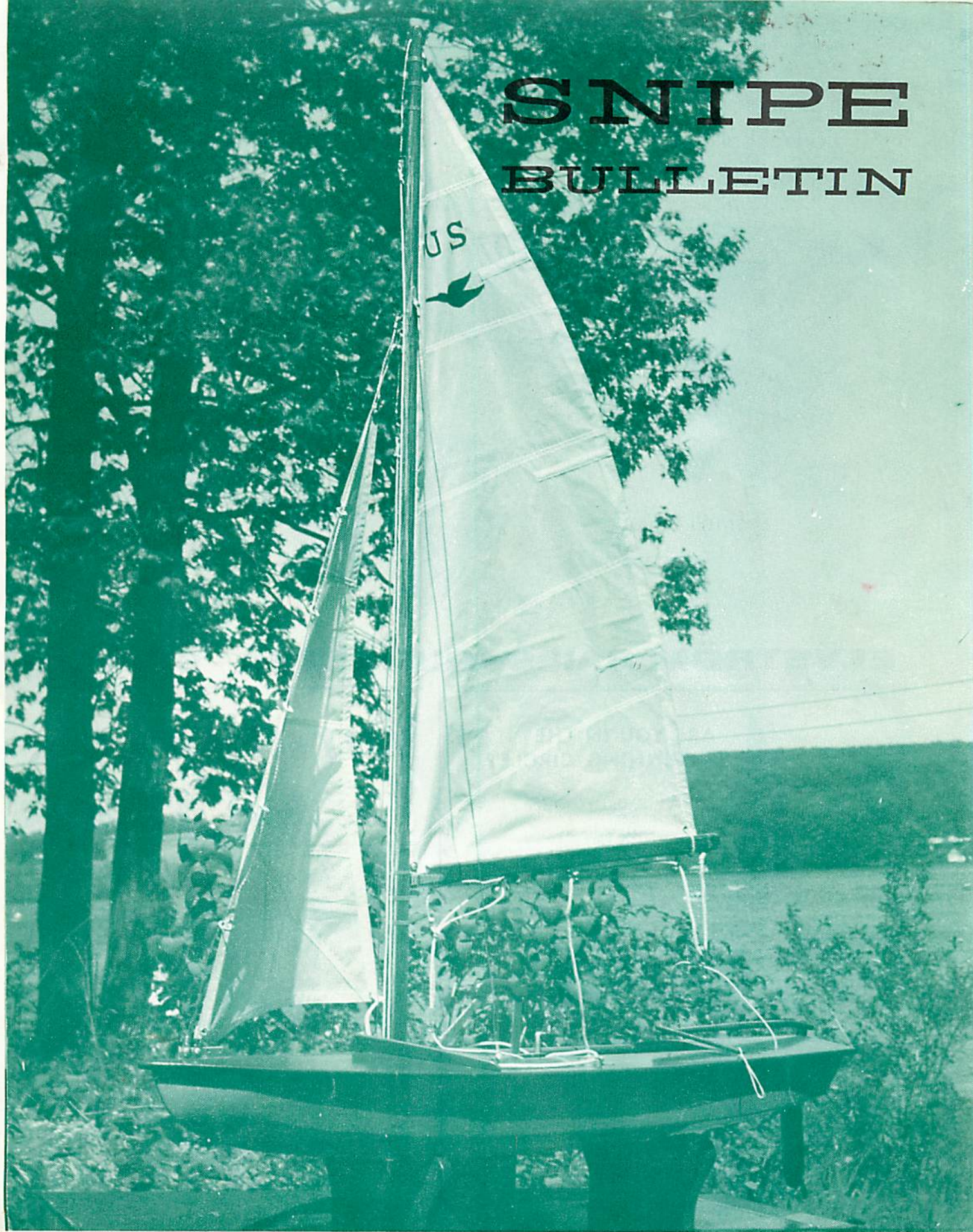


SNIPE BULLETIN



MAY 1964

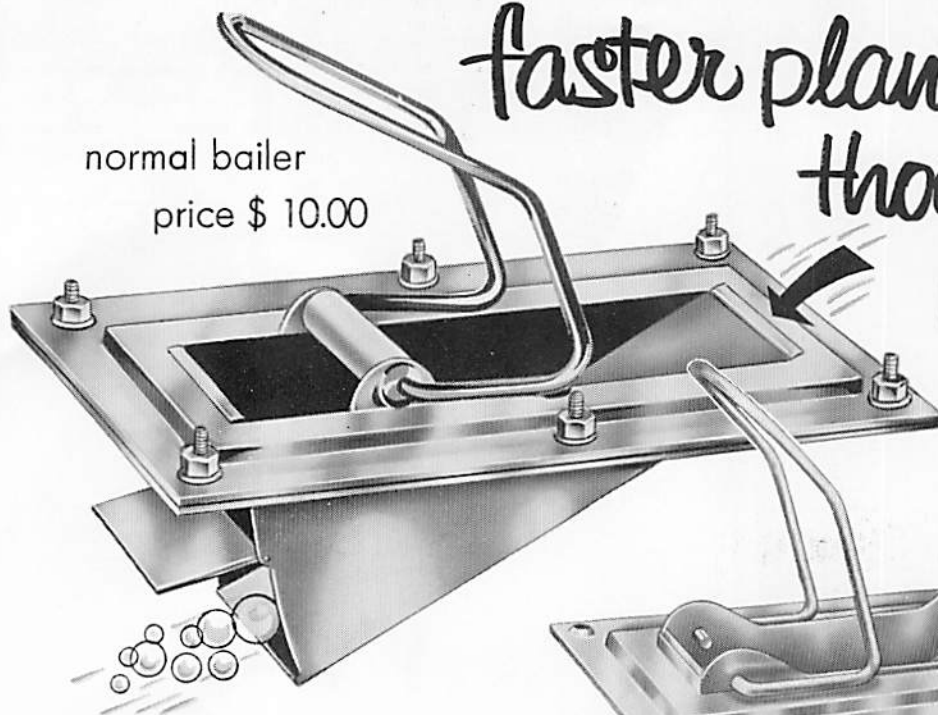
Vol. XIII No. 12

SITE OF THE 1964 U. S. NATIONALS

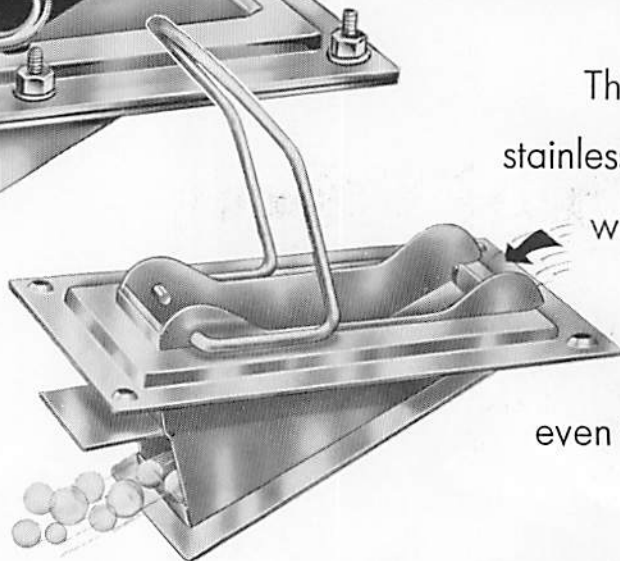
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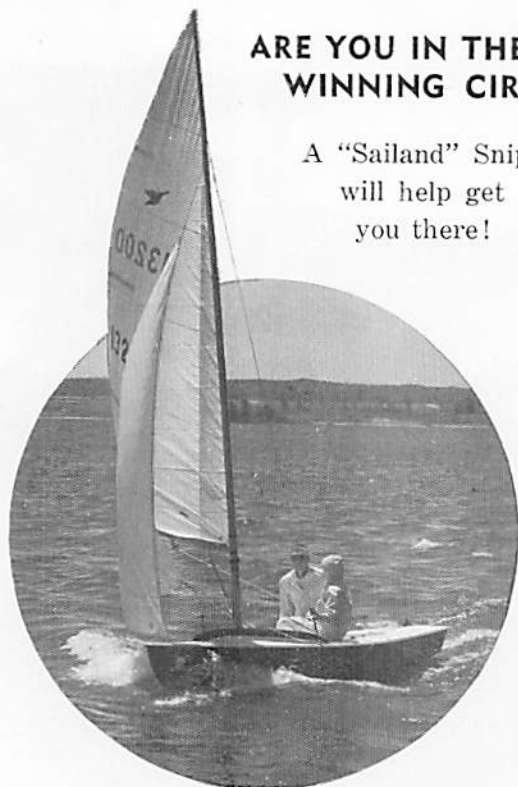


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Voice Of The People

HERE'S THAT MAN "BUZZ" AGAIN!

"Thank you for sending the BULLETIN free to me all this time. I have just purchased 14771 and paid my dues for the year. The BULLETIN was a great influence in my decision on what sailing class to join.

I also want to comment that if it were not for Buzz Levinson and some other Indianapolis sailors, our new Fleet 557 at Muncie (Indiana) would not have materialized or grown so fast.

I am looking forward very much to many years of happy sailing as a member of the Snipe family. —David Edwards

COMMENTS ON CLEARWATER BY Mr. LEVINSON

Clearwater was most unusual this year — perfect weather, light breezes, all 6 races sailed as scheduled with everyone in early on Friday, packed and ready for the banquet.

Monday (the day before it all started) the wind was howling and all but a few hardy souls stood around and made like they were working on their boats instead of admitting it was just too windy. Tuesday dawned clear and mild with very pleasant Gulf sailing in a medium breeze and light chop. Basil, after winning 3 straight races in Miami, and Francis looked a little disgruntled but little did they suspect the worst was yet to come!

Wednesday the winds continued to drop; in fact, only one race could be held when the Gulf turned to glass.

Thursday morning an 18 knot northwester was howling on the Gulf. The heavy weather addicts were looking very cheerful - and the troops were sent to South Bay to sail in more protected waters. The wind dropped and dropped and by the end of the second race it had all but disappeared.

Friday and a pleasant 5-10 knot offshore breeze made the Gulf most comfortable and a 180 degree wind shift in the middle of the race added to the merriment.

All through this, Cheerful Charlie Morgan, now fully recovered in health and a plump 190 pounds, got good starts, moved well, and won handily.

On our return trip to Indianapolis, we notched trees and tried to leave an Indian trail so we could find our way back to this same Clearwater next March. It just couldn't be the same place we've been to so many times in the past.

LESSONS LEARNED AND RE-LEARNED.

1. Get a good start - or else be a good loser. If one end of the line is definitely favored, don't go to the other end just to avoid the crowd.
2. The bending wooden masts must be purchased with caution. Better to do as the Finn sailors do - buy one a little too stiff and keep shaving it until it gets limber enough. A wet noodle is useless in any kind of a breeze!
4. Don't sail off away from the competition when you are in a favorable position.
5. Last but not least: Don't forget to put Clearwater on your regatta schedule for '65. It is strictly A. O. K.

Junior Takes Florida State Championship

Don Brown, Jr., 17-year old Miami High senior, won the Florida State Championship during Miami YC's Annual Mid-Winter Regatta Mar. 7-8. 15 were in the Snipe contingent included in 20 classes racing on Biscayne Bay in 80 degree temperatures, sunny skies, and 15 knot winds.

Bob's closest competitor was Bruce Colyer of W. Palm Beach, while his father, Bob, Sr., was in a solid 3rd place. Jerry Jenkins of Detroit, defending champ, lost his crew overboard when a strap broke, but still managed 4th overall. Basil Kelly of Nassau got there late to sail in only 3 of the 5 races, and he confounded all when he won them easily in his new Lippincott boat. He ended up in 5th position.

The 1964 Rule Book

The new Rule Book is now being printed and copies will be mailed to all SCIRA members who have paid their 1964 dues as soon as they are off the press. A little patience!

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

LIPPINCOTT SNIPE

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

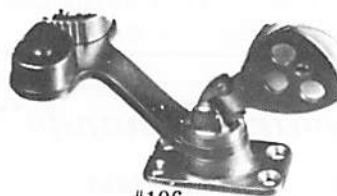
Just check her refined hardware and fittings, some of which were specially developed by Lippincott. Or run your hand over that satiny smooth Lippincott finish — that is, if she's not too far out front for such a personal inspection.

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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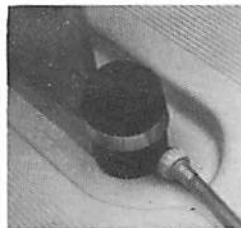
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Operated by a 6 volt aluminum encased battery, the Sportsman electric battery pumps 2 1/2 gallons per minute. It measures a compact 4" high, 3" dia., and weighs 4 1/2 lbs. Hooked up with a simple switch, it pumps at the snap of your finger. Pumps within 1/4" of the bottom. Complete package includes battery, pump, and 6 ft. plastic drainage hose.

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SNIPE BULLETIN

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

Address all correspondence to:

Snipe Class International Racing Association,
655 Weber Ave., Akron, Ohio 44303, U. S. A.

Subscription Rates.

\$2.00 Per Year.

\$2.00 of the amount of membership dues in SCIRA are paid for a year's subscription to the Snipe BULLETIN.

Forms close on the 10th of month preceding publication. Material received after that date will not appear until a later date. Printed in the U. S. A. at Akron, Ohio. Second-class postage paid at Akron, Ohio. Contract advertising rates on application. Notify SNIPE BULLETIN of changes in address, giving both old and new addresses.

The Cover

How would you like to have this fine looking Snipe to sail all summer? Well, if you owned it, you'd probably put it on your mantel for a conversation piece. It is a scale model Snipe (2" = 1') complete in all details, and accurate in all its measurements. It is a fiberglass hull with wood deck and wood spars. The sails are dacron. An evident labor of love.

Tom St. John and his wife Jeanette made it. It is the first place trophy for the Whittemore Regatta, and was won by Tom Legere of the Winchester, Massachusetts, Fleet 77 in a much-discussed victory at Lake Quassapaug, Conn., last May.

— THE SCORE —

Numbered SNIPES — 14976

Chartered Fleets — 582

SCIRA keeps moving right along. In the last 30 days, 88 numbers have been issued for new Snipes, and that is a good round figure, even though new arrivals are always expected in Spring. Denmark took another 20 boats (what goes on there, Uffe?), Canada 10, Turkey 9, Portugal and Uruguay 1 each, and the rest (47) went to the United States. We can now predict with confidence that 1964 will be one of the better years for the International Snipe Class.

Three new fleets were chartered during the above period. For the last two years, Dr. Sam Norwood and Joe Harmon of Atlanta Fleet 330 have been trying to establish another fleet in Georgia over at neighboring Valdosta. Last year, a group there learned to sail in an old Snipe, a G. P. 14, and a Barnegat Bay Sneakbox (believe it or not!). Last winter, they organized the Valdosta Yacht Club and decided on Snipes, "after barely escaping the Y-Flyer." They acquired 4 measured Snipes and Charter 580 was issued to the Valdosta Fleet in time for them to participate in their first regatta when 10 Snipers trailed down to Valdosta and Commodore Norwood had the pleasure of presenting their charter. They expect to have 7 Snipes soon. Lt. Bruce M. Miller, 2513 Seymour St., Valdosta is the new FC.

Aydin Koral's efforts in Turkey are beginning to bear fruit. Two new fleets have been organized there, and after several years of only one fleet at Kalamis, now Turkey suddenly finds herself with 6 active fleets, 4 of them formed within the last year. Charter 581 went to the Naval Academie's group consisting of 8 new boats, while a neighboring group of 4 boats got the Fenerbahce Fleet Charter 582. Nice going!

ATTENTION — All Fleet Captains

This is the final call for official fleet point scores for the 1963 racing season. They must be filed here under Section 13 of the By-Laws. Most of them are in, but if you have neglected yours, get busy right away so they will be published along with all the other. Special report forms are available if you don't have them.

Class dues are payable at the start of the sailing year on the 1st of each March. Preserve the rights of your fleet members.

SNIPE MODEL

Half model in gleaming white epoxy, mounted on 6"x9" solid mahogany wall plaque, in clear or stained finish. Snipe inlay in main-sail.

\$6.00 Postpaid

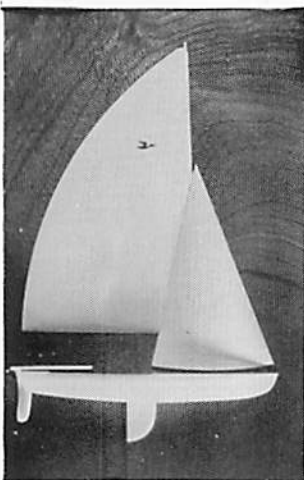
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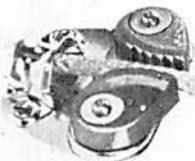
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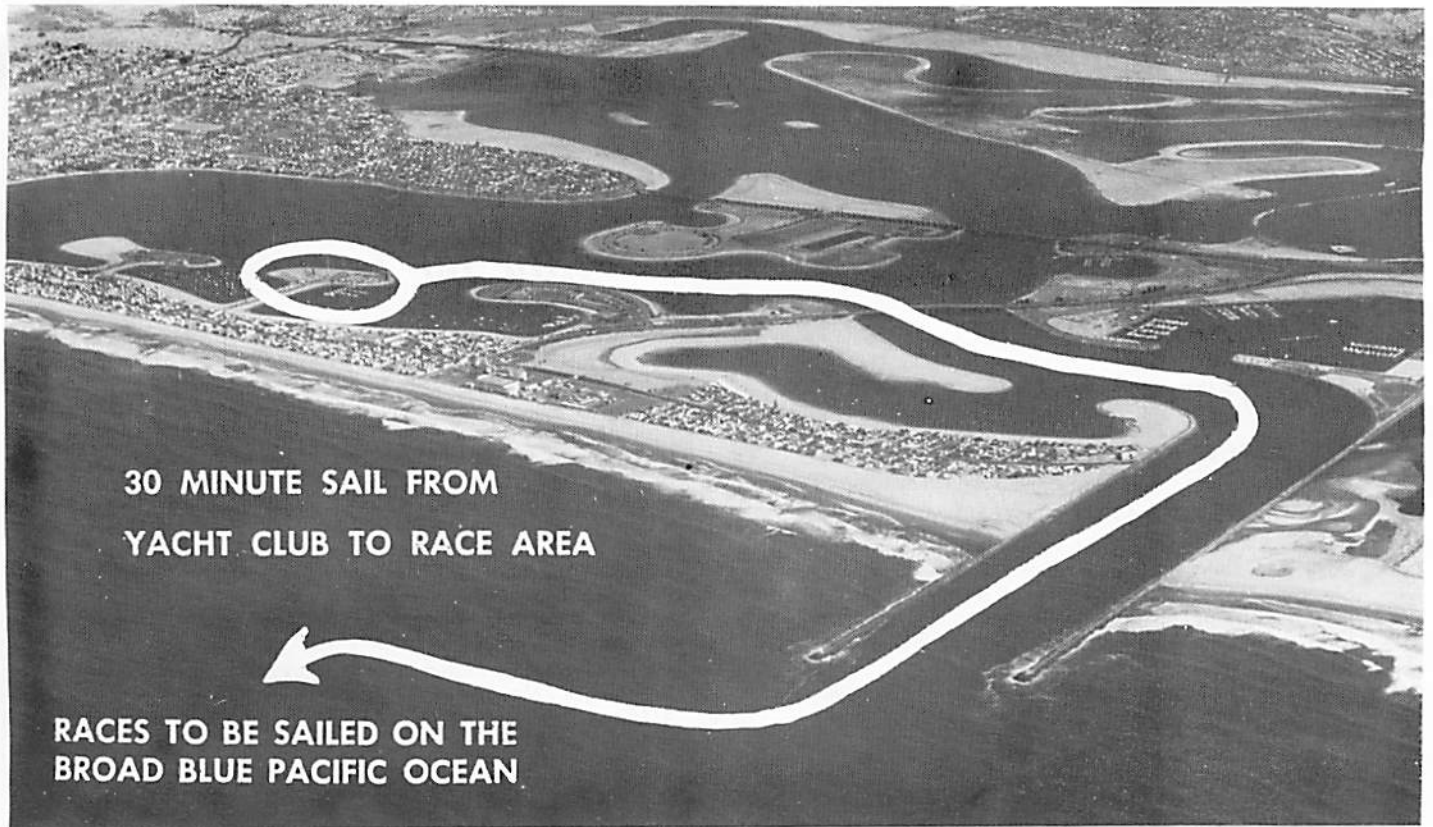
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— SITE OF THE 1964 U.S. NATIONAL CHAMPIONSHIPS —



This year Mission Bay Yacht Club of San Diego is hosting the 1964 Snipe Nationals. The Lightning and 5-0-5 championships will also be held there this year. As you may guess, activity is at a high pitch. A combined arrangement between these 3 classes in our club plus help from other Snipe fleets in our district will give us the manpower and knowledge to put on the best Snipe Nationals ever.

Headquarters will be at the club facilities at the end of El Carmel Point. 3 rigging docks, 2 electric hoists, wash area, and parking area are all conveniently located there. The course of the Olympic type is located 1 mile out in the ocean.

We would like to share with you the story of the discovery of Mission Bay, which is being developed into the finest aquatics playground in the world today. It was over 400 years ago that Carbillo, the Portugese explorer who discovered California, first sailed into San Diego Bay. Later, after a foot excursion to the north, Cabrillo's men became confused when they inadvertently entered Mission Bay by mistake while looking for their ship. Hence the name "Bahia Falsa" was given to our body of water, which was little more than a huge swamp, or mud flats at low tide. Little was done to improve this area before World War II, but since that time it has been developed by the city, state, and federal governments, so that now we have a 4600 acre water playground with 67 miles of shoreline.

Mission Bay Yacht Club, chartered in 1927, was housed on a lee shore, with its dock ending on a mud bank at low tide. In 1948, the club secured a lease on a newly-dredged site directly across the Bay from its former premises. Plans to transfer the old clubhouse to the new site were nullified when the small print was read on the first lease. Undaunted, the members seized tools and constructed new and better facilities on a windward shore.

The first classes of small boats that proved popular in the days of the mud banks were flat-bottomed classes, with shallow draft with easily raised centerboard, or leeboard. As the dredging opened up more and more areas, the Lightnings became a popular family boat, and four years ago, a Snipe Fleet was launched. In spite of the recency with which the club has acquired navigable water, some of the names associated with

MBYC has received national prominence, and the club has become a mecca for small boat sailors.

MBYC acquired additional land and built a modern clubhouse in 1962, and we're in the process now of expanding our already large docking facilities. We have been handling about 175 boats every Sunday throughout the year in organized club racing. (The temperature range last New Year's Day was between 50 and 76 degrees, with water at 60 degrees).

We are enthusiastic sailors, and we are proud of our facilities at Mission Bay. The entire club membership is willing and anxious to share this small boat paradise with you.

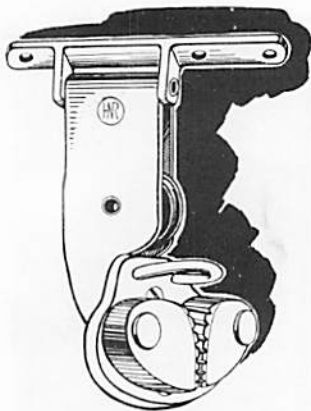
Lodging information has been sent out to all listed in the 1963 Rule Book as Fleet Captains and recently, to a revised list. Check with your FC for a list of recommended hotels and motels which have been selected for proximity to the YC and for excellent facilities. Don't forget that San Diego is a popular tourist city all year round, especially during summer months.

No camping is allowed on the YC grounds as it is located on city ground within the city limits. There are a number of trailer spaces available which will take trailers and campers. The nearest tent camping is 45 minutes from the YC.

If you know for sure you are going to attend, your reservation should be made at once, preferably by the middle of May for choice spots. Be sure and specify you are coming to the Snipe Regatta. If anyone has a real problem over accommodations, be sure and write to Ross Harris at Mission Bay YC and every effort will be made to assist. All questions should be directed to MBYC, 1216 El Carmel Point, San Diego 8, California.

1964 U. S. NATIONALS SCHEDULE

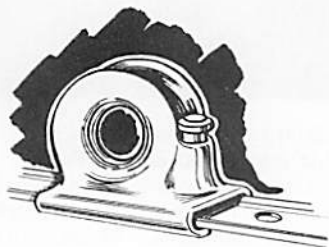
Friday - July 31st - 3 races for Junior Nationals
Saturday - Aug. 1st - 4 and 5th (final) races for the Juniors.
Sunday P. M. - Aug. 2 - Races 1 and 2 of the Crosby Series
Monday - Aug. 3rd - 3 and 4 of the Crosby
Tuesday - Aug. 4th - Race 5 of Crosby + any make-up races.
Wednesday - Aug. 5th - First 2 races of the Wells
and Heinzerling Series
Thursday - Aug. 6th - Races 3 and 4 of the above series
Friday - Aug. 7th - Races 5 and 6 of the above series.
Saturday - Aug. 8th - Final Race 7 + any makeups.



Boom-mounted Mainsheet Jam Cleat

PRICE \$18.00 POSTPAID

Smaller, neater, more efficient and weighs less than any comparable fitting on the market. Made of high-tensile bronze, chrome plated, with fibre jam cleat. Takes 1/4", 5/16" or 3/8" sheet. Nylatron sheave. Comes complete with fastenings. Weight 6 oz., width 1-1/4" and extends 4" below boom.



Jibsheet Fairleads

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The new low-profile streamlined fairlead that you can actually hike-out over without feeling a thing. No protrusions to catch your clothing or you. Only 1" high by 1 1/2" long and weighs but 2 oz. Takes up to 1/2" rope and fits standard 3/8" external type track. Adjusts in seconds with spring-loaded plunger. Made of high-tensile bronze, chrome plated.

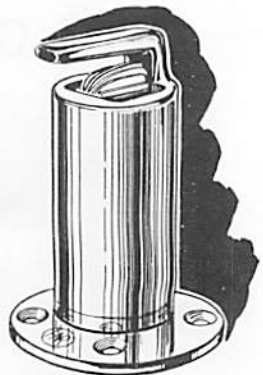
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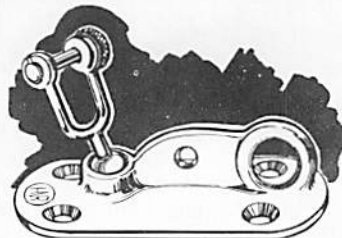
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Made of chrome plated bronze alloy and comes complete with fastenings. Mounts on aft end of centreboard box and takes 5/16" or 3/8" dia. sheet. Weighs 11 ozs., height 3-1/2" with a base dia. of 2-1/2"



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AT LAST! Report of the Atlanta Halloween Regatta

TOP SPOOK TITLE GOES TO CANADIAN HOWIE RICHARDS

It appears that someone in Atlanta, evidently carried away by the prevailing Halloween spirits, decided to transmit this report by the Witch, Cat, and Broomstick Express. Well, it arrived two weeks ago and even though 6 months late, there is always so much interest expressed and so many enquiries received about "what happened down there this year", that it was considered better late than never.



THIS PICTURE TELLS THE STORY - Canadian Champion in foreground zooms off to victory! - Marguerite Reynolds Photo

Who would have believed it? The 1964 Halloween Regatta was sailed in light winds with high temperatures in the 70's. Hurricane Ginny, situated off the coast of Georgia throughout the weekend, pulled some listless air up from the Gulf and presented 57 boats with mid-summer doldrums. Old Joe had a field day, alternately pushing the windward boat, then leeward boat advance buttons, the lift-when-down-to-leeward button, the header-when-barely-laying-the-mark button. All suffered, and the collective finishes were easily the most inconsistent in the regatta's history. All, that is, except Howie Richards and Carl Carter who dominated their respective divisions by the simple expedient of merely outsailing everybody when the chips were big and blue.

The fleet of 57 boats (35 out-of-town) split by skippers' choice into a 32 boat Spook and 25 boat Goblin division to race for equal prizes. In the Spook Division (tigers), the first race was a no-holds-barred contest between Richards, Canadian National Champ, and Harold Gilreath, with Call and Kroeger in hot pursuit. Sailing in shifty 6-8 mph winds, Gilreath led the first 3 legs of the modified Olympic course. On the 2nd beat, he sailed into a temporary lull and Richards and Kroeger both passed him. Gilreath repassed Kroeger, but Richards stayed on top of him the rest of the way for a fine job of covering.

SPOOKS - Halloween Regatta, Lake Allatoona - Oct. 26-27, 1963 - GOBLINS

Pos.	SKIPPER	TOWN	RACES	1	2	3	SKIPPER	TOWN	RACES	1	2	3
1	H. Richards	Oakville, Canada	1	1	4		C. Carter	Springfield, Ill	3	1	6	
2	B. Colyer	W. Palm Beach, Fla.	9	2	5		C. Hogg	W. Point, Ga.	5	3	5	
3	F. Seavy	Clearwater, Fla.	14	5	1		C. Jones	Atlanta, Ga.	11	5	1	
4	S. Boston	Mt. Clemens, Mich.	10	3	11		D. Williams	Chattanooga, Tenn	4	2	13	
5	N. Harmon	Atlanta, Ga.	12	12	2		D. Chastain,	Indianapolis, Ind.	7	6	12	
6	H. Gilreath	Atlanta, Ga.	2	13	12		P. Rose,	Atlanta, Ga.	8	4	18	
7	J. Call	Indianapolis, Ind.	3	7	19		L. Guest	Atlanta, Ga.	2	9	21	
8	L. Thompson	Akron, Ohio	7	4	18		H. Hebblewhite	Atlanta, Ga.	1	17	14	
9	P. Zent	Indianapolis, Ind.	16	8	7		E. Riker	Atlanta, Ga.	15	10	8	
10	J. Kroeger	Rochester, N.Y.	4	15	15		D. Jones	Atlanta, Ga.	13	DNF	2	
11	C. Bosch	Nassau, Bahamas	13	14	9		P. Whittier	Atlanta, Ga.	14	7	15	
12	W. Norwood	Atlanta, Ga.	DNF	10	3		E. Howell	Columbus, Ga.	6	15	16	

In the Goblin Division (wildcats, sometimes pussycats), Hebblewhite and Guest got out in front about half-way through the race and stayed there. Carter and Williams, last year's Goblin champ, were early leaders but got caught on the wrong side of a wind shift.

The 2nd race must surely rank as Old Joe's masterpiece. Started in the same 6-8 mph wind of the first race, the wind dropped, and dropped, and dropped, and dropped until the only breeze left was the panting of the contestants. Going into the last beat, Richards led with Lee Thompson of Akron close behind. The wind went to zero with gusts to one. About half-way down the leg, Skip Boston and Bruce Colyer came "zooming" off the far shore on a 3/4 mph knockdown. Boston went in front and held it to within 2 boatlengths of the finish line only to sit and bob while Richards and Colyer floated across.

Meanwhile, the wind had gone flat in the Goblin while they were on the long second run. Carter was leading with Williams close behind. As the last boats rounded the downwind mark for the beat home, fall shadows lengthened, twilight changed to dusk and before you knew it, the contestants were treated to the only SCIRA sanctioned moonlight regatta in existence. The leaders finished by dusk, but the runners-up literally ghosted across to the spotlights of the committee boat. As a tribute to the mettle of these Goblin skippers, not one dropped out because of the racing conditions and the fierceness of the competition continued throughout. One protest was filed against a boat allegedly skippered by an old woman wearing a pointed black hat, having a crew with a round, orange head, and using a broomstick for a tiller, but the protested skipper could not be located.

Going into the last race on Sunday, Richards held a commanding lead on Call in the Spooks while Carter had a 2-boat advantage over Williams in the Gobblins.

Gilreath jumped off to an early lead in drifter conditions followed closely by Franklin Johnson. Colyer worked up leading an army. At the 2nd mark, Gilreath was just ahead of Colyer, Johnson, Call, and Jones when the wind again went flat. It came up - from behind - and the entire fleet converged into one big tangled mass of boats. Francis Seavy, one of the last boats to arrive at the mess, found a hole, drifted through on momentum, and took the lead. Woody Norwood, Carlos Bosch, and Brad McFadden all found the same slot. On the last leg, a beat, the wind freshened. Seavy worked into a commanding lead. Joe Harmon, well down to leeward but footing well, got a tremendous header, crossed everyone but Seavy for a close 2nd. Richards, who had been badly bottled up in the pack, recovered beautifully on the same shift for a 4th.

In the Gobblins, the same havoc had been wreaked with an unusual result. Chris Jones popped out into 1st place and held off a determined challenge from (of all people!) his dad Delkin with mother Helen crewing. Carter dropped to a 6th, but it was easily enough as his closest rivals could do little better.

The regatta was, to say the least, unusual as the score indicates. Nevertheless, the competitive spirit, good humor, and sportmanship of the Snipe sailor were always in evidence. People such as this are the reason it's always a pleasure to put on a regatta. Come back, please!

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JJ Rumlings

Having finally dealt with the Finish after rounding each mark as part of our discussion during the past month on rules and tactics, a breather seems in order to discuss why we were going so slow between marks.

I suppose that we have all had the experience at one time or another when, under a given set of conditions of wind and sea, our boat seems to be especially fast, or conversely (which is more likely) the boat of a competitor seemed especially fast. And so some boats get the reputation of being a real "bomb" in light air, heavy going, etc. Now, aside from the more obvious reasons for boat speed under different conditions (such as extremes of weight), it seems to me that possibly the most likely answer is the sail configuration. Theoretically, any sail has an optimum set of conditions under which it will give best performance and it would follow from this that when those conditions happen to exist, the best performance is achieved.

Now, carrying this discussion a little further, it would then seem if every sail will perform at its optimum under a given set of conditions, then that same sail will perform progressively poorer the farther conditions are from the optimum.

Then the whole argument is "shot down" with the knowledge that Bob Huggins in winning the Nationals last year did so while sailing under a wide variety of conditions ("drifters" to "mast breakers" - limber California masts, that is!) with one suit of sails, and today Bob owns only one jib and one main and is doing very well, thank you!

Not to prolong this discussion unduly, it can now be concluded that, though it may be true that any given sail configuration has an optimum performance expectancy under only one given set of conditions, it does not follow that the sail configuration can't be changed to meet the conditions. In fact, this of course is just what the top skippers are doing all the time with simple adjustments of the main downhaul, outhaul, bending of the mast, and adjusting the jib luff tension. Bob tells of his experience last year at the Pan-American Games and observing the Conrad brothers in their convincing Games victory using one rather tired-looking old blue colored mainsail under a variety of conditions.

Lest anyone think that I'm trying to make a case for taking just any old sail and making it into a real winner with a few small adjustments, let me hasten to emphasize the importance of proper dimensions, depth and location of pocket, etc., which all recognized sailmakers spend a lot of time working on. But, before anyone gives up on a sail produced by one of the major sailmakers, or concludes that it's only good in a drifter, it might pay to try changing its shape, as we will discuss in more detail in future articles.

California Juniors are Hot

The Junior Snipers at Newport Harbor continue to attract attention whenever they race. Here's what Almon Lockabey of the Los Angeles Times has to say, "Anyone who doesn't think the 15 1/2 foot Snipe sloop is a rugged sailing craft should have seen them in action in the Newport Harbor vs. Los Angeles Harbor team race last weekend (April 10th).

In winds over 25 knots the Newport team captained by David Ullman of Balboa YC soundly whipped the L. A. sailors. Others on the winning team were Argyle Campbell, BYC, and Scott Allan and John Laun. Allan is current national Junior champ."

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SANCTIONED SNIPE REGATTAS—

- MAY 29-30 3rd ANNUAL ROSE CITY Regatta, Tyler YC., Lake Tyler, Tyler, Texas. G. N. Sawyer, Box 3241, Tyler.
- JUNE 5-6-7 FORT WORTH BOAT CLUB Regatta, Ft. Worth BC, Lake Eagle Mountain, Ft. Worth, Texas. O. L. Pitts, 2201 Montgomery, Fort Worth, Texas.
- JUNE 13-14 HERAT OF AMERICA Regatta, Quivira SC, Lake Quivira, Kansas City, Kansas. Bob A. Elwell, Lake Quivira, Kansas City 6, Kansas
- JUNE 13-14 DISTRICT 4 Championships, Florida YC of Jacksonville, St. Johns River, Jacksonville, Fla. Bruce Colyer, c/o Paddlewheel Queen, Flagler Dr. at 1st st., West Palm Beach, Florida.
- JUNE 13-14 NEW YORK STATE Open Championship, Chautauqua Lake YC, Chautauqua Lake, Lakewood, N. Y. Red Garfield, 14 Bassett St., Chautauqua, New York.
- JUNE 13-14 OHIO STATE Open Championship, Cowan Lake SC, Cowan Lake, Ohio. Francis Dasher, 2498 Eclipse Ct., Cincinnati 31, Ohio.
- JUNE 20-21 MICHIGAN STATE CHAMPIONSHIP, Grand Rapids YC., Reeds Lake, Mich. Dexter Thede, 1411 Giddings SE. Grand Rapids, Michigan 49507
- JUNE 20-21 OKLAHOMA CITY Annual Regatta, Oklahoma City BC, Lake Hefner. Don Courtney, 2605 Manchester, Oklahoma City, Oklahoma.
- JUNE 27-28 CLEVE SLAUSON Memorial, Ivy Club, Illinois River, Peoria. Louis Leber, 1707 E. Shafy Oak Dr., Peoria.
- JUNE 27-28 MIDWESTERN Championships, Wichita SC, Santa Fe Lake, Wichita, Kansas. Ted Wells, 6631 E. Kellogg Ave., Wichita, Kansas.
- JULY 4-5 MISSOURI VALLEY Invitational Regatta, Iowa - Nebraska Sailing Association, Manawa Lake, Council Bluffs, Iowa. Floyd E. Hughes, Jr., Hughes Motors, Council Bluffs, Iowa.
- JULY 4-5 BURNHAM PARK SBR, Burnham Park YC, Lake Michigan, Chicago. Abe Jacobs, BPYC, Lynn White Dr., Northerly Island, Chicago, Illinois
- JULY 10-11-12 DISTRICT 3 CHAMPIONSHIP, Crescent YSC, St. Clair, Michigan. Charles Ellery, 310 Kerby, Grosse Isle Farms, Michigan.
- JULY 25-26 ROCKY MOUNTAIN Snipe Championship, Rocky Mountain Sailing Association, Shadow Mountain Lake, Grand Lake, Colorado. James J. Johnston, 622 Majestic Bldg., Denver 2, Colorado.
- JULY 25-26 MICHIANA, Eagle Lake YC, Eagle Lake, Edwardsburg, Mich. Thomas R. Cassidy, 502 Whitcomb-Keller Bldg., South Bend, Indiana.
- AUG. 15-16 BOARD OF GOVERNORS Cup Regatta, Quassapaug YC, Middlebury, Conn. Dr. James Lawlor, 31 Farnham Ave., Waterbury, Connecticut.
- AUG. 21-28 WESTERN HEMISPHERE Championship Regatta Oakville YS, Oakville, Ontario, Canada. Doug Keary, 238 Albion Ave., Oakville, Ont., Canada.
- AUG. 29-30 PROVINCE OF ONTARIO Open Championship Regatta, Oakville IS. Lake Ontario, Oakville, Canada. Attend the WH Regatta and then race against the champions, Doug Keary, 238 Albion Ave., Oakville, Ont., Canada

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Wells Wanderings



by Ted Wells

CLEARWATER MIDWINTER INTERNATIONAL REGATTA

This regatta being the earliest big regatta in the eastern part of the country and having an International flavor (Canada and Bahamas this year) always attracts a large number of good boats and skippers - generally of the hardier type, because past experience has usually been that the Coast Guard Small Boat Warning Flag goes up and the temperature goes down with the ten minute gun before the first race.

This year was the exception with warm temperatures and light to moderate winds, which shifted just as fast and unpredictably as they do on lakes. Which may explain why the weather bureau was so confused most of the time. They generally seemed to be playing a day old tape that someone forgot to change.

Miscellaneous thoughts and observations - scientific and otherwise - are as follows:

As a result of the light winds, I still don't know whether my bendy, floppy California rig will stay with me. And to confuse things completely, the first three boats were using the old Proctor masts with swinging spreaders!

Dave Larsen, a skipper from Crystal Lake, Illinois, crewed for me and we got along fine after a few initial tangles. The technique is second nature for experienced crews, but here it is for new ones: Always keep hold of the leeward jib sheet even if it is sheeted so you can tack quickly if necessary, and in case it pops out of the cleat. Any part of the sheet you aren't

Snipe Racing in California



Lake Merritt - Home waters of National Champion Bob Huggins

San Francisco Fleet 12 held its Spring Series Feb. 23 through March 28, 1964 at Redwood City, San Francisco, and Lake Merritt. Conditions varied from 25 mph in choppy water on the Bay to light, changeable weather at Lake Merritt.

For a total of 9 races, the average turnout was 21 boats! A strong finish in the series by Jim Warfield showed him to be back in the winning form he displayed last year.

This series has pushed the 1964 season off to a big start in the S. F. Bay area and has sharpened the competition for qualification in the Nationals. We are looking forward to another larger and successful District Championship in June at Clear Lake, California.

Boat	Skipper	Club	Race										Pts.
1C792	Jim Warfield	L.Merritt	x	x	x	3	1	1	2	1	1	9365	1
10567	John Jenks	Palo Alto	2	1	6	2	2	3	x	x	8832	2	
3518	Bob Huggins	Palo Alto	x	x	x	7	3	4	1	2	5	8386	
10281	Marsh Jenkins	L.Merced	1	x	4	6	10	2	x	x	4	8045	
13480	Paul Potter	Palo Alto	x	4	1	5	5	x	x	7	7	7873	
14059	Duane Hines	St.Francis	5	8	x	1	4	x	9	5	x	7674	
14481	Jim Amos	L.Merritt	6	7	2	x	7	x	10	3	x	7463	
14684	Jim Tillotson	L.Merritt	7	x	8	4	6	x	8	x	2	7449	
11438	Carlos Mattson	L.Merced	x	x	12	9	x	8	4	8	3	6856	
13021	Bruce Lockwood	Palo Alto	x	x	3	8	12	5	5	x	12	6807	

using should be draped over the centerboard trunk at its aft end. When tacking, chuck the sheet into the bottom of the boat just aft of the trunk, and don't wad it up. If you do this, you won't be standing on it, and it won't knot up at the fairlead.

One feature of the California rig is a lot of forward rake on the mast on a run, and a guy pulling forward on the mast to keep it from flopping around. This guy is only used when the wind is aft, but it works well in a heavy chop. (This is necessary only on a deck-stepped mast, for blocks can be used with a mast stepped on the keel).

The program at Clearwater called for six races, one to be dropped. They didn't intend to drop a DSQ, but didn't say so anywhere, with the result that a skipper who drew a DSQ in an early race was quite upset when told he couldn't drop it. During the argument over this, the whole subject of dropped races came up for a lot of discussion (as it does every year at the Nationals) without changing anyone's mind. Everyone's opinion, probably depends on his most recent experiences. I'll only list the reasons for a dropped race, since dropping a race is current policy.

Precedent is established by the Olympics in which one race is dropped regardless of what happened. The last race at Clearwater was a good example of the desirability of being able to drop one in cases where Old Joe has had too great an influence. In this race, there was a 180 degree windshift near the end of the second windward leg. Both Basil Kelly and Jerry Jenkins were badly clobbered by this shift and finished way down the drain, not due to any lack of skill on their part.

The arguments in favor of dropping a DSQ are a little weaker, as a person can always drop out and take a DNF if he knows he has fouled. He may, however, have been over the starting line and not heard his recall, or someone may have deliberately tagged him to get him thrown out, without his realizing it. I have heard of these cases in the Olympics, but only know of two such cases in Snipes. One of them happened to me a long time ago in the last race of a National Championship which I was leading at the time, so my viewpoint was prejudiced for some time. Currently, I think I have lost more by other people having worse things to drop than I did, so I'm now neutral on the whole subject of what and whether to drop.

One of the hardest decisions to make in any race is what to do if the boat behind you starts to windward of you on a reach. My experience seems to be that if they are close behind, I had better head up with them. This can be carried too far, of course, but generally, if you head up promptly and energetically the boat behind you will give up. What to do when this also carries up under a shore where you don't want to go depends on the boats farther back. If they are all going up, go with them; if they aren't, stay where you think you ought to be - AND HOPE!

ATTENTION - all Fleet Measurers

SUPPLEMENT #1 TO 1964 MEASUREMENT DATA SHEET

This does not constitute a change - this is merely a clarification of existing data.

1. On the drawing of the hull in the Measurement Data Sheet, the figures + or - 1/2" below the number 13 3/4" which locates the 6 1/4" dimension at the stem refer to the 13 3/4" dimension only - they do not apply to the 15 3/4" dimension which locates the 9" vertical offset to the keel.

2. Stem contours which measure correctly at points where measurements are specified, but which have rapidly changing radius and which do not look like the plans do not comply with the last sentence of Paragraph 8 which states that "The stem must be a smooth curve as shown in the plans".

3. On the plans, all frame members (except deck, of course) are shown straight. Curved frames resulting either in convex or concave curvature in the bottom or sides of the boat are not permitted. Some curvature naturally exists between the stem and frame #1, and on older fiberglass hulls, there will be occasional unintentional curvature of both sides and bottom. This is permissible.

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FOR SALE: MILLS SNIPE 12759. Mahogany; 2 suits of sails-Guy Roberts and Watts; trailer cover; like new \$1095.00. Spring Lake Champion. Write David Baker, 2825 Judson Rd., Spring Lake, Michigan.

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