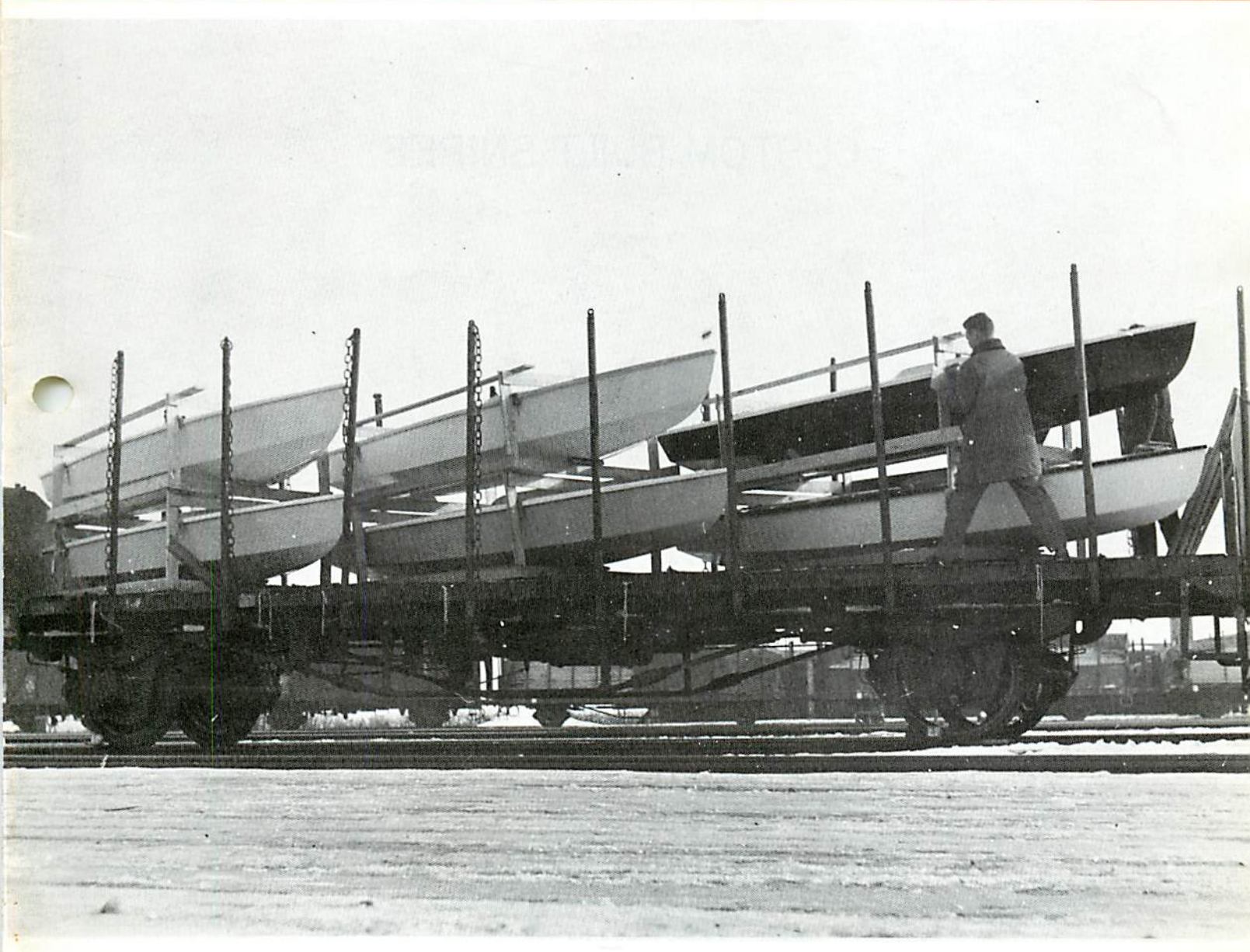




***SNIPE***  
***BULLETIN***



NOVEMBER 1966

Vol. XVI No. 6

Meeting of the European Secretaries  
Recovery On Runs  
1966 Canadian National Championship

# Now racing.

## LOFLAND

### CUSTOM BUILT SNIPES

FOR

# 1966



\* AS OF 6-30-66

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**As Others See It**

# Voice Of The People

## DIDN'T EXPECT TO FIND SNIPES

" I have recently returned from active duty in the Navy where I spent a lot of time in the South China Sea area. The majority of the recreations available to servicemen in that harried combat zone is in Subic Bay, Zombalia, Republic of the Phillipines. One of the Special Service's recreations provided is sailing, and Snipes make up a portion of their fleet. It certainly was good to be so far away from home and still be able to enjoy Snipe sailing, as I often did."

- R. Means Davis, Jr.  
Atlanta, Georgia

## WHAT MAKES SCIRA TICK!

Doug Keary, National Secretary of Canada, sent a copy of a letter he received from somebody he gave some information to on Snipe, and which, he thinks, is one of the most thoughtful replies he has ever had. Moral: don't hesitate to tell people about Snipe! The letter:

" I am horribly embarrassed that I have not written to thank you for all the trouble you took six months ago to sit down and write longhand a nice, long letter and enclose a book on the rules and regulations for the SNipe Class. This all in reply to my casual enquiry for information about the boat. I feel that if you had the time and energy to write a letter in longhand, then I could, too.

I looked through this book most carefully and I find a picture at the front showing the old Snipes of the 1933 vintage - just the spitting image of the hull I have, cockpit arrangement and sail plan. I intend to check the measurements of my hull at once.

I have cleaned the hull down to the raw wood and she's just as solid as a rock. The " son-of-a-gun" who built her used a mixture of brass and steel screws, the steel ones being the larger ones, and I suppose more expensive at the time. I am adding a few extra silicone brass nails to hold her together and then going at her with fiberglass as you suggested.

I am enclosing a small bill to contribute towards your Association, for no doubt you must spend a lot of time writing to fellows like me, and while I know it is a labour of love, this may pay for a few postage stamps."

— W. H. Powell  
Peterborough, Ont.  
Canada

## FINDS THAT GOOD MEASURING PAYS DIVIDENDS

" I read with interest the article on measuring fiberglass Lightning hulls printed in the February BULLETIN. My policy at Lake Mohawk (N. J. ) is to measure a fiberglass boat just the same as I would measure a wood boat, except, of course, for the construction differences. You may recall that, a few years ago, we had one that did not meet the specifications. I might add that the owner was most appreciative that we discovered this and felt strongly that we had protected his interest. The result was that he had the builder correct the faults and the boat is now correct and competing actively.

Have been particularly fortunate in having Ray Tallau, another Snipe skipper, act as my " Assistant Measurer. " This is a tremendous help and makes things move along really good. We usually work together as a team, but occasionally divide the work to speed things up if we have several boats to check. I have enjoyed the work ( know more about Snipe now than I ever did), and the rewards are to see a good fleet of all legal boats come down the starting line. Every skipper knows that every other boat must be right, or it wouldn't be there. That eliminates a lot of rumors and suspicions among the members."

— Charles K. Ridge.

## REGULAR RACING SCHEDULE BEST WAY TO GET MEMBERS.

" Snipes have been very active here this year and have established the reputation of being THE CLASS WHICH CAN BE COUNTED ON TO RACE EVERY WEEKEND. It's the image we have wanted to create."

— Bryson Leslie, Jackson, Mississippi.

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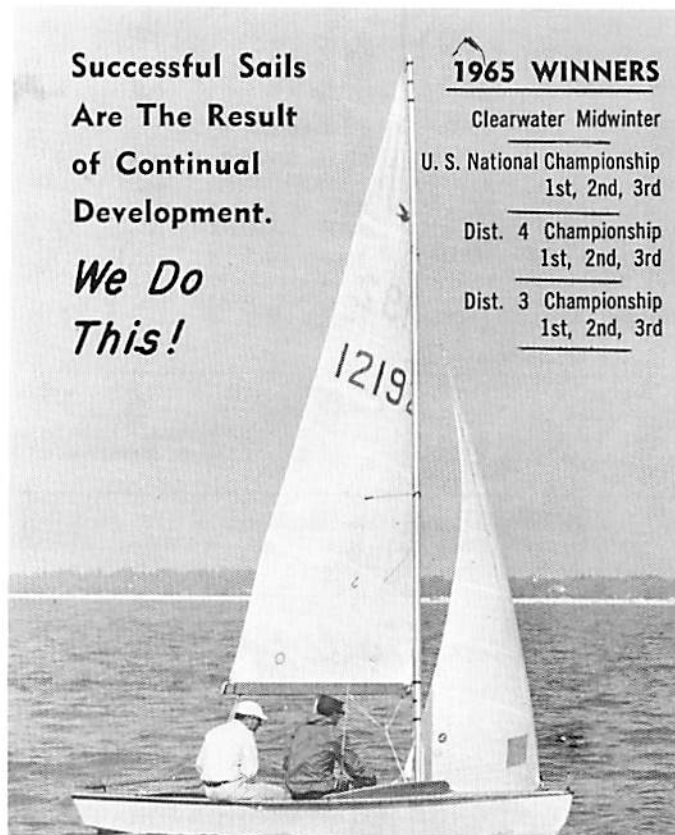
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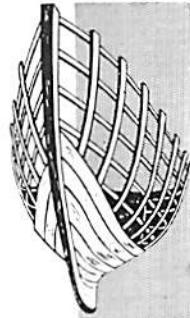
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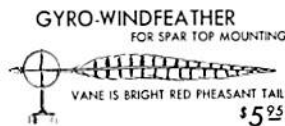
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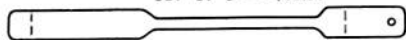


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# SNIPES BULLETIN

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

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## The Cover

Did you ever see six Snipes (or any number) on a railroad flatcar before? You're looking at an export shipment of "Skipper" fiberglass Snipes being made from Denmark to Sweden.

In the last year or so, a series of numbers for 20-40-60 boats have been registered under the old "PIONEER" Snipe Fleet 203 in Denmark. Most of these boats are brand new and smart "Skipper" fiberglass Snipes.

The two men behind the new "Skipper" Snipe are the manufacturer, Erling Olsen and, the architect, Peer Bruun, from the little village of Espergaerde - just south of Elsinore. Both are active Snipe sailors, and during the last 10 years, organizers of the fast growing Snipe class there.

It all began in an old cow stable, where amateur building of 10 plywood Snipes was started, and year after year the interest for the class increased and more than 50 plywood Snipes were built. Every year new improvements were found: Better building methods; finest lines to the hull, new cockpit arrangements, and better rig and sails. All should be the best and fastest in accordance with the SCIRA Rules.

4 years ago they started the first Danish fiberglass racing dinghy factory named "Larchmont" boats, where Snipes and Finns were built in numbers. Later Paul Elvstrom joined the company and with his knowledge of all sailing matters gave good experience, especially to the building of the Finns.

2 years ago the factory was sold to Elvstrom, who continued only with the Finns. But, because of a big demand from young sailors in Denmark and Sweden, the two old Snipers had to carry on with the Snipes. And now, with the experience from building more than 100 plywood and fiberglass Snipes, and with all knowledge of construction and fitting-out, they determined to make the "just right" Snipe and market it under the trade name of "SKIPPER." They set up a strict standard of quality and performance which appeared difficult to obtain, but their product has met all class and sailing requirements and has enjoyed a tremendous acceptance and success. This is an outstanding example of how good Snipes are now being made in many countries throughout the world.

— Photo by Erling Pfeil Olsen  
 Klovermarken 33, Espergaede, Denmark

## — THE SCORE —

Numbered SNIPES — 16583

Chartered Fleets — 628

37 new numbers for Snipes were issued in the last few weeks of SCIRA's fiscal year ending October 1st with 27 going to the United States and 10 to Argentina. That brought the total for the year up to 539 boats.

This is considerably less than the 727 in 1965 ( SCIRA's 2nd best), but it will rank 6th in the overall standing, and that is not

bad at all. The figure is 66 boats over the 34-year average of 473 and that brings it up to 475 over 35 years. It takes a goodly number of boats now to make a small change in the mean average, either one way or the other.

6 countries accounted for 493 boats - total of 340 for the U. S.; France and Spain 50 each; Denmark and Italy 20 each; and England 13. The remaining 46 went to 12 different countries as follows:

Argentina 11; Canada 9; Brazil 6; Belgium 5; Portugal and Chile 3 each; Mozambique, Colombia, and Paraguay 2 each; Bahamas, Virgin Islands, and Angola 1 each.

The trend for less numbers started early in the year and remained on a lower plane all during the period, but it is interesting to note that the United States took 92 more than it did the year before. So again, it is gratifying to call attention and point with pride to the fact that, all over the world, the "GOOD LITTLE BOAT" continues to make steady progress. We invite comparison of records.

## Dates for Two Important Regattas

### 1967 U. S. NATIONAL CHAMPIONSHIP

Bob Elwell, District II Governor, and Ted Wells made a trip to Oklahoma City shortly after the Chautauqua National Regatta and it was a very fruitful expedition. For here are some definite details on the 1967 U. S. National Championship Regatta:

The event will be held as proposed at Ft. Gibson Lake in Oklahoma with Western Hills as the official headquarters. It is a deluxe motel with several cottages located at one end of the lake and all who have ever been there praise it highly. William Kilpatrick of Oklahoma City will be the General Chairman of the Regatta and Steve Taylor will handle the Race Committee again, for the fifth year. Henry Towles will be a co-chairman with Asbury Smith on measuring. The RC Chairman for the Wells Series has not been finally decided, but they have a good team in view. This personnel, as announced, insures all of a top-quality event.

The dates are from Monday, August 7 to Thursday August 17, and here is the proposed schedule:

JUNIORS: Wednesday and Thursday Aug. 9-10  
CROSBY: Friday - Sunday Aug. 11-13  
FINALS: Monday-Thursday Aug. 14-17.

Measuring starts Monday A. M. the 7th (maybe earlier).  
Note: Juniors only two days as before Peoria.

This schedule of actual racing observes the suggestion to keep the weekends open for travel so the entire event can be included in a two week period from the time you leave home until you get back again.

This early announcement of definite dates will enable all to make plans now and set up vacation schedules far in advance. It is a wonderful spot for a vacation in the heart of Cherokee country, so don't miss this fine opportunity.

### 1967 WORLD CHAMPIONSHIP OF THE SNIPE CLASS

At the same time, the actual racing dates for the 1967 World Championship Regatta to be held in Nassau, Bahamas, have also been chosen and are here announced for the first time:

Saturday - November 4 - 2 tune-up races  
Sunday - " 5 - 1 " race.

### HEINZERLING SERIES RACES:

Monday: November 6 - 1st Race, P. M.  
Tuesday: " 7 - 2 races  
Wednesday " 8 - 2 races  
Thursday " 9 - Rest or make-up day.  
Friday " 10 - 1 race  
Saturday " 11 - 1 race

Presentation of Trophies and Dinner Saturday night.

More details on other arrangements and program will be published later in the BULLETIN as released, so here again there will be ample time to make plans for this outstanding event.

With more countries active in the International Snipe Class than ever before, a record-breaking number should participate at this central location. Perhaps more than 30?

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# Cronburg New England Champ



Joe Zambella and Crew Give All they Have!

After playing host to a very successful Narragansett Bay Invitational Regatta last summer, Fleet 17 decided to take on the New England Championships this year. The races were held July 23-24, 1966, again using the facilities of the Edgewood Yacht Club in Cranston, R. I. The turnout of 21 boats was nearly as high as in the Invitational, and the event was again dominated by Massachusetts skippers.

The racing began at noon on Saturday, and the visitors soon got a traditional welcome to Narragansett Bay as the winds piped up to about 20 knots during the first race. By the middle of the second race, it was choppy and edging up to 25 knots. Only 12 boats finished this race, as a few came to grief and others exercised what should probably be described as wise judgment. By the third race, the winds were back to normal (20 knots), and the day finished with Terry Cronburg, a recent graduate of M. L. T. from the Winchester YC, well in the lead with a 3-4-1.

After a dinner at the Edgewood Club and a party at the home of Cy Joyner on Saturday night, the fleet returned to action at 10:00 A. M. Sunday. The winds were more moderate the second

day, seldom going above 15 knots, and the course as on the previous day was a Gold Cup course with a triangular pattern followed by a windward-leeward leg. Cronburg continued his winning form with two 4ths and a 2nd and wound up nearly 700 points ahead of his nearest rival, Bud Freel of Wessagussett. In fact, the first five places were swept by boats from Massachusetts fleets. Since all 6 scheduled races were sailed, each skipper was allowed to drop his poorest race, which was a boon to many who had, intentionally or unintentionally, missed the second race on Saturday.

The weekend's events were under the general direction of Dick Olney of Fleet 17, and the Fleet was greatly assisted by a committee from the host club under the direction of Ronnie Boss. The obvious success of the affair attests to the revitalization of Snipe racing in Narragansett Bay, and Fleet 17 looks forward to the opportunity to host many such events in the future.

— Edward T. Kornhauser

## Final Results - NEW ENGLAND CHAMPIONSHIP

BOAT	SKIPPER	CLUB	Pts.	Fin.
11863	Terry Cronburg	Winchester	7403	1
15703	Bud Freel	Wessagussett	6744	2
14692	Chuck Loomis	Massachusetts Bay	6642	3
11862	Steve Haseltine	Massachusetts Bay	6354	4
13010	Joe Zambella	Massachusetts Bay	6301	5
13021	Bruce Lockwood	Quassapaug	6267	6
11910	John Lally	Massachusetts Bay	6217	7
13082	Dick Dimes	Massachusetts Bay	5807	8
10214	Deñan Anderson	Winchester	5489	9
13006	Ron Morley	Wessagussett	5191	10
14177	John Murdock	Massachusetts Bay	5072	11
14091	Ed Younie	Bay State	5034	12
12499	Tom Nichols	Massachusetts Bay	4666	13
14193	Bud Hunt	Narragansett Bay	4646	14
10065	John Harrer	Winchester	4225	15
14197	Jim Gibbs	Narragansett Bay	4020	16
11812	Bob Mansfield	Bay State	3188	17
15596	Nancy Forsythe	Narragansett Bay	2493	18
10212	Don Harper	Narragansett Bay	2175	19
14762	Cy Joyner	Narragansett Bay	1693	20
15594	Dick Olney	Narragansett Bay	400	21

# Thede Victor in Michigan

The Lansing Sailing Club was host to the 2nd Annual Kick-off Regatta on May 14-15 at Lake Lansing, Michigan. 27 boats participated in this three-race sanctioned regatta, including 21 visitors coming from as far away as La Crosse, Wisconsin. The local skippers, members of Lansing Kick-Up Fleet 601, were conspicuously absent from the roster in top five places. There was some impressive competition present, however. Winner with three 1sts was Dexter Thede, 1965 State Champion. 2nd place was won by Spike Boston of Detroit, while Dave Green, the 1965 runner-up, took 3rd place.

Lake Lansing proved to be as quiet for this regatta as it was wild the year before. Sailors then certainly won't forget a 3rd race which had to be cancelled after the whole fleet was capsized by an extra strong gust. Cracked and broken masts and frantic bailing were as much the order of that day as revolving wind pennants and glassy waters were for this affair.

The race Saturday was a quiet one with breezes of 0-5 mph. The course was a triangular one with windward-leeward legs at the end. Jerry Jenkins, '64 National Champion, was plagued with equipment failure and came up with a disappointing DNF, while Thede and Green finished in the same order that they did the previous year in Grand Rapids with a 1st and 2nd.

The 2nd race was marked by more of the same winds. The starting gun and the frustrated remarks of the skippers created the only noticeable movement of air as the fleet began a long tedious drift to the windward mark. Light fluky winds barely kept the race from being cancelled. After a poor start, Thede worked his way through the fleet with his usual skill to take 1st place again. Brede and Boston took 2nd and 3rd, leaving Green in 4th. Jenkins, plagued with more bad luck, nicked a

starting mark and retired early for another DNF.

To everyone's relief, freshening winds came up for the last race. Once again Thede proved his flexibility with a 1st place followed by Boston and Green. This time, Jenkins came through in good shape to take 4th place and boost his overall standing to 18th.

The water was high; the weather warm; and a good time was had by all. We look forward to seeing you next May.

— Andy Andreasen.

## Final Results - LANSING KICK-OFF REGATTA

### Lansing Sailing Club - May 14-15, 1966

BOAT	SKIPPER	CLUB	RACES	1	2	3	Pts.	Fin.
13200	Dexter Thede	Grand Rapids, Mich.	1	1	1	1	4800	1
13027	Spike Boston	Detroit, Mich.	4	3	2	4	4334	2
12164	Dave Green	Watkins Lake, Mich.	2	4	3	4	4334	3
11948	Ed Anderson	Torch Lake, Mich.	5	9	7	3	3476	4
14387	John Johns	Barton, Mich.	9	8	5	3	3409	5
15180	Fred Brede	Watkins Lake	8	2	15	3	3286	6
15184	Joe Panlan	Green Lake, Mich.	10	5	9	3	3281	7
7780	Mel Nichols	Jackson, Mich.	3	12	11	1	3185	8
15580	Ray Crossdale	Gull Lake, Mich.	14	11	6	2	2854	9
14640	Don Hite	Detroit	11	7	16	2	2681	10
12646	Don Hesselschwerdt	Grand Rapids	13	13	8	2	2657	11
10688	Wally Blicher	Eagle Lake, Mich.	7	16	18	2	2310	12
13023	Ed Probeck	Chicago, Ill.	12	6	dnf	dnf	2262	13
7870	Tom Braxton	Lansing, Mich.	20	10	13	2	2186	14
13871	Dave Mott	Birmingham, Mich.	6	14	dnf	dnf	2150	15
13633	Jim Horn	La Crosse, Misc.	17	18	12	1	1946	16
9588	Bob Worrall	Brooklyn, Mich.	15	15	20	1	1793	17
14676	Jerry Jenkins	Detroit	dnf	dnf	4	1	1761	18
15700	Skip Johnson	Chicago, Ill.	18	22	14	1	1619	19
15586	Guy Nesin	Lansing	16	19	19	1	1593	20
14928	Steve Smith	Lansing	21	17	17	1	1552	21
15221	George Maddox	Diamond Lake, Mich.	22	dnf	10	1	1518	22
16121	Mike Sharp	Lansing	24	20	21	1	1130	23
15185	Andy Andreasen	Lansing	19	21	dnf	1	1080	24
16374	George Bailey	Pontiac, Mich.	23	23	22	1	1009	25
7378	John Nelson	Lansing	dnf	24	23	1	809	26
16021	Dorothy Forgrave	Torch Lake	25	dnf	dnf	1	648	27

## ATTENTION — all Fleet Measurers

There seems to be a widespread impression that fiberglass Snipe hulls either do not need to be measured or should not. Section 5 of the SCIRA Bylaws does not make any exception to the requirement that all hulls must be measured before they can receive a measurement certificate and be eligible to race. Fiberglass hulls are treated the same as any others.

Builders of fiberglass hulls can make errors as well as builders of other hulls and the sooner these errors are caught by an alert measurer, the less damage is done. These errors have occurred in the past and they are bound to in the future. In fact, there is considerably more chance in the future as more builders try to build to extremes on tolerances to make faster hulls.

Currently, there are rumors that some builders, in an effort to reduce the longitudinal moment of inertia, have ignored the requirement that "The thickness of the hull must be uniform except where reinforced locally such as at the keel, the chine, the stem, the mast step, and where the rudder gudgeons and the chain plates attach." Rumor has it that they are making the hull very thin near the bow and stern and very thick on the bottom near the center. The use of lead strips in place of some of the cloth in the keel has also been rumored. Any boats on which these practices are discovered will, of course, not be given measurement certificates.

*Zed A. Wells*, Chairman  
International Rules Committee.

This reiteration of policy should clear up some confusion created by the issuance of a builder's warranty. Buyers of a fiberglass hull (difficult to alter) want assurance that the boat is a true Snipe which will pass inspection. The builder states he has built the hull to class specifications and stands back of the quality and workmanship of his product; if there is anything wrong with it, he will make it good. Thus one can buy with confidence from an established dealer. But by no means is this warranty a substitute for an official SCIRA measurement certificate.

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Plus postage and handling.....	1.25
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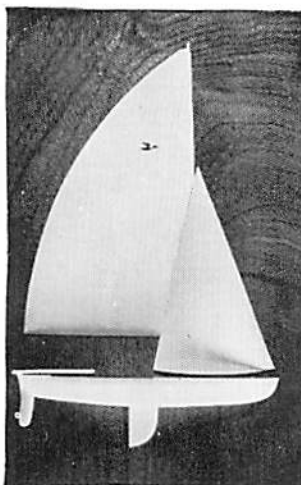
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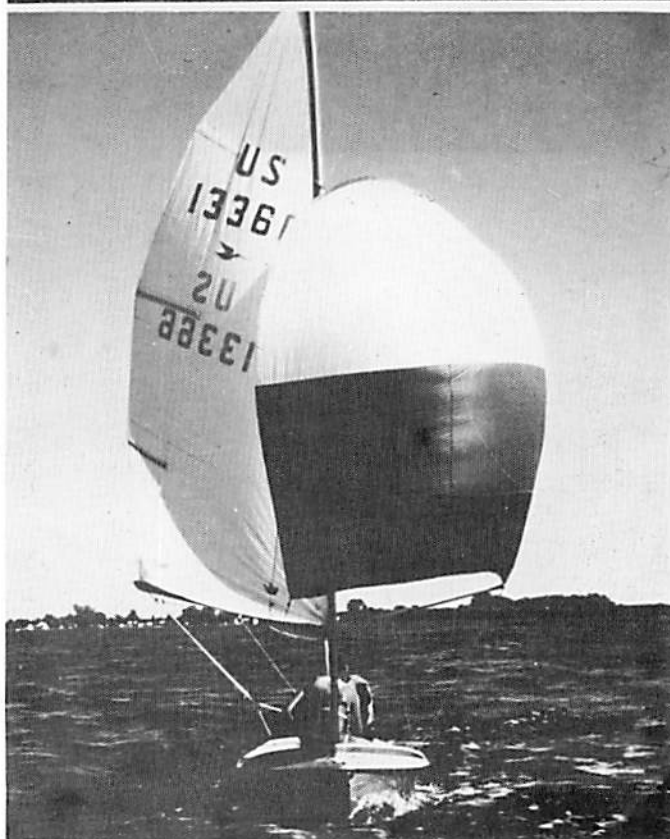
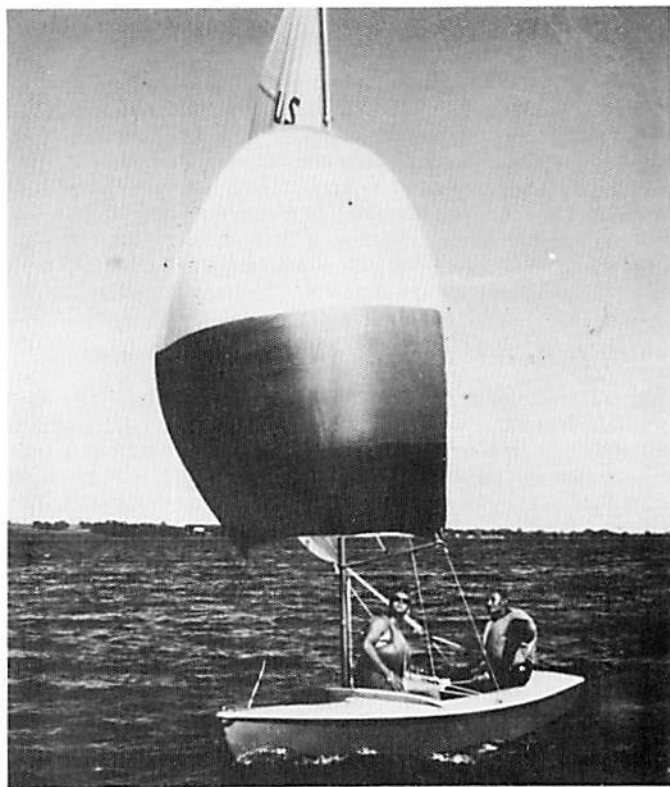
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## Spinnaker Used on Snipe

" Though Mr. Crosby may turn over in his grave at the thought, I had a lot of fun last season running and reaching with a Blue Jay Class spinnaker. We'd beat the 4 1/2 miles up the lake, lower the jib, and replace it with the spinnaker for a run or several reaches back down the lake. In a strong wind we tended to submarine and had to move well aft. Don't have much in the spinnaker or spinnaker sheets; made the pole; use jib halyard to hoist, so the added fun costs little but contributes a lot to the pleasures and joys of daysailing. "

— C. C. Kachel, State Game Warden, Madison, South Dakota.





## Meeting of the European Secretaries

Present at the Meeting: General European Secretary Svend Rantil (Sweden); North European Secr. Aarno Walli (Finland); South European Secr. Vieri Lasinio (Italy); East European Secr. Aleksander Lukez (Jugoslavia); Peter Harris (England); Geir Hauge (Norway); Orlando Sene Rodriguez (Portugal); Camillo Viege (Spain); Mufit Camat (Turkey).

Presiding European Secretary Rantil welcomed those present and declared the meeting open:

(1)  
ELECTIONS. As both the European Secr. and Vice-Secr. had been elected earlier in the year by mail vote, no elections for those positions were held at this meeting. The following positions were due for election and results indicated are:

Vice-North European Secr. - Peter Harris, England.  
South European Secr. - Vieri Lasinio, Italy  
Vice-South European Secr. - Raymond Lippert, Belgium.  
East European Secr. - Aleksander Lukez, Jugoslavia  
Vice-East European Secr. - Aydin Koral, Turkey  
Vice-European Secr. - Peter G. Harris, England

(2)  
A letter of July 15th, 1966 from Raymond Lippert, Vice-South European Secr. and Belgium National Secr., regarding the matters of the weight of the Snipe and the use of spinnakers was discussed. The opinion of the meeting is recorded as follows:

Every weight reduction of the Snipe would kill the class. To reduce the weight slowly, little by little each year, would only mean a slower death.

The use of a spinnaker on a Snipe was considered with approval. It was the common feeling that a Snipe with spinnaker would appeal to young people, and that it is to be respected that most competitive classes have a spinnaker. The Pirate Class allowed the use of a spinnaker last year, which appears to have been a great success for the class.

The meeting decided to forward this question to the Board of Governors and to the Rules Committee, asking them for a carefully made lay-out of a good spinnaker and for the approval of spinnakers aboard Snipes. It was suggested to ask a few outstanding sailmakers to make some spinnakers for the Snipe according to their experience, and to check these spinnakers. It is expected, that spinnakers could be tested, approved, and allowed for the Snipe racing season of 1968.

In connection with Mr. Lippert's letter, the meeting decided on Aarno Walli's proposal to distribute a letter in order to collect a real and complete review of the European situation of the Snipe Class. Svend Rantil promised to get this questionnaire in the mail at once.

(3)  
Svend Rantil reported that there could be a practical manner to introduce Snipe into Germany via "Norddeutscher Seglerverband", which he intends to approach during the coming winter.

(4)  
It was decided that in senior and junior European Championships both the skipper and crew must be citizens of the country they represent. In case of illness provided by a doctor's certificate, the crew might be exchanged against a substitute of different citizenship, naturally keeping in mind general rules for exchange of crew during championship regattas. The meeting requests the Board of Governors to have an according decision made for World Championships.

(5)  
It was decided that a Snipe sailor is considered a "JUNIOR" until the age of 18, including the year within which he reaches the age of 18. This rule is valid for helmsman and crew as well and is to be valid from 1967.

(6)  
It was decided that Junior Championships shall be sailed some time between August 1st and 15th, which period appears to suit

best in most countries before school starts after summer vacation. This decision to be valid from 1967.

(7)  
Decided that the country which organizes the Junior European Championship may start with five boats. If, however, some country starts with more boats, the organizing country may start with an equal number of boats. The organizing country gives free accommodations to only one helmsman and crew plus the National Secretary.

(8)  
Regarding the 1968 European Championship, the meeting voted to accept with thanks an offer from Turkey to organize this regatta. Substitutes are: (1) Portugal - (2) England.

(9)  
Regarding the 1967 Junior European Championship, the meeting decided to grant this regatta to the East European District, which will submit a definite statement before January 1, 1967. Substitutes are: (1) Finland - (2) Belgium.

(10)  
It was decided to move Poland from the North European District to the East European District.

(11)  
Angola asked those present to remember that the Angola offer to organize the 1969 World Championship Regatta was still valid. The original offer was made during the 1965 WC Regatta. The meeting was asked to forward the offer again to the Board of Governors.

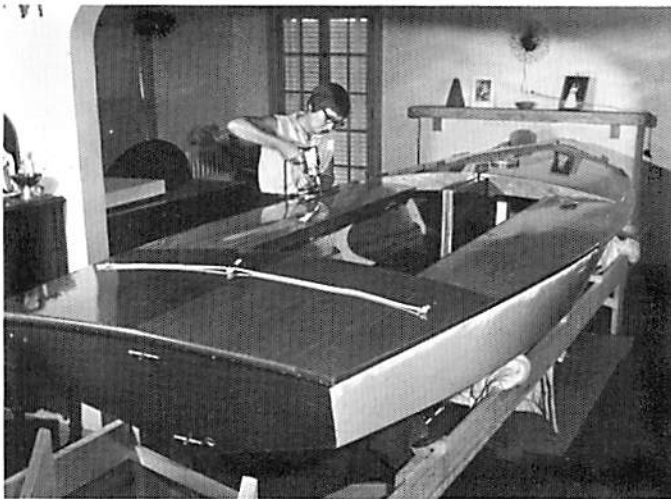
The meeting was declared adjourned.

Written at Helsingborg, Sweden, September 26, 1966.

  
European Secretary

## Nothing Too Good for a Snipe!

A SNIPE IN THE LIVING ROOM? IN FRONT OF THE FIRE-PLACE? Hard to believe, but here's the proof!

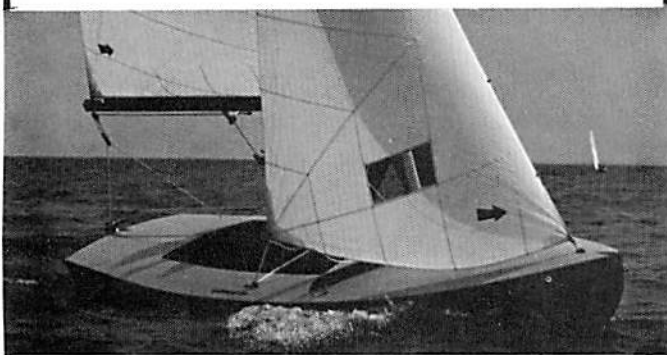


Well, why not? It belongs to the lady of the house, and what's more, she built it HERSELF right on the spot!

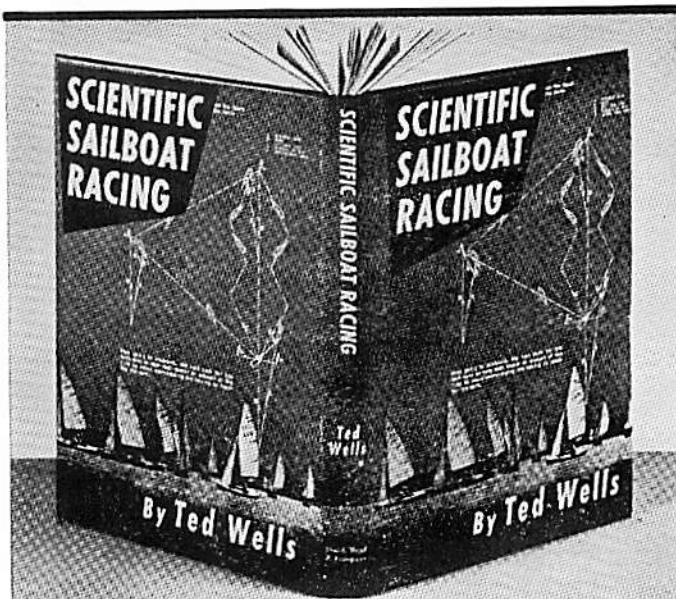
Mrs. Donald Peterson of Minneapolis was attracted to tools and wood as a little girl, and when she was in high school, took all the woodcraft courses she could get. So when she and her husband decided they wanted a sailboat, what could be more natural than to build one? She got a Snipe kit from the Taft Marine Woodcraft Co. of her city and started last winter on the best available spot for all-year round working. You can see her putting on the finishing touches as she realizes her life-long ambition. We'll bet that 16283 will always be a well-loved boat -- it is already famous as it has been featured in a big spread in the local papers. Mr. Taft is quite proud of this event, as well he might be. (Did we hear someone say a Snipe was too hard for an amateur to build?)

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- 1st Muncie Spring Regatta - Gene Lemke
- 1st Northeastern International Championship - Buzz Levinson
- 1st Chicago Indian Summer Regatta - Gene Lemke
- 2nd District III Championship
- 2nd Ohio State Open Championship
- 2nd Decatur Labor Day Regatta
- 1st Jackson Hospitality Regatta - William Hancock

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# Recovering on Runs

" A number of months ago the BULLETIN made a request for rank and file readers to contribute articles to the BULLETIN. As one who had, thus far, contributed far less than he has received from SCIRA, ( but who plans to be quite active in the future), I thought I might make some small contribution by putting down some ideas and opinions on paper. I chose this topic as it would seem to be one of general interest. "

— Michael F. Flannigan, Capt. U. S. Army, Gia Dinh, Vietnam.

Almost everyone who attends regattas with large fleets eventually finds himself back in the tank at the weather mark. His immediate problem at this point is of course how to pass enough boats to get back into the ball game. His first opportunity to do so will be in the ensuing free legs. One technique used by many with great success for passing large numbers of boats on broad reaches and runs is to PASS GROUPS, NOT INDIVIDUALS. For those not familiar with this method I have set out below its theory and implementation.

1. Boats on runs in large fleets tend to flock together. Think back at the patterns of boats during runs in large regattas you have attended. Note the usual pattern includes a closely packed group of boats, a space with perhaps a boat here or there, another group of boats, another space, etc. The reasons that boats do tend to flock together on runs are numerous and not really important for our purposes. It is sufficient to note that such grouping is very common.

2. Singles go faster than flocks. All other factors being equal, single boats will consistently go faster than groups for several reasons. First, the lead boats in the groups are slowed by the blanketing effect of those immediately astern. Second, unless they leave the group, the boats behind are slowed because when their extra speed compared with the leaders cause them to catch these leaders, they either pass them into a blanketed zone, or are unable to pass them because there is no hole through which to go. And very often, many can't go around either because surrounding boats limit maneuverability to the extent of pinning them in. Therefore they often must consciously slow down to avoid a DSQ. Third, if wakes and disturbed water actually do slow boats down, all except the blanked leaders are in such disturbed water. And fourth, and often most important, the "snowfence effect", often noted just before the start, diverts air over and around the group, resulting in reduced wind velocity for everyone in the flock compared with a boat in the same basic wind, but running alone.

3. Other factors advantageous to the single. But all other things are decidedly not equal. First, the skipper of a single boat can concentrate on boat speed, while those in the group must spend much time thinking about not being tagged out, keeping in as free of a wind as is possible under the circumstances, and putting the boat in a position which is advantageous in comparison with the rest of the group. Second, when the skipper of a single boat sees a more advantageous position, he can usually move over to it. All too often, a skipper in a group cannot even see the advantageous position because his vision is hampered by surrounding boats; and even if he does see the position, he often must slow down to extricate himself from the mob, if in fact he is not so pinned in that he has no choice other than to plod along in his present place, and to let the opportunity slip by. Third, groups tend to go to the wrong place. They are usually so unmaneuverable that few if any members of the group can use nearby wind streaks to full advantage. And when members of a group do catch a streak they often cannot square before it properly without risk of blanket. Since leaders cannot square off without running the risk of being blanketed and shortly thereafter run over, groups very often find themselves high of the leeward

can with no puff to carry down to it. Finally, if a jibe is necessary in a group, we all know the resulting chaos.

4. Implementation of the principle. Now that the full import of the lone boat's advantage is realized, how can advantage be taken of it? First, of course, is to keep clear of groups unless there is a very good reason for not doing so. This includes resisting the temptation when catching a group of throwing it your blanket and coasting down on it. Second, if possible, when passing a group pass it wide enough to be free of its influence. Third, when cutting in front of a group do so with a bit of extra wind and move really clear of the pack so the next puff coming down from behind will not run the pack over you. Fourth, if you are where you want to be and find yourself with another boat as company, follow the old adage "co-operate and graduate". Concentrate on keeping your boat at maximum speed without slowing him down. Pass the group, not the single. If you fight you will slow down and lose your advantage over the group. If you co-operate you can use each other as "trial horses" and both increase your speed. It is far better to lose one and gain ten under most circumstances. The time to work on the other leg is when you are 3rd and 4th, not when you are 23rd and 24th. (I have found that it is not a bad idea to let the other fellow know what you are doing, though.)

The preceding technique really does work and with at times quite spectacular results. Its degree of success depends of course upon your proximity to leading groups, your basic downhill boat speed, your ability to recognize and utilize potentially advantageous positions, and, of course, a break here and there. Consider giving it a try the next time the opportunity forces itself upon you.

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# Canadian Title Finally Changes Hands

## Young Newcomers Defeat Veteran



NEW CANADIAN CHAMPS -- The John Leckie Trophy is presented to the winning team of Ted Hains (right) and Larry Newell, crew, of the Oakville Yacht Squadron by Heber Smith, M. P. for Simcoe East.

Ted Hains of the Oakville Yacht Squadron won the Canadian Snipe Championship in a series of races held on Kempenfelt Bay, Aug. 14-19, and hosted by the Barrie Yacht Club. Ted won the title with a 1st, two 2nds, and a 5th, dropping his worst race, which was a 9th. He took the crown from fellow-club member, Howie Richards, who had won the John Leckie Trophy, emblematic of the Snipe Championship in Canada, the previous three years.

22 Snipes, representing 9 fleets in Canada, competed in the regatta, which was sailed in medium and heavy winds. Tune-up races were held Sunday and Monday to provide a chance to size up the Bay. Racing began in earnest on Tuesday, with the first one in the morning with medium winds. The wind force increased during the afternoon and the race was called off more than halfway through due to high winds and seas.

The races on the next two days were also in high winds and the overall series resulted in assorted masts and shroud support breakages, capsizes, and so on. The double triangle course was used on occasion to reduce the possibility of damage. Two races were unsuccessfully protested; the first for allegedly being less than 5-7 miles, and the last for having no tacking on the final leg.

The final result was in doubt right up to the last race. James MacDonald from the Bras D'Or Club, Baddeck, was the favourite going into the last race with two 1sts and a 2nd. He rounded the last downwind mark with a margin of several places over that required to win the series. However, a windshift just before the downwind mark was reached, changed the last leg into a close reach rather than a beat and a short tack by MacDonald let several competitors reach him. He was also the runner-up to Howie Richards in the 1965 Snipe Nationals at Baddeck. James proved by his 2nd in this regatta that he is indeed a capable performer and that he has progressed faster than most at learning the art of successful competition in important and large regattas.

The host fleet was fortunate in obtaining race management from other Snipe clubs. Ralph Hendershot and Don Hains from Oakville were Race Committee and Protest Committee chairmen while Arch Howie of the Royal Hamilton YC served on both their committees. Mr. Fraser of Baddeck and John White of Halifax also served on the PC. This method or organization is highly recommended, for Snipers from surrounding clubs who are familiar with SCIRA rules and regulations, are generally more interested than local non-Snipe sailors who are pressed into service.

The film "And One Boat for All", rented from SCIRA for the occasion, was shown on two nights and viewed with keen interest by all. — W. C. Porter.

### 1966 CANADIAN NATIONAL CHAMPIONSHIPS

BOAT	SKIPPER	CLUB	RACES	1	2	3	4	5	Pts. Fin.
6106	Ted Hains	Oakville		2	5	2	9	1	5938 1
14761	Jas. MacDonald	Bras D'or		1/2	2	1	1	7	5877 2
10547	H.N. Richards	Oakville		dsq	1	6	6	2	5571 3
10819	J. Belford	Oakville		8	d/f	3	2	4	5423 4
16103	D. Keary	Oakville		10	3	8	3	3	5421 5
16182	W. Hendershot	Oakville		1	d/f	7	5	5	5348 6
11728	E. Saeyes	Oakville		7	7	5	4	6	5046 7
15153	C. White	Armdale		1/1	4	4	7	8	4983 8
13479	B. Poulsen	Oakville		6	d/f	9	8	10	4299 9
13080	S. Astephen	Northern		4	8	1/1	11	11	4258 10
13190	P.W. Baillie	Oakville		5	11	10	1/2	9	4181 11
13387	W.C. Porter	Barrie		3	d/f	16	15	12	3586 12
12547	Kurtborn	Barrie		9	10	d/f	10	dsq	3387 13
16343	Dan McKenzie	Royal Cape Breton		17	6	12	18	d/f	3171 14
15105	W.G. Evans	Barrie		13	13	13	1/6	13	3136 15
15106	D. Richards	Fanshawe		18	12	1/9	13	14	2883 16
15178	G. Fougere	Rockingham		14	14	18	14	d/f	2716 17
14271	J.W. Fitzpatrick	Oakville		15	16	14	d/f	16	2655 18
15115	J. Morgan	Royal Hamilton		16	15	17	1/7	15	2553 19
15819	S. Keary	Oakville		dsq	9	15	dnf	d/f	2424 20
15114	J. Hutter	Fanshawe		19	dnf	20	d/f	dnf	1809 21
12754	D.R. Sealy	Barrie		20	dns	dns	dns	dns	441 22

/ denotes race dropped

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# Wells Wanderings



by Ted Wells

November 1966

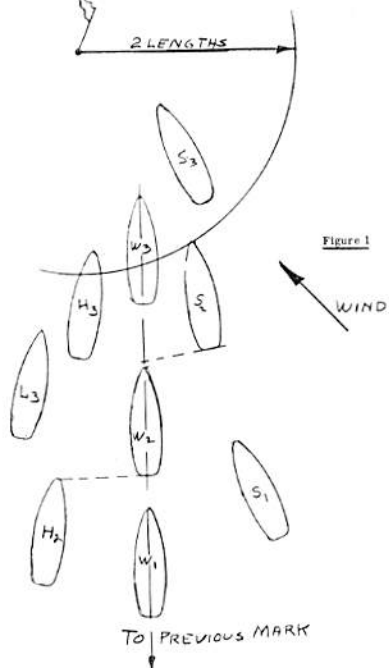
## THAT TWO LENGTHS RADIUS - THE MAGIC CIRCLE

Rule 42.3 (a) says that a yacht clear astern shall not establish an inside overlap and be entitled to room after the yacht clear ahead is within two of her lengths of a mark.

Very important here is what the rule doesn't say. The rule does not say at a mark terminating a reach or a run, even though this is what the rule makers had in mind. It also does not say "measured parallel to the course to the previous mark" and the rule makers did not have this in mind, although some people think so.

The rule does not specify in what direction the two lengths is measured - which means that actually a radius is used around the mark. This effectively eliminates an old appeal decision which said that a boat which was more than two lengths laterally away from the mark could not refuse room to a boat closer to the mark laterally, even though the way-out boat got even with the mark first.

The rule doesn't say you had better have your eyes on the outside boat at the exact instant it gets to the two lengths radius - but believe me, you had better! I took a DSQ in the Nationals because I was looking in the right direction at the wrong time. In figure 1, S is Francis Seavy; W is me; and H is Herb Shear. L will have to remain anonymous as I was too busy watching Herb Shear at Position W2 and H2 to see who he was.



and L had hit the mark. What I didn't realize was that Francis claimed (and he was supported by Danny Elliott) that he had pulled clear ahead when he hit the two lengths radius. Herb and I didn't think so, but I had to admit that I wasn't watching Francis when he reached the two lengths radius, so I didn't protest Francis and I accepted a DSQ on Herb's protest. That two lengths radius is awfully important.

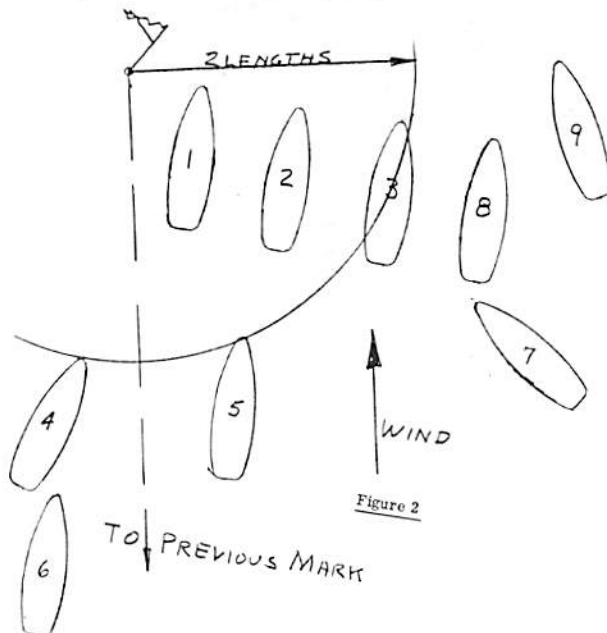


Figure 2 illustrates a fairly frequent occurrence in light winds with short courses and large fleets. The boats are numbered in the order that they are likely to get around the mark. There is no question about 1, 2, and 3. Boats 4 and 5 are overlapped when they reached the magic circle. Boat 8 got up even with the mark long before 4, 5, 6, or 7, but not in the circle. 9 is even farther ahead and more out of luck. Boat 7 got out of the pack and headed for the mark. He will probably blanket 8 and, because he is reaching rather than running, will probably get to the circle before Boat 6, but they will be overlapped then, so 6 is entitled to room. In general, if approaching a down wind mark in line abreast, if you are number 4 or more laterally away from the mark, you won't have any rights if you wait until you reach the mark before you do something.

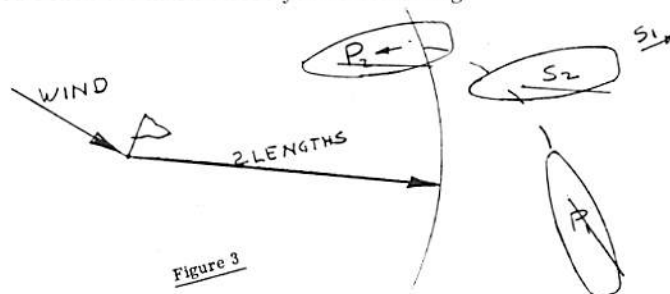


Figure 3 shows a situation not contemplated when the rule was drawn, but it can happen. Boat P is far enough ahead of S to cross in front of S and tack without interference with S. S had drive and can establish an overlap to leeward (inside at the mark), but had better not do it if P is within the Magic Circle when S overtakes P, as he will not be entitled to room at the mark.

This preoccupation turned out to be expensive. The last look I had at Francis Seavy, he had overtaken me to windward, but was still overlapped at S1 and W1. The next time I saw him I had conceded an overlap to Herb Shear and we were at positions H3, W3, and S3. Shortly thereafter, everyone hit everyone else

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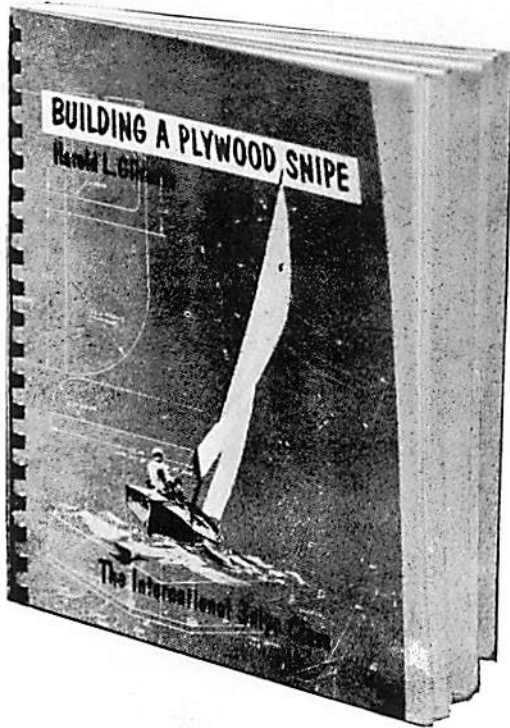
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