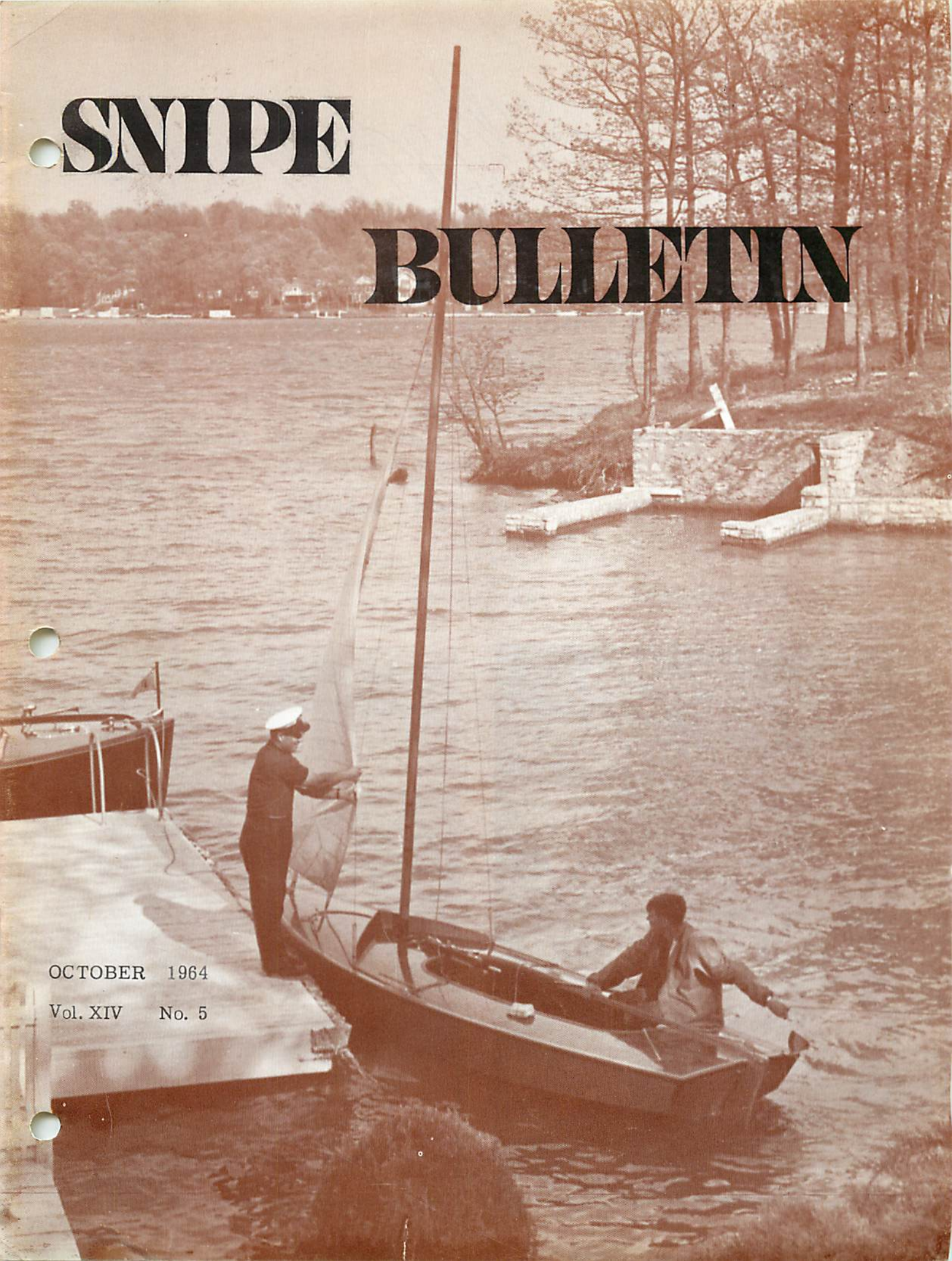


• SNIPE

BULLETIN

OCTOBER 1964

Vol. XIV No. 5



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JS Rumbings

By way of a few added observations concerning this year's Snipe Nationals at San Diego: first, it seems to me that an excellent case can be illustrated for "Why I Sail a Snipe."

Snipes provide a really top general level of competition. Certainly there are excellent skippers sailing in other classes, but the other major classes seem to be dominated by a small group, whereas in Snipes, Jerry Jenkins, for instance, can finish 17th last year, and win the Nationals this year; or the other way, Carl Eichenlaub can finish second last year (and win the Lightning Nationals) and just be "way down" this year. All of which, I think, along with several other good examples, illustrates the general very high level of competition to be found in Snipes.

Snipes provide an exceptional opportunity for all sorts of combinations of skipper and crew while still being competitive with the best. Where else but in Snipes can a group of "oldsters" in the over 40 category (and some are way over) such as Wells, Kilpatrick, and Dr. Shaeffer and be competitive with a group of youngsters in the 20 and under category such as Ullman, Allan, Harris, and Desenberg? Or a husband and wife combination like the Huggins be consistently at the top; or a father-son combination such as Dr. Shaeffer and Tillotso be "right up there"?

All of which I think adds to the case for Snipes.

Two other observations concerning Sniping which this year's Nationals illustrate again:

Boat speed is important! In spite of what I, for one, have been saying for years to the effect that a Snipe isn't subject to significant changes in boat speed as in most other classes where minor changes in rig, hull shape, sails, etc., can give a major change in boat speed, I still think it is basically true that Snipes don't offer much to the "tinkerer" who thinks he can win the big ones by some special kind of fitting location, etc.; nevertheless, this year's Nationals seem to point out that with a top level of general skipper competency, the minor differences in boat speed then does become significant. Two excellent examples of this, of course, were Carl Eichenlaub and Don Adams. Don and Carl are both National Champion caliber and both simply "went down the tubes" with boats which were just a little slow going through the water. Don demonstrated this fact convincingly when he took a borrowed boat which was moving and "romped off" with 1st in the Wells Series. Sooo - with some reluctance, I now conclude that to be really competitive in National Championship competition, (in addition to the basic factors of skipper competency, etc) the "right combination" of sails, balance, and rigging which adds a few seconds is important and worth spending some time developing.

A final thought is the importance of top level championship regatta experience. There are several illustrations which can be pointed to around the country where a local hero seems to be unbeatable. Then he goes to the Nationals and gets "wiped out." Or, as happens the other way around, a good skipper who loses his share of races locally, goes to the Nationals and finishes near the top. Usually the difference is major championship regatta experience - the experience which provides that very necessary little edge of competency. This is the reason why we encourage participation in major regattas away from home as a most important prerequisite to successful (winning, that is!) Sniping. And where else but in Snipes can be found such numerous opportunities to gain major championship regatta experience?

Accompanying this article was a short note from John, "It looks as if this will have to be my last "Rumbings" (for while anyway) as my new business is taking about 60 hours a week and that includes Saturdays and holidays as well. It's been nice writing for the BULLETIN"

And it's been nice having you, John! Your articles over the last three years have been an outstanding and popular feature of the BULLETIN. The space will be hard to fill. Hurry back!

Nice sailing, Basil Kelly, in your Lippincott... taking third place in the Worlds

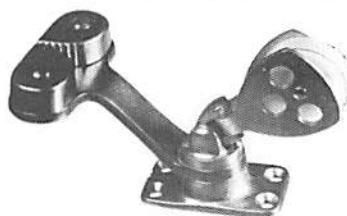
That was a superb performance you gave us in France. It took a masterful fusion of boat, sails and skipper to beat out the other greats of the Snipe class.

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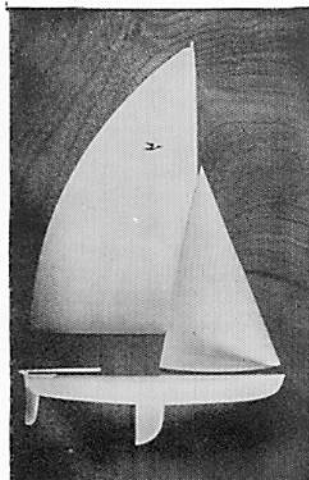
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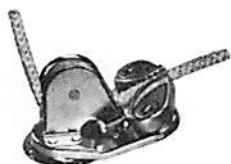
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SNIPE BULLETIN

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The Cover

Once again the melancholy days have come. As the air becomes crisp, the leaves fall down, and other unmistakable signs of Winter appear, every sailor experiences a sad feeling after his last sail is completed and he prepares to haul out for the cold months ahead which balances off that spirit of elation he had when he launched his boat for his first sail last Spring.

Now he is looking forward to a period of working on his boat — perhaps in a boat yard, in his own back yard, in an old barn or garage, or even in his house — with the high hopes that he will have a better boat and consequently be a better sailor next year. Thus the seasons come and go with ever changing emotions — and such is the life of a sailor!

THE COMMODORE SAYS

As all of you know, from time to time there has been considerable amount of questions as to where the boundaries of each district (in the United States) should be.

As a result of this, I have named a committee - Chairman to be Past Commodore Eddie Williams; Vice-Chairman Dick Ver Halen; other members - Birney Mills, John Jenks, William Kilpatrick, Ray Kaufman, Francis Seavy, Louis Nelms, Buzz Lamb, Carl Zimmerman, Harold Gilreath, Terry Whittemore, Red Garfield, and Dr. Sam Norwood. Any suggestions that you may have should be directed to Eddie Williams, 20 Kansas Ave., Kansas City 20, Kansas.

If you are at regattas where any of this committee is present, I suggest that you discuss with them your ideas if you do not agree with the present boundaries.

Also, in the not too far distant time, we will be having an International Snipe meeting in Indianapolis (January 30th, 1965) at the Hook Drug Company Service Center, 2899 Enterprise St. We are extremely anxious for a good turn-out, and I extend my personal invitation to all SCIRA members. We are also interested in having any suggestions that you might have for election to the Board of Governors. The Nominating Committee Chairman is Floyd Hughes, Vice-Chairman Dr. Sam Norwood. The rest of the committee are the present active past commodores of SCIRA. Again, direct your ideas to the Chairman, Floyd Hughes, and if you see any of the committee direct, acquaint them with your ideas.

All our committees will be asked to give a report at the annual meeting.

— A. F. "Bud" Hook

Permanent Measurement Cards

If your boat has been measured in any two National Championship Regattas, you are entitled to a Permanent Measurement Card. This green card means your boat does not have to be measured again except for a few specific items and under certain conditions as stated on the back. If you sailed at San Diego and are entitled to one for the first time, send in your request and you'll get one at once. 180 have been issued in the last 8 years.

1964 Meeting of the Western Hemisphere Secretaries

National Secretaries (or their representatives) from Argentina, Bahamas, Bermuda, Brazil, Canada, Japan, United States, and Uruguay were in attendance at the biennial meeting of the Western Hemisphere Secretaries held in Oakville, Ontario, Canada Wednesday night August 28, 1964 at 8:00 P. M. There were several guests present, including Ted A. Wells, Chairman of the Rules Committee.

In the absence of Fernando Gomes Pedroza of Brazil, General Secretary for the Western Hemisphere, SCIRA Commodore Bud Hook presided.

A personal telegram of greetings galore sent by Commodore Don Hains of the OYS from Russia was conveyed to all.

Highlights of the last meeting held in Brasilia, Brazil, in 1962 were reviewed (1) 2 boats for each country must be provided by the host country (2) Fernando Gomes Pedroza of Brazil was elected to the office of General Secretary of the Western Hemisphere for a 2 year term (3) the 1964 regatta was awarded to the Oakville Yacht Squadron of Canada. These minutes were accepted as presented.

Chairman Wells stated his committee's policy was one of constant review of all class regulations and practices and in response to his enquiries, it was decided to (a) continue to drop one race as now specified (b) Axel Schmidt's proposal that it was unnecessary to change boats after every race when the boats were ostensibly alike called for a prolonged discussion. It was difficult to supply equally identical boats unless they were all fiberglass as provided by Canada, and even then there might be some minor but significant differences. Since it was considered unlikely that future host countries could or would be able to provide such boats, it was decided to continue to change boats as now required in the Deed of Gift.

Doug Keary gave a short review of their successful program in buying and selling the required number of boats prior to the regatta, pointing out that a good price was obtained from the manufacturer due to a quantity order; boats and equipment were all insured against loss and damage, etc.; buyers got a nice discount and real bargain; in summary, it was a good deal all the way around and he highly recommended this procedure to future host countries.

In a general discussion, it was agreed that raising money for contestants was the hardest job in this kind of a regatta. In a small club with little or no government support, the question of free hospitality could become a deciding and deterrent factor. It was unanimously agreed that there should be no free hospitality (room and board) furnished to any other than the teams and national representative (3 or 5 as the case may be).

After Horacio Garcia Pastori of Uruguay nominated Fernando de Aldecoa, present National Secretary for Argentina, for the office of General Secretary for the Western Hemisphere, on motion made by William Christie of Bahamas and seconded by Doug Keary of Canada, the secretary was instructed to cast an unanimous ballot for Senor de Aldecoa.

Uruguay then submitted a bid for the 1966 Western Hemisphere Regatta to be held in Montevideo, Uruguay. It was enthusiastically received and unanimously recommended for acceptance by the Board of Governors. Details will be published later after the January 1965 meeting.

A rising vote of appreciation and thanks was given to Canada for their excellent management of the 1964 regatta.

Adjourned at 9:50 P. M.

New Bahamas Regatta

SCIRA sanction has been granted to the Bahamas Snipe Class International Winter Championship to be held Feb. 28-Mar. 3, 1965. This new series will be scheduled in conjunction with winter races at Miami and then the International Midwinter Snipe Championship at Clearwater a few days later in a new southern circuit. For details watch future BULLETINS or write to Carlos Bosch, P.O. Box 838, Nassau, Bahamas. It's a grand idea!

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The Conrads Keep Western Hemisphere Title

Brazil, Argentina, and Uruguay Dominate Series—Schmidt 2nd-Orella 3rd



THE OLD AND NEW CHAMPIONS - Ralph Conrad and his skipper brother Reinaldo (center) receive custody of the John Hayward Western Hemisphere Trophy from Commodore Bud Hook.

Western Hemisphere Champions Reinaldo and Ralph Conrad of Brazil still have the Hayward Trophy and they take it back home to Sao Paulo for the second successive time.

Entering as favorites along with Axel Schmidt, the Snipe World Champion, and sailing against 14 teams of champions from 8 countries, the brothers convinced everyone of their superiority when they put 1-2-1-2-5-1 together for 9138 points, a margin of 162 over 2nd place Axel Schmidt and his crew Mario Borges of Rio de Janeiro. Another set of brothers, Luis and Angel Orella of Buenos Aires, and Horacio Garcia Pastori from Montevideo were surprisingly good and finished 3rd with 8305 and 4th with 8252 respectively. And the 2nd Argentina team of brothers Adrain and Alberto Obarrio were 5th with 8220. Quite a strong bunch of sailors!

This regatta will be remembered as the one which saw South American sailors take over undisputed leadership in the Western Hemisphere, for of the first 7 top places, they won 6. Bermuda, who has won more than anyone else (7 of the 12 top 3 places in the last 4 regattas) managed to slip in ahead of Uruguay for 6th place. And it looks like they will be hard to dislodge, judging from what one saw at Oakville.

The Conrads thus added another branch of laurel to their sailing crowns. Starting in 1959 with their sensational victory in the Pan-American Games at Chicago when Reinaldo was 17, he and his "kid" brother have won the 1962 WH, repeated again at the 1963 Pan-American Games in Sao Paulo, were 2nd in the 1963 World Championships, and now this present victory. In addition, they have won many local, district, national, and SA international regattas during their brief career. Only fellow countrymen, Axel and Eric Schmidt, have been able to "take their measure" consistently.

This 8th WH Regatta (a biennial event) was held for the first time in Canada on August 21-27th under the auspices of the Oakville Yacht Squadron, and Fleet 321 was the official host. It was marked by the presence of one team from Japan, which country competes as a member of the WH. The Canadians furnished 18 new fiberglass hulls built especially for the event by the Grampian Marine Co. at a cost of \$1,000.00 each. The contestants, national champions and runners-up from each country, drew boats by lot, but were allowed to use their own sails.

Seven races were scheduled over modified Olympic courses



SECOND PLACE WINNERS Axel Schmidt (right) and his crew Mario Borges of Brazil get their trophies from Ted A. Wells.

with 2 each on the first 3 days of the week and the 7th Thursday morning. Under W.H. rules, no skipper could sail the same boat twice during the series and drawings are held before each race to determine the boat used. Then sufficient time is allowed for each skipper to rig his boat within limitations as he prefers. It is a real round-robin affair, and the 18 new fiberglass boats provided by Canada made for ideal conditions.

The regatta did not get off to an auspicious start Monday, for after two false starts, only one race was completed in about 8 hours on the lake. Light winds of 7 mph which shifted from west to north to west again gummed up hopes of completing two attempted races which were abandoned when, on each occasion, as the Snipes were reaching down the 3rd leg of the triangle, the officials discovered that the 4th leg, supposed to be the second beat into the wind, had developed into another reach because of a wind shift. It was rather a bad break for Luis and Angel Orella of Argentina, for they were leading both events when called off.

In Snipe competition, race officials have the right to recall the fleet before the 4th leg (1) if there is an appreciable and significant shift in the wind, or they can change the location of the windward mark if done before the first boat completes the triangle and giving specified signals of that fact; (b) they can abandon the race if the first 3 legs (half the course) are not completed within 1 hour 15 minutes, half the allotted time of 2 1/2 hours.

After lunch, the fleet finally got away in 8-10 mph westerly winds which were not so much better, but this time the boys all played it right. The Conrad brothers took over the lead midway through the first one-mile windward leg and held on to win by 60 seconds over the nearest competitor. Only 6 minutes separated the first boat from the last. The Orella brothers from Argentina garnered a very nice 2nd place, and Doug de Souza (1964 runner-up to Champ Jerry Jenkins) made a sparkling maneuver seconds away from the finish line to speed past Axel Schmidt to rob him of 3rd place. Adrian Obarrio of Argentina was 5th and Jenkins 6th, but when Obarrio protested de Souza for not allowing him enough room to pass going into the last leg and the protest was upheld, de Souza dropped back to last and the others moved up a peg.

On Tuesday, wind and threatening bad weather had officials a little worried. Gusts to 20 mph tossed Lake Ontario into a heavy sea with waves 5 feet high, and as this was what the Brazilians liked, a familiar pattern began to emerge when Conrad and Schmidt staged one of their famous duels in front of the rest of the fleet for 1st place. Axel took the lead on the



ONE OF THE STARTS - Axel Schmidt in BL 12748 (boat 2) is having a little difficulty finding free air (boat 10). Large temporary numbers were painted on the hulls for easier identification. All the pictures used in this article were taken by Murray Belford, Oakville photographer.

first beat and covered his countryman throughout the 6 legs to win easily by 6 full minutes. He took only 63 minutes to cover the 6 knot course. Close behind them the two Argentinian teams put on another little duel for 3rd and 4th places while Tom Storey of Canada finished 5th. Bernard Hayward of Bermuda was forced out when he capsized during the 2nd leg.

At noon, weather predictions were for gale force winds expected to exceed 40 knots combined with thunderstorms and there was no particular hurry to get out on the course. But as few changes appeared to substantiate the prediction, the fleet finally made a late afternoon start under improving conditions, and the best race of the series resulted.

Conrad bounced right back to his winning ways, but where he had a 60 second margin over Orella in the 1st race, he had a real fight on his hands in this one. Horace Garcia Pastori of Uruguay led by 35 secs. at the 1st weather mark ahead of Conrad with Jenkins 3rd and Schmidt 4th. Schmidt overtook Jenkins on the next leg and then, along with Conrad, began to put pressure on the Uruguayan. It was not until the 5th leg run that Conrad overcame Horace's 6 secs. lead and slipped past him to hold the edge until he got the gun with 7 secs. to spare. They would have enjoyed a wider margin if Ralph hadn't tumbled overboard about 100 yards from the finish line. Skipper Reinaldo indicated why he is a true defending champion when, without breaking sail, he calmly leaned out, grabbed his brother by the wrist, and hauled him into the boat. Ralph simply said the water was "fine".

At the end of the first 3 races, South American entries from Brazil, Argentina, and Uruguay held firm grips on the top 5 places.

Wednesday started off to be a good day with fair weather and winds of 7-10 mph with considerable shifting. The first race was underway shortly before 10:00 A. M. and Schmidt held down a good lead going into the 3rd leg of the triangle. But then the RC ran up a pennant indicating a triangular course instead of a signal indicating a change in course due to a wind shift. Axel noticed the error and signalled a protest. The RC then immediately cancelled the race. A half hour later, another race was started and this time Garcia Pastori sailed home with less than a 3 sec lead over Conrad, while Schmidt consoled himself with a 3rd place. It was a set-back for him.

That afternoon, after another 45 minute delay due to a mixup



THIRD PLACE WINNERS Luis Orella (left) and his crew and brother Angel receive trophies presented by Don Storey, National Secretary for Canada.

in drawing boats followed by another setback when 6 overanxious skippers jumped the gun forcing a restart, the 5th race finally got underway at 5 P. M. with winds dropping slowly to about 2 mph. In spite of doubt on the time limit, it was a race worth waiting for. It was all Bermuda! Hayward got a fine start and held his lead all the way around ahead of Orella until the last stretch. But then the other Bermuda team, Penny Simmons, who had been in 5th position almost the entire race, crept up on a long port tack into the lead and nipped both of them for the gun. Hayward finished 3rd, and Japan came up with his best showing of the series by sailing 4th. Conrad dropped to 5th.

Going into the last 2 races on Thursday, Conrad had 7538 to lead Schmidt by 381 points - a very comfortable margin. A win over Schmidt in one race would wrap up the title for him, as he had already beaten him 4 out of the 5 sailed. And that is just what he proceeded to do - he jumped out into the lead right on the starting line and led all the way around in winds from 6-10 mphs. Once Conrad gets ahead like that with free air, he is almost impossible to catch and he opened up steadily increasing his margin of 1 min. 45 secs. at the 5th mark to 2 min. 15 secs. over his nearest competitor at the finish line.

As in previous races, Argentina and Uruguay helped Schmidt chase him around the course, but the only results were that Garcia Pastori, in 2nd for 3 legs, changed places with Obarrio who had been in 5th place. Schmidt maintained a steady 3rd all the way and Garra of Uruguay was 4th.

With Conrad and Schmidt firmly in overall 1st and 2nd spots, the 7th and last race that afternoon developed into a contest between Orella (7897), Obarrio (7885), and Garcia Pastori (7820) to determine the order for the next 3 places. The wind dropped early in the afternoon, but a late start was made as it picked up and Schmidt sailed away to an easy victory. The others had a dog-fight all way around the course with Garra of Uruguay joining in the fray to take 3rd. Garcia Pastori was 2nd, Orella 4th, and Obarrio 5th, which made the final outcome (after dropping one race) Orella, Garcia Pastori, and Obarrio, with a mere 85 points separating all 3. A very fine contest among crack sailors!

Not only the OYS but the entire community must be congratulated for the fine job accomplished in staging this important SCIRA event. Under the able leadership of General Chairman Douglas Keary, they got an early start last year and consequently everyone turned out - government officials from Ottawa, Toronto sailors, and local officers from town and county to give their guests, who had come from far away, a most royal welcome. And the publicity was all one could ask, for reporters and photographers from local, Toronto, and foreign news services were there in profusion all week. It was covered so well

(Turn to top of next page)



Japanese Snipers are interviewed by Toronto Japanese paper.

it reminded one of the 1959 World Championship Regatta in Porto Alegre, Brazil, when it seemed that practically every spectator was either a reporter or photographer.

The big gala opening Saturday afternoon started off with a 16 convertible car procession led by a band through the city streets down to the club house where an impressive flag raising ceremony was staged. During the week, many social functions were held (including Niagara Falls, of course) and the banquet Thursday night will not be soon forgotten. All committees strived to make it successful - especially outstanding was the



Overall view of the yacht club grounds at the opening exercises. The new fiberglass boats are all lined up in the foreground; in the middle, the all-girl band can be seen leading the automobile procession of officials and contestants toward a receiving stand where spectators are seated (out of view at left).

performance of the Junior Crew (laborers and janitors) - and with perfect weather, it was darned near a perfect regatta. It emphasized the rapid and successful growth of a comparative new club and Snipe fleet over the last ten years and demonstrated what an enthusiastic group can do. SCIRA is lucky to have such members in the organization and official thanks are extended to all for a job well done.

1964 WESTERN HEMISPHERE CHAMPIONSHIP SERIES

OAKVILLE YACHT SQUADRON - OAKVILLE, ONTARIO, CANADA - AUG. 21-27.

X=dropped race

BOAT	COUNTRY	SKIPPER - CREW	RACES	1	2	3	4	5	6	7	Total	6 of 7	Fin
11088	Brazil	Reinaldo Conrad -Ralph Conrad	1	2	1	2	5	1	10X		10099	9138	1
12748	Brazil	Axel Schmidt -Mario Borges	3	1	3	3	6X	3	1		10201	8976	2
11826	Argentina	Luis Orella -Angel Orella	2	3	6	10X	2	6	4		9266	8305	3
14777	Uruguay	H.Garcia Pastori-Victor Trinchin	8X	6	2	1	8	5	2		9341	8252	4
14347	Argentina	Adrian Obarrio -Alberto Obarrio	4	4	5	4	10X	2	5		9181	8220	5
9884	Bermuda	Eugene Simmons -Robert Soares	6	dsqX	7	5	1	9	12		7818	7142	6
12705	Uruguay	Pedro Garra -Federico Latourette	7	9	9	12	13X	4	3		7642	6858	7
14676	United States	Gerald Jenkins -Dave Tippett	5	11	8	6	14X	8	6		7553	6824	8
9879	Bermuda	Bernard Hayward -James Amos	9	14X	10	9	3	10	7		7299	6570	9
10547	Canada	Howard Richards -Eric Saeys	10	8	4	7	12	14X	8		7234	6505	10
14495	United States	Douglas De Souza-Greg Harris	dsqX	10	11	11	7	7	9		6773	6097	11
13129	Japan	Norio Wakamatsu -Tomoyoshi Kojima	11	12	12	8	4	12X	11		6781	5940	12
13003	Bahamas	Wm. Christie -Jerome Pyform	12	7	dnfX	13	11	11	13		6094	5365	13
8385	Canada	Tom Storey -John Storey	13	5	dsqX	14	9	13	14		6022	5346	14

Henry Towles Keeps His Trophy

The Sequoyah YC and Fleet 86 held their 22nd Annual Memorial Regatta on Saturday May 30 (2 races) and Sunday May 31 (1 race). The weather was wet with a slow drizzle up to starting time and the first race was held in 3-7 mph winds under heavy clouds. The second race was undertaken in no wind with fog and steam rising off the water. But on Sunday the clouds had disappeared and the 3rd race was held in clear sunny Oklahoma weather with 5-10 winds. 16 boats participated in the Snipe division from Tulsa, Wichita, and Oklahoma City.

The perpetual trophy returned again to Oklahoma City along with Henry Towles, who brought it to Tulsa for the regatta just to let us see what it looked like. — Paul McBride

Final results - Memorial Regatta - Tulsa, Oklahoma

BOAT	SKIPPER	Club	Races	1	2	3	Fin.
14543	Henry Towles	Oklahoma City	1	2	2		1
13531	Bill Kilpatrick	Oklahoma City	6	1	1		2
10831	Craig Doennecke	Tulsa	2	5	3		3
13083	Chris Towles	Oklahoma City	3	3	4		4
14608	John Cameron	Wichita	5	4	7		5
14770	Charles Webb	Tulsa	4	dnf	5		6
5705	Doug Wixon	Tulsa	9	8	8		7
13333	Jack Compton	Tulsa	10	7	10		8
14889	Joe Becker	Tulsa	7	dnf	6		9
14497	Paul Kemmerly	Tulsa	8	6	dnf		10
4590	Joe Cacoperdo	Tulsa	11	9	9		11

Harding Wins Missouri Valley Races

The Missouri Valley Invitational Regatta of the Iowa-Nebraska Sailing Association was held July 4-5 at Lake Manawa, Council Bluffs, Iowa.

The regatta was a huge success. The winds ranged from 5 to gusts of 20 knots and everyone got exactly what they liked sometime during the races.

The first race Saturday noon was a real thriller with 40 Snipes participating. The 2nd race that afternoon was postponed due to threatening weather (and it really gets bad here, too!). So we scheduled two races on Sunday.

This day saw ideal weather with sunny skies and much wind and gusts up around 20 knots. 39 boats raced that day, including 19 visiting boats from Illinois, South Dakota, Kansas, Missouri, Oklahoma, and Texas.

The results were: Robert Harding of Omaha - 1st; Chris Towles of Oklahoma City - 2nd; and Mr. Ted "Snipe" Wells of Wichita - 3rd. — Pennie Davis.

New Way to Break a Tie

The Thistle Class has adopted a procedure for breaking ties which will be used in their National Championship Regattas. Briefly, it is: If two boats are tied in points and they each beat the other the same number of times, the final standings will be determined by their respective finishes in the last race they sailed. (Applicable, of course, only to an even number of races).

SNIFE NEWS IN BRIEF

J. A. White, 115 White Cap Circle, Maitland, Florida, says, "There is an excellent chance that we will finally get the Orlando Snipe fleet active again. We plan to have our first races and a re-organization meeting on this coming Sunday (August 23rd) and interest seems to be high with a possibility of 6 boats registering. Let me know the fleet requirements, for we want to be eligible to go to Peoria next year to the 1965 Nationals. . . . " I have just sold my measured and registered Snipe 7619 to Victor Payne of Penns Neck, N. J. He has always been an active athlete in track and tennis, but now he wants to settle down to a more sedentary hobby. My active membership ceased in 1958, but I still sail occasionally. " So says Carl von Nordheim of Princeton, N. J., and that is not at all an unusual report, except that Carl is now 83 years old! Surely that makes for some sort of a record, and if it doesn't, at least it gives us all something to shoot at. (Carl Zimmerman take notice!). . . . John Steve of Buffalo was pleased with the results of his endeavor to get unattached Snipers in that area organized for a fleet. He attended the Western Hemisphere Regatta at Oakville and promised to write a report and resume of his promotion scheme and the literature issued, for his campaign was one of the best promotions yet disclosed. It can be a model in other communities. . . . Many enquiries have come in in regard to double deck trailers. If you have any plans or ideas for such equipment, the BULLETIN would be glad to publish and distribute the blue prints. A few years ago, a very fine double trailer was designed and built by Asbury Smith and Bill Kilpatrick out in Oklahoma, where they haul boats for long distances. It was a very clever design and worked very well. . . . The Royal Brunei Yacht Club of Brunei requested information about Snipes some time ago, and we have been arguing with the post office department ever since. Seems Brunei is a separate mailing address all its own and the only trouble is we get letters returned whenever addressed that way. The P. O. has tried the foreign mail distributors at both New York and San Francisco and everything comes back for "a better address". And Brunei is listed properly in the international mails directory! Well, if you ever drop in Brunei during an Asiatic trip, tell any Snipers you see to have patience — that we are working on it! . . . Robert Longnecker, FC of Lake Mohawk 10, says that their fleet has been growing nicely with 20 boats racing actively. They conducted a Saturday series for juniors only, as they form the largest part of their fleet. . . . One reason why spirit is so high in Peoria is the fact that they hold monthly meetings all through the year. These are rather of a pot luck affair held at various homes of the older members and with a number of very enthusiastic new sailors in the group, the meetings are always well attended. 47 people were present at Bob Wesselhoff's home, for example. The social life of fleet membership is very important in holding a group together, and perhaps you might try this program in your fleet this winter. . . . B. E. Hawley, Rt. 3 Box 449, Excelsior, Minnesota, has recently launched a new home-built Snipe on Lake Minnetonka. He reports that no Snipe fleet has ever been chartered in that area but there is some talk of establishing one in the future. Taft Marine has sold quite a few kits in Minnesota this year and several have asked about SCIRA connections. Looks like the time might be ripe to get them all together somehow. . . . Sales of BUILDING A PLYWOOD SNIFE have been a third higher this summer than last year with many coming from Canada. The WH publicity there brought results! Looks like a promising future for Snipe! . . . If you have been wondering why a regatta was scheduled at Chippewa Lake, Ohio, the same date as the Indiana Championship at Indianapolis, here is the explanation: The new Chippewa Fleet 569 was not sufficiently organized to get in on the regular schedule this year, but wanted a regatta to stimulate sailing locally. On the aforesaid weekend, Turkeyfoot Lake will be closed to all except power boats for a regatta. Thus some 20 Snipers had nothing to do, and since the Indiana contingent would go anyway, it was a good chance to help out a new fleet and also afford Akron Snipes the opportunity to attend an outside regatta (some for the first time) since Chippewa is only a few miles away.

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Wells Wanderings



by Ted Wells

FIZZLED FORECAST

Francis Seavy writes that, in his opinion, the Duffy and Heizerling Trophies had to travel quite a distance in getting to Clearwater and Detroit respectively. OK - I goofed on those two. Result of too much publicity in the District 6 newsletter, I guess. Percentage-wise, I did alright, and I still haven't figured out what happened to Jerry Thompson, Carl Eichenlaub, Don Adams, and Lew Bedford. If any of them ever do, I hope they let me know.

There were some scientific mysteries at the Western Hemisphere Championship Regatta, too. The borrowed boats were about as identical as fourteen boats could be, but not all people adapt themselves equally well to different boats, and perhaps to a lesser degree, not all sails will perform as well when the masts and sheet leads are not exactly what the skipper might desire. The winds were quite light, reaching a peak of 15 miles per hour for only a short time in one race, and yet Howie Richards, sailing at home and in the type of wind that he likes just didn't do anything in the Western Hemisphere Races. In the Ontario Open regatta immediately afterward, he changed boats, sails, and crew and won the first two races. Jenkins with his own boat, still didn't do anything in these two races, then dug out some old sails and won the next one. He said that the sails he used in the Nationals just seemed to have lost their effectiveness, and he just simply wasn't going fast enough with them.

Reinaldo Conrad, I think, was just relaxing in the Ontario Open - he wasn't hampered as much by the borrowed boat as his performance would indicate. The 30th place in the last race, as a result of going toward shore on the last beat instead of going out into the lake didn't help him any. The only thing I did right in the whole regatta was to go out in this beat. I had a borrowed boat, also, although I swore I would never sail another borrowed boat again after my dismal performance with two good borrowed boats in California two years ago, and at Bendon last summer. Having the starboard stay fall off in the first race didn't help, nor did the tubular suction bailer which had to be left down where it only leaked like a sieve instead of like a fire hydrant when it was up.

I discovered another reason for not hitting another boat even if you have the right of way - it slows you down and you can (and I did) lose about a dozen boats. The other boat was coming on a port tack; I was on a starboard tack hoping to lay the first windward mark which was about a hundred feet away - when blam! The other boat was just about head to wind when we met, and then we were both head to wind and stopped.

Another unscientific mystery was how come the extremely strong current at the windward mark in the third race. It wasn't supposed to be there, and it just about cost Howie Richards the regatta. I hate to admit it, but it wasn't until the third pass that I succeeded on getting far enough upwind to make it. Shades of Old Saybrook! About twenty per cent of the fleet hit the mark; there was a regular parade of boats going from this mark to the club. In any case, I wasn't going fast enough, either. My starts were good, but the wind was extremely light and I just wasn't going fast.

Speaking of starts: the funniest thing I ever saw was the look of consternation on Lee Thompson's face when he found himself on a port tack on the wrong side of the starting line as 57 starboard tackers took off on the starting gun, which Lee was sure was the five minute gun. He now knows what those blue and white flags are for.

RHUBARBS

Every international regatta has to have at least one rhubarb, it seems, and these two regattas were no exception. In the Western Hemisphere regatta, very effective use was made of the provision for moving the windward mark after either the first or second lap. This worked out beautifully except at the start of the third beat in one race, code flag "T" was raised instead of "C" (they are both red, white, and blue). Axel Schmidt was in the lead, and as soon as flag "T" went up, he flew a protest flag. If he wanted to shake up the Race Committee, he succeeded, but too well for his own good. They dropped the "T" and flew "N," thereby abandoning the race.

In the Ontario Open, there was a dandy hassle at the end which points out how necessary it is for local rules to be spelled out. A skipper sent in a registration form by mail, then phoned and said he couldn't make it on Saturday, but would try and get there on Sunday. He did, and finished between Howie Richards and Charlie Webster, but was considered to not have been officially in the race as he had not paid his entry fee (the fact that there was an entry fee was not mentioned on the entry blank he mailed in) and did not register formally Sunday morning. (The requirement for formal registration was not spelled out anywhere). If the boat had been counted, Webster would have won the regatta. He was unhappy.

This gives a good opportunity to put on record, for what it's worth, the opinion held by most skippers in the plains states on entry fees. (Note - I do not say midwest as the easterners think that means Ohio and the westerners think it means Nevada). We don't like entry fees, we think people should pay for their food and drink, but we would rather race for ribbons than to ask people to pay an entry fee to finance the trophies. It just seems inhospitable or professional or something.

BENDY MASTS

Several people want to know about the stiffness of the mast for which SCIRA sells plans for \$1.00 (advt). This mast may be considered too stiff by some people, especially if the wood used happens to be a bit dense. The bendy-ness can be increased by planing off the front of the mast, starting about 6 feet above the sheer, cutting it down to where the wall is just 3/8" immediately below and above the stay intersection (be careful planing off the front of the mast at the stay intersection as this changes the theoretical intersection point). Some can be planed off the back, also, although this can be risky. If you are building a new mast, don't rout out quite as much in the center so you can plane off more.

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Many times new owners (and also rope makers) request exact and detailed information about the lengths of ropes or wires necessary to fit a Snipe. No other authority than Ted Wells himself has kindly compiled the list below:

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- Main sheet bridle - 8 feet - 1/4"
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- Main halyard - 22 feet - 1/4"
- Jib halyard - 18 feet - 1/4"

The above dimensions, of course, are for rope; if stainless steel cable is used for halyards, naturally the diameter would change accordingly. This is a handy little chart and will save considerable measuring if you have to replace any of the lines.

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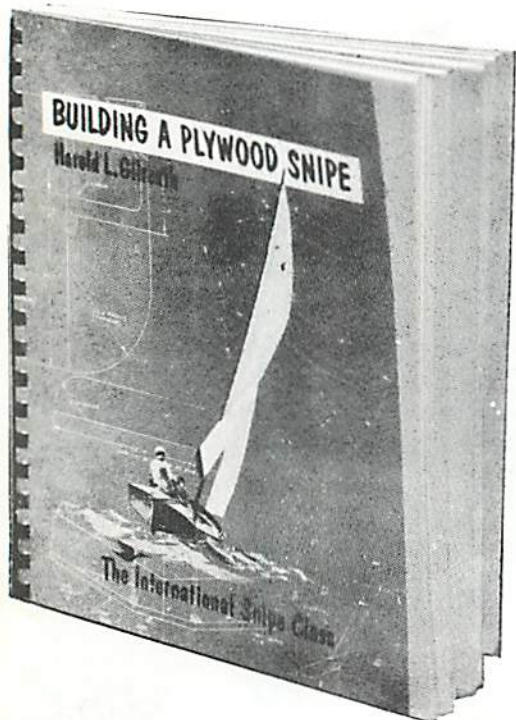
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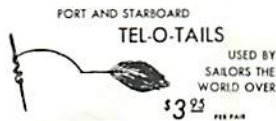
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