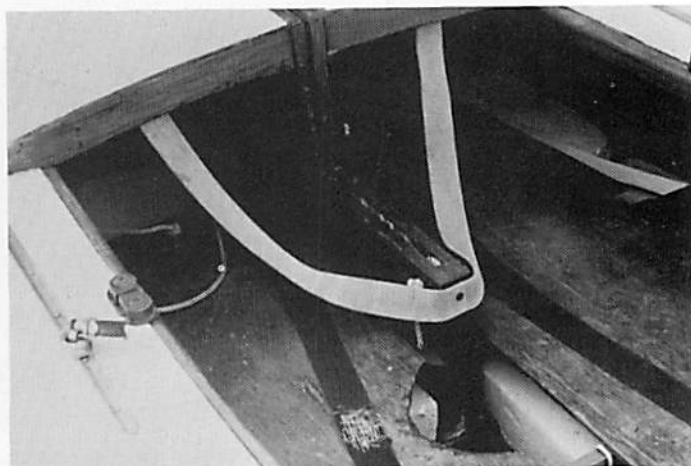
I got a professional to cut and reweld the centerboard and retained the full board rather than cut it to the angle shape.

The final step was to get the changes approved by the fleet measurer so that it is approved as meeting the requirements of paragraph 56 and so as not to invalidate its measurement certificate.

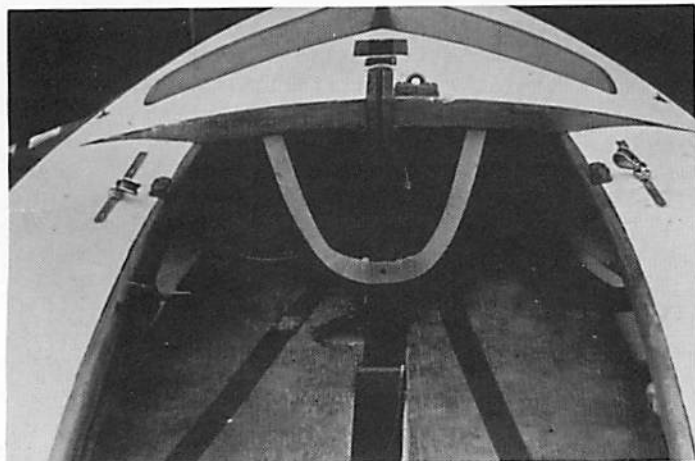
*Kerry Lamb*



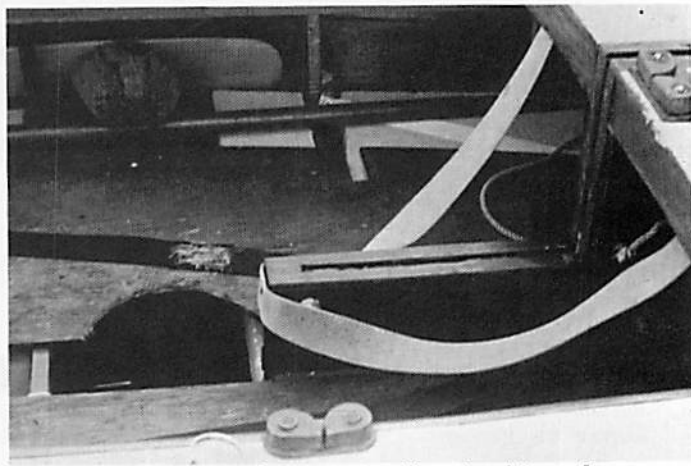
Before: View of original construction with dagger board trunk at deck level.



After completion of work the height of the trunk from the bottom of the keel was 14½", water level with 350 lbs. of crew weight was 11½".



Styrofoam extended from mast step to station 4.



View showing styrofoam extending to chine clamp. None put in the vicinity of the bailer.



# SYMPOSIUM II

The following discussion is a continuation of the article appearing in last month's BULLETIN which was confined to tuning. Here the topics turned to the new rules on cockpit size, height of centerboard trunk and flotation. Left unresolved was the basic question: How far should the class rules go to insure safety to skipper and crew?

**Frank Levinson** (moderator): What about the new cut-down trunks and the roomier cockpit?

**Tom Nute:** I recently cut down the trunk on my wooden boat. The significant difference is that the boat is more comfortable for the crew. It's easier to go across the trunk when you tack. The short boards are a help in jibing with the vang on. I put in 4½ cubic feet of flotation (in the form of styrofoam surf boards) which is stuffed under the floor boards and only secured by the floor boards themselves. The foam added weighed about 9 pounds and the weight removed was about 12 pounds. I didn't cut the large drainholes in the transom.

**Moderator:** Make sure if you cut your trunk down that it is remeasured by your fleet measurer otherwise you may have a tough time at the Nationals. Also remember that your floorboards may have to be raised to accommodate the styrofoam necessary for flotation requirements if the trunk is cut down.

**Tom:** Why do I have to do this for my boat when other wood boats don't have to?

**General Discussion Consensus:** Cutting down the trunk is the difference. The trunk has to be left high enough that water does not flow in, therefore the boat with a cut off trunk has to float higher. **Floor:** Why not have the boats float on top and be manually bailed as they "always have been"?

(Rules require remeasurement of boats which have been changed. Furthermore in order to have a cut down trunk the boat must comply with paragraph 56, page 75 or Rule Book and new rule listed at end of article.)

General discussion included the previous day's sinking of a plywood boat with no flotation. It capsized and was righted several times but filled with water and sank before the crew could get it up. Later it was brought in with a broken mast. (PLYWOOD BOATS ARE REQUIRED TO CARRY 3 CUBIC FEET OF STYROFOAM).

**Gonzalo Diaz:** Older plank boats are also less bouyant and more apt to turtle since the advent of the aluminum mast.

**General Discussion:** It is necessary to get out of the boat and right it rapidly. No real problem exists on the windward legs where the main lays over flat on the water. The problem comes when a boat goes over on a jibe, without the sail to delay the boat from turtling.

**Dick Tillman:** Perhaps flotation in the headboard of the sail as used on some class boats would help prevent turtling and help in fast rescue of a boat by the crew.

**Bruce Colyer:** The thing that must be done is to get out fast on the centerboard to get the boat up and going again.

**Floor:** (of Mike Zalzal) You lost your board today, was it tied in?

**Mike:** Yes, but the knot came loose.

**Wayne Knight:** Sometimes a board is tied so loosely you can't get hold of the end to pull it back.

**Earl:** Maybe there should be a rule about tying the board in, or a wire preventer to make sure the board is not lost and always protrudes a few inches.

**Wayne:** How about capsize drill for new sailors?

**Bruce:** Sailing in all conditions will take care of that.

**General Discussion Consensus:** Capsize should be practiced so that when it happens in a race it isn't a disaster. Self-rescue will then become an easily accomplished feat. One suggestion was to require all new sailors to learn righting their boats and demonstrate this before being allowed to sail.

**Moderator:** There should be a definite limit to the time a capsized sailor is given in the water to try to right his boat before he is taken off by the rescue boat and the boat left for later, or for someone else to bring in. I would suggest a limit of 10 minutes.

**Bent Poulsen:** The problem is not having enough rescue boats. This is a major handicap to a regatta. We could race in higher wind conditions if there are adequate rescue boats.

**Rule:**

**Daggerboard Trunk:** On boats meeting the requirements of paragraph 56 the daggerboard trunk shall have a minimum height of 9" above the outside of the keel if the boat after capsizing and righting floats high enough so that water will flow

out of the trunk; otherwise the trunk shall be 2" above the water level in the boat after capsizing and righting. A maximum width of ½" is established for the slot in the trunk.

JULY 24-25, 1971

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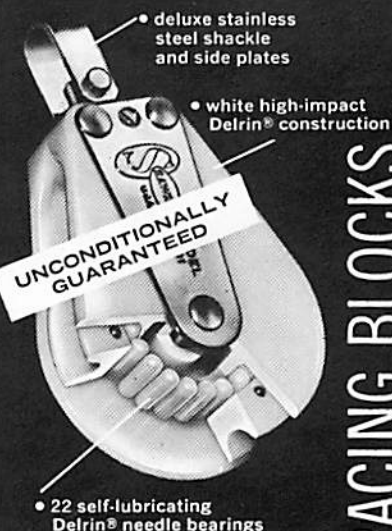
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First, nine times out of ten the answer is to practice, practice, and practice with another boat. Practice going to windward. This is where races are won and lost. Check all the obvious things first; then go after the little things. Check your mast and sails. By sailing against another boat he may notice something that you can't see and conversely you can help him. Before every race check out the windward leg with a competitor to make sure you've got boat speed. Fairlead adjustment and traveler adjustment always need attention, because the wind velocity is never the same.

One of the most important things in a Snipe is the daggerboard. First make sure it is super smooth. File out the nicks on the edges, where you have set it on the concrete or where it has banged the pin that holds it up. Next, the surface should be wet sanded. 220 is first, followed by 400. If you have trouble with corrosion, a

new product called Sea Film by Columbian Bronze Corp. does an excellent job and leaves a real smooth finish.

Repeat the same smoothing process with the rudder. Be sure you get all the edges. Use surfacing putty that dries quick and hard. Also check for rudder and tiller play. Make sure you have a tight fit. This enables you to get the feel of the boat and this is really essential.

So much has been written about a smooth racing bottom that I won't go into that, however people with fiberglass boats should polish the glass too. If you want to really get slick on glass, use 400 wet paper and polish with compound. However, the daggerboard and rudder first, these are more important!

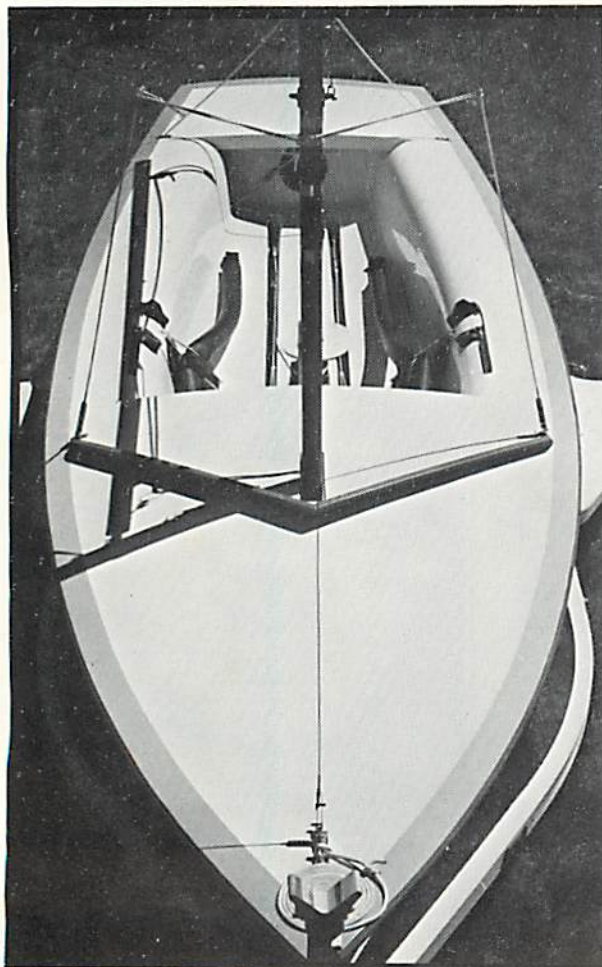
Sails are important; they are your engine. If your sails are 1 year old or older you should check for a loose leech—a sail stretches here first. Many people ask—how long do sails last? There is no one answer to this, however, the sail cloth does lose its life, and sails do stretch. Many times an older sail can be rejuvenated but more often than not,

after a sail is 2 or 3 years old, it is generally not as fast as a new sail.

Uniform shape is the most important sail quality. You can generally adjust the shape by using the outhaul, the Cunningham, and the jib luff tension. Be sure you do this in your tuning to windward. Many sails set poorly, simply because they are not adjusted properly. Also, the spreader swing, if too far aft will distort some sails. This allows the mast to bend excessively. Different brand sails require entirely different mast tuning. Here consult your sailmaker.

Finally, practice the many different maneuvers that you do in a race with your crew until everything is automatic. Boatspeed is a combination of many things.

*Frank Levinson  
Clearwater Fleet 46*



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# WINCHESTER INVITATIONAL



Championship Division, Back: Terry Cronburg, Tom Legere, Norm Towle, John Swanson, Scooter Swanson. Front: Louise Harris, Dave Smith, Sue Swanson, Jimmy Payoli, Phil Gouzonle.



B Division, Back: Rob Swanson, Lou Law, Randy Wood, Stan Cruwys, Ned Daly. Front: Merily Ober, Margaret Law, Debbie Wood, Judy Ellis, Kitty Daly.

Photos by Robert R. Nicholas

Norm Towle formerly of Winchester Boat Club, but currently of Quassapoag Yacht Club, won the Winchester Invitational on the week end of July 11 and 12, edging out his old competitor, Tom Legere of the Winchester Club. 54 Snipes from all over New England participated. Fifteen-year old Randy Wood won over the 22 other boats in the second division.

On Saturday, the weather was overcast with a light southerly wind. In the 31 boat A Division, Jim Fairclough of Quas-

sapaug, traded tacks with Scooter Swanson of Winchester and beat him to the finish line. Scooter was also edged by John Swanson. In the B Division, Ned Daly got out ahead at the start and stayed there. Lou Law, in second position, capsize but righted in time to finish third. Randy Wood had a second for that race.

In the afternoon the wind freshened from the south and the second and third races were run in more exciting conditions. In the A Division a disquali-

fication gave Terry Cronburg a first, second Norman Towle and third Tom Legere, for the second race and it was Towle, Legere and Cronburg for the third race. In B Division the second race Stan Cruwys led the way with Randy Wood in second and Rob Swanson third. In the third race Randy Wood worked his way up to first and held off Lou Law and Rob Swanson who finished in that order.

Sunday was clear and sunny with the wind out of the north. One race was sailed. Norm Towle finished first ahead of Cronburg and Legere to cinch first place.

## WINCHESTER INVITATIONAL REGATTA - A DIVISION

Boat	Skipper	Crew	Club	Pts.	Fin.
17758	Norm Towle	Sue Swanson	QYC	13	1
16582	Tom Legere	Dave Smith	WBC	31.4	2
17999	John Swanson	Jim Pazolt	WBC	34	3
13018	Terry Cronburg	Louise Harris	WBC	43.7	4
16616	Scooter Swanson	Fred Nelson	WBC	45.4	5

## WINCHESTER INVITATIONAL REGATTA - B DIVISION

Boat	Skipper	Crew	Club	Pts.	Fin
14692	Randy Wood	Debbie Wood	CP	6	1
18326	Lou Law	Margaret Law	WBC	19.7	2
15151	Stan Cruwys	Judy Ellis	QYC	34.7	3
14302	Rob Swanson	Merily Ober	WBC	41.4	4
15214	Ned Daly	Kitty Daly	QYC	42	5

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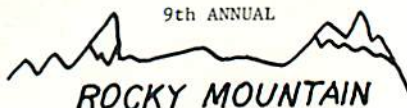
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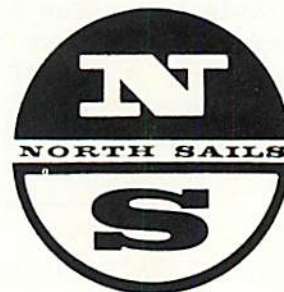
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# Wells Wanderings



by Ted Wells

## RACING

### Racing Rules—Starting Lines

Our fleet wanted a session on the rules applying at the start. If Americas Cup skippers can get into a hassle on this subject, maybe everyone can stand a little review.

Actually, the present rules are simpler than they ever have been and the only real room for argument is whether a boat overtaking to leeward has given the overtaken, windward boat ample room and opportunity to keep clear. The overtaken boat does not have to do anything in *anticipation* of having to do something (appeal 126), but also he can't just sit there doing nothing after the overlap has been established, as a leeward boat can do about anything it wants to before the start, except luff sharply.

Boats reaching down the starting line are sometimes accused of barging. Actually, reaching down the line is perfectly legal if no one to leeward objects—and it isn't barging. Barging occurs only at the windward end of the line and all the anti-barging rule says is that a windward boat has no right to claim room at the mark. If it can sneak through without bothering a leeward boat which has left enough room, this is OK. (this is what Intrepid was doing) The only limitation on the leeward boat is that it must not head above close hauled after the starting signal (which is what Gretel II did).

### Racing Rules—Marks to Starboard

On the overgrown puddles that we sail on out here we frequently leave some marks to starboard. On larger bodies of water where marks are generally left to port, some confusion arises when marks are left to starboard. Again the rules are simple; the boat approaching the mark on the starboard tack has right of way until it starts to tack. When it starts to tack, it is subject to the tacking close aboard rule. This rule says that the tacking boat must complete its tack far enough away from an approaching opposite tack boat so that the latter does not need to start doing anything to keep clear until the tack is completed. At that time, it becomes an overtaking boat and must do something.

The starboard tack boat is under no obligation to tack around the mark until it feels like it. If it wants to keep going, thereby frustrating another starboard boat to leeward of it, it can go as far as it wants (normally this isn't very smart but it is

legal). The starboard tack boat should approach the mark very close to it to make it more difficult for a port boat to sneak behind him and around the mark. Conversely—a boat approaching on the port tack should hold well above the mark. A starboard boat doesn't dare tack too close, and the port boat may sneak around behind, after first luffing up to make the starboard boat keep going.

### Lake sailing—Light winds

Oh happy day—back to lake sailing! I don't even mind near drifters if there aren't too many power boat induced waves—especially with a good light weight crew like 12 year old Mike Boswell who crewed for me at Shreveport. We went very fast (relatively) in five mph winds. Above that, Mike's father and mother, unfortunately went faster than we did.

The most basic principle in light wind racing is to go to the wind—don't wait for it to come to you. Frequently, it won't. In the first race, I had a good start near the port end of the line, which was greatly favored, but after a few minutes, boats started whizzing past me well to windward—going faster and pointing higher. Boats ahead of me and to leeward weren't going anyplace. I tacked and went behind about eight boats, but suddenly started going very fast (relatively) and was on the tack heading closest to the mark so I just kept going. The boats which had been ahead of me who did not tack just died. The boats that I had gone behind fortunately turned out to have guessed wrong on which side of the course was favored. The fact that I reached the first mark first was of academic interest only, since it took almost an hour and there was a time limit on the first lap of an hour and fifteen minutes.

In the next race, the wind was still very light, I got a good start, held the starboard side of the course, and was leading about half way up the beat, when two boats went behind me to go even farther to the starboard side of the course. Shortly after, it was obvious that they were gaining on me, as I was on everyone else. I should have tacked immediately as we were not laying the mark and the wind was obviously better over there. I finally tacked, going behind both of them, returned to starboard on the lay line for the mark, and was just congratulating myself on being back in first place while Gary and Margaret Boswell were in about fifth place, when the bottom fell out—or rather a new wind came from the side of the lake where I wasn't and we rounded the mark about twelfth. Still the principle remains correct—go to the wind. There is nothing you can really do to anticipate catastrophic shifts like this one. We salvaged fifth in this race and second in the regatta.

I also found out in the next race that there was nothing I could do to stay ahead of the Boswells when the wind went up to about 10 mph. I led at six of the seven marks but Gary ate me up on the last beat. If I find out how or why I'll let you know.

*Think Snipe*

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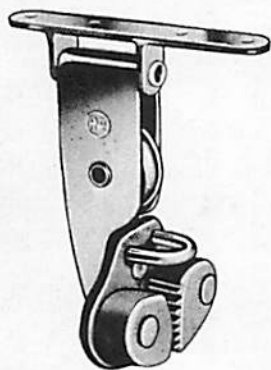
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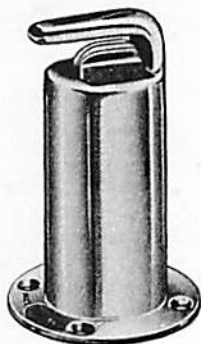
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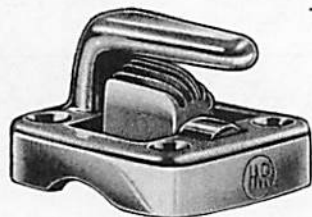
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