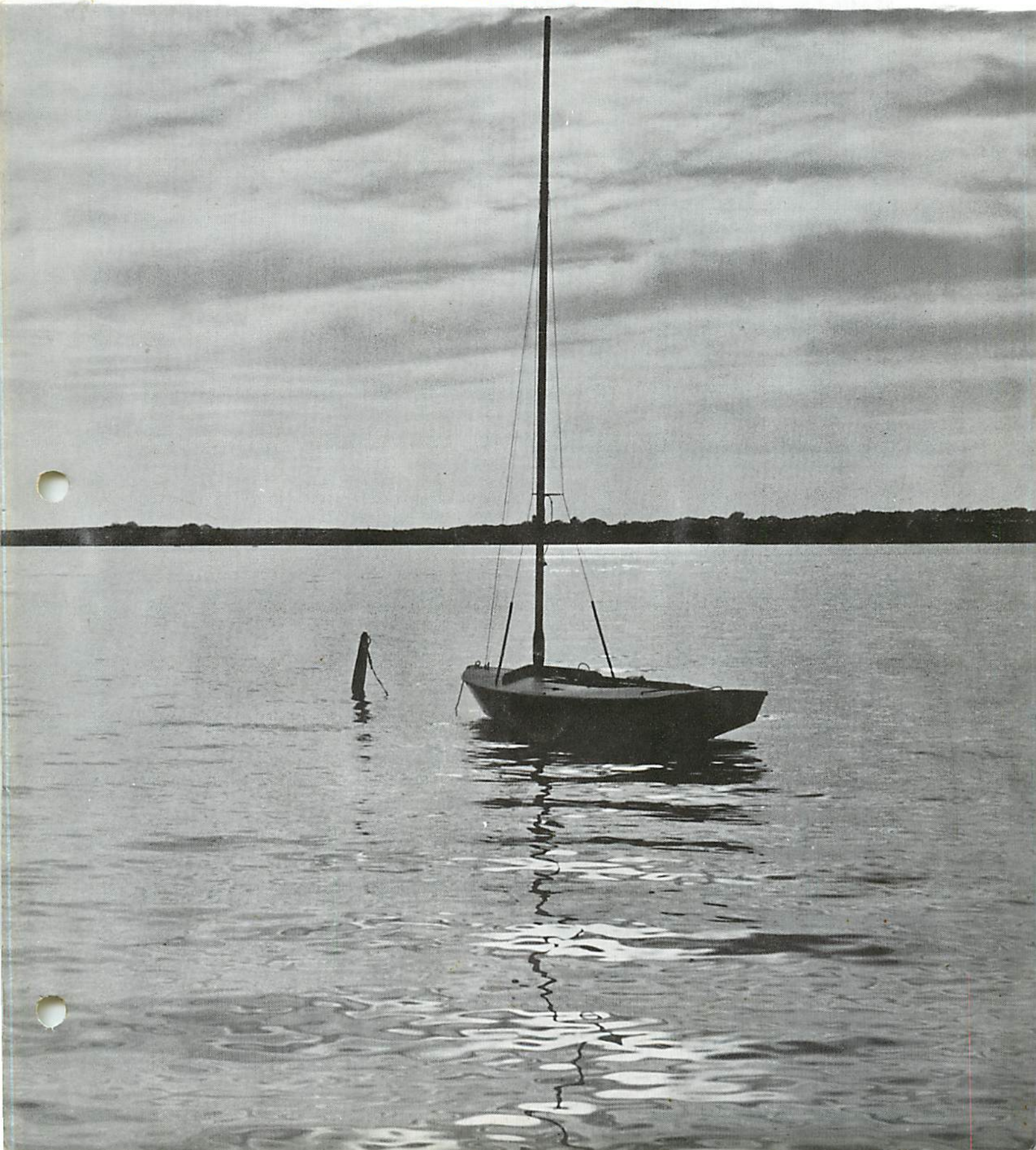




SNIPE ***BULLETIN***

VOL. X - SEPTEMBER 1960 - No. 4



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SNIPES BULLETIN

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

Address all correspondence to:

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\$2.00 Per Year.

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Forms close on the 15th of each month preceding publication. Material received after that date will not appear until a later issue. Contract advertising rates may be had on application. Be sure and notify SNIPES BULLETIN of any change in address, giving both old and new addresses.

Concerning the Cover

John R. Moore of Omaha, Nebraska, sent in this fine photo of Snipe 11610 (jointly owned by Bob Scherer) taken while on vacation at Lake Okoboji in Iowa. Entered by the Omaha World-Herald, it was the winner in the Newspaper Snapshot Awards and is released for publication by the Eastman Kodak Co. Now, as the sailing season slowly draws to a close, the scene is especially appropriate.

The 1960 Western Hemisphere Races

Argentina has completed plans for their first big international Snipe regatta and it looks like it will be a most successful affair. Each country can send two teams and there will probably be 12 to 15 boats there. Participation in the Olympics will prevent some sailors from attending and Japan, invited to attend this year, will not be there for this reason. And as of now, Cuba will not participate. However, some newcomers are expected and since hospitality of room and board is granted free to two teams and the National Secretary from each country a fine attendance is expected in spite of the great distance involved for most eligibles. The U. S. will undoubtedly send two teams, the top winners at Clearwater.

Augustin T. Melano, secretary of the organizing committee, announces that they have done everything possible to facilitate the transportation of participants and all those wishing to accompany them by obtaining preferential tariffs for first class service on air passages from various ports in the Western Hemisphere. Round trip from Miami by jet plane is \$431.30 per person and all are invited to avail themselves of this opportunity to visit Argentina and Buenos Aires. The Nautical Clube San Isidro makes a wonderful headquarters (see page 13 July 1960 BULLETIN) and visitors will be more than welcome there during this festival celebration of 150 years of Argentine independence.

If you can possibly manage a little quick trip, it would be a life-time opportunity to visit a friendly Latin American nation under ideal circumstances and an experience you would never forget. If interested, kindly communicate with the transportation sub-committee headed by Mr. Melano, Clube San Isidro, Florida 229-7 Piso, Buenos Aires, giving name of passenger, directions, and possible date of departure and return. They will handle details to give you satisfaction. See race schedule on back page for further details.

ATTENTION—all National Secretaries

This year, for the first time since adopting a new SCIRA year to better conform to the IRYU time schedule, the opportunity arises to publish the annual rule book earlier in the calendar year. Also, it is evident that our publication could better reflect the great internationalism of the class if the material therein covered more countries. So you are requested to write up your national championship regatta with a list of winners for inclusion in the 1961 year book. A resume similar to the Leckie Trophy on page 130 of the 1960 book will be ample; make it as short as possible and space will be allotted for the most important regatta of every member country. This, as a starter, should be the minimum, so please send in your information at once.

KILPATRICK WINS HIS OWN TROPHY AND DISTRICT 2 TITLE

The District 2 Championship Races were held on Lake Hefner at Oklahoma City, Okla., on June 18-19th. 30 boats from Council Bluffs in Iowa to San Antonio, Texas, turned out for a wonderful regatta.

The first two races were sailed in winds of 25-35 mph. All boats finished in the first race, but in the next there were four that turned over at the leeward mark. The wind dropped to 12-15 mph for the third event and all except one were able to sail. All three races were sailed on an Olympic course consisting of one triangular course and 1 1/2 windward-leeward with the final beat to windward. It met general approval.

In between races, District Governor Floyd Hughes, Jr., called a meeting for the election of new officers. Sam Mueller of San Antonio and Marion Cruce of Oklahoma City were chosen as Governor and Vice-Governor respectively. Much discussion came up regarding the large area this district covers and while some were in favor of reducing its size, it was agreed to leave it as is. Also discussion was made on the possibility of holding the district meet each year at Fort Gibson Lake, which was the site of the 1959 Nationals. This idea will be voted upon at a later date.

FINAL RESULTS - 1960 DISTRICT 2 CHAMPIONSHIP REGATTA

BOAT	SKIPPER	RACES	1	2	3	Pts.	Fin.
10570	Bill Kilpatrick	6	2	1		4340	1
11888	Warren Castle	2	1	7		4277	2
6025	Ted Wells	1	3	6		4269	3
11209	B.G.Horner	8	4	3		3902	4
12334	Jimmy Zars	6	6	15		3270	5
11450	Joe Ramel	14	5	10		2986	6
6978	Bob Williams	9	11	12		2760	7
9898	Rod MacIvor	DSQ	7	5		2573	8
11619	Marion Cruce	15	8	13		2549	9
11100	Jim Pierce	20	17	4		2386	10
9307	Floyd Hughes	5	14	22		2386	10
9365	Jackie Schwindler	12	DNS	2		2362	11
11793	Wally Walsdorf	13	10	18		2274	12
11620	Sam Mueller	16	18	9		2176	13
11669	David Smith	3	DNF	20		2141	14
11007	Ken Boyd	18	15	14		1934	15
9740	Eddie Williams	11	DNF	17		1732	16
6911	Don MacIvor	7	DNS	19		1640	17
10001	Frank Gunn	19	13	23		1592	18
10639	Norman Tanner	21	12	26		1466	19
10549	Bill Dwyer	17	DNF	16		1457	20
11622	Louis Nelms	10	DNS	21		1361	21
11370	Joe Becker	DSQ	9	25		1301	22
10819	Dick Elam	DNF	DNF	11		1300	23
10219	J.Arps	22	16	24		1275	24
9739	Don Newcomb	DNS	DNS	8		1089	25
10640	Charles Webb	23	19	27		1004	26
11959	John Crutchfield	DNF	DNF	28		569	27
3244	Fritz Dawson	24	DNF	DNS		545	28
12008	Dr.Mitchell	25	DNS	29		536	29

EICHENLAUB ANNEXES 6th DISTRICT SNIPE CROWN

Carl H. Eichenlaub, Jr., the San Diego boat builder upon whose truck the words "Any Slob can Win in an Eichenlaub" strike one between the eyes, didn't necessarily prove he is a slob, but did prove he is the west's best in a centerboard when he won the 6th District Snipe Championship off Newport August 7th. This regatta, the first of its kind since the subdivision of the western district, was sponsored by the Bahia Corinthian Yacht Club.

Winning with profound ease in one of his own creations, "Goof", Eichenlaub added the Snipe regional crown to his string of Lightning, International 14, and Sabot victories. From the outset, his consistent brilliance left little doubt as to whom would be the ultimate victor. His new Snipes have been establishing quite a windward reputation, which was enhanced even further with the "Goof's" performance in this regatta series.

(Continued 2nd column page 9)

PAN AMERICAN GAMES 6 STRAIGHT WINS

This outstanding performance in the 1959 Pan American Games speaks well for the sailing ability of Reinaldo Conrad of Brazil and his Murphy and Nye Snipe Shelf Foot mainsail. If you like to sail to win . . . use the sails the champions use!

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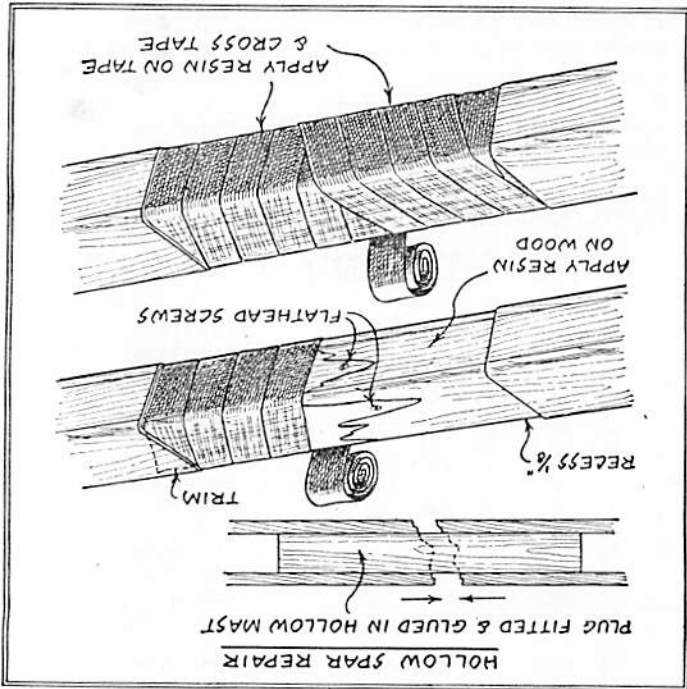
By Boughton Cobb

Fiberglass tape and an appropriate resin offer a fine system for repairing broken wooden spars. Restoration can be done more easily and will add great permanent strength. Fiberglass tape and polyester or epoxy resin are the principal materials used in this system. The tape is woven from the same strong glass filaments used in the fiberglass cloth that is employed to cover wooden boats. Fiberglass tape is recommended for this type of job because of the ease of application and the desirability of laying up the glass yarn in a diagonal, spiral wrap fashion.

Fiberglass tape is available in widths from 1 1/2" up to about 12". Widths of 3" to 6" suffice for most jobs, but the narrower and wider dimensions are suggested for wrapping very small or very large spars.

Either epoxy or polyester resins can be used to bond the glass tape in place. While the epoxy type will offer greater adhesion, polyester is completely satisfactory because of the bandage-wrap system used.

Before proceeding with the repair, construction of the spar (hollow or solid) and the nature of the break must be considered. A tiller, oar or spar usually lets go with a long, splintered break. Fortunately this type of fracture is easiest to repair because glass tape forces the splintered fragments back in their original position. If, however, the member breaks through at virtually 90 degrees, wooden splints or a scarfed insert for a solid spar will have to be incorporated so that the tape will not be subjected to shear strain when a bending load is applied. A plug can be inserted in hollow spars and glued in place.



Estimating the need for splint type temporary repair is mostly a case of judgment, but certainly would require the attention of a qualified expert if a big spar were involved. The simplified approach described herein will satisfy many situations which arise on small craft where the owner normally expects to make his own repairs.

To explain the principles of a fiberglass tape repair, let's consider a so-called compound fracture—a complete break

1959 World Championship



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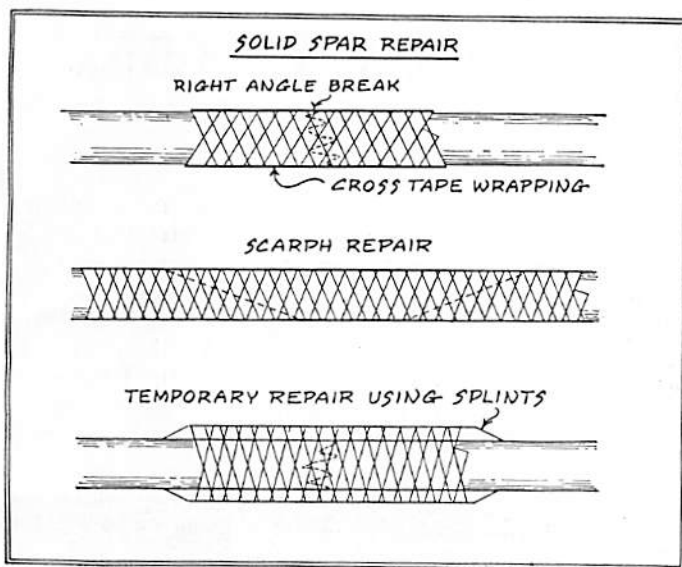
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—with long, jagged ends. First of all, as indicated in the drawing, the broken parts should be coated with resorcinol (Elmer's waterproof) or epoxy glue and reassembled so that the alignment is true and the fit is as nearly perfect as possible. Screws can be used to bring splinters down flush and to make the glue line tight, or clamps can be used to accomplish the same purpose. After the glue is set, if you want a flush repair cut a recess about 1/8" deep, as shown, to allow space for the wrapping then fill hollows with plastic wood.

The next step of spiral wrapping with the fiberglass tape insures a dependable, and lasting repair. The tape should be wound at about a 30 to 45 degree angle. In general, the glass wrapping should be carried several inches beyond the fractured portion onto the sound area of the wood. Butting the tape edges does a neater job. Except for a very light reinforcement, an additional layer should be applied in the opposite direction so a criss-cross bandage of tape results. Tacks or staples are useful to hold the ends of the tape in place so that a tight fit can be achieved. A snug fit between wood and tape is important if the glass is to provide its full support when the repaired mast is stressed.

The resin may be applied in either of two ways. It may be brushed on preparatory to wrapping or you may impregnate the tape after it is dry-wrapped. However, each layer of tape should be saturated before the next one is applied. Thorough saturation of the glass fabric is important and several tight layers of material do not always saturate thoroughly. This is particularly true with epoxy resin which tends to be quite viscous and will not easily strike through a dense build-up of fiberglass. After the repair has hardened to a tack-free consistency, sand the surface lightly and brush on a finish coat of resin so the cloth pattern is completely filled. The repair is now complete except for painting or varnishing.

Summary

Wrapping a broken spar, oar or tiller with resin impregnated fiberglass produces a very strong repair. It is quick and easy to make and can be used even for emergency situations, yet will fully satisfy the requirements for a permanent job. The fiberglass tape system alone will do its best job on simple fractures or long, splintered breaks where it binds the pieces firmly in place. Sharp-angled breaks require a scarfed insert, a plug or splints to distribute bending loads properly and to prevent the glass wrapping from undergoing direct shear stress.

This fine article first appeared in the August 1960 issue of YACHTING magazine. Permission to reprint it was granted by the Editor.

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WELLS TAKES TROPHY FROM TEXANS



SHOWS WINNING FORM - Ted Wells and crew Dick Caspari head up into a wind. And how do you like the cut of his jib?



LYTLE SILHOUETTE - Alex Eastus and crew Leroy Johnston sailing on Lake Lytle. (Photo taken directly into the sun).

Ted Wells added the Lytle Shores Regatta championship trophy to his string this year.

When the showdown in West Texas was over, Wells had broken a three year domination San Antonio skippers have held at the Abilene July Regatta.

But Ted would have been only a second place finisher had not Texas Louis Nelms of Fort Worth jumped the gun in the last race.

Nelms needed only a 3rd place to beat closest challengers Bill Kilpatrick and Frank Reiseneker of San Antonio. And he was in 3rd place when Jimmy Zars finished Sunday morning followed by Wells. But Nelms had been hailed as over the line at the start (the race committee was using a battery powered microphone) and he failed to return. It was ruled he did not finish.

The West Texans hold their regatta on Lytle Lake, which is only a mile long (measuring its narrow stretch as unsailable when 31 boats entered), and when the wind blows northerly or southerly there is room for a course. But Sunday morning the wind blew southwesterly and the race was run in the widest part of the lake, triangular, five times around and a beat to the finish. Out of this dizzy whirl popped Jimmy Zars, the first Lytle Shores champion, who in four years has never lost a Sunday morning Abilene race.

Dick Caspari of Wichita, young crew for Wells, made it a complete Kansas sweep by winning the Saturday morning Junior race.

Sailing with Ronnie Castle, son of Texas champion Warren Castle, he won the title of Texas Junior Champion. David Smith of Oklahoma City was second and Abilene Sea Scouts Leroy

Johnston and Joe MacHoward were third. — Dick Elam.

FINAL RESULTS - LYTLE SHORES REGATTA - July 9-10

SKIPPER	FLEET	RACES	1	2	3	PTS.	FIN.
Ted Wells	Wichita, Kans.	8	1	2	4201	1	
Frank Reiseneker	San Antonio	3	5	4	4109	2	
Bill Kilpatrick	Oklahoma City	6	2	6	3971	3	
Warren Castle	Dallas	5	6	3	3965	4	
Dr. B.G. Horner	San Antonio	4	7	5	3821	5	
Dick Elam	Abilene	7	3	8	3689	6	
Jimmy Zars	San Antonio	2	10	1	3585	7	
Willie Roetzler	San Antonio	10	10	10	3443	8	
Louis Nelms	Fort Worth	1	4	DNF	3138	9	
Joe Antilley	Abilene	13	12	9	2649	10	
Bill Wheeler	Dallas	9	16	14	2378	11	
Dick Gabler	San Antonio	14	13	12	2354	12	
Sam Mueller	San Antonio	12	11	17	2317	13	
Vinnie Beakey	Fort Worth	11	24	13	1973	14	
Wally Walsdorf	San Antonio	15	17	18	1781	15	
Jim Russell	San Antonio	23	14	15	1729	16	
Robert Cummings	Dallas	20	31	7	1696	17	
Richard Sorenson	Shreveport, La.	16	20	16	1691	18	
David Smith	Oklahoma City	21	22	11	1661	19	
Jim Bookout	Dallas	18	19	21	1413	20	
Jim Crawford	Dallas	22	15	22	1398	21	
Rusty Burnett	Abilene	30	8	DNF	1358	22	
Alex Eastus	Fort Worth	17	27	19	1256	23	
Pat McDavid	Fort Worth	24	18	23	1442	24	
Andy Cruce	Oklahoma City	27	21	20	1037	25	
Pappy Welch	Hamilton, Tex.	19	23	DNS	808	26	
John Crutchfield	Abilene	29	25	24	689	27	
Fred Smith	Fort Worth	28	26	25	650	28	
Tom Coit	Midland	26	28	26	619	29	
Barton Cox	Austin	25	31	DNS	356	30	



FIBERGLAS HULLS ARE POPULAR — Early this summer, Dick Elam (in truck) and Joe Antilley (hat) visited Francis Lofland (the little fellow) in Wichita, Kansas, and hauled 5 new fiberglass Snipes back to Abilene, Texas. Francis says. "Not only do we make the best Snipes in Kansas, but we also grow and store the best wheat." Witness the storage bin in the background.

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C.B. LILLEY WINS ENGLISH NATIONAL CHAMPIONSHIP



THE BRITISH CHAMPIONS RELAX AFTER THE LAST RACE

Mr. C. B. Lilley with his crew, Miss Bronwen Cook, won the International Snipe Championship of England organized by the Medway Yacht Club at Upnor, June 25-26th, 1960.

There were 27 entries from six fleets and the competition was keen. Winds varied from nothing to force 4.

The first race Saturday morning was in a fair wind. D. Pitcombe led at the first mark, but on the run home, last year's champion built up a convincing lead to finish 1st. E. Hine was 2nd, and R. A. Moody 3rd, behind Robert Stewart.

The afternoon race was abandoned when the time limit expired before anyone reached the first mark.

Sunday morning showed promise of more wind and the 27 starters got away over the flood tide in wind force 3. Max Savage and P. G. Harris made a good start. D. Catt was clear to windward, but the leaders, in less tide, crept ahead with the remainder blanketing one another. Down river, the wind increased and Lilley worked into the lead to round Folley Beacon ahead of Stewart and Croxon. Tomlinson was 4th and E. Hine 5th. Two boats capsized and a B. P. tanker put about to give assistance. Lilley maintained his lead for the second time round the box while Stewart and Croxon had a battle for second position. Shortly after, Croxon lost his mast, which brought Moody into 3rd place with Harris 4th, I. Gwilliam 5th, and Hine 6th.

The fourth race was over a shorter course with the same wind prevailing. Dr. Johnstone led at the start but was soon overtaken. Croxon, who had replaced his mast, lost the new one after travelling only 100 yards. At this stage of the racing, Lilley, Stewart, and Moody were all in a good position to win the title, but Lilley got into the lead and stayed there. Bob Stewart was well down in the fleet, but by good sailing made up several places, but could only finish 8th. Hine had to retire when his mast began to split and was lucky to make the Club without losing it. This race, with Lilley 1st, Tomlinson 2nd, and Crossley 3rd, concluded the series.

Thus C. B. Lilley with a 1-1-8 just beat Bob Stewart with a 1-2-9 to win the Championship which he had so nearly won for several years in the past. The winner and his crew will represent England in the European Championships being held in

Landskrona, Sweden, during August.

— H. J. Crispin

1960 ENGLISH NATIONAL CHAMPIONSHIP REGATTA

BOAT	SKIPPER	CLUB	RACES	1	2	3	PTS.	Fin.
11706	G.B.Lilley	Stone S.C.	8	1	1	1	4289	1
11063	R.J.Stewart	Medway Y.C.	1	2	9	9	4210	2
9759	R.A.Moody	Stone	3	3	6	6	4184	3
10873	J.E.Gwilliam	Malden Y.C.	9	4	7	7	3618	4
9161	J.S.Johnstone	Manchester	4	13	4	4	3522	5
8307	D.Catt	Maldon	11	7	11	11	3071	6
9569	P.G.Harris	Stone	17	5	10	10	2896	7
7964	F.R.Crossley	Medway	7	DNF	3	3	2796	8
7407	E.Hine	Northwich	2	15	DNF	DNF	2486	9
9160	D.Savage	Northwich	10	10	19	19	2451	10
8303	W.H.Titcombe	Northwich	5	DNF	13	13	2333	11
9762	H.Boswell	Broadstairs	24	11	8	8	2345	12
8309	J.R.Broughton	Stone	16	8	18	18	2290	13
7394	P.Powis	Medway	13	17	12	12	2260	14
10327	D.Tomlinson	Broadstairs	18	DNF	2	2	2246	15
9154	P.B.Davies	Stone	19	12	14	14	2109	16
11702	D.H.Crispin	Stone	12	6	DNS	DNS	2066	17
10874	N.Williams	Medway	23	9	16	16	2024	18
11684	C.J.Marshall	Stone	21	14	15	15	1858	19
8856	D.G.Croxon	Medway	6	DNF	DNF	DNF	1710	20
7395	C.S.Nell	Medway	15	16	DNF	DNF	1590	21
7396	B.Bennell	Medway	22	18	17	17	1515	22
8858	M.Cage	Broadstairs	DNF	19	20	20	1164	23
10936	I.W.MacCauley	Manchester	20	DNF	21	21	1078	24
11678	E.Lockyear	Broadstairs	14	DNF	DNS	DNS	925	25
8306	E.A.Gilbert	Stone	25	DNF	DNF	DNF	741	26
9152	J.H.Adshad	Stone	26	DNF	DNS	DNS	421	27

(EICHENLAUB WINS CROWN from page 3)

Lew Smith of Alamitos Bay got up for 2nd in his ancient "Eager Beaver" #3421 and looked much like the old Smith who took the 1952 Pacific Coast Championship at Santa Monica. He was going good enough to comfortably handle Newport's top threat, Pete Frost, even though the latter won the final race. Fourth was another Mission Bay entry, Ross Harris, while NYHC's Scott Allen got up for a 5th.

The wind cooperated with the 19-boat fleet, which was given good courses and starting lines by the host BCYC. A missing mark in the first race was barely replaced in time by a committee boat, but in all other respects District Governor Lanny Coon termed the regatta "perfect." — Fred H. Miller, Jr.

FINAL RESULTS - DISTRICT 6 CHAMPIONSHIP REGATTA

BOAT	SKIPPER	CLUB	PTS.	Fin.
Goof	Carl Eichenlaub, Jr.	MBYC	7867	1
Eager Beaver	Len Smith	ABYC	6652	2
Snowball II	Pete Frost	NHYC	6526	3
May Day	Ross Harris	MBYC	6386	4
Coon's Kin	Scott Allen	NHYC	5994	5
Pajaro	Eldon Campbell	ABYC	5725	6
Dry Doc	Dr.George Coates	ABYC	5559	7
7132	John Merchant	ABYC	5265	8
Wind Song	Walt Gleckler	ABYC	5213	9
Griffen	Dr.Bob Schaffer	CBYC	5107	10
Early Times	Bud Cothorn	ABYC	4891	11
Tip Sea	Jack Guinn	CBYC	4532	12
Sisu II	Don Entriiken	BOYC	4426	13
Wee Too	Henry Font	ABYC	3930	14
11865	Bob Richie	ABYC	3720	15
01' Stormalong	Jim Schaeffer	ABYC	3709	16
Lil Angel	J.C.O'Brien	CBYC	2841	17
12375	Herb Shear	MBYC	1901	18
Gutter Snipe	Steve Dubnoff	SSSO	1060	19

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Two spinster sisters were reading the evening paper. Suddenly one looked up and said, "An article here tells of the death of a woman's third husband. She has had all of them cremated."

"Isn't that life for you?" said the other. "Some of us can't even get one husband, while others have them to burn."

1959 NATIONAL SNIPE CHAMPIONSHIP



Recognize these winning grins? These happen to be worn by the new National Snipe Champion, Richard Tillman, and his crew, Beth Norwood. Had we the space we would like to display many more such winning smiles, including those of the Jr. National Snipe Champion, Leslie Larson.

Perhaps most pleasing to us is the realization that each entry in this national championship series is a fleet champion in his own right, and more than half of the entries used Watts sails, recognizing their championship caliber.

Watts

KENNETH E. WATTS

TORRANCE, CALIFORNIA

FOOD FOR THOUGHT

While not many people would class the NAYRU racing rules as light reading, they really are interesting and intriguing to anyone with an inquisitive turn of mind. Most of the following situations have actually occurred. In some cases, I think I know the right answer; in others, I don't think anyone will until an appeal has been carried to the NAYRU.

Let's start out with the start of the race. A yacht starts when any part of her hull or equipment is over the line. Are the skipper and crew equipment? In a recent regatta in these parts, a boat was reaching down the line with his bow behind the line, but with his sheer over. He, of course, was considered over the line. But what if his sheer had been behind the line, yet he and his crew, by hiking out, had their heads over the line? Have the crews' heads become boat equipment? Under the same definition (if finishing down wind), a whisker pole pushed straight forward is certainly part of the boat's equipment.

In several regattas out here recently, there have been starts where the leeward end of the starting line was close to a shore, and anyone starting on the leeward or port end of the line would soon run out of water and start yelling for room to tack under Rule 35. No argument there -- but how soon can he be forced back to shore? Just as soon as he has completed his tack to come off the shore, in my opinion. At that time, he has, in theory at least, a choice of going behind the starboard tack boats, or going over to starboard and going with them. There is nothing anywhere that lets a port tack boat force a starboard tack boat to do anything but keep going straight ahead (except at a down-wind mark).

Which brings up the next tricky one! This involves the definition of balking, and the question is what can a starboard tack, close-hauled boat do without being accused of balking? Incidentally, unless you write dictionaries as a business, you will get a liberal education by looking up "balk" in about two or three dictionaries. The most useful definitions as far as we are concerned are "to hinder or interfere".

The first case where the argument occurs is this: two boats are approaching, close hauled, and the port tack boat elects to pass behind the starboard tack boat. It is well established that the starboard boat cannot bear off to interfere, but how about his heading up and luffing? In this case, the starboard boat wishes he could tack because both boats are about to leave a mark to starboard. When the port boat bears off to clear the starboard boat, the latter pushes his tiller down. The port tacker screams, "You can't tack in front of me." The starboard tacker, who must have thought this one up one night when he couldn't sleep the winter before, and had been dying to try it ever since, replies that he is doing nothing of the sort. He is merely going head to wind - the rule says he is not bound to hold his course - he does not commence to tack until beyond head to wind by definition - and by this time the port tacker is clear. Has he balked, hindered, or interfered with the port tacker?

A decision in this is important as it affects another case, also involving a mark, where a starboard tacker loses his right of way, and can lose his shirt as well (Dr. Don Cochran, Jr. of Clearwater was the starboard tacker who lost his shirt in this instance). He was approaching the windward mark on the gulf in a fairly heavy chop and just barely not making it. I was coming up on port, going fast from having overstood slightly. The mark was to be left to port. I bore off, went behind Don, and pushed my tiller down just as I cleared him. Unfortunately for him, he did the same thing at the same time and ran afoul of Rule 33. 4.

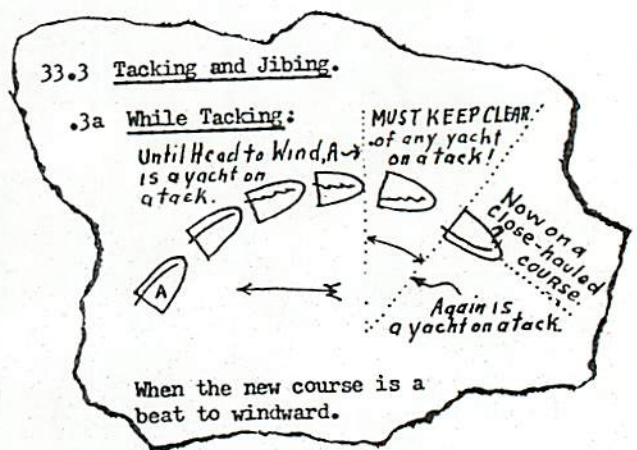
If the starboard tacker can luff head to wind while the port tacker is clearing him, he can then go ahead and complete his tack before the port tacker, by definition, has started to tack, and could claim that the former port tacker had violated 33. 3. b. And while we're on this subject, let's have an interpretation of simultaneous. In the above case, the former port tacker commences his tack two seconds before the former starboard tacker completes his. Are they tacking simultaneously? For at least a couple of seconds they were both tacking at the same time.

And speaking of tacking close aboard: when a yacht is going to windward, his tack is completed when he reaches a close hauled course. Can the crew be still standing on the jib sheets while the skipper frantically tries to find the mainsheet he lost in the shuffle? The definition of a completed tack is a bit different when going onto a reach. Here it is merely that the tack is completed when the mainsail fills. I would think that this could be carried over to the situation when going to windward; that is, the mainsail must be filled, but you can ignore the jib.

Another good one to ponder: First, read 33. 3. b and 34. 1. b and e. You are approaching a mark on a reach or run and you must jibe the mark. You are clear ahead, but only by inches. If you jibe and the boat behind hits your transom just as you complete your jibe, who is right? Note that 34. 1. e says tack - doesn't mention jibe.

And one last one: What is abnormal means of checking way? Referring of course, to means of keeping from running out of starting line before you run out of time. Having the crew jump in and swim backward is certainly out; that casually dangled foot is, too, in my opinion; but I think you can do anything with your sails you wish. Only the appeals board of the NAYRU has the final answer!

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Voice Of The People

MORE ABOUT THE OLYMPIC TRIALS

"I finally had the pleasure of meeting Dick Tillman back at the final Olympic Trials of the Finn class. Gathering that he doesn't even read the Snipe BULLETIN, I thought that you might be interested in some news as he isn't likely to supply any.

To make a long story short, the Snipe class was pretty well represented overall... which means starting with quarter-finals, etc. I won the Western Semi-Finals (owners) at Clear Lake by the skin of my teeth. Clark King and Don Trask finished 8th and 9th, respectively, in the 16-boat field. Since only four qualified for the finals, they weren't among the finalists at Marblehead.

Tillman made the finals in good shape, finishing about 7th among the 14 who qualified via Marblehead. We were the only two Snipers in the finals, finishing 3rd and 4th. We had a pretty good regatta between ourselves. He thought I had beaten him out of 3rd, but forgot that his throwout race was a DSQ compared to a 15th for me. I beat both Barrett and Allen four out of seven and I believe Dick did, too. But the problem is that under Olympic scoring, consistency means nothing... you have to win a race and get that big 100 point bonus or you're through! None of us won a race.

Barrett, however, was unquestionably the best skipper there. While he did win a race, he was hurt by Olympic scoring as much as anyone. Tom Allen, the two-time Lightning champion, won two races to stay right up front despite subsequent 15ths. Even after the last race was over, Allen was still on his way to Naples. Unfortunately, the finish of the last race was Allen 8, Hill 9, and Barrett 10. A protest between Hill and Hazelhurst saw Hill thrown out and Barrett stepped up a position and right into a trip to Naples. It was with Hill, incidentally, that Tillman got his DSQ.

This regatta, like the Star Trials (where I got 12th), proved:

1. There's a lot to be said for Great Lakes sailors.
2. Some of the best skippers don't have a dime.
3. Any attempt to prove that any one major class has more competition than another would be fruitless. My finishing 8 places down at Atlantic Highlands, N. J. proves nothing for the Star class, I actually sailed much better there than at Marblehead, but had a couple of run-ins with Lady Luck.

4. A setup where top skippers have their expenses paid abroad should they win here sure brings the best man out of the wood work. Hats off to the U. S. L. S. A. ! But it sure makes one ill to think that yachting people still have to foot their own bills while there was a three million dollar surplus from the Olympic Fund after the Melbourne Games. Something should be done, and maybe the Snipes can help.

It might interest a few fans that Dick agrees with this: Big bodies of water for big Snipe regattas (i. e., Nationals) and little lakes for little regattas, or anything else. He comes from an area where there are both little lakes and Great Lakes, and knows the difference. If Wichita, Kansas, had been on either the Northern or Southern routes from California, I would have made it a point to call Ted Wells in the very middle of the night to tell him all about the NOWHERE I had driven across, and that he had better get right out there and build a little lake in time for the next Nationals. "

— Fred H. Miller, Jr.
Newport Harbor, Cal.

For over ten years, the Snipe class in the U. S. A. has used part of the money derived from entry fees for the U. S. National Championship races to pay expenses (at least transportation) of the winners of that event so they could attend subsequent international and World Championship regattas, wherever they may be. Our champions have gone to Cuba, Monaco, Portugal, Spain, Brazil, and this year, to Argentina. Statistics are not available as to what other classes do, if anything, but at least Snipe winners know in advance that they can make the trip regardless of circumstances -- and that is one reason, as Fred points out, why so many top sailors are found in Snipe competition.

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—ADDITIONAL RACE DATES—

- Oct. 29-30. HALLOWEEN REGATTA, Lake Travis, Austin, Texas. Tune-up race Friday Oct. 28th. Lief Zars, 111 NE Military Dr., San Antonio, Texas.
- Oct. 29-30. 8th ANNUAL HALLOWEEN REGATTA, Lake Allatoona, Atlanta, Georgia. Harold Gilreath, Route 4, Marietta, Georgia.
- Oct. 21-30. Western Hemisphere Races, Parana River at Buenos Aires, Argentina. Auspices Nautico Clube San Isidro. Augustin T. Melano, Florida 229- 7 Piso, Buenos Aires. Reception on Friday the 21st followed by tune-up race Saturday. 1 race each day Sunday, Monday, and Tuesday. Wednesday free day. One race each day Thursday, Friday, and Saturday with Sunday 30th a free day with banquet that night.

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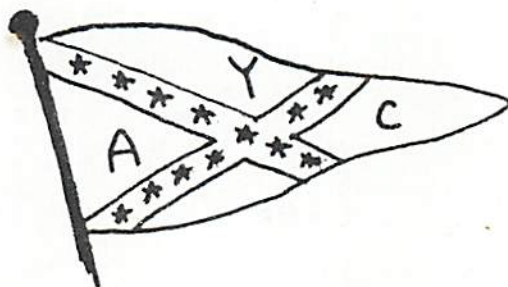
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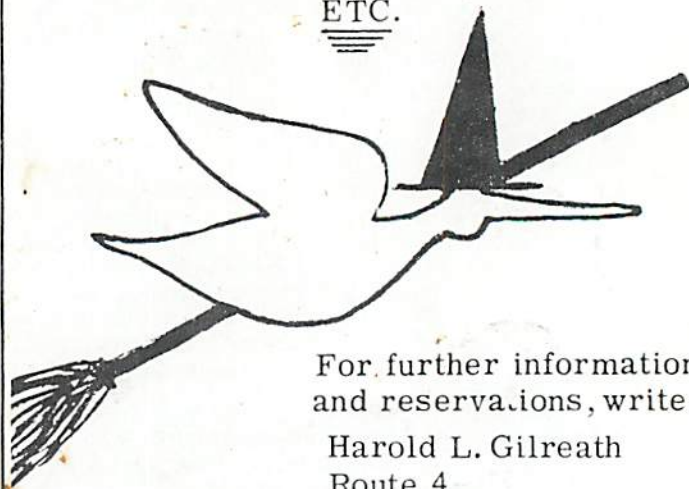
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