

The Snipe Class World's Championship Regatta is to be held in historic and picturesque Havana starting November 29th and running until December four. Above, in yachting cap, is Dr. Frank V.G. Penman, of England and next to him is Francis Seavy, national

U.S. Champion. In the lower left, the serious gent is Jorge Mantilla, Cuba's hope. In upper right is famous Commodore Rafael Posso, General Chairman and organizer of the series. Bob Vreeland took the snap of Seavy and others in Cuba are by Barcino.

## WORLD'S CHAMPIONSHIPS WIND UP 1951 NATIONAL CHAMPIONS ONLY ENTRIES TO COMPETE IN HAVANA

Starting on November 29 and running through to December 4th the Snipe World's Championships races will be held in Havana, Cuba. This is the same outfit that organized and ran off the Western Hemisphere Championships last year which was stated to be the best run regatta ever staged for Snipes. No less a personage than Ted Wells - who is qualified as an expert, if any one ever was - has made a similar statement.

The Club Nautico Internacional de la Habana is the name and headed by Commodore Rafael Posso and his many willing and able assistants, it is a foregone conclusion that not one item will be omitted. And the Cuban Snipe skippers are no beginners when it comes to racing a Snipe. The Cuban National Champion is Jorge Mantilla who acted as crew for the Brazilian entry in last year's races and who raced at the Midwinter Champs in Clearwater last year.

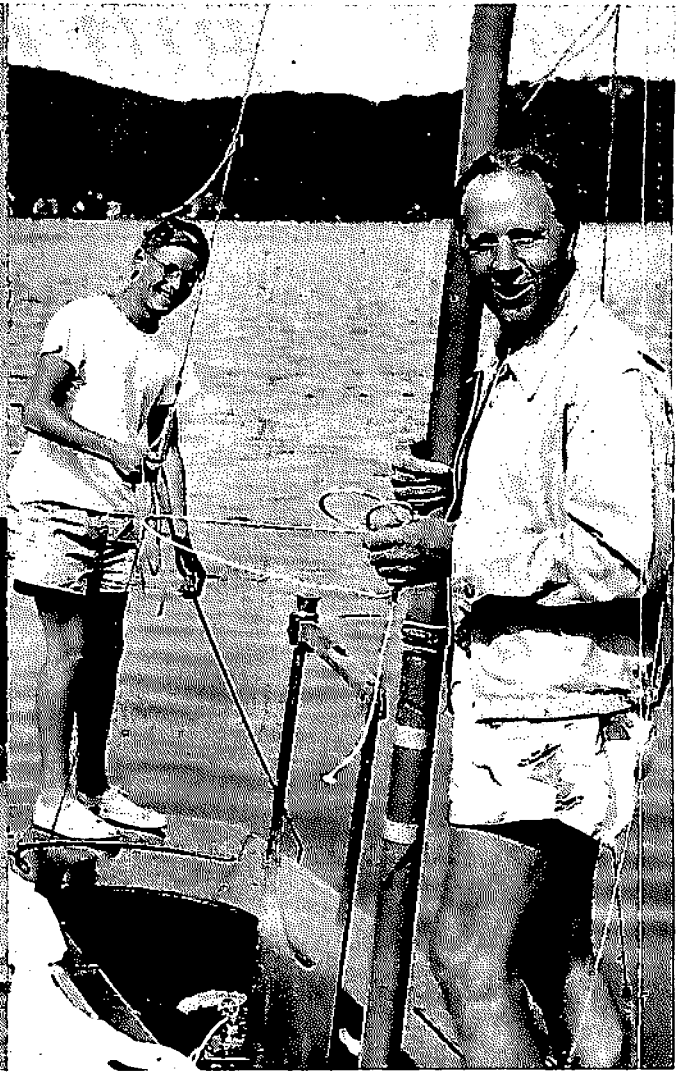
According to Gonzalo Melendez, who ought to be an expert on local conditions, the month of November brings their strongest winds - eighteen to 20 miles an hour - with correspondingly big seas when races are held off the entrance to Havana Harbor.

Northwestern winds predominate at the time of year when the races are scheduled and if it is too

bad outside, there is plenty of room up in the Bay where races can be staged. He reports that tidal currents are not troublesome and would make little if any difference. Melendez further reports to us that through the Spanish National Secretary, competing skippers and crews as well as all National Secretaries will be guests during their stays in Cuba.

As this is written it is pretty early to list the actual entries and, in case you don't already know it, entries are limited only to the national champions of countries where there is a recognized Snipe organization. The U.S. entry is, of course, Francis Seavy of Clearwater Yacht Club. Dr. Frank V. G. Penman of England will be the British entry with Jorge Mantilla racing for Cuba. Other entries that will be made come from Argentina, Brazil, Portugal, Spain and possibly Norway. It is also expected Canada will be on deck. France, Italy, Uruguay, Switzerland and other Scandinavian countries have failed so far to state whether or not they will be on hand. Boats are to be supplied by the Cuban Snipe fleets and will be drawn for prior to each event. Each skipper must use his own sails with the correct racing numbers on them. No skipper may sail in the same boat twice nor can he use his own Snipe.

Next month Snipe Bulletin will have the story.



Bud Stillmun who finished third. Above, right, Victor Larson of Lake Chautauqua  
Photos by Bob Vreeland

## KAUFMAN KOPS NORTH ATLANTIK KOAST KHAMPIONSHIPK BY BUD STILLMUN (INCLUDING ABOVE HEADLINE)

On the week-end following the Nationals on Barnegat Bay, as a totally unexpected development, 12 gluttons for punishment packed up and travelled to Lake Mohawk, N. J. for the North Atlantic Coast Championship. This was the most entries ever to compete in this Oldest of Sectional Championships.

The wind was northwesterly, rather puffy and varied from about 2 to 10 mph. After the seas on Barnegat Bay it was like sailing on a millpond.

The first race was sailed Saturday afternoon at 2.30 and saw 8 of the 12 boats change position so often that it kept the spectators tensed up as to who would be the winner. When the cannon went off it was for Beth Olson of Beachwood who had about a 5 length lead over Ray Kauffman, City Island, 2nd and Bud Stillmun, Money Island, 3rd.

A turkey dinner was served to the contestants Saturday evening, followed by a dance.

The second race was held Sunday morning at 11 o'clock. The wind was still from the northwest although slightly lighter than the previous day. Ray Kauffman took an early lead but was soon passed by Bud Stillmun and Beth Olson. Terry Whittemore moved into first for a brief time but was hung in a cove and the final gun saw Ray Kauffman regain 1st

Beth Olson, 2nd and Bud Stillmun, 3rd.

As the skippers adjourned for lunch the results showed Beth and Ray tied for first with 3121 pts.

The afternoon race saw the same weather conditions as the morning with Ray and Bud getting out well ahead of the pack and battling, nip and tuck, around the course. Ray came in first assisted by a fishing plug and about 100 ft. of nylon line that Bud picked up on his rudder. Bud was second, Terry Whittemore, third, Kermit Nicholson of Pine Beach fourth and Beth Olson just nosing out Bob Vreeland of Newport by 10" for 5th.

The final standings were as follows:

Ray Kauffman, City Island, first	4721 pts
Beth Olson, Beachwood, second	4417 "
Bud Stillmun, Money Island, third	4409 "
Terry Whittemore, L. Quassapaug, fourth	4109 "
Vic Larsen, L. Chautauqua, fifth	3894 "
Bob Vreeland, Newport, sixth	3539 "
Kermit Nicholson, Pine Beach, seventh	3537 "
Frank Appar, L. Parsippany, eighth	3285 "
Klesiok, Amityville, ninth	3011 "
Tom Lundquist, L. Chautauqua, tenth	3009 "
Ohngemach, Lake Mohawk, eleventh	2885 "
Bogart, Sea Cliff, twelfth	2523 "

## SNIFE BULLETIN

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## Snips from the SNIPE'S Bill



Yachting Monthly, a British magazine, went all out for Snipe in its September issue with a sharp Snipe picture on the cover and some more inside. The British Champion, Dr. Penman, says that he may be unable to get to Havana after all. - - Championship of Scandinavia was held at Abö, Finland, with teams from Denmark, Finland, Norway and Sweden. The winner was Norway with Sweden second. Teams composed three boats. Individual champion was Erik Barford of Norway. - - Per Skjoberg was elected head of the Scandinavian Snipe Racing Association. Ole Corneliusen is new Secretary for Norway.

## Comm. Bob Hoyt's "Little Protest"

Commodore Bob Hoyt enters a "little protest" on the words in our last issue regarding the start of the fourth race for the Nationals. He says the argument mentioned did not materialize and here is a note in his own words as to what really did occur; "The wind shifted toward the north, and the line, already set in favor the port tackers, was then too heavily favored that way. Nine or ten boats were over and, as previously announced at the skipper's meeting, a blast of the whistle was blown for each boat observed to be over. We were not able to note all the numbers. There was no response from any of them and after a short pause the whistle blasts of the Committee Boat were repeated. Still no notice from the fleet. Then the gun was fired and still no response. I'll admit by this time that the Committee was upset. But there was no argument. We announced at the skipper's meeting that such starts would be recalled. To make matters worse, we had no courier boat for that race and finally managed to get some nearby cruisers to go after the boats. By now the Snipes were all over the Bay.

On the second try, the wind shifted more and we had the same conditions. With more than half the fleet over too soon, we fired the gun again but by this time they heard and understood and all returned. The third try was successful and all got away."

Incidentally, in checking the records, we find that the Committee was right as similar recalls in championship races have been made plenty of times. Not where other classes were starting but in cases such as this, it is common practice.

## The Choice of Champions LARSEN SAILS

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## Emmons on Snipe Measurement

I have noted Wells' article in the October Bulletin on maximum measurements. Over the years we have worked in all the different tolerances imaginable. I have flattened the keel and arced it. Have raised and lowered the chines; built to the absolute minimum and also the maximum. We have watched the boats for results. We find that the boat built to the medium as shown by the drawings is just as fast and will win just as many races. Some individual boats are faster than others but this did not come from any tampering with the lines. The fastest boat we ever built was built to the first set of tolerances figured out in 1939. The tolerance was  $\frac{1}{8}$ " instead of  $\frac{1}{4}$ " as eventually accepted. This boat was measured and passed by a fanatic on detail. Snipes that won at Barnegat Bay did not do so because of maximum dimensions and minimum weight. Those Snipes were sailed. Don't forget that there were similar Snipes that finished way down the list, 21st, 30th, for instance. Usually, a skipper over the years will average about the same position regardless of the make of boat.

## Snipe Dinner on January 18th.

The New York Boat Show will run from January 11 to 19th, 1952, and already plans are going forward for an annual Snipe dinner. The date will be, as in former years, the last Friday night of the Show or January 18th. Hold this date open and watch these pages for further dope on where it will be held.

## Welcome Home, George Shead!

George Shead of Clearwater, who ran off the big Snipe regatta there, has served out his time in the Korean war and has returned to home port, discharged as a Lieutenant-colonel. Many Snipers will welcome George back on the job again.

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## 1952 U.S. Nationals

No decision will be made on the U.S. Nationals for 1952 until the annual meeting in New York before the dinner in January. Bids are expected to come from Oshkosh and Green Lake, Wisconsin. Great deal of work has already been done on it by Pete

## RACING SNIPEs

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Leach for the Green Lake Snipers. Other localities considering the possibility of holding next year's National Championships should have full and complete data in the hands of the Exec. Secretary on or before January 18th, 1952. Maps, photos, information on housing, meals, spectators, press and all possible pertinent information should be given. A representative of the fleet or club should be available at the meeting to answer questions.

## Pigeon SNIPE Spars Rigging & Fittings Laminated Fish Poles East Boston, Mass.

Snipe Association has just 12 of the 1951 rule and record books left. If you want one send a buck to the Executive Secretary. We'd like to use them all if possible.

### MARTIN LEADS POINT SCORE RACE

Point scores for the past season are coming in every day now and already there are a lot of them. Head man as this is written is Harold Martin from Dallas, Texas, Fleet No.1 in Snipe No.23. His total score is 1696 for 11 races. Jack Stettler of the summer camp at Corey Lake, Mich., is second with a total of 1668 for 17 races. Earl Marshall of Port Jefferson, N.Y., is third with 1656 for 12 races. Be sure your Fleet Captain sends in your scores. If he doesn't do this they will not appear.

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### Building A Lightweight Snipe by Owen Duffy

If you are building a Snipe, by all means make every effort to hold the weight of your completed boat down so that when she is ready to sail, fully equipped, she will weigh the minimum of 450 pounds. Not only that, but hold the weight of your hull so that it is light enough to allow for the maximum weight 80 pound dagger board, and still not exceed 450 pounds total.

If there is any one point on which all top ranking skippers agree, it is the necessity of holding to minimum weight. So, to get started off properly in building a hot Snipe, by all means plan to build it light.

It is impossible to make the minimum weight if an 80 pound board is to be used unless you make it entirely of the lightest material available. There is only one wood which may be used for planks with full assurance that minimum weight will be made.

Western red cedar, which should be used in ver-

tical grain only, as the flat grain does not finish as well. Northern white cedar, now so difficult to obtain will do, and Southern white cedar, or juniper, as it is usually called, will do if you are careful to use light weight boards of this species. Some juniper is a little on the heavy side and the boards should be carefully selected.

The best material to use to frame your hull is juniper, which, being light and fairly tough, forms a satisfactory wood for the purpose. It is better than Sitka spruce because it is lighter and has a high resistance to rot, which spruce does not have. Sitka spruce may be used as second choice for framing and it is light enough to do the job. Probably most of the light weight Snipes are frame of this wood and it is quite satisfactory, particularly for a boat that is to be dry sailed. Juniper and Sitka spruce are the only woods recommended for frames, if light weight is to be accomplished in the boat.

The lightest possible deck beams may be made of western red cedar which has proven satisfactory in these members. By all means use mahogany ply wood for the deck as this is about as light as fir, and will make a much better job. A piece of mahogany is best for the rudder and this is the only place in the boat other than the plywood deck where material heavier than spruce should be used.

To sum this all up, the entire boat should be built of western red cedar, juniper, quarter in. ply wood and one piece of mahogany for the rudder. Make your planking, transom, dagger board trunk and deck beams of western red cedar and everything else may be juniper or spruce.

It may seem odd to some to build a boat using none of the heavy oak, mahogany, etc., usually used in boat construction, but Snipe is designed so substantially that none of these woods are necessary to make a perfectly satisfactory and entirely serviceable Snipe. Hold the size of materials to proper specifications and don't make them oversize. A lot of heavy cockpit trim or any other trim, blocks, braces, etc. will end you up with a boat that will be overweight. Do it properly and including your most important 80 pound dagger board, you will be right with a little to spare for experimental hardware and so on.

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Some more personalities at the U.S.Nationals as we promised last month. Upper left is Kermit Nicholson, skipper of Dodger II. He is Fleet Champion of Pine Beach, N.J. fleet. Lower left is Bob Hoyt, Jr. who finished second in the Nationals. The "fatman" in the center picture is not fat at all. It is Ted Wells making a double check on wind velocity just before start of third race. The gent with the duck

bill hat and specs is Guy Roberts of Clearwater. He made the sails for the winning boats - Juniors and Seniors. He, himself, finished 8th. The balding chap directly under Wells is "Pete" Leach of Green Lake Wisconsin Fleet. On the right, top, is Morris Whitney, new U.S. Junior Champion with his crew Rocky Carriok of Clearwater, directly below him. Photos are all by Bob Vreeland of Newport, N.Y. Fleet.

## WELLS WINS AT LAKE LOTOWANA

*Don MacIvor, second; Eddie Williams, third as twenty-four Snipes compete on beautiful Missouri lake*

*By JOE RAMEL*

The annual Lake Lotowana Snipe Regatta held on September 15 and 16th was won by the almost traditional winner, Ted Wells, of Wichita Sailing Club. He has won this event three out of four times and this time he really did a perfect job by coming in first in all three of the races. Don MacIvor, also of Wichita was second which means that Wichita Snipe skippers must be pretty good.

Eddie and Eleanor Williams placed third ahead of all the other Lake Lotowana sailors. Twenty-four Snipes participated, having come from Wichita, Mankato, (Minn.), Omaha, Council Bluffs, Tulsa, Dallas, and Springfield, Ill.

Weather played an important part as all of the visiting boats had to be launched in the rain. The first race was started in a light rain after being postponed for an hour in the hope that it might br-

ake away. The other two races, held next day took place without benefit of much wind and turned out to be old-fashioned drifting matches.

One of the visiting boats was damaged in launching but the skipper, Harry Richardson and his crew Frank Fariday, sailed Billy Wicker's Yellow Peril and so they were able to take part in all of the races and other activities.

A dinner-dance was held at the Missouri Yacht Club house on Saturday evening. After the races on Sunday, all the sailors and spectators were given

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a luncheon of fried chicken. Trophies and prizes were presented by Joe Ramel, Lotowana Snipe Fleet Captain. The final standings of the boats follow;

- 1st Ted Wells, Wichita, Kans.
- 2nd Don MacIvor, Wichita, Kans.
- 3rd Eddie Williams, Kansas City, Mo.
- 4th Jack O'Brien, Council Bluffs, Iowa.
- 5th John T. Hayward, Tulsa, Okla.
- 6th Harold Martin, Dallas, Texas.
- 7th Dwight Westholt, Kansas City, Mo.
- 8th Art Stock, Kansas City, Mo.
- 9th John W. Rix, Wichita, Kansas
- 10th Jim Paxton, Omaha, Neb.
- 11th Floyd Hughes, Omaha, Neb.
- 12th R.S. Gozzaldi, Dallas, Texas.
- 13th Howard Elwell, Mankato, Minn.
- 14th Byron Simpkins, Kansas City, Mo.
- 15th Joe Goetz, Kansas City, Mo.
- 16th Tex Hannay, Kansas City, Mo.
- 17th Chet Rembleski, Wichita, Kans.
- 18th Joe Ramel, Kansas City, Mo.
- 19th Bill Montague, Springfield, Ill.
- 20th Harold Jones, Wichita, Kans.
- 21st Walt Weber, Kansas City, Mo.
- 22nd Harry Richardson, Omaha, Neb.
- 23rd Dick Lloyd, Mankato, Minn.
- 24th L.P. McElwaine, Tulsa, Okla.

## Larry Wheeler Wins at Put-in-Bay by Clyde Gischel

The Great Lakes Championships were held on Aug. 11, 12 and 13 at Put-in-Bay in Lake Erie with the Portage Lakes Yacht Club serving as host and sponsored by Inter-Lake Yachting Assoc. in conjunction with the 58th Annual Regatta.

A small group of eleven sailors represented six clubs with three boats from Indian Lake, unfortunately missing the first race due to a breakdown on the road and their inability to make the last ferry the night before.

The three races for the Commodore Chalmers Burns trophy were sailed around a  $4\frac{1}{2}$  mile triangular course; two of the races being sailed under ideal conditions of wind and weather and a third which was pretty much of a drifter. Harry Levinson of Lake Wawasee won the first and third race and Ham Johnson of Portage Lakes Y. C. won the second race although Larry Wheeler with a second and two-thirds came through to win over Harry Levinson who had a seventh in the second race to give him a second for the series.

Carl Zimmerman was third and Frank Levinson, who must have used this race as a tune up for the Nationals, viewing his position as third, was fourth.

The Dunphy Team trophy was won by Frank and Harry Levinson with a first and fourth in the first race and a first and third in the second race with Larry Wheeler and Carl Zimmerman finishing second with a second and third in the third race and second and sixth in the second race.

The loss of the Dunphy Team trophy by the Portage Lakes Yacht Club, which has won it for the past three years, was offset by Larry Wheeler winning the Chalmers Burns and bringing it back into the Club after Frank Levinson won it from Carl Zimmerman the year before, so everybody was happy.

Competiting sailors were feted at a barbeque affair on Saturday night and a luncheon on Sunday. Everyone seemed to enjoy the regatta at Put-in-Bay.

### How they finished;

1st,	Larry Wheeler, Portage Lakes Yacht Club	2	3	3	4409
2nd,	Harry Levinson, Wawasee Yacht Club	1	7	1	4356
3rd,	Carl Zimmerman, Portage Lakes Y.C.	3	5	4	4109
4th,	Frank Levinson, Wawasee Yacht Club	4	2	7	4046
5th,	James McCaffery, Diamond Lake Y.C.	5	4	6	3890
6th,	Hamilton Johnson, Portage Lakes Y.C.	6	1	9	3849
7th,	Pete Leach, Green Lake Yacht Club	7	8	2	3766
8th,	Clyde Gischel, Portage Lakes Y.C.	9	6	5	3548
9th,	Jack Tillman, Wawasee Yacht Club	8	9	8	3202
10th,	John Keyser, Gull Lake Yacht Club	11	10	DNF	2822
11th,	Nate Whiteside, Glen Lake Yacht Club	10	11	DNS	1861

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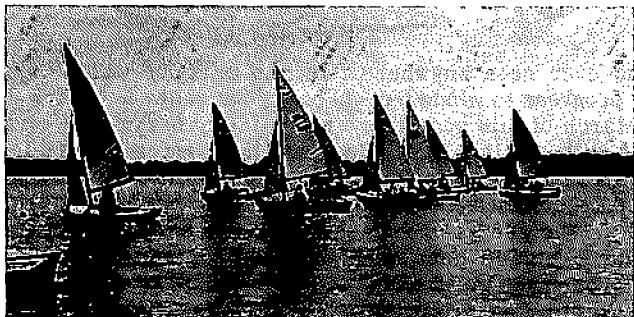
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# THE SOUTHWESTERNS

By JOE BECKER  
PHOTO BY PAUL V. THOMS

Down Dallas way they held their annual regatta, called the Southwesterns, early in September, with Snipes competing from White Rock S.C., Dallas S.C. Corinthian, Houston, Shreveport, Tulsa and the defunct Corpus Christi Fleet. Winds were reported to



Here is a start of one of the Snipe races on White Rock Lake, Dallas, for the Southwestern Regatta.

be light and spotty with luck playing an important part in the finishes.

From more or less disconnected reports received it looks as if Skipper Harold Martin and his crew Maurice Martin of Dallas Corinthian had everything their own way. Hollis Metcalf of Shreveport with his crew Bob Lawton were second and Dave North of Sequoia Yacht Club at Tulsa, Oklahoma came in 3rd. Freddie Deere of White Rock was fourth and Dave McCracken of Dallas S.C. was fifth. R.S. Gozzaldi of Corinthian was sixth, Louis Kuntz of White Rock in seventh and L. Reed of the Houston fleet (defunct) was last.

White Rock Sailing Club took the Snipe Team Championship with Shreveport second and Corinthian in third spot. In a free for all in which boats from other classes took part, Snipes finished in first six places, the winner being Hollis Metcalf of Shreveport, Louisiana.

## Africa Sending Entry to Havana

Last minute reports from Commodore Posso about entries in the World's Championships which will be held at Havana, Cuba, starting Nov. 29, show entries as follows;

Definite entries; Cuba, Argentina, U.S., Spain, Brazil, England, French West Africa. Probably there will be an entry from Switzerland and the Scandinavian countries, Norway, Finland, Sweden, Denmark are being worked on at present. Portugal has not been heard from but will probably have an entry.

## Remlin Wins Harrison Trophy for Snipe Long Distance Race

Joseph Remlin won the Milford Yacht Club's Long Distance Race late in August by covering the distance, 12 miles, in three hours flat. Joe is from Cedar Point Yacht Club, Conn. Remlin won in 1947, 1948 and again last year to retire the trophy placed in competition by Charles M. Harrison, hardware merchant of Milford, in 1936. This year Mr. Harrison placed a new trophy in competition and Joe now has the first leg on it. Remlin's Snipe, F.B.I. was in the lead right from the start. The Harrison Trophy Race is the only long distance Snipe race.

**Get your friends in SNIPES**

John Nicholson of the newly formed Thames River Fleet was second and Patricia Hurley of Cedar Point was third. Less than two seconds separated these two boats at the finish. Other boats as they finished; Wild Goose, Quassapaug Sailing Club, George Schwenk. Scintillation, Cedar Point, Jack Watson. Beedlebaum, Quassapaug S.C., H. Upson. Bewildered, Quassapaug S.C., Robert Chatfield. Drippin', Milford Y.C., Bert Knopf. Petrel III, Milford Y.C., Robert Doolittle. Jay, Milford Y.C., Joan Gunther. Sandpiper, Milford Y.C., Jim Giblin. No. 8634, Quassapaug S.C., Thomas St. John. (Disq.)

Two of three boat team winning  
New York State 1951 Championship  
were built by  
**EMMONS** at Brewerton, N.Y.

## Jim Wolf writes to Jim McCaffery

Dear Jim McCaffery;

Eleven years ago I dumped my new Thompson Snipe, which cost me a total of \$215.00 delivered, complete with sails, into Diamond Lake, joined the Club and with the cooperation of the other half-dozen Snipe skippers, organized the Diamond Lake Snipe Fleet No. 158.

The fleet grew up. It is now considered the largest active Snipe fleet in the world.

I am very proud of that fleet, and I am proud of the sailors who have grown up with it.

This week one of the finest skippers we have produced leaves us when you join forces with Uncle Sam. You really have grown with the fleet, Jim, and now we affectionately call you "Champ". Your skill with Snipe has brought you a warehouse, full of trophies and your earnestness, modesty and perennial display of good sportsmanship have won for you the respect of all your opponents.

Good sailing, Champ, we'll miss you.

Jim Wolf.

(Reprinted from Diamond Lake's Fleet News of Aug. 30th, 1951. We can all say 'amen' to the splendid letter Jim Wolf wrote.)

## Springfield, Ill., Fleet Coming Back

Harry G. Newman, Jr., 839 So. MacArthur Boulevard Springfield, Illinois, writes in that he is making good progress toward reforming the long dead fleet known as Island-Bay, No. 91. There are now nine registered Snipes and two or three more are joining up shortly. He asked for and received full information on just how to go about it as none of original Snipe fleet seems to be left.

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# WELLS' WANDERINGS

By TED WELLS

## When in Rome • • •

The old adage which recommends copying the actions of the local boys when you are away from home has its limitations when an attempt is made to apply it to sailing under widely varying conditions. There are two basic problems which must be separated in order to get the answer. One pertains to tactics as affected by tricky local conditions in which local skippers may have an advantage due to their intimate knowledge with these local conditions. The other involves the difference in technique between sailing in large bodies of water with big waves and on small bodies of water with no waves.

The value of knowledge about local conditions is pretty generally over rated. Usually any smart skipper would figure out most of the things for himself, and usually the problem is that you get so much advice concerning local conditions that you don't know which to ignore and which to follow. I have actually run in to only two cases where it was necessary to plan tactics on the basis of local advice. One of these cases was in Long Beach, California, where in three of the five races it was necessary to go on to a port tack immediately after the start and hold that tack until you could lay the mark, or you ran out of water and had to go on a starboard tack for awhile until you could go back on the port tack again. A similar condition seemed to exist in Havana when sailing inside the harbor. I was never able to figure out any logical reason why these conditions should exist, but they did.

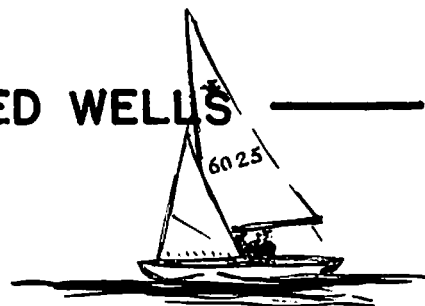
The problems pertaining to technique which face the inland lake skipper the first time he gets on a large body of water with big waves and the problems facing the skipper accustomed to sailing on large bodies of water when he first tries lake sailing are just about equally difficult to solve.

With large waves and a fairly good wind the lake sailor will not be too badly off going to windward; however, when he starts on a reach or a run he will think he has his anchor dragging. If he runs into a heavy chop or large waves with a fairly light wind he won't even be able to go to windward. On the other hand if Francis Seavy had been racing at Lake Lotawana in the recent Missouri Yacht Club Regatta he would probably have been removed from his boat in a straight jacket and probably wouldn't have gotten out of his padded cell in time to go to Havana.

Trying to do as the Romans do isn't very helpful in this case as the skipper out of his accustomed surroundings can't see that anyone else is doing things any differently than the way he is doing them.

The technique for making a boat go to windward in high waves or heavy chop is logical and sounds easy - it simply involves not pointing too high. Unfortunately, in practice the lake sailor will find that it doesn't work quite as easily as it sounds and it takes quite a lot of experience to be able to master the technique. It is particularly difficult when the waves or chop exist in a moderate wind.

When I went to Havana last November I had sailed in four regattas at Clearwater, Florida, three at Corpus Christi, Texas, and one in Long Beach, California, and thought I knew the answers pretty well when it came to handling waves. However, in two of the races on the Gulf of Mexico the wave was from about six to eight miles an hour and the waves about three times as high in relation to the wind velocity as



I had ever seen anywhere else, and I simply couldn't make any progress to windward. In one of the races in Clearwater in March of this year there was a fairly heavy chop on the Gulf with a fairly light wind. On the first windward leg I didn't seem to get organized at all. On the second windward leg I managed to get things under control and do all right. The secret of success seems to be that the amount that you should bear off is very very slight and you must keep your eyes glued on the luff of the jib to be sure that you are pointing exactly where you should be. A microscopic amount too high and your boat just jumps up and down. A microscopic amount too far off the wind and you just fall off without going any faster than you would be going if you were pointing properly.

When the wind gets up to around fifteen miles an hour or higher the lake sailor won't have quite as much trouble going to windward in waves as the boat then has enough momentum so that the impact of the waves doesn't slow it down as easily; however, it is under these wind conditions when the lake sailor will have his greatest trouble going off the wind.

The first year that I went to Clearwater we sailed three races on the Gulf, all of them in winds around fifteen miles an hour. I went to windward alright but on the reaches and the runs the Florida boats went by me like the Twentieth Century passing a slow freight. Running down the inside channel behind the island after the race was over, (where there were no waves) I could catch all of the boats that had passed me during the race, but unfortunately they didn't give any trophies for getting back to the Yacht Club first.

I was thoroughly baffled by the whole situation as I was sure that I was handling the boat as I always had handled it and there was obviously nothing wrong with the boat or the sails as I could catch everybody on the way home; therefore it had to be something that I was or was not doing in the race. Ted Kemensky gave me the answer - which is to not fight the boat on a reach and a run.

When reaching or running in a heavy chop or fairly good sized waves the boat seems to want to head in practically any direction except toward the mark. The lake sailor constantly attempts to correct these tendencies with his tiller - which seems to do a wonderful job of slowing down the boat. The answer is to let the boat go dashing off where ever it wants to as long as it stays within thirty degrees or so of the average course that you want it to follow. This involves keeping the tiller absolutely motionless except when the boat goes too far off of its course or when it looks like an accidental jibe might be coming up.

There are a lot of other things which must be considered, of course, which I won't mention here (see Scientific Sailboat Racing - advt.) but I believe that the most important thing for a good lake sailor to learn is that he must practically bolt the tiller down to the deck so that it can't be moved or he will be moving it a great deal more than he should.

The problems of the deep sea skipper sailing on inland lakes will be taken up next month.