

Snipe



BULLETIN



APRIL 1963
Vol. XII No. 11

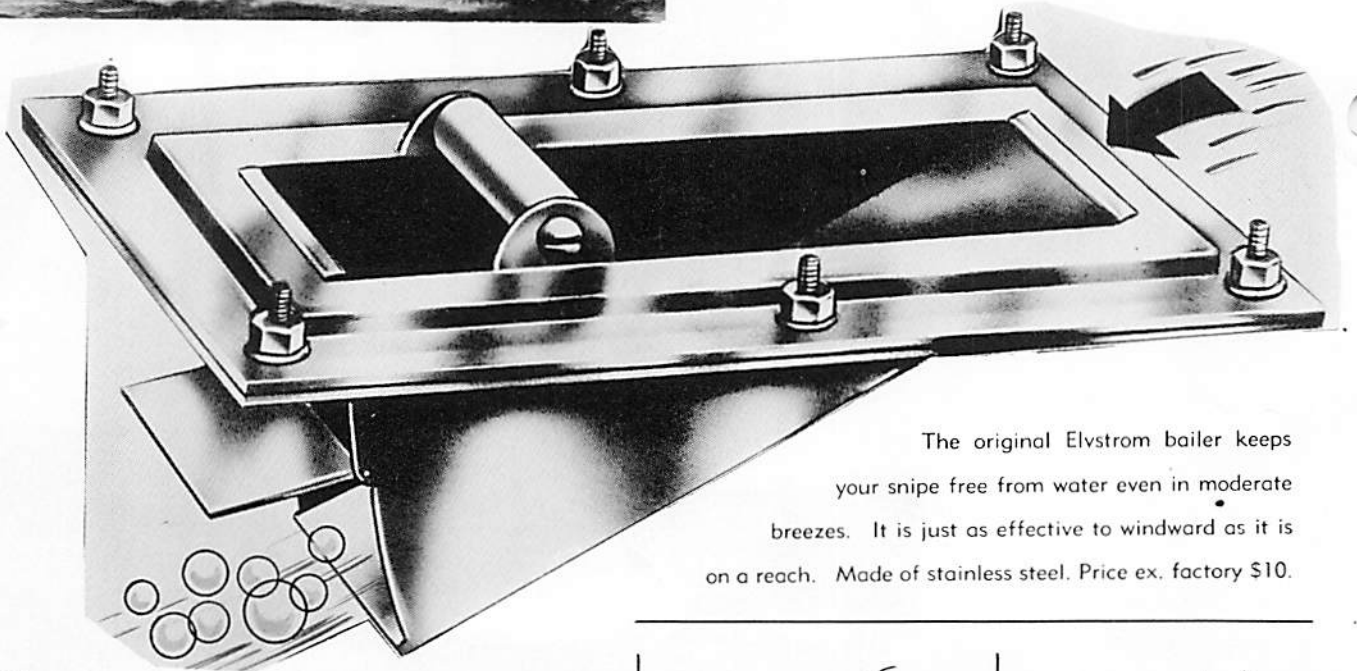
Mid-Winter Championship Regatta at Clearwater
Bahamas Regatta Week
One-of-a Kind Regatta



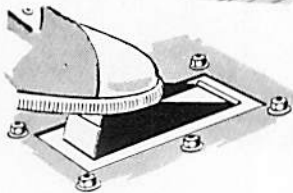
1959 World Championship



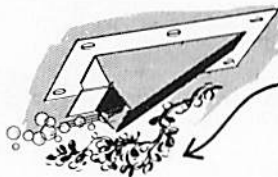
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As Others See It

Voice Of The People

WOULD SELECT FLEETS BY WEIGHTS OF BOATS

"Now I want to tell you about an idea concerning the Snipes, to which we have given a lot of thought. Apparently, there are about 125 Snipes in this area. Yet the records show the average number entered in most regattas is approximately 25. Why do so many stay at home? We all know that all boat owners do not have the same facilities for keeping their boats; that some Snipes are perhaps lighter than most, mainly because they are kept out of the water except while racing. Further, some of the boats and sails are not as new or well equipped as others. Then, of course, some sailors are just naturally better sailors than the average. So, as a rule, only the best boats are brought to the usual regatta.

It occurs to me that we should try to make the meet interesting to all. That's what we all want to do. We want to hold a big regatta for all sailors, yet still make it a good competitive race.

Now why wouldn't it be fair to all Snipe owners for us to weigh all of the Snipes and put those weighing below a certain weight in Flight No. 1, and those weighing above that figure in Flight No. 2? Then all the fast boats would be together and the heavier boats could still make a race of it. Of course, any boat so assigned to Flight 2 could sail in Flight 1 if the owner himself should so desire. We would give equal prizes to both flights.

Frankly, I think the idea is feasible. The races will not count on any boat's average in it's fleet, and perhaps, a lot of sailors who might otherwise stay at home, will come out, get some good experience, and have a lot of fun. After all, most everyone wants a chance to win, if he is going to haul a boat several hundred miles to get in a race."

— R. M. Coleman
Fort Worth, Texas.

FIRST SNIPE TRAILER FLEET?

"I want to report that I am still Fleet Captain of our Trailer Fleet #5 at Detroit. This revived group looks like it is going to be an up-and-coming one. They use my company plant, Sailand, as a base and all new Snipe owners are interested and invited to join. It is strictly a trailer fleet and we are not restricted to one body of water. All members are notified of location and time of races; meet, race, and have a real good time. And with all the lakes there are in Michigan, we never get tired or bored with the same old thing.

We were more or less forced to adopt this method on account of local conditions around crowded Detroit; there just aren't enough yacht clubs in the area. They all have long waiting lists for membership and with very limited docking spaces, the dues and fees are high for small boats when they have to compete with big cruisers which use gas and oil and other services which provide club income and profit. This trailer fleet idea worked out real well last summer, giving fellows a chance to meet and race who otherwise could not."

— Leon Irish.

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"Please discontinue my ad, as I have sold my Lightning. I plan to possibly build a Snipe this Spring and get back in this old favorite class. I think the BULLETIN is one thing that contributes a lot of interest in the class, and your advertising really gets results. I have sold Snipe 12401 and Lightning 5328 through BULLETIN advertising. THEY GET RESULTS!"

— Jim Diggs, Jr.
Paris, Tenn.

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— R. H. Sanders,
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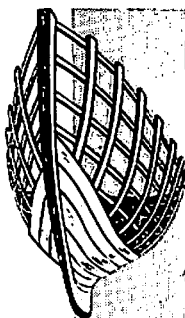
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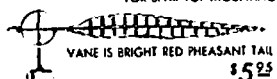
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SNIPES BULLETIN

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

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The Cover

This beautiful sailing picture shows four Snipers who are REALLY trying to beat each other in a race during Bahamas Regatta Week at Nassau - Ted Wells, Lanny Coon, Basil Kelly, and Terry Whittemore (in order). Looks like the three U. S. sailors have Kelly of Nassau (13034) pretty well boxed in. The universal use of jib windows is interesting.

— Photo by Bahamas News Bureau.

— THE SCORE —

Numbered SNIPES — 14280

Chartered Fleets — 559

49 numbers for new Snipes were issued last month, bringing the total for the first 6 months of our fiscal year up to 192. This is considerably less than last year, and means that we must get 248 more in the next 6 months to reach our 32 year average of 440 boats per year. It can be done! France took 25 of these numbers, U. S. 13, Canada 9, Portugal and Bahamas 1 each.

Three new fleets were chartered during the month.

As anticipated in the SNIPES NEWS IN BRIEF column last month, the Muncie group made formal application for a Snipe Fleet and Charter 557 was issued to Ed Zimmerman, Box 213 Burlington Rd., Muncie, Indiana, and now Indianapolis will have another playmate in their state, this being the third SCIRA fleet there. They will sail on a new local reservoir.

Svend Rantil is doing a fine job of promoting Snipe sailing in Sweden and now two more have been organized to bring the total to 10 - a record. Charter 558 went to the Kalmar Fleet, while Charter 559 went to another fleet in Landskrona. This is the home port of the first Swedish Fleet 325, but there are two harbors there and the boys decided they wanted two separate fleets. The second one will be known as Snipe Club 559 Landskrona. SCIRA congratulations are extended to the new fleets.

Especially good news was received from Monaco when Me. Rene Clerissi of the Yacht Club de Monaco in Monte Carlo made application to have the old Fleet Charter 352 revived. There was a flourishing fleet in Monaco a few years ago and they organized and hosted the 1953 Snipe World Championship Regatta, which was very successful. But since that time, they have not been very active or in touch with SCIRA officially, but now, with an improvement in exchange conditions, they want to become official members of the Snipe family. They expect to have about 12 to 15 Snipes this year, and with their status now fully restored, will probably be in evidence at the World Championship Regatta in Cannes. Me. Clerissi is the Provisional National Secretary. SCIRA certainly welcomes back some old friends!

(NOTE: If half the enquiries about the formation of new fleets would materialize, this would be a banner year for SCIRA!

The 1963 U. S. Nationals

As announced in the BULLETIN last month, the 1964 Regatta has been officially awarded to San Diego, California. Bids from the Peoria Fleet 131 and the Iowa-Nebraska Fleet 309 for the 1965 Regatta have been officially received and filed as of this date. They will be up for consideration at the next SCIRA annual meeting scheduled in January 1964.

Here is the detailed schedule of races in the various events of the 1963 U. S. Snipe Championship Regatta to be held on July 26th through August 3rd, 1963. It is practically the same as in former years, except it is a week earlier in order to allow ample time for the champion team to prepare for the trip to the World Championship Regatta at Cannes, France, early in September.

JUNIOR U. S. National Championship Regatta

Friday - July 26 - 3 races
Saturday - July 27 - 2 races.

U. S. NATIONAL CHAMPIONSHIPS

Sunday - July 28 - Crosby Series - 2 races
Monday - July 29 - Crosby Series - 2 races.
Tuesday - July 30 - Crosby Series - 1 race
Heinzerling & Wells - 1 race
Wednesday - July 31 - Heinzerling & Wells - 2 races
Thursday - Aug. 1 - Heinzerling & Wells - 2 races
Friday - Aug. 2 - Heinzerling & Wells - 2 races
Saturday - Aug. 3 - Free Day - Awards Banquet

Boats will be accepted for measuring starting Tuesday the 23rd and all measuring must be done by 6 P. M. of the day before the first race of the series - the Juniors by Thursday the 25th and the Nationals by Saturday the 27th.

One-of-a-Kind Regatta

YACHTING Magazine's One-of-a-Kind Regatta was sailed Feb 18-19 over Biscayne Bay at Miami and results gave convincing confirmation to pre-regatta expectations - that the Catamaran design is the fastest sailboat afloat. BEVERLY (the Cat) clawed all her rivals with three 1sts to win on a corrected time basis of 1-2-1. So far ahead was BEVERLY that one of yachting's most famous quips was revived, "Your Majesty, there is no second!" Some thought the poorest cat was better than the best conventional boat.

Courses were twice around modified Gold Cup triangles for 8 miles. Consisting of one beat and two long reaches, all three races were sailed in 18-22 mph gusty winds and extremely rough weather conditions with rain and chop and thus were very favorable to planing hulls.

Francis Seavy represented Snipe in the 84 boat field and finished 24th overall in corrected time - a very creditable performance. Classified in the 21-boat Division 3 (conventional centerboarders), he actually scored 7-9-8, and on corrected time, finished in 8th place. Following are the classes in Division 3 in the order in which they finished (corrected time)
1 Southeaster-2 Windmill-3 Finn-4 Thistle-5 Y-Flyer-6 Jet 14 - 7 Highlander-8 Snipe-9 Mobjack-10 Raven-11 Harrington - 12 Flying Scot-13 Lightning-14 National One Design-15 Comet 16 Wineglass-17 Y Class-18 Sachem-19 O'Day-20 Cotton Tail- 21 Super Satellite. Also of interest to Snipers are the Division 2 standings: 1 M-20 Scow-2 Fireball-3 Flying Dutchman-4 Jolly Boat-5 C-Scow-6 the 5-0-5.

Snipe Class Annual Dues

Evidently, there will always be more or less confusion over annual Snipe class dues. Profferings of \$5.00 (1954-1961 rate) for an individual membership are not uncommon, but recently, when two separate checks for \$3.00 (1951 rate) each were received, it was evident it was high time to publish the schedule in the BULLETIN again. So here it is:

- \$ 7.50 for each individual owner per year
- \$ 5.00 for each co-owner
- \$ 3.00 - associate member
- \$ 5.00 - subscribing member
- \$ 25.00 - sustaining member
- \$:0.00 - annual fleet charter fee

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FRANCIS SEAVY REGAINS MIDWINTER TITLE

JENKINS LOSES ON FINAL RACE - BUZZ LEVINSON THIRD

Clearwater's Francis Seavy swept to a pair of 1st place finishes on the last day of racing and won the 26th Annual Mid-Winter International Championship Regatta held on the Gulf of Mexico at Clearwater, Florida, March 5-8, 1963.

Seavy, a local lumber-yard operator, nailed down his 5th Mid-Winter title by besting Jerry Jenkins, 32-year old service station operator of Grosse Pointe, Michigan, in the last race of the regatta. Jenkins ended with 7546 points while Seavy accumulated 7611 on finishes of 4-2-2-1-1. He discarded his 11th place in an earlier race as the series was the best 5 out of 6 races. George Lewis of Clearwater, Seavy's regular crew, turned in his usual outstanding performance and his expert handling of the jib and whisker pole was no small factor in the final outcome.

Jenkins appeared to have the title in his back pocket after sailing to three 1sts and a 6th in the first 4 races, but he took a 6th and 2nd in Friday's last two races sailed on the Gulf of Mexico, and when he discarded one of his 6ths, he was 65 points behind Mr. Seavy.

Alan (Buzz) Levinson was 3rd overall with 6934 while Lanny Coon of California, who had trouble finding a crew all week, and John Call of Indianapolis were the 4th and 5th place skippers.

35 skippers from 10 states and Canada registered - one of the largest fields ever - and most of them vowed they would return next year. Good weather contributed most to the completion of 6 races, which were all sailed back-to-back over a modified Olympic course 6 miles in length. John Hayward gave excellent help as the windward stake boat with his yawl Winifred.

After a tuneup race Monday (won by Frank Levinson), a pair of races attempted on Tuesday when bad weather forced the course to be laid in Dunedin Bay, ended in disaster. Due to unfavorable tides, most of the boats ran aground trying to get out to the markers. After realizing that the weather was just a bit too "dusty" to sail, the races were called off.

The next day, the causeway bridge was opened and the Snipes were towed into South Bay. This was a good move, and 2 nice races each were sailed on Wednesday and Thursday. Jenkins roared to a pair of 1sts in the two heats which were held. And when he sailed to a 6th and a 1st on the Thursday, he was way out ahead of Seavy with 4-2-11-2.

But Friday, the scene was set for one of the most dramatic endings in the history of this annual event. The weather had cleared, the sun came out, and seas diminished enough that the RC decided the last 2 races could be sailed in the Gulf, which decision was probably the key factor in enabling Seavy to win. Although the winds were clocked at only 12-15 mph, the seas were moderately heavy, and it is well known that Seavy is a rough-water sailor - just as it is well-known he is recognized as one of the best sportsmen in the history of Snipe competition.

In the first race of the afternoon, Call took an early lead and maintained it for most of the 6 miles. But on the windward leg home, Seavy showed his tacking skill and just nipped Call at the line. Jenkins meanwhile had fallen back to 6th despite a good start. Buzz Levinson finished 3rd.

It still appeared as though Jenkins could not be beat as the skippers jockeyed for position at the beginning of the second race. This seemed more likely as he got a good start and rounded the first marker ahead. But once again Seavy put on an Arnold Palmer finish and edged Jenkins by half a boat length - and that isn't much since a Snipe measures slightly over 15 feet.

The win puts Seavy one victory behind Ted Wells for the most Mid-Winter triumphs. One disappointing note of the regatta was the fact that Charlie Morgan of St. Petersburg, who had captured the last two titles, could not sail because of illness. However, he made it to the banquet Friday night at the Clearwater YC where Dr. Don Cochran was the emcee for the big event attended by Mayor Bob Weatherly and other city officials with their wives. Charlie was the first to congratulate Seavy, whose last win was in 1960.



FRANCIS SEAVY, veteran Snipe sailor of Clearwater, has a young assistant. Not only a champion Snipe, Francis is equally known for his interest and work with sailing youngsters. Yes, this picture was taken several years ago, for young Bruce Cochran, now a freshman in college, went on to become the U. S. National Junior Champ and then finished 3rd in the 1962 Nationals. Caps off to Champion Seavy!

It was a big victory for Seavy, but another Clearwater skipper also made a great showing. He is Danny Flaherty, a 16-year old graduate of the Pram class, who ended up in 8th place overall against some of the stiffest competition in the world. A great future is predicted for him by many of the "older" names that he outsailed. -- Ed Haver of the Clearwater SUN

MID-WINTER INTERNATIONAL SNIPE CHAMPIONSHIP

Clearwater Yacht Club - Clearwater, Fla. - March 5-8, 1963

BOAT	SKIPPER	HOME TOWN	RACES	1	2	3	4	5	6	Pts.	Fin.
6996	Francis Seavy	Clearwater, Fla.	4	2	11x	2	1	1	7611	1	1
13011	Jerry Jenkins	Detroit, Mich.	1	1	6x	1	6	2	7546	2	2
15020	Buzz Levinson	Indianapolis, Ind.	5	6	1	4	3	8x	6934	3	3
11771	Lanny Coon	Newport Harbor, Cal.	2	5	7	16x	7	3	6573	4	4
14146	John Call	Indianapolis	7	10	12x	7	2	7	5950	5	5
10547	H. Richards	Oakville, Canada	6	8	19x	12	4	4	5893	6	6
8598	Dan Flaherty	Clearwater	13x	4	9	3	9	9	5885	7	7
8418	Dan Elliot	Long Beach, Cal.	15x	9	5	11	5	5	5812	8	8
6025	Ted Wells	Wichita, Kans.	3	16	4	8	10	16	5488	9	9
13530	Skip Boston	Detroit, Mich.	11	12x	3	6	11	10	5430	10	10
12511	Frank Levinson	Clearwater	18	17	2	17	dnfx	6	4427	11	11
12453	Don Cochran, Jr.	Clearwater	9	20	10	13	13	22x	3994	12	12
13007	O. Zimmerman	Akron, Ohio	20	3	18	10	dnfx	18	3904	13	13
13008	Lee Thompson	Akron, Ohio	12	13	17	5	23	dnfx	3821	14	14
11160	James Porter	Grand Rapids, Mich.	dnfx	7	15	14	14	19	3774	15	15
15212	Jerry White	Clearwater	8	11	13	26x	15	23	3773	16	16
12974	Ken Ward	Orlando, Fla.	10	dnfx	16	15	20	13	3487	17	17
14065	Dick Edwards	Cuba, N.Y.	21	dnfx	23	24	8	11	3002	18	18
13433	Jay Swan	Clearwater	23	18	27x	18	18	15	2887	19	19
11111	Don Reeder	Clearwater	16	19	24	dnfx	16	14	2512	20	20
13447	George Steiner	Bethel Park, Pa.	19	15	14	23	27	26	2438	21	21
12203	Glenn Fries	Pontiac, Mich.	17	14	22	19	25	dnfx	2406	22	22
11858	Lee Stuve	Scotia, N.Y.	30x	26	30	9	24	17	2235	23	23
8569	Bruce Oolyer	Clearwater	25x	24	25	20	22	12	2138	24	24
9026	Courtney Ross	Clearwater	14	25	8	dnfx	dnfx	dnfx	2138	25	25
13550	W. Broadhead	Crystal Lake, N.Y.	22	27x	20	25	19	20	1983	26	26
10353	Tony Waller	Clearwater	29x	23	29	28	12	25	1754	27	27
13843	R.C. Michell	Republic, Mo.	26	21	31	21	17	dnfx	1701	28	28
13434	Larry Dietter	Olean, N.Y.	27	22	28x	27	21	24	1442	29	29
12137	Bob Lane	Pittsburgh, Pa.	28	31	21	22	dnfx	dnfx	1111	30	30
13450	Alfred Jeffery	Latham, N.Y.	24	dnfx	32	29	26	27	935	31	31
9739	Don Newcomb	Lee's Summit, Mo.	31	28	33	dnfx	29	28	646	32	32
12888	Joe Ramez	Lee's Summit, Mo.	dnfx	dnfx	dnfx	dnfx	28	21	605	33	33
13656	Ray Gassler	Libertyville, Ill.	32	29	26	30	dnfx	dnfx	571	34	34
11809	Robert Walker	Clearwater	33	30	dnfx	dnfx	dnfx	dnfx	185	35	35

CLEARWATER SEMINAR—

by Alan " Buzz " Levinson

Terry Whittemore once summed up the Clearwater Mid-winter Regatta by saying that the time the regatta ends you swear you'll never come back again - that you've had enough towing, sailing, and salt water to last forever, but by the next winter, you're chomping at the bit and can hardly wait for the trek to Clearwater.

There is no other regatta which is quite like it—even the Nationals. The competition is more friendly; not such a dog-eat-dog affair as the Nat's. However, the competition is keen; as keen as anywhere and even more so! Topping Seavy on the Gulf is akin to beating "Paul" in the Olympics. Where else can you compete in rain, summer, winter, light, medium, and heavy winds, the South Bay (lake sailing), or the whole Gulf of Mexico (ocean conditions) - all in one spot and all in one short week?? All this is guaranteed at Clearwater. All this plus one tremendous extra, and that is the cordial hospitality of the Clearwater Yacht Club. No matter how badly you finish, it is all forgotten in the friendly evening meals and get-togethers at the Club. Veteran Snipers like John Hayward, Don Cochran, Sr., Taver Bayly, and George Glenn (who were winning Snipe races while a lot of us were still in diapers) are all lending a helping hand and giving incalculable advice.

This year's regatta had the largest entry in its history and also the best group of skippers. Missing this year were Morgan, Gilreath, Lippincott, and Bruce Cochran, Jr., but newcomers Jenkins, Boston, Thompson, Coon, Elliott, and Call helped to make up for their absence.

There were several highlights which come to mind. One was the outstanding job of sailing done by Carl Zimmerman in the 4th race. Battling Seavy and Jenkins for eight miles is no small task. The way Jimmy points is reminiscent of John Hayward's sailing. You could always pick his boat out of the fleet because it would be pointing at least ten degrees higher than the rest.

A second tremendous job of sailing was that done by John Call and his wife, Judy, in the 5th race. Sailed in the Gulf in a heavy chop and fairly strong winds, they got off to a beautiful start and led all the way, only to be nipped at the finish after a tacking duel with Seavy.

Jerry Jenkins demonstrated superb starting technique by getting out front, or nearly so, in every race. He is an ex-Sniper, more recently a Thistle and Penguin champion, and now a strong contender for national Snipe honors. (Ask anyone at Clearwater).

The third highlight of the regatta was the final race which resulted in a two boat duel between Seavy and Jenkins. The regatta hinged on who beat who, and it was a ding-dong affair with Jerry leading all the way until the finish, and there Francis beat him on a port-starboard situation.

Lessons learned at Clearwater which might apply in any tough regatta:

1. Get a good start, or else you'll be a spectator to the race.
2. Don't take long flyers! They may work out once, but in a long 6-race regatta you'll lose more than you gain.
3. The bending mast is back in style - a necessity in high winds. Aluminum or wood - both are good.
4. Lots of practice and being in good physical shape are both important in sailing.

As per the Whittemore Axiom, we left the so-called sunny southland in a pouring rain, vowing never to return, but I'm sure we will, as "hope springs eternal". You take your lumps, but learn lessons at Clearwater, and it is all a Graduate Level Course.

My advice to enthusiastic Snipers: Beg, borrow, or steal a week's vacation next winter and go to Clearwater. You'll not be disappointed if you go to learn about yourself and your boat and how to sail it faster, but don't expect to beat Seavy, Morgan, Wells, and the other Clearwater champions on the very first trip (or possibly, the second).

(Buzz swears he is not a press agent for the Clearwater YC—Ed.)

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GODFREY KELLY RETAINS NASSAU REGATTA TITLE



Terry Whittemore in 7432 makes "the perfect start."

Godfrey Kelly with Robert Eardley, crew, successfully defended his claim to the Dudley Gambelin Trophy by narrowly beating his brother Basil with Buck Johnson, crew. This Trophy was won by Ted Wells when first sailed for in 1960; Godfrey Kelly won in 1961 and now repeated his performance this year.

Sailed in Montagu Bay over a 7-mile modified Olympic course, with every variance of wind and weather, this event served as a test for 12 international yachtsmen, including Ted Wells; Terry Whittemore with the Duc d'Arion of Spain as his crew; Carlos Bosch; Lanny Coon, Bill Kilpatrick, and Bob Harding; and five entries from the local Royal Nassau Sailing Club Fleet. 6 races were sailed, dropping one race for the series.

Although each race was won decisively, positions varied from day to day. Godfrey Kelly was the only one to get two firsts, and Terry Whittemore, although always failing to get lead position, finished with three 2nds.

The first race, sailed in a rough sea with 20 knot winds from the ENE, saw Bill Kilpatrick and Geoffrey Johnson lose spars, whilst Bob Harding turned over. Godfrey Kelly took an early lead, followed by Wells and Peter Christie, but these two lost their early leads to Basil Kelly and Godfrey Lightbourn to finish 4th and 5th.

The wind dropped to 16 knots in the second race. Christie took an early lead which he lost only momentarily throughout the race. Godfrey Kelly inched out Basil by 4 seconds to take 2nd. John Morley and Kilpatrick did not finish.

In the third race, the wind had shifted to the SSE at about 12 knots. Basil Kelly won easily with Whittemore beating out Lanny Coon by a whisker for 2nd place. Godfrey Kelly dropped to last place when they had trouble with their traveller, but eventually pulled up to 7th. Kilpatrick, with 2 DNFs, decided to go home.

The fourth race saw fluky light wind changes. A short course was set as the wind was never over 4 knots, going from NNE to NE to E to ESE all during the same race. Godfrey Kelly finished 1st with Whittemore and Wells following and all three crossed the finish line within 3 seconds of each other.

Friday's race saw the wind at 5 to 8 knots out of the SSE. Godfrey Lightbourn got a commanding lead early in the race which he never relinquished. Whittemore finished 2nd and Basil 3rd. Had it not been for a slight wind shift in the last weather leg, it is doubtful if the race could have been completed



The Hon. Sir Roland Symonette congratulates winner Godfrey Kelly as he takes a firm clutch on the Dudley Gambelin Trophy. Crew Robert Eardley looks mighty pleased!

within the 2 1/2 hour time limit, as they had only 15 minutes to spare.

Going into the last race, the Kelly brothers were virtually tied with the dropped race, but Godfrey had the edge as he could yield Basil one place, but no more. The wind was now back in the NE at 16 to 18 knots. Lanny Coon took off and was never caught; he was followed by Godfrey Lightbourn. At one time, Basil was in 3rd with Godfrey in 8th, assuring him of the trophy, but near the end of the last weather leg, Wells cut Basil and Godfrey cut Christie, Whittemore, and Johnstone, so they finished 4th and 5th. There were only 1 1/2 minutes between 3rd and 8th place.

Cocktail parties and dinners were provided nightly, except for the Wednesday rest day.

Presentations were made at the Nassau Yacht Club on Saturday night by the Hon. Sir Roland Symonette, in conjunction with a 5.5 Metre series which had been sailed the same time.

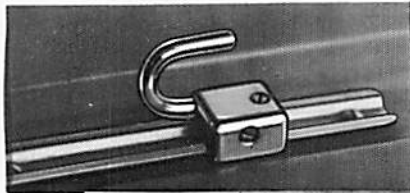
We look forward to seeing even a greater number of entries in 1965.

— Dr. Kenneth Eardley.

Final Results - BAHAMAS REGATTA WEEK - Feb. 17-23, 1963

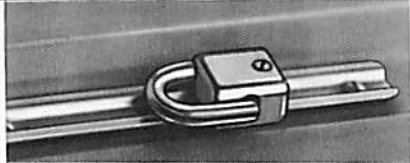
BOAT	SKIPPER	CREW	HOME	RACES	1	2	3	4	5	6	Pts.	Fin.
13551	G. Kelly	Eardley	Nassau	1	2	7x	1	4	5		7366	1
13054	B. Kelly	Johnson	Nassau	2	3	1	6x	3	4		7278	2
14242	Lightbourn	Gates	Nassau	3	6x	6	5	1	2		7066	3
7432	Whittemore	Duc d'Arion	Quassapaug, Conn.	2	6x	2	2	2	7		6944	4
14151	L. Coon	Tappan	Newport Beach, Calif.	7	4						6958	5
6025	Wells	Eye	Wichita, Kansas	4	5	5	3	6x	3		6849	6
9021	Christie	Higgs	Nassau	5	1	4	7	5	6x		6717	7
10055	Morley	Donald	Nassau	8	dnf	10	8	7	9		5319	8
13053	Johnstone	Fritchard	Nassau	dnf	7	9	11	10	6		5266	9
12613	Harding	Kelly	Omaha, Nebr.	dnf	9	8	10	9	11		4998	10
12056	Bosch	Minsay	Nassau	9	10	11x	9	11	10		4670	11
13551	Kilpatrick	Guthrie*	Oklahoma City	dnf	dnf						1682	12

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Seavy Wins Sunshine Regatta at Miami —

Bright skies with temperatures in the upper seventies showed some 300 skippers why it is called the Sunshine Regatta as they tightened the sheets and skimmed over lower Biscayne Bay offshore from the Coconut Grove SC on Jan. 20-21. 25 classes of craft were represented, from tiny Prams to large cruisers.

Three out-of-towners took top positions in the Snipe class. Five-time former Florida State Champion Francis Seavy of Clearwater had three 1sts in his "Honey" for undisputed winner. Bruce Colyer of West Palm Beach had 2-2-3 for 2nd place; while Don Cochran of Clearwater finished 3rd with 6-3-2.

Biscayne Bay YC, Miami YC, Coconut Grove SC, and the City of Miami sponsored the affair.

FINAL RESULTS - SUNSHINE REGATTA - January 20-21, 1963

SKIPPER	HOME	RACES	1	2	3	Fin.
Francis Seavy	Clearwater		1	1	1	1
Bruce Colyer	West Palm Beach		2	2	3	2
Don Cochran	Clearwater		6	3	2	3
Ken Lacey	Miami		4	3	7	4
Carl Zimmerman	Akron, Ohio		5	4	5	5
Dan Brown	Miami		7	5	4	6
Jerry Guardiola	Miami		9	6	6	7
Courtney Ross	Clearwater		3	7	dns	8
Fred Bremen	Miami		10	8	8	9
Harold Moran	Miami		8	9	10	10
Walt Rogers	Miami		11	10	11	11
Connie Van Deventer	Miami		12	11	12	12
Robert T. Walker	Clearwater		13	dnf	9	13

Michigander New Florida State Champ —

Miami's Midwinter Regatta this year was held on March 2-3 and was co-sponsored by the Miami YC and the City of Miami. Some 150 craft tried the courses on Biscayne Bay as skippers and crews basked in mid-80 degree temperatures and sunny skies on both days.

At stake in the Snipe Class was the Florida State Championship title and this year it was won by an out-of-stater — Jerry Jenkins of Grosse Pointe, Mich. Jenkins, who had a 1st and two 2nds, explained that in the last heat he "was 1st until the last leg... then 2nd." He lost that race to his fellow clubmate, Skip Boston, a 24-year-old sail maker of Mt. Clemens, Mich., claiming, "Skip's boat is faster on the run." Lee Thompson of Akron, Ohio, racing in Miami for the first time, was 2nd overall with 2-1-3. Boston made it a non-local affair when he got 3rd place with his 3-3-1.

A genuine three-way tie developed for 4th place between three Miami skippers when they had identical scores of 4-5-6 in different combinations so that each beat each other twice for the same point totals. This one called for coin tossing between Fred Bremen, Sr., Jerry Guardiola, and Dan Brown. Lanny Coon of California entered the regatta but did not finish the series. Two other Miami entries comprised the balance of the small fleet participating.

Harry Levinson Still Rules District 3 Roost

Information gleaned from a District 3 Newsletter indicates the Championship Races held in July on Lake Michigan at Chicago was a pretty rough affair. 5 races were sailed over the Olympic course in winds starting at 4 with flat water and gradually getting up to 23 mph with 3 foot waves.

In the 3rd race going downwind with waves directly aft, 6 boats capsized and it was later agreed the proper method was to tack going downwind to avoid the lashing effect of heavy waves from the stern. In the 4th race, keenness of competition in the Championship Division resulted in a time difference of only 2 minutes in 4 miles between the first and last boat.

Under a new method, boats were divided into 2 fleets based on scores after the third race. Harry Levinson of Indianapolis won the title with 7617 points; Lee Thompson of Akron, O., was 2nd with 7451; Buzz Levinson took 3rd with 7242; Jerry Jenkins of Detroit 4th with 6520; and Jim Richter, Indianapolis, 5th with 6119. Dick Ver Halen of Chicago won the Second Division Dunphy Trophy with 5522 while Mike Underwood of Peoria was 2nd with 5103.



THE START - TACTICS (continued from last month)

Before the start, having determined the favored path of the 1st leg of the course as discussed previously, the second basic consideration appears to be: Determining the favored end of the starting line. No matter how hard the RC tries, it seems there is always a slight (usually more) advantage to one end of the starting line. Particularly if the favored end of the starting line happens to coincide with the position to be in in order to arrive on the favored path of the 1st leg, an effort should be made, of course, to be there when the start is signalled. Determining which end of the line is favored is described with descriptions in almost any good book of sailing, like SCIENTIFIC SAILBOAT RACING. Briefly, on a windward leg start, the end of the line which is nearest the wind is favored. On a reaching start, generally the end which is closest to the mark is favored. However, a well-timed leeward end, close reaching boat will most often move ahead of the slower moving broad reaching starters at the windward end - but then, a "high-level" Snipe Regatta shouldn't have a reaching start anyway!

A good deal of discretion needs to be applied, however, before making the decision to attempt a favored end start. As emphasized before, being in a position to arrive on the favored path of the 1st leg of the course shortly after the start may be much more important than fighting the whole fleet for the momentary advantage of "the best" start. Another consideration of this point which may have more significance is the condition of the sea and current. I still have vivid recollections of a Pacific Coast Championship Regatta in Los Angeles Harbor when a leeward end start figured to be a real advantage. I wondered why all the Southern California "hot-shots" weren't fighting for this obviously favored start which I had all to myself. When I tacked over shortly after the start, assuming that I would cross over the bows of the whole fleet, I found out that all the factors hadn't been considered. A brisk wind accompanied by a heavy chop and some current caused my boat to come almost to a halt when tacking, at least to the point when I finally did get going, the starboard tack "hot-shots" who had started up the line, smiled knowingly as I ducked their sterns.

The point being - again - that though it is important to determine before the start which end of the line is favored, there may be a number of basic considerations which are more important than religiously striving for the favored end start, and these considerations should all be evaluated before the start.

(To be continued)

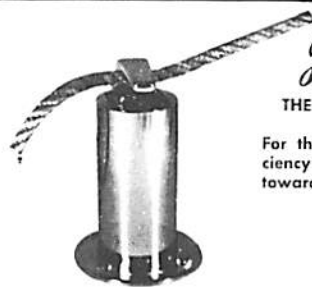
THE CALIFORNIA MIDWINTER REGATTA

764 boats in 70 classes established the Midwinter Regatta of the Southern California YA as far and away the largest regatta in the world at any time of the year. Sailed in February and sponsored by four member clubs, cameramen in helicopters and surface craft had themselves a three-day Roman holiday as billowing sails - large and small - blanketed the large harbor area from Alamos Bay to Outer Los Angeles Harbor.

The weather man was most gracious, providing 80 degrees for the finest weather in the nation at that time. Light to moderate winds in warm sparking sunshine resembled a mid-summer affair. It was a most colorful extravaganza!

In such a large number of entries, there were the usual traffic jams with the most protests when skippers in most every class missed a "reverse course" signal. What confusion! The courses were all excellent, and, according to Bob Allen, "We missed Wells, as we had no California reaching starts."

33 Snipes were the largest class there: Mike Jager sailed a consistent series and won by 1 point; Scott Allen broke a jib fitting, made repairs, and managed to finish. He sailed very well in the other 2 races and got a 2nd overall. Lou Bedford of Mission Bay finished 3rd. Don Adams won a race, but hit a mark in the 2nd, ruining his chances. A great regatta!



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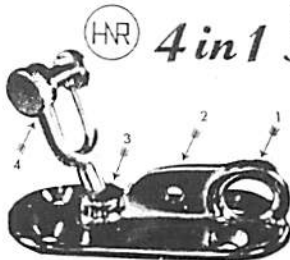
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The Southern Winter Circuit

As far as silverware was concerned, this year's winter trip was about as barren as could be, but we came close on occasion. The sailing was interesting; by this year's standards, the weather wasn't bad; and we had lots of fun and made many of the same old mistakes. And a few new ones!

Regatta weather finally sneaked up on Nassau, normally the one place where they deliver the weather the Chamber of Commerce talks about. Cold, rainy, windy weather isn't pleasant at any time, but when it is costing about fifty dollars a day and all you have to show for two races is two DNFs as Bill Kilpatrick had, it is discouraging. When Bill went home, that took the pressure off the weather, and it only rained on our free day - no more rain while racing.

My crew, Hugh Dye, finally made it from Wichita after having the airline quietly cancel the flight he was to leave on. We had never sailed together, and his only previous regatta experience was last year in a drifter at Lotawana. His experience increased rapidly. The first reach of the first race was a dandy - a screaming plane from the moment we rounded the windward mark in second place until we completed a planing jibe (no longer in second place). Planing jibes should be practiced, but if you don't have the opportunity, your crew can't learn any younger, so you might as well have at it. We were pretty good before the regatta was over, but I still can't go down wind on waves after a year of lake sailing.

Three of the 6 races at Nassau were loused up in varying degrees by windshifts, which makes me take another look at our rules affecting courses. After the first lap, the new Olympic course is nothing but a windward-leeward race, and there is nothing sadder than to reach - reach - reach, if the wind shifts. Where there is adequate space, as there is at Nassau, and especially if you have a lead boat and a stake boat on the windward mark, why not move the windward mark so it is always to windward? Perhaps to the extent of having it in a different place for each beat, but always to windward so you always have a beat? The idea is neither so screwy or so difficult as it may sound at first. Comments will be appreciated.

At Clearwater, two things stand out as being exceptionally newsworthy. One was their version of Regatta Weather. After the worst winter in a hundred years, and a solid month of rain through Saturday before the regatta, there was only one way to go to be different and more standard, which was for the better. The rain stopped, the sun was there all the time, and while there were a few days when no heat records were set, the weather was really beautiful. The Small Craft Warning flag was even down most of the time.

The other newsworthy item will be of interest only to past and future Clearwater contestants, but there are lots of these. This event is the final total surrender of the Dunedin Bay supporters in their war with the South Bay enthusiasts. Sailing on the gulf is best, of course, but not possible in some wind conditions. The channel to Dunedin Bay is long, narrow, and tortuous, and it really isn't the world's finest place to sail when you get

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there. South of the causeway is South Bay, a delightful sheltered body of water where you can sail if you can sail anywhere, but the local committee has always been violently opposed to going there.

In the Skippers Meeting, the South Bay proponents thought they had it made for the first day's races. Later, the Dunedinites regrouped, had another skippers' meeting, announced that we would go to Dunedin, sailing down with Local Experts leading the way. They won a skirmish, but in the process of trying to get thirty-five boats to Dunedin Bay, they lost a battle and the war. I left a bit late because of trouble getting out of the place where I was tied up, so I had a good chance to view the carnage that had been and was still taking place. The wind was up now to a fairly steady 25 mph with higher gusts, and it was gusty behind the mangrove islands. There were Snipe skippers standing in water up to their knees leading their boats to water (they hoped) over about a mile square area as we followed the most difficult part of the channel. I didn't get into any trouble until we planed past the last mark in the difficult part of the channel, heading for the easy part, and were confronted by a skipper and crew leading their Snipe where the channel was supposed to be. The channel obviously wasn't there, but where it was, I didn't know.

The centerboard was up two notches, so we explored, heeling at about a 45 degree angle and bouncing the board on the sand until we finally found the new channel (the soil from the new channel had been dumped into the old one). Apparently, the only guy that knew this thought everyone else knew it. They didn't! We then went screaming down the bay, dead before the wind, and started that uncontrollable rolling which can be cured only by heading up, which we didn't dare do because we had no idea where the channel was; or by dropping the board, which would not budge. Hitting a submerged boat adjacent to the Royal Nassau Sailing Club anchorage hadn't helped it any, and trying to dredge a new channel really fixed it up.

We were about tenth to arrive where all the earlier boats had tied up. Later, five or six more got off of sand and showed up under jib alone. The other twenty or so either didn't start, turned back, or were still trying to get off of sand bars as we towed back without racing. Thus ended the South Bay vs Dunedin Bay War. It's to be South Bay from here on!

The only real new thing I learned (and this is of limited value) is that if your board has a tendency to jam, don't pull it up to check for weeds going away from the starting line at the five minute gun. It may jam and you may not get back in time. Mine did, and I started about two minutes late once.

It just doesn't pay to try for the perfect start, even if the starting line favors one end much more than it should, as about four of them did at Clearwater. On one of these, I actually had a perfect start, but got chicken and came back and started over - the lines were very long and I got scared. With lines as long as these were, some communication with a boat other than the committee boat is essential to move the mark to correct the line. It is impossible (or too difficult) to move the committee boat enough. Citizens Band radios are the best answer. In District 2, our sea lawyers would have had a great sport protesting the committee on account of the starting lines.

Long-shot long tacks seldom pay. When they do, they really aren't long shots - there is usually a good reason. Just going where everyone else isn't going is seldom the answer, especially if you overstand the mark. This I did several times and it is about as silly a waste of time and effort as there is.

There were two outstanding examples of good sailing - by young Jerry Jenkins (a former Thistle National Champ turned Sniper) in the races on South Bay, and by Francis Seavy in the last two races on the Gulf, where there was a fairly heavy sea and about a 16 mph wind. We couldn't even get going to windward this time.

— SANCTIONED RACE DATES —

- Apr. 20-21 **SOUTHWESTERN CHAMPIONSHIP Regatta**, Snipe Fleet 1, White Rock SC, White Rock Lake. Jim Bookhout, 6736 Del Norte Lane, Dallas 25, Texas.
- Apr. 26-27 **FIESTA Regatta**, Woodlawn SC, Lake McQueeney, -28 San Antonio, Texas. Lee Woodbury, 545 Argo St. San Antonio, Texas.
- May 3-4-5 **HOLIDAY-IN-DIXIE Regatta**, Shreveport YC, Shreveport, La. H. J. Hagner, Jr., P. O. Box 935, Shreveport, Louisiana.
- May 11-12 **COTTON CARNIVAL Regatta**, Delta Sailing Club, McKellar Lake. Clark Bell, 1752 Autumn, Memphis, Tenn.
- May 12 **MUNCIE Regatta**, the new Muncie Fleet 557, Ed Zimmerman, Box 213, Burlington Rd., Muncie, Indiana.
- May 18-19 **HARRIS WHITEMORE, Jr., SPRING Invitational Championship Regatta**, Lake Quassapaug YC, Lake Quassapaug, Connecticut. Luke Czarny, 4 Summerfield St., Naugatuck, Conn.
- May 18-19 **SOUTHERN CHAMPIONSHIP Regatta**, Privateer YC, Lake Chickamauga. J. Lloyd Cox, 3505 Oak Ridge Dr., Chattanooga, Tenn.
- May 25-26 **TYLER YC Regatta**, Tyler YC, Lake Tyler. Glenn Taylor, 2932 Curtis Dr., Tyler, Texas.
- May 31 - **NORTHEASTERN INTER-DISTRICTS** for Districts
June 1 1, 3, 5 and Eastern Canada at Lake Wawasee, Ind. Harry Levinson, 6605 Sunny Lane, Indianapolis, Ind.
- June 7-8-9 **FORT WORTH BC Annual Invitational Regatta**, Eagle Mountain Lake, Site of the 1963 U. S. Nationals. O. L. Pitts, Rt. 9 Box 191, Fort Worth, Texas.
- June 15-16 **SLAUSON MEMORIAL Regatta**, Ivy Club, Illinois River, Peoria, Ill. John McClain, 4130 Chelsea Place, Peoria, Ill.
- June 29-30 **OHIO Open Championship Regatta**, Cowan Lake Fleet, Cowan Lake. Bob Bigham, 1104 Paxton, Cincinnati 8, Ohio.
- July 6-7 **WINCHESTER BC Invitational Regatta**, Winchester YC, Winchester, Mass. Thomas J. Legere, 82 Hutchinson Rd., Arlington, Mass.
- July 6-7 **BURNHAM PARK YC Small Boat Regatta**, Chicago Fleet 86, Lake Michigan. Ray Jacobs, c/o Burnham Park YC, Lynn White Dr., Northerly Island, Chicago, Illinois.
- July 6-7 **MISSOURI VALLEY Invitational Regatta**, Iowa-Nebraska SA, Lake Manawa. Floyd E. Hughes, Jr. 344 Kenmore Ave, Council Bluffs, Iowa.
- July 13-14 **HEART OF AMERICA Regatta**, Quivira SC, Lake Quivira. L. S. Moorhead, Quivira Lake, Kansas City 6, Kansas.
- July 12-13 **DISTRICT 3 CHAMPIONSHIP**, Island Bay YC,
-14 Lake Springfield. Phil Peterson, 1840 W. Jefferson St., Springfield, Illinois.
- July 20-21 **MICHIANA Regatta**, Diamond Lake YC, Diamond Lake. James M. Wilson, 919 S. Jefferson Blvd., South Bend 17, Indiana.
- July 27-28 **DECATUR INTER-CITY REGATTA**, Commodore Decatur YC, Decatur, Ill., Dale Zimmer, 1200 S. 21st St., Decatur, Ill.
- July 28 - **JUNIOR NATIONAL and U. S. NATIONAL SNIPE**
August 3 **CHAMPIONSHIPS**, Fort Worth Boat Club, Eagle Mountain Lake, Fort Worth, Texas. Louis Nelms, 3845 Westerly St., Ft. Worth 16, Texas.
- Aug. 17-18 **ROCKY MOUNTAIN Snipe Championship Regatta**, Rocky Mountain SA, Shadow Mountain Lake. W. T. Scofield, Box 679X Rt. 3, Golden, Colorado.
- Aug. 31- **LAKE WORTH SC Regatta**, LWSC, Lake Worth.
Sept. 1 Fred Smith, 4125 Selkirk Dr., Ft. Worth, Texas.
- Oct. 26-27 **HALLOWEEN Regatta**, Woodlawn SC, Lake McQueeney. Lee Woodbury, 545 Argo St., San Antonio, Texas.

SOUTHWESTERN CHAMPIONSHIP REGATTA

April 20 - 21, 1963

WHITE ROCK LAKE

DALLAS, TEXAS

Sponsored by Snipe Fleet 1 and White Rock Sailing Club
Write: Bob Wiley, 13327 Flagstone, Dallas 30, Texas

SHREVEPORT

SNIPE SPRING CHAMPIONSHIP REGATTA

MAY 4-5, 1963

SHREVEPORT, LOUISIANA.

Write: W. A. Bittick, 363 Pennsylvania, Shreveport, La.

COTTON

MAY 11-12

McKellar Lake

Contact:
Clark Bell
1752 Autumn St.
MEMPHIS, TENN.

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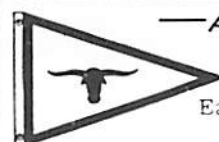
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For information write to:

Luke Czarny, Snipe Regatta Chairman

4 Summerfield St.

Naugatuck, Conn.



— *Annual Invitational Regatta* —

JUNE 7-8-9

Eagle Mountain Lake -

SITE OF THE 1963 U. S. NATIONALS

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Champion 1962 with Ulmer
medium draft suit with perfect
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PRICE WITHOUT SAILS ON BOATS —

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FOR SALE: ULMER DACRON medium cut main and jib - in excellent condition for \$75.00. WATTS mitre cut orlon main and jib, full cut - \$60.00. ROCKALL dacron main and jib, excellent condition, good heavy weather sail - \$60.00. Ted Steadman, Beta Theta Pi, Williams College, Williamstown, Mass.

FOR SALE: SNIPE 12877 LOFLAND ALL FIBERGLASS built in 1961. One suit medium cut Murphy & Nye sails. Lofland trailer. Completely equipped. Many extras, including boom vang, lifting sling, bilge pump, anchor, etc. All in top condition. Fine racing record. \$1300.00. Mort Heller, 1725 E. 53rd St., Chicago 15, Illinois.

WANTED: GOOD USED SNIPE. Prefer fiberglass, but will consider good wood. Write full information, condition, equipment, etc. Jim Diggs, Jr., Diggs Furniture Co., Paris, Tenn.

FOR SALE: SNIPE DACRON SAIL; medium cut; used only once less than an hour's time. Have to give up sailing. First certified check for \$75.00 gets them. I. J. Mazur, 115 N. Phelps, Decatur, Michigan. Garfield 3-2891.

WANTED: WILL PAY CASH for glass fiber Snipe, preferably used. Must be in excellent condition, if possible, complete with racing sails, aluminum mast, and all accessories. Write or phone Erwin Saxl, Box 185, Harvard, Mass. Area code 617-456-3511.

WEAR SNIPE INSIGNIA. A good quality emblem 2 1/2" x 1 1/2" suitable for wear on caps, pockets of blazers, jackets, sweaters, shirts, etc. A bright red Snipe embroidered on dark blue felt surrounded by yellow braid. Very attractive - shows up good! Advertise the fact that you own the best little boat in the world and belong to a grand organization. Get them for \$1.00 each from SCIRA, 655 Weber Ave., Akron 3, Ohio.

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\$135.00

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AMAZINGLY EFFICIENT!

Constructed of Lamport 4 oz. DRISAIL Dacron and carefully fabricated, **PANEL** by **PANEL** into an airfoil shape that seems to be the ultimate in driving power for Snipes.

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The double-H is the newest, hottest sail on the racing

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That's why more and more Snipe Class skippers are taking the tiger by the tail—and sailing the double-H.

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