

Snipe BULLETIN

DECEMBER 1963
Vol. XIII No. 7



Commodore
Floyd E. Hughes, Jr.



*Season's Greetings
and
Best Wishes
for the New Year*



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A. F. "Bud" Hook



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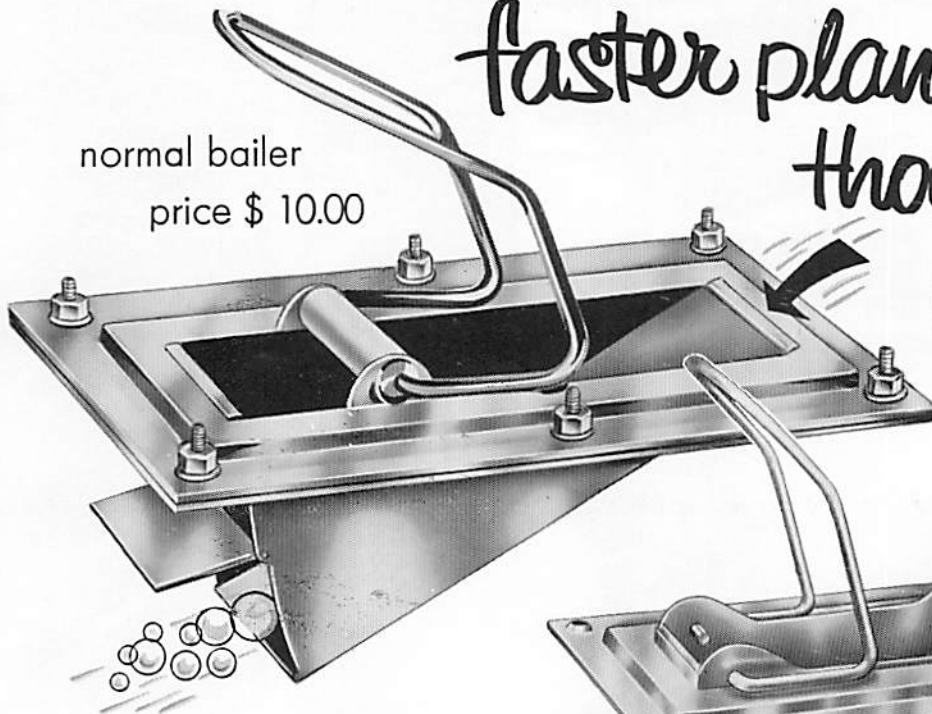
Chairman of the Rules Committee
Ted A. Wells

THE OFFICERS OF SCIRA SEND THIS GREETING TO
ALL SNIPE SAILORS THROUGHOUT THE WORLD.

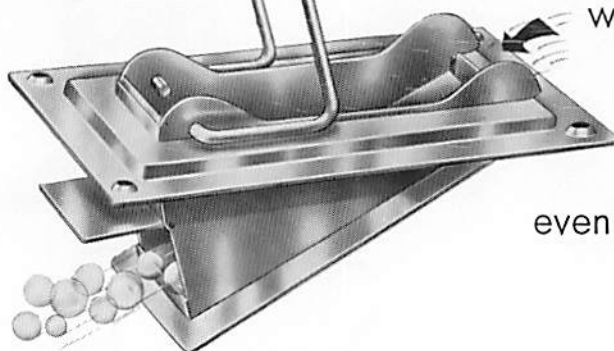


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Voice Of The People

SNIFE EXHIBITED IN LONDON BOAT SHOW

" It might interest Snipers to know that I have been in close touch with Jack Holt this year and, as a result, we will be exhibiting a new all-glass Snipe on his stand at the International Boat Show. This exhibit is being manned by members of the Snipe Class. The boat will have new aluminum mast and boom.

The exhibit will be in a very prominent position as it is on the ground floor at the main Warwick Road entrance, whereas previously we have been tucked away on the first floor in a corner, necessitating a reduced rig. "

— Peter G. Harris
Olympic Boats of London
London, England

ENJOYED JOB AS SCIRA OFFICIAL

" During my term as District 4 Governor, I attended 11 regattas in the District, and managed to get in a few point scores at home -- 62 races in all! I'm sure this is no particular record, and my only reason for enumerating this is to demonstrate that I did meet a good many Snipers along the way. It is my firm conviction that they are the finest group of people in the world and I have yet to meet one that I disliked. This experience has given me a great deal of pleasure. I also want to commend those responsible for putting out the BULLETIN. It is a fine job and I express gratitude from the entire District. "

— Lowry "Buzz" Lamb
Chattanooga, Tenn.

OLD BULLETINS MAKE SNIFE REFERENCE LIBRARY

" When purchasing 5245 from her former owner, I also inherited BULLETINS from as far back as 1957. As you can imagine, they were dog-eared from constant perusal and references. They have been devoured, and that is why I am so anxious to get the recent ones - to keep up with this season's activities. So be sure and send me the two missed copies as soon as you can.

Keep up the tremendous work of giving us an opportunity to enjoy the best bargain for Snipers available anywhere. "

— James Gray
Painted Post, New York

DO YOU GET SORE STOMACH MUSCLES?

" I would like to add a little support for the sliding seat or hiking board called for by a recent letter in this column. Many excellent sailors have retired from Sniping at 50 or so simply because of tired stomach muscles. " Hiking" as done today is much tougher than a trapeze, in my opinion. "

R. L. Walch
Newfane, N. Y.

EDITOR NEEDS SUPPLY OF MIDNIGHT OIL

" I am interested in the Snipe and would appreciate answers to these questions plus all the literature on the subject you may have:

- (1) Can a Snipe be carried on a boat trailer? If a special kind is required, what is it like?
- (2) How much does it cost, including sails, rigging, fittings, all equipment, etc? Please itemize.
- (3) How many people will it carry? How many does it take to sail her?
- (4) Is it a good racer? Can it beat many boats?
- (5) Is it safe to go a short distance out to sea in a Snipe, say 50 miles or so?
- (6) How much maintenance is required?

I will be looking forward to hearing from you promptly."

(Name if requested)
Los Angeles, Calif.

no matter how you look at her, she's a

LIPPINCOTT SNIFE

NO MIRRORS*, microscopes or ouija boards are necessary to pick a Lippincott Snipe out of the fleet. The Lippincott's an obvious standout.

Just check her refined hardware and fittings, some of which were specially developed by Lippincott. Or run your hand over that satiny smooth Lippincott finish — that is, if she's not too far out front for such a personal inspection.

Your own obviously Lippincott Snipe is being built right now. Give us a call to arrange spring delivery. Or better yet, come in and visit with us at our Riverton shop to see for yourself why Lippincott's the standout.

*Maybe you better use one to see how Lippincott is spelled frontwards

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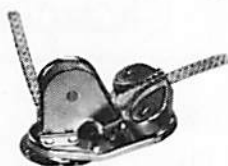
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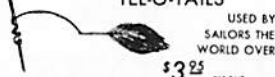
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SNIPES BULLETIN

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

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— THE SCORE —

Numbered SNIPES — 14698

Chartered Fleets — 573

The final count October 1st at the end of our fiscal year was 14674, so that means 24 new numbers have been issued since then. Not a large amount, as statistics go in the International Snipe Class, but if everyone who bought BUILDING A PLYWOOD SNIPES actually builds a boat this Winter, there will be quite a surge in the Spring. All the above numbers were taken by the United States, which is rather unusual.

Two new fleets were chartered, also both in the United States. In March 1961, Worth Ross of Reno, Nevada, and four others organized the Sierra Yacht Club with plans to build five boats as a group project. In 1962, there were 18 boats of different classes in the club and they experienced a good growing period. In the meantime, they continued work on their Snipes, and after 2 years, finally applied for a temporary charter with 3 boats. Charter 572 was issued to the Sierra Snipe Fleet in October. Four other boats are now awaiting measurement, so one can expect some new additions to sailing activities in District 7. Mr. Ross, 885 Roberts St., Reno, is the first Fleet Captain.

Mission Bay Fleet 495 is going to have a new neighbor. Perhaps hosting the 1964 U. S. National Championship Regatta has something to do with it, but Richard Bartlett, Jr., CDR U. S. Navy, thinks now is the time to get Snipes started at Coronado, California. He gathered together the necessary 3 measured Snipes, so Charter 573 was issued to the Coronado Snipe Fleet November 21st, in time for inclusion in the 1964 YC calendar. In rounding up Snipes in the immediate area, they unearthed #139, a real old-timer in quite good shape. The new Fleet Captain moves around a good bit, but his permanent address is 1041 Encino Row, Coronado. Welcome aboard, Commander!

The 1964 Annual Meeting of SCIRA

As announced in the BULLETIN last month, this meeting will be held in Chicago Saturday February 1st. Here are the final arrangements; the schedule is similar to the previous meetings:

All meetings will be held at the Chicago Yacht Club located on the lake front at the foot of Monroe St. Plenty of parking space, or you can take a short taxi ride from downtown hotels.

9:00 A. M. Closed meeting for the Board of Governors.
11:00 A. M. First session of the general meeting open to all.

12:45 P. M. Luncheon at the CYC with regular meal prices.
2:15 P. M. Second session of the general meeting with adjournment not later than 4:30 P. M.

7:30 P. M. Annual dinner open to all skippers, crews, guests, wives, sweethearts, or other friends, etc. Approximate price \$5.25. Luncheon \$3.75. Includes all charges. Cocktails are available at the club before dinner and all

reservations must be made with Birney Mills, especially dinner.

This is an important meeting and should be a good one. You are invited to take a little holiday that weekend!

The Certificate of Measurement

In the October 1957 BULLETIN, attention was directed to the fact that many Snipes existed that did not have numbers properly placed in the hull as required in Section 2 of the By-Laws. Responsibility for such marking and identification has always been placed on the measurer with no certificate to be issued by him unless they are so placed.

Granted that, on the whole, the measurers have done a good job over the years, it is still evident that even if they function at 90%, there would still be a lot of boats without numbers, for 10% of 14698 is 1469 — and sometimes there appears to be more than that, judging from the letters received asserting there are no numbers on the hull anyplace. This is particularly true with older boats, for many amateur-built boats were never measured. It is distressing for a new owner, enthused over his purchase and anxious to join SCIRA and get going, to find that his boat is not, and never has been, in good official SCIRA standing and that, in some cases, considerable work must be done before he can race officially. That makes for disillusion and possible resentment along the line, for he sometimes feels he has "been taken." Gloom then settles over SCIRA headquarters!

Now all this unhappiness could be avoided by strict observance by all concerned of class rules, which were designed to avoid such a situation. When a Snipe has been properly numbered and specifications carefully checked, the measurer issues a Certificate of Measurement to the owner as evidence of the boat's official standing. This paper should be carefully kept and always offered to the new owner when the boat is sold so that he will know what he is buying. But if the original certificate has been lost (or never even existed), and the neophyte purchaser knows nothing about the details of class rules, it is too often a case of "Emp or Caveat."

The way to correct this malady is for every Snipe owner to have or to demand a certificate for his boat when it is measured like this one shown below. All measurers have them.

Certificate of Measurement

Snipe Class International Racing Association, Inc.

I Herby Certify that I am the Official Measurer of the _____ Fleet No. _____ SCIRA and that I have carefully measured the Snipe Class boat

Named _____, Registration No. _____ and have found her to be as recorded on the Measurement Data Sheet filed with the Executive Secretary of SCIRA. I approve this Certificate to permit entry of this boat in Snipe Class Racing and have given this copy to the owner as evidence thereof.

Date _____ Signed _____
(This certificate is automatically invalidated by any changes made in hull or standing rigging hereafter.)

It is really a bill of sale, for on the back is space for notations, transfers, etc. It is sufficient evidence of ownership and, at the same time, establishes the boat as a true Snipe and eligible to race officially. Your fleet measurer can furnish such a certificate if he measured your boat; if he didn't, a duplicate copy of your certificate (the one you should have got!) will be issued by this office on payment of \$1.00 for time and trouble involved. Get yours now and take care of it, for it may mean a lot to you when you sell your boat in the future.


The 1964 Rule Book

Once a year you have the chance to help with the annual class rule book, and now is the time for the 1964 edition. If you have any suggestions for improving the book, and corrections, additions, or deletions, send them in before it is too late. If you have changes in Deeds of Gift or new Deeds to be included, send exact details as they should be printed. Also, any regatta results along with names and addresses of new Fleet Captains. Constructive criticism and suggestions cheerfully received.

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Atlanta Sailors Win at Chattanooga

The second annual Privateer Invitational Regatta held at Chattanooga on Sept. 14-15 saw 17 Snipes participate in two completely different winds. The first race started in a flat drifter, the wind having shifted just before the gun, and everyone started on a run. Just before the first boats reached the "windward" mark, the wind picked up, reaching 15 mph and holding for the rest of the day. Lloyd Cox and Dan Williams picked the right side of the lake on the first leg and held these positions for the race.

The second race ended with Williams leading all the way around for a first place. Cox was in second after taking a bad tack on the last leg and dropping two boats to finish 5th. Third place Frank Johnson improved his position, taking 2nd.

The third race was a drifter from the start. Leader Williams "committed suicide" at the first mark, port tacking through a hole not quite big enough for a Snipe. So the remaining two legs saw a duel between Brad McFadden and Frank Johnson with Brad taking 1st. Frank, though, still had enough overall points to win the regatta. Cliff Hogg beat out Cox, dropping him to 3rd for the series.

It was a good regatta. Don Arthur, Chattanooga FC and RC Chairman conducted the races excellently under trying conditions.

Final Results - PRIVATEER INVITATIONAL REGATTA

Lake Chickamauga - Chattanooga, Tenn. - Sept. 14-15, 1963

BOAT	SKIPPER	TOWN	Races	1	2	3	Pts.	Fin.
6258	Frank Johnson	Atlanta, Ga.	4	2	2		4411	1
10901	Brad McFadden	Atlanta	3	6	1		4269	2
14233	Lloyd Cox	Chattanooga	1	5	4		4265	3
12441	Buzz Lamb	Chattanooga	3	3	10		3701	4
9747	Dan Williams	Chattanooga	2	1	17		3697	5
11391	Cliff Hogg	Columbus, Ga.	8	8	3		3622	6
14107	Eldon Howell	Columbus	7	7	6		3537	7
11604	Pat Crowe	Chattanooga	12	4	11		3110	8
11468	John Wesley	Chattanooga	10	9	9		3009	9
12097	Ham Clark	Columbus	14	10	5		2986	10
9007	Jim Bronaugh	Cleveland, O.	11	13	7		2840	11
7198	Paul Whittier	Atlanta	6	11	17		2701	12
12027	John Ruff	Guntersville	9	12	13		2649	13
13289	Herman Green	Chattanooga	13	17	8		2449	14
11376	Jake Blanton	Atlanta	16	16	12		2091	15
6760	Dyer Harris	Chattanooga	15	15	14		2081	16
12345	Dale Boyd	Atlanta	dnf	14	dnf		1881	17

Governors Trophy in California

In 1935, a trophy was established for the Snipe Class in Southern California and it has been in constant competition ever since, except for a period during the war. It is one of the oldest events and past winners read like "Who's Who?" in the Snipe Class. In spite of its fame, it has never been listed in the SCIRA official rule book.

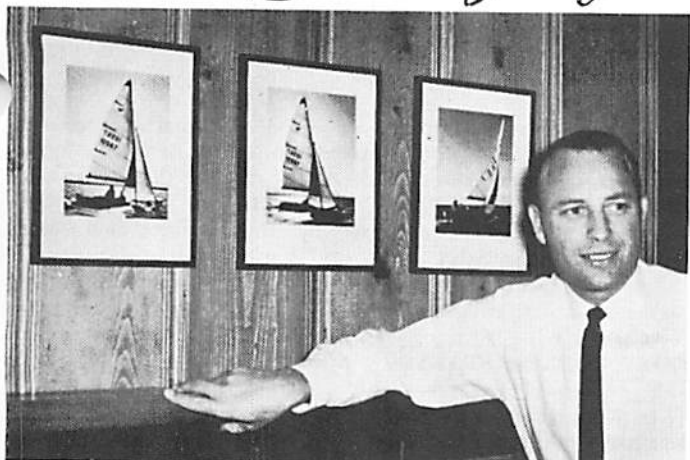
Now known as The Governors Trophy Regatta, it is open to anyone from any district. It is awarded each year to the winner of a major regatta, as designated by the District Governor, etc.

It was held this year in early July at the Santa Barbara YC over regulation Star World Championship courses in the open ocean in winds from 8 to 12 knots. There was, as you can see, some very stiff competition with the veteran, Bob Huggins, coming through in the last race after Mike Jaeger broke his halyard at the start. Mike tipped his boat over on purpose, repaired the halyard, and went on to finish. As evident, the first 4 or 5 boats were all very close - an excellent series.

(Scores of top 8 of 29 entries)

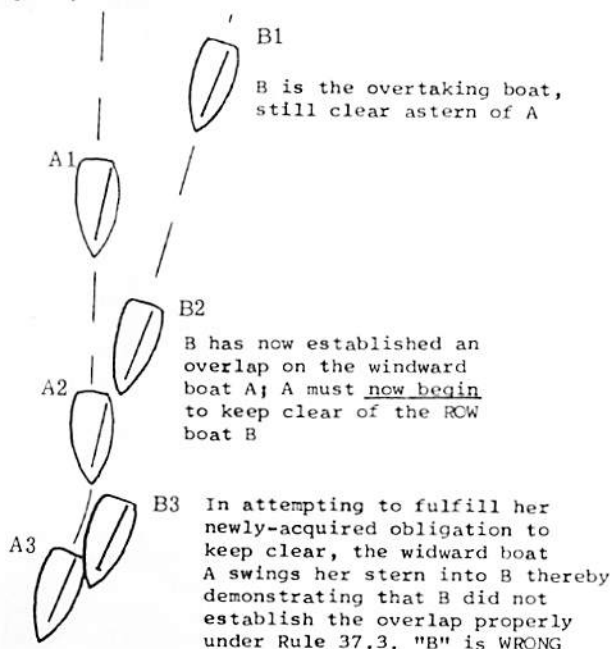
—Robert M. Allan, Jr.

BOAT	SKIPPER	FLEET	Race	1	2	3	Pts.	Fin.
3518	Bob Huggins	LM-SF	7	5	1		12-3/4	1
14300	Kim Desenberg	BYC	3	2	10		15	2
13935	Jack Steele	CBYC	1	14	3		17-3/4	3
14500	Scott Allan	NHYC	6	7	5		18	4
13599	John Leun	NHYC	5	9	7		21	5
6752	Mike Jaeger	NHYC	2	1	21		23-3/4	6
9020	Jerry Thompson	ABYC	16	8	2		26	7
10567	John H. Jenks	LM-SF	14	13	4		31	8



Recently I received a letter from Dr. Don Cochran of Clearwater who suggested that my summary of rules applying before the start (presented in a previous discussion) could use some further clarification. I'm sure that this observation is true as I continue to hear anguished cries of "barging" during starts at recent regattas. A clear understanding of just what barging is, or more particularly, what it isn't, seems to me to be a matter of increasing importance as larger numbers of boats appear on the starting line.

I recently competed in another outstanding regatta put on by the San Diego group tuning up for the 1964 Nationals. At this affair I found myself surrounded by 53 other boats at each start, a lot of them complaining about "barging" by those of us who, in this type of situation, tend to luff slowly along a parallel course with the starting line. Again, the ANTI-BARGING RULE 44.2 SPEAKS ONLY CONCERNING THE GIVING OF ROOM TO PASS ON THE REQUIRED SIDE OF THE STARTING MARK. The rule is completely silent about the boat reaching down the middle of the line. The boat reaching down the line does lose R. O. W. as he is overlapped by a leeward boat who may luff slowly if ahead of the mast line position (Rule 40), or by a leeward boat establishing an overlap while maintaining a "proper course" (Rule 37). However, the clarification from our previous discussion which Dr. Don brought up had to do with the following frequently observed situation:



As an aside: Jim DeWitt, 1963 Mallory Cup winner, is a Sniper from way back. He won our District 7 Championship last year and now adds a lot of prestige to San Francisco Bay Sniping.

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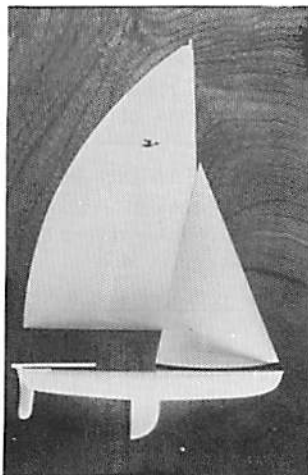
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Wells Wanderings



by Ted Wells



EUROPEAN WANDERINGS

SAFETY ITEMS

There is considerably more concern evidenced in European regattas for safety in case of weather difficulties. At all their regattas, if a red flag is flying from the stern of the committee boat, all skippers and crews must wear life preservers. There were some objections to this rule from several Western Hemisphere teams on the grounds that the belts or typical western life preservers are clumsy and get in the way, and can actually cause trouble.

The Europeans have excellent light weight close-fitting life preservers which probably wouldn't be passed by the U. S. Coast Guard, but are certainly more practical for anyone doing anything except sitting still than the C. G. approved types. I have a foul weather jacket which came from England which has an easily inflatable plastic flotation bag inside which will not only keep you right side up, but also warm. For windy sailing in hot weather, I wear a light weight inflatable vest. Neither of these are C. G. approved, but at least I can wear them and not get capsized by the mainsheet getting caught in them, which can happen with some of the larger and clumsier types.

At many American regattas, there is more harm done to a disabled boat by the would-be rescuing boat than from the initial disability. And the bigger the regatta, the bigger the rescue boat, and therefore the more damage. At Bendor they had the best solution I've ever seen - inflated rubber rafts about 12 feet long, with fairly powerful outboard motors so they could really go, and the boat crews had on SCUBA equipment! They were really ready for anything!

Cockpits which are not only self-bailing but also water tight are very popular in Europe. In fact, there was some

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Fearon D. Moore

This new 12th Revised Edition covers the New Racing Code officially adopted 1961 by the NAYRU and the IYRU and will be good until 1965.

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agitation to require water tight cockpits on all Snipes at some future date, although this never got beyond the idle conversation stage. I commented on the Spanish version last month. I'm sure one could get accustomed to this, if the rest of the boat equipment weren't strange, too. There are advantages in being able to capsize and not swamp.

All of the boats which did not have self-bailing cockpits had suction bailers, but apparently only the Brazilian boats had bailers which worked to windward with the big waves. Theirs were made in Portugal and had about the same fore-and-aft dimensions as the largest marketed in the United States, but were at least twice as wide. They left them down during the entire race and the added drag didn't hurt them much, apparently. I wish someone would make a similar one here.

COZY CORNER STARTS

With a large committee boat on the starboard end of the starting line, or a medium sized one and a strong head tide, the boat provides a sheltered area on the port side where you can get a perfect start, unless too many other people get the same idea. At the start of the fourth race at Bendor, a beautiful cozy corner developed. The leeward or port end of the line had no advantage and that mine sweeper effectively protected about 125 feet of line. Bob Huggins caught on immediately and got a perfect start. He would have won the race except there was a current (which was not apparent) which made a long starboard tack vital. He made the mistake of tacking up the middle on shifts until the third beat. In the next race, he had to battle for the Cozy Corner with the French team, but again got a perfect start and went on to win the race.

COFFIN CORNER STARTS

The Coffin Corner Start is obviously just the opposite of the Cozy Corner Start. In this case, the committee boat is on the port end of the line, the port end has an advantage, and, in order to achieve perfection, there should be a long flat anchor line. We had one of these at Lake Lacanan. On the first start, there were at least twenty boats piled up at the port end of the line, all over early, trying to keep from butting the committee boat. They called that one back, and moved the line, which leads to an observation which I can now make, since I am a paid-up card-carrying member of the Race Committee Union! Almost invariably, a general recall occurs because one end of the line or the other has too much advantage. It isn't the skippers' fault - it is generally the committee's. But in any case, with the committee boat on the port end of the line, stay a long way away from it.

BOAT DETAILS

There was nothing particularly new or startling on any of the boats, which, of course, should be the case in a one-design class. The Brazilian boats used fairly flexible masts, most of the flexing taking place high up and in a fore-and-aft direction. The masts on the borrowed Spanish boats were flexible, too, but in the wrong way. They bent laterally, between the stays and the deck.

The Europeans all trim their jibs much farther out and farther aft than the Western Hemisphere boats. They say they have to because of the cut of European sails. Maybe so, but American sails don't work very well trimmed where you have to trim them on a European boat. The most noticeable variation (and, in my opinion, most meaningless) was on the cross section radius of the stem. This varied from a knife edge to the maximum permitted. The latest thinking in Europe, as in much of the Western Hemisphere, seems to have had a trend toward sharpening the bows. Too bad someone didn't tell the Brazilians. They came there with the bluntest possible bows, all the way from sheer to keel. If they had only had the latest word, they could undoubtedly have done better!

- A Tie for District I Title -



BOTH WINNERS - Ray Kaufman, defending champion, hangs on to his trophy, but Bob Longnecker has a firm grasp on it, too.

Fantastic tides and variable winds combined forces for the District 1 Championship Regatta, held at Sheepshead Bay, Brooklyn, New York. But sailing in the shadow of Coney Island on one side, the Atlantic Ocean straight ahead, and an historic eclipse above, did not prove distracting to the winning skippers. Unusual though it is, there were two winners this time since only two of the races counted.

Manhasset Bay Sniper Ray Kaufman, a familiar face in winning circles, shared the honors with Bob Longnecker of Lake Mohawk, New Jersey. Each had a first and second place. Rolf Carlsen, FC of the Overboard Fleet in Sea Cliff, Long Island, ably earned third place in the series. —Ellen Horan

(This is the first time that a District Championship Regatta has ended in a tie, and it reveals the lack of a uniform number of required races in the Deeds of Gift for the 7 SCIRA Districts. Here are present requirements: District One - 0; Two - 0; Three - 5; Four - 3; Five - (2-5); Six - 3; Seven - 3. It would probably be wise to specify a minimum number of races of at least 3 races for each regatta, or, at least, provide for flipping a coin in case of a tie. Now the question is: who is the Champion of District 1?)

1964 DISTRICT 1 CHAMPIONSHIP REGATTA

BOAT	SKIPPER	RACES	1	2	Pts.	Fin.
11291	Ray Kaufman	1	2		3121	1
8677	Bob Longnecker	2	1		3121	1
7617	Rolf Carlson	3	3		2888	3
13999	Russell Cook	8	6		2314	4
8000	Ricky Zimmerman	6	10		2186	5
11043	Julie Spodek	13	5		2080	6
12883	Hubert Horan	DNF	4		1994	7
10602	Taylor Brown	4	DSQ		1945	8
13850	Ronnie Epner	12	8		1930	9
12817	Walter Pilcer	9	11		1924	10
11292	Bruce Patterson	5	DNF		1921	11
10361	Sy Label	10	12		1802	12
12002	Ted Steadman	DNF	7		1781	13
13202	Don Floetner	14	9		1753	14
7183	Bob Schaeffer	7	DSQ		1742	15
13302	Jan Smith	11	DNF		1525	16

A REQUEST: When sending in reports of regattas and race results, be sure and include all details as to time, place, host club, number of contestants, etc. For uniformity of records, list boat number, first and last name of skipper, home town or fleet, race results, and final standing. The it will be complete!

Carl Zimmerman won Ohio State Title at RIFF-RAFF Regatta

The Ohio Open Championship at Cowan Lake near Cincinnati June 28-29, better known this year as the Famous RIFF-RAFF REGATTA, was one of the best in recent history. The new name was chosen to drum up interest and reflect the theme of the weekend - a period of real fun and entertainment combined with excellent sailing. 26 starters representing 9 fleets from 5 states testified to the appeal of the idea, and judging from the enthusiasm displayed by the hosts and visitors throughout the weekend, the regatta lived up to everyone's expectations.

One of the elder statesmen of Snipe racing, former National Commodore Carl Zimmerman of Akron, proved again that experience is no handicap in winning races by taking home the first place silverware. Local skippers Tom Mooney, Mark Schoenberger, and Bob Bigham took 2nd, 3rd, and 4th respectively, thus demonstrating that Ohioans were out to defend their reputation and keep their trophy from going out of the state, at least. Buzz Lamb of Chattanooga was 5th.

Winds for the two Saturday races were light to moderate, while the Sunday race turned out to be a drifter. One of the highlights of the racing was Bob Bigham's alert recovery from near disaster in the third race. Drifting along on the next-to-last leg in 4th place, he and his son Jerry were suddenly buried by the mainsail when the halyard parted at the top of the mast. Thinking quickly, they deliberately capsized the boat, swam out to the end of the mast, repaired the halyard, righted the boat, hauled up the main, and were on their way! This maneuver was completed so rapidly they lost only two boats; wet sails cost them two more boats before the finish.

The climax of the weekend came when District 3 Governor Bigham presented dancin' Buzz Lamb of Chattanooga with the coveted Governor's Bucket for "winning the party". Buzz promptly offered to "daiance with any of you ladies who didn't get a chance to daiance with me las' night." The festivities closed on a conciliatory note when Past National Commodore Sam Norwood presented the host fleet with a Confederate pennant from the Atlanta fleet. Everyone is now looking forward to the next RIFF-RAFF REGATTA. — Francis Dasher.

FINAL RESULTS - OHIO STATE CHAMPIONSHIP

Cowan Lake - Cincinnati, Ohio - June 28-29, 1963

Boat	Skipper	Fleet	Races	1	2	3	Pts.	Fin.
13007	Carl Zimmerman	Akron	1	1	7		4356	1
13455	Tom Mooney	Cowan Lake	3	3	4		4257	2
13858	Mark Schoenberger	Cowan Lake	6	4	1		4194	3
8076	Bob Bigham	Cowan Lake	5	5	8		3681	4
12441	Buz Lamb	Chattanooga	8	6	5		3610	5
12948	Frank Suesz	Cowan Lake	12	7	3		3441	6
11309	Ham Johnson	Akron	4	8	10		2419	7
14147	Paul Zent	Indianapolis	2	DNF	2		3267	8
11152	Dean Jaynes	Cowan Lake	11	11	11		2790	9
12660	Jim Richter	Indianapolis	16	2	DSQ		2507	10
10669	Ed Yentes	Cowan Lake	10	14	13		2474	11
10175	John Eilers	Cowan Lake	21	9	9		2448	12
13440	Stu Griffing	Cowan Lake	18	16	6		2379	13
8054	Sam Norwood	Atlanta	7	13	DSQ		2264	14
9007	Hugh Bronaugh	Cleveland	20	10	12		2243	15
7433	Charlie Robertson	Cowan Lake	15	15	15		2028	16
13203	Dick Lotspeich	Cowan Lake	13	12	DNF		2025	17
12144	Bill Christensen	Columbus	9	18	DNF		1953	18
13629	Jim Menzies	Cowan Lake	19	17	13		1589	19
12641	Francis Dasher	Cowan Lake	14	23	20		1494	20
5454	John Riedel	Acton Lake	22	21	14		1490	21
11754	Ken Daniels	Cowan Lake	17	20	DNF		1417	22
12023	Jim Woodbridge	Chautauqua	23	19	DNF		1208	23
14144	Rex Ely	Cowan Lake	DNF	24	16		1179	24
14146	Larry Devis	Cleveland	24	25	17		1121	25
13289	Herman Green	Chattanooga	DNF	22	19		1101	26

Colyer Wins Coconut Grove Races

21 small boat classes had 225 entries in the 18th annual Coconut Grove SC Regatta Nov. 2-3, and Bruce Colyer, 28-year old Snipe skipper from West Palm Beach, skippered his 13030 (a Lippincott 1961 WC boat) to three 1sts to defeat 11 other Snipers. Lee Thompson skippered Up-N-Atem, owned by Carl Zimmerman, the 70-plus Past SCIRA Commodore who served as crew, to three 2nds. Both men are from Akron, Ohio.

SNIFE NEWS IN BRIEF

George Steiner, 728 Rolling Green Dr., Bethel Park, Pa., feels very much encouraged over the prospects of getting some new blood into the small (but famous!) Deep Creek Fleet 71 in Maryland. He and fellow Sniper Bob Lane, also of Pittsburgh, are planning a series of social and Snipe educational meetings this winter to try and stir up some interest and keep up the enthusiasm of other fleet members. He says, "Most members live in Pittsburgh or vicinity, but some live in Cumberland, Md. A few who own property and cottages on Deep Creek Lake live in the western part of Greater Washington, D. C. area. Any Sniper living or planning to move to any of these three locations could find some good Snipe competition each weekend of the sailing season on a most beautiful lake. We sure will welcome them to our companionship". . . . Tom Braxton reports that if they dredge their lake at Lansing, they will have one of the finest lakes in Michigan for Snipes because it is just large enough for a mile on each leg and the winds are shifty and puffy. Dredging will take a year and refilling the lake will take another. . . . William Hannay, III, has a busy sailing life. The Lake Lotawana Snipe sailor sails at Yale Corinthian YC from Sept. to June, made the regatta at Oklahoma City, then left for Lake Charles, La. where he taught sailing in Cape Cod Mercuries; returned to Lotawana in time for their late summer regatta and then off to Yale again. It sure gets in the blood! . . . There are

3 Snipes at Sault Ste. Marie in northern Michigan at the eastern end of Lake Superior and Mike Goodheart hopes to get a new fleet established there before next spring. If so, it will be a true international fleet, for some members will come from Ontario in Canada. . . . Turtle Creek Reservoir at Manhattan, Kansas, was dedicated last Memorial Day with a Governors Cup Regatta. It is Kansas' largest lake and should develop into a wonderful recreation area, according to Jim Pierce. Jim won the Snipe event there and then moved on to Oklahoma City where he won three races against Snipes, FD Jrs, and large and small handicap classes. "The only ones we didn't beat were the FD and Y-Flyer boats which started 5 minutes ahead of us, but even then we always caught 4 or 5 FDs and Y-Flyers from the 30 odd boat fleet including National 110, Highlander, Windmill, etc. Winds varied from 10-20 mph. There was no overall trophy given for number of boats beaten, but I think Snipe would have won it as no other boat won 3 races. The Governor presented the winning cup. . . . Svend Rantil says they have two fiberglass-plastic Snipe masts all ready for the fittings and that they look very good. If they meet expectations, these authorized experimental masts will be used in demonstrations throughout Europe. Looks like the time is rapidly approaching when Snipe might have fiberglass masts and booms. Watch for his reports! . . . Flathead Lake is 30 miles long and 15 miles wide - an ideal sailing spot. Located in Western Montana, John A. Forssen, 2545 Queen St., Missoula, Mont., would like to see a Snipe Fleet there.

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SNIPE POSTCARD IN COLOR showing beautiful scene of Snipes racing in the Western Hemisphere Bermuda Regatta. Appropriate Snipe and SCIRA information on the back - a fine way to advertise your hobby and the Snipe Class at the same time. You will be proud of the card - use it for any purpose! Obtainable only from SCIRA, 655 Weber Ave., Akron 3, Ohio, for ten cents each or 20 for \$1.00 postpaid.

DO YOU NEED A NEW MAST? Get a complete set of plans for the CHAMPION round mast for Snipes designed by Ted Wells and build your own. 4 sheets of blueprints with all details for hardware and rigging for only \$1.00 per set. SCIRA, 655 Weber Ave., Akron 3, Ohio.

MADE ESPECIALLY FOR SNIPERS! A high quality screw button for yachting caps with a crossed anchor emblem. A red Snipe on a dark blue pennant with white enamel background - all outlined in gold. Can be worn in coat lapel, too. Obtainable only from SCIRA, 655 Weber Ave., Akron 3, Ohio, at \$1.50 each. Fill that empty space on your cap with Snipe class insignia!

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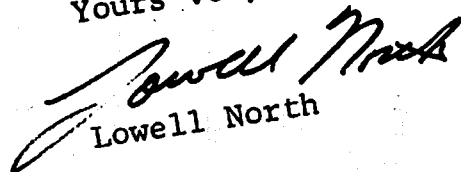
Dear Snipe Skippers:

1963 has been by far our most successful year, both from the standpoint of performance and the total number of Snipe sails that we have sold. We sold more than twice as many Snipe sails during 1963 than in any previous year. We also spent more time developing and testing Snipe sails last Winter than we ever had before. We have been busy again this Winter testing and developing a new mainsail which tests out to be 1 to 2% faster than anything we made in 1963. This new main appears to be at its best in winds of about 5 to 18 miles-per-hour in relatively smooth water. We have increased the draft just slightly in our 1964 jibs and we are using a new material, which is about the same weight as before, but stretches considerably less.

We want to congratulate Axel Schmidt, Reinaldo Conrad, Basil Kelly, Mr. Rodrigues, Bob Huggins, Mr. Dates, Martin Uunila, and Mr. Guiauchain. These skippers placed first through eighth in the 1963 World Championship all using North Sails. Of course, we were also very proud of the other skippers who won major championships in 1963 with North Sails. These include Bob Huggins, U. S. Nationals, Scott Allan, U. S. Junior Nationals, Reinaldo Conrad, Pan American Games, Roger Schoultz, Swedish Nationals, Svend Rantil, Danish Nationals, Martin Uunila, Finnish Nationals, Per Berger, Northern European Championship.

We will continue to check each sail on our Snipe rig on the roof to insure that every sail we send out is as perfect as we can make it. If you would like more information about our 1964 sails, drop us a line.

Yours very truly,


Lowell North