

# *Snipe* **BULLETIN**



**PAN-AMERICAN GAMES — WINNIPEG, CANADA**

**JULY 22nd TO AUGUST 7th, 1967**

**APRIL 1967**

**Vol. XVI No. 11**

**Meeting of Western Hemisphere National Secretaries**

**1966 Western Hemisphere Championship Regatta**

**Rules for Entering U. S. District Pan-Am Elimination Races**

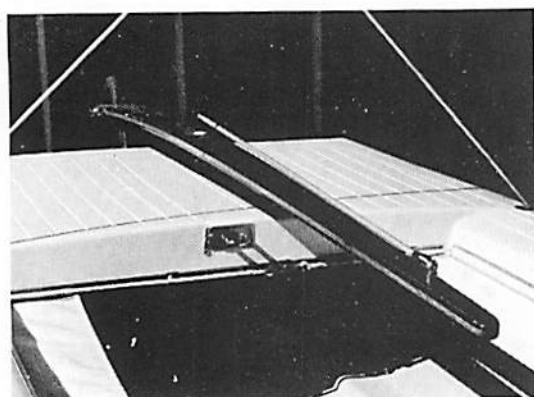


# PAN-AM SPECIAL RACING SNIPE

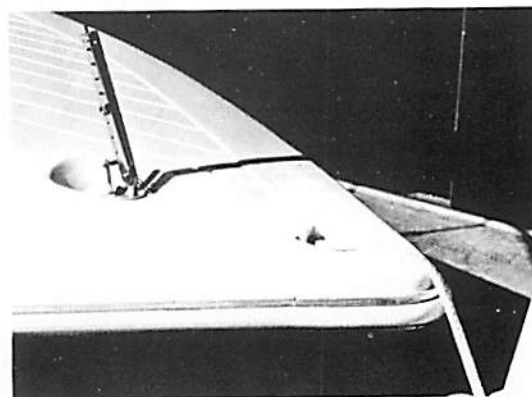


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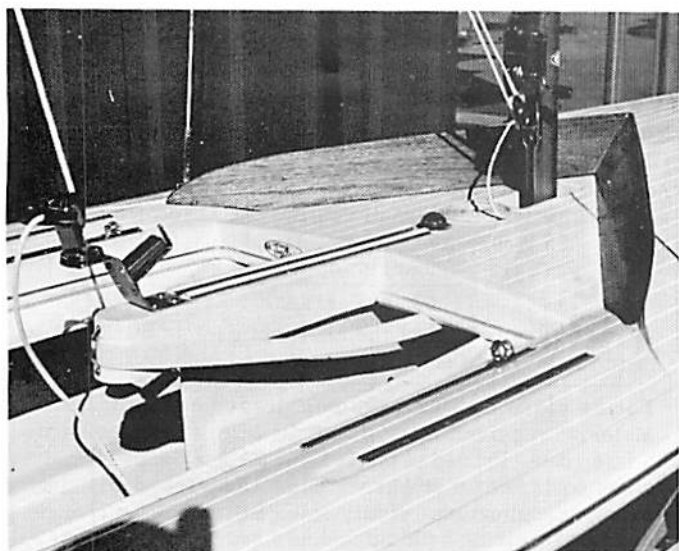
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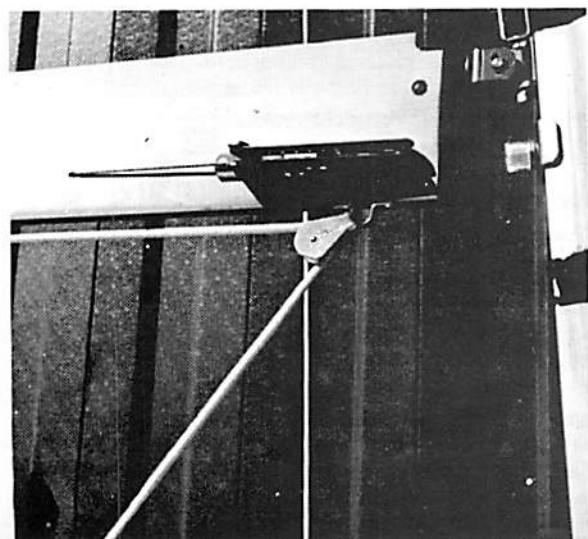
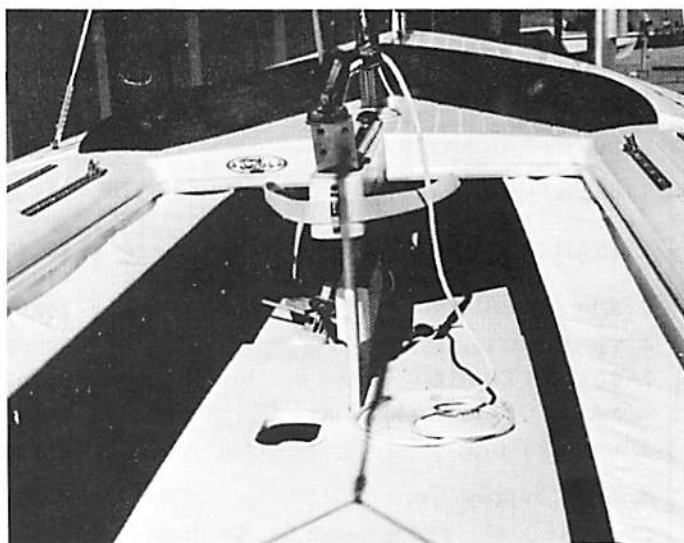


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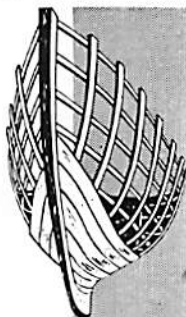
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# SNIPE BULLETIN

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

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## The Cover

Not much use to comment about the cover design this month — it does the job of bringing the Pan-American Games to your attention.

This event is "The Olympics of the Western Hemisphere" and is staged once every four years prior to the World Olympic Games. "Pan" is a prefix meaning "all" and the Pan-American Games are "All-American", taking in North, Central, and South American nations. That means 31 eligible to compete.

The motto of the Games is "America: Espirito, Sport, Fraternite" and means "The American spirit of friendship through sports". It includes the four major languages of the Western Hemisphere - English, Spanish, Portugese, and French.

The Games have been held 4 times with the first in Buenos Aires in 1951; then in Mexico City, Mexico; Chicago, USA; San Paulo, Brasil; and this year for the 5th time in Winnipeg, Canada, July 22 to August 7th.

Four classes of One-Design boats were selected by the governing Olympic Committee to participate in the sailing program. All have been recognized and designated by the International Yacht Racing Union as "International" classes and are: Lightning, Flying Dutchman, Snipe, and Finn. It is indeed a great honor to be so chosen, and Snipe performance in past Games has always been top quality and worthy of the recognition given to both the boat and the organization behind it. SCIRA is going all out to encourage the best available sailors to compete in Snipes, and thus enhance our world standing even more. In the United States, sailors from other classes have been invited to race in district elimination regattas; then the winners go on to a final elimination series which will be sailed in 22 new identical fiberglass Snipes provided by U. S. Snipers. The winner here will be the Snipe entry at Winnipeg.

## THE SCORE

Numbered SNIPIES — 16814

Chartered Fleets — 631

53 new numbers went out during the last 30 days with the result that now France will have 15 new boats on the water this summer; Canada 5; and the United States 33. The total of 197 is now 50 higher than this time last year, so it looks like we're going to have a pretty good year after all!

The group at Mosquodobit Harbour at Halifax, Nova Scotia, in Canada finally got 4 Snipes together in good official SCIRA standing and under the leadership of Don Flemming, used them as a basis for a new Snipe fleet. Charter 631 was granted to the Petpeswich Yacht Club Fleet on March 8th. Thus they got their fleet on the move and with 4 more new boats now in the offing, they will end up with 10 in all for the first season. Quite a nice start - their aim is to become the first fleet in the Halifax and District area, and their theme is, "Have Snipe — Will Travel." Don's address is 3157 Stanford St., Halifax, N. S.



## Meeting of the National Secretaries of the Western Hemisphere

National Secretaries (or their representatives) from Argentina, Bahamas, Bermuda, Brazil, Canada, Chile, Paraguay, United States, and Uruguay were in attendance at the biennial meeting of the Western Hemisphere Secretaries held at the Yacht Club Uruguayo, Montevideo, Uruguay, Thursday night December 8th, 1966 at 7:30 P. M.

Acting Secretary for the Western Hemisphere Horacio A. Campi of Buenos Aires presided.

The minutes of the last meeting at Oakville, Canada, in 1964 were accepted as read.

SCIRA Executive Secretary Mills read the minutes of the 1966 Meeting of the European Secretaries and asked for comment, summarized below:

### ON WEIGHT REDUCTION

Agreed with the report of the European Secretaries that any appreciable reduction from present weight specifications would be of no material advantage and would result in eventual death of the class as now constituted. The performance of the boat is considered quite satisfactory as is.

### ON SPINNAKERS

Arguments against:

- (1) Even if allowed, would not advance present international status of the class or enhance chances of getting into the Olympic Games. Olympic admission is not worth debating, as Snipe with spinnaker could be excluded as easily as included.
- (2) Great technical problems involving many possible changes in both mast and rigging specifications to take and handle added sail area. Crosby investigated that possibility thoroughly when he designed and equipped the hull without a spinnaker. He never intended a spinnaker to be used. It would not be practical on a Snipe. These early experiments and final decisions by nautical engineers and sailors were conclusive.
- (3) Question of cost - could be quite high as existing boats felt compelled to adopt spinnaker setup with mast and rigging changes. Could be priced out of the market. Sails already cost too much. Possible advantages gained would not be worth it.

Arguments for:

- (1) Create more interest in the boat among prospective owners, and by making it more interesting to sail, revive competition among present racing owners.
- (2) Changes have been made in sails over the years, and the adoption of plywood and fiberglass hull materials were additions that did not hurt the class; likewise, this would be a step in the right direction of general improvement.
- (3) Snipe would enjoy a more favorable comparative position with other One-Design classes that do have spinnakers. The younger sailors want them for an added thrill - the older generation appears to be in opposition. Proper course for the future is clear.
- (4) If adopted, spinnaker use could be restricted to certain regattas and then gradually lifted as a majority of Snipers acquired them and made necessary alterations on present boats. Other classes have successfully added spinnakers to their great advantage in popularity, etc.
- (5) Argentina, Canada, and Uruguay felt that guided experimentation by proper SCIRA authorities should be made, using present day standards and not blindly accepting the judgments made 30 years ago under different conditions when Snipe was slowly being developed. They agreed on the presence of technical difficulties, but experimentation should be made as a matter of general principle.

Brazil stated that they had made such experiments and abandoned the idea as practically impossible under present class specifications. They concluded it would be a major change - not a minor one.

(Continued top of Page 6)

## DEXTER THEDE

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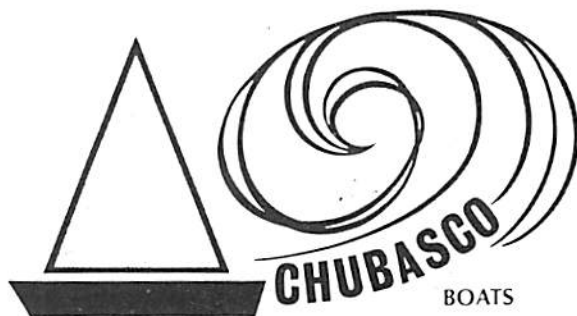
WOOD -

1966 Pacific Coast Championship  
1st and 2nd

GLASS -

1967 Miami  
1st

1967 Clearwater  
1st



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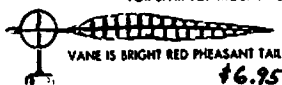
4oz Dacron Main & Jib, Bag, Battens, Jib hanks



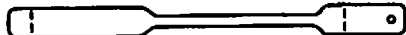
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(WESTERN HEMISPHERE MEETING from Page 5)

It was then moved by Hook (United States), seconded by Siegenthaler (Bahamas) that it was not necessary to experiment with the possibility of using a spinnaker on a Snipe. Motion carried by a 6 to 3 vote.

Mr. Campi proposed that racing rules be further simplified and that one set of SCIRA rules be prescribed for all regattas no matter where sailed or what trophies were involved, thus all SCIRA events would be standardized all over the world. Passed.

He also asked that a maximum wind velocity of 20 knots be established to apply any place in the world. Decided to leave as is.

The adoption of the Olympic Scoring System was discussed and rejected as it was felt that the SCIRA point system was a good one and should be left alone. A unanimous opinion.

The Secretary was instructed to present all the resolutions and actions taken at this meeting to the Board of Governors as suggestions and recommendations for final action.

Brasil moved that Mr. Horacio Campi be elected for a 2-year term as Western Hemisphere General Secretary. So passed unanimously, with accompanying congratulations.

A resolution was passed expressing hopes of clemency being granted to Dr. Clemente Inclan, noted Snipe sailor now being held as a political prisoner in Cuba.

Hook extended an invitation for the 1968 Western Hemisphere Regatta to be held in the United States, with place to be determined later and dates chosen that would not conflict with the Olympic Games in Mexico. Invitation accepted.

Discussion of the 1969 World Championship Regatta revealed that Brasil would like to see it at the new Jangadeiros Yacht Club in Porto Alegre, and Argentina at their own Las Palmas location. It was pointed out that Portugal's invitation for Angola as submitted at Las Palmas, Spain, was on the table for further consideration at Nassau in 1967.

A rising vote of thanks was expressed to Oscar Evert Everett for his hard work in organizing this regatta and acting as General Chairman, and appreciation was voted for all his committees.

Adjourned at 10:30 P. M.

## All Snipe Owners Should Pay Dues Now

Once again the date of March 31st passes by, and with it, the expiration of all the current SCIRA membership cards. Seems like we are always asking for money - or perhaps we notice how short the years are anymore!

Section 12 of the Constitution says: If the owner of a measured boat of the class shall fail to pay his dues within one month of the start of his fleet's official racing season, such boat shall become ineligible to race. Such an owner shall lose his membership in the Association and all rights connected herewith.

The Fleet Captain is charged with the proper payment of dues by the members of his fleet, which means that he must see that the boats are properly registered (transferred if necessary, etc) and measured before sending in any collections for SCIRA membership. He distributes the membership cards and rule books and thus knows the official standing of each boat, and it is up to him to police participants in all official races. He should check constantly to see that all entrants are eligible to race in point score races and sanctioned regattas and make the display of SCIRA membership cards an automatic and mandatory part of the registration of all entrants.

We have a strong organization today because this indirect collection of national dues on a local basis has been practiced for 35 years and strictly observed without any loopholes. Help out your fleet officers by paying promptly, remembering that your organization needs a constant income in order to survive. SCIRA dues are relatively low. Here they are: An individual owner pays \$7.50; if 2 or more people own a Snipe jointly, they are considered as equal owners and each pays \$5.00. In the case of 2 co-owners, the total collected is \$10.00 and not \$12.50 (\$7.50 and \$5.00) as some think. The complete schedule is on page 145 of the rule book. Get the new gray coloured card now and save yourself from getting on the July delinquent list.

## TRAILER SERVICE TIPS

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Your boat trailer, the key to your adventures afloat on distant waters, should get a little preseason attention if your boating fun is to be unmarred by breakdowns or other unpleasantness.

The GATOR trailer people offer some suggestions which will enable you to put your rig on the highway and enjoy yourself during the coming season.

These simple mechanical checks will help prevent trouble before it begins:

1. Check the coupler mechanism, winch gearing and winch line, safety chain, brake actuator (if so equipped), lighting harness, light bulbs, tilting locks and mechanism, to be sure all are working properly and are not showing signs of wear or imminent breakage. Replace broken or worn parts with replacements which can be obtained from your local dealer or supply house.
2. Check rollers for deep gouges or other signs of wear. Replace if needed. Check cradle padding for worn-through spots and replace if needed. Use nylon carpeting strips for cradle pad replacements.
3. Check the frame overall, tongue, fenders, winch mast for the inevitable rust spots. Rub out the rust to the bare metal using emery paper. Retouch areas and spots using matching colors available in spray can at your dealer.
4. Lubricate coupler mechanism with 30 wt. machine or motor oil. Lubricate tilt-frame mechanisms, rollers, cradle mechanisms \*GATOR's Auto-Launch system), winch gearing, tilt-jack gear track using Lubriplate No. 70 or other heavy grease.

Preseason servicing of the undercarriage is not recommended for the amateur by the GATOR folks. They suggest that wheel bearings be examined, cleaned, and lubricated by the dealer or by a competent garage mechanic. Depending upon the fre-

quency of use of the trailer and distances over which it is towed, bearing lubrication may be required several times during the normal season. At every service stop check the temperature of the wheel hub with your hand. If it heats up unduly, have it serviced at once.

Keeping your trailer tires up to the prescribed pressure is another good practice many people do not follow. Check the pressures before starting on every trip, but do not bleed extra pressure off during the trip. There will be a normal increase due to heat generated on the road.

## Wood Snipe Kits in Demand

Judging from correspondence received over the last few weeks of the current winter building season, there is a great demand for a good builder/manufacturer of kits for wood boats in the recognized small boat one-design classes in this country.

Probably 9 out of 10 boats now built are of fiberglass construction, but it is amazing how many amateurs and professional woodworkers want to build their own. Many get together on a "help each other" basis, planning to form a fleet when the boats are finished. One group in Colorado is working now on 12 boats; another in New England on 5. Naturally, cost in most cases is an important item and usually the deciding factor on whether to build or buy, so anyone going into the business would have to give this requirement prime consideration. This would involve volume sales, but if a responsible maker would concentrate on fine material and workmanship and furnish complete fool-proof kits guaranteed to meet class specifications, he should find a ready market all over the United States, not only for Snipes but in most other small one-design classes. And if he could provide fast, prompt delivery with services guaranteed as promised, he should go to town!

Most established builders of the past have practically quit making wood kits, feeling that the future is in fiberglass, as it undoubtedly is for them, but it appears that they are overlooking a good sideline.

## THE CHOICE OF CHAMPIONS\*

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  - **SANDWICH CORE** (optional extra) for wood hull stiffness, but with the low maintenance of fiberglass.
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Stainless hardware. Stainless plastic coated rigging. Aluminum dagger board— $\frac{3}{8}$ " thick for extra stiffness. Boom Vang. Nylon Hiking Straps.

Round spruce hollow slotted mast with built in wire halyard winches for inside halyards stepped on keel or deck. Proctor aluminum mast optional extra. Boom and whisker pole of spruce.

'Varalyay Built' snipes will meet all requirements of the Snipe Class Racing Association. Weight 425 lbs.

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\*'Varalyay Built' Snipes won the National Championship 12 times from 1939-1965

# — Western Hemisphere Title Still in Conrad Family —

## Two Brazilian Teams and One from the United States Dominated the Series



**PROUD BRASILIANS** - Nils Ostergren, official representative to the regatta from Brasil, is happy to identify himself with his championship team: Skipper Ralph Conrad (left) and crew Peter Reinhardt (right)

When a Sniper named Conrad from Brasil enters a regatta, he immediately steps into the "favorite" position. The two brothers, Reinaldo and Ralph from San Paulo, have captured many national and international Snipe honors on the past ten years, and the year 1966 was no exception.

Defending the title won at Brasilia, Brasil, in 1962 and successfully defended in Oakville, Canada, in 1964, Ralph took over the helm from his ailing elder brother, Reinaldo, and with the help of Peter Reinhardt, also from San Paulo, demonstrated that sailing ability was really a family trait. Chalking up a series of 3-3-1-1-4-1 (after dropping his worse race), he won the Western Hemisphere Championship title with 8913 points, a 358 margin over another pair of Brazilian brothers from Porto Alegre, Nelson and Reubens Piccolo. Adding the world-renowned Schmidt twins from Rio de Janeiro to the above duo impresses the fact that Brazilian sailors are TOPS, especially if they are brothers. And not only is the family rivalry strong, but also a geographical tinge enters between the Cariocas (Rio), Paulistas (San Paulo), and the Gauchos (Porto Alegre). The sport writers on the newspapers have a field day in this set-up and since sailing is one of the biggest national sports, public interest is kept at a high pitch.

Earl Elms and Jon Wegand, from San Diego, California, the current U. S. National Champions, finished in third place with 1-5-2-2-2-10 and 8420 points. They led the series with about a 3-boat margin at the end of the 6th race, but a bad 10th finish could not hold up with Conrad's 1st and Piccolo's 2nd, and the U. S. team lost a fine chance to get the trophy or the runner-up spot. Pierre Siegenthaler of Bahamas was 4th with 8036 points and Fernando Sanjurjo of Argentina took 5th with 7970.

The 9th Western Hemisphere Regatta (a biennial event held on the even-numbered years) was organized by the Uruguayo Yacht Club, Puerto del Buceo, Montevideo, Uruguay, and a series of 7 races was scheduled from December 3rd to 11th, 1966. Each country is allowed two teams maximum and so 16 champions from 8 different countries sailed these races over modified Olympic courses on the Rio de la Plata in front of the club, which is located not far from the Atlantic Ocean on the estuary, which is about 100 miles wide at this point. This shallow water has no tides and the current is negligible, but strong winds blowing from every direction can raise or lower the water level as much as 2 or 3 feet. The resulting cross currents (as the wind changes direction or dies down and the water moves accordingly) makes for considerable confusion at times and this unexpected and unpredictable irregularity can produce some devastating results. One never knows what to expect from one race to another.

Under WH rules, a skipper can use his own sails, but can not

use the same boat twice during the series, so drawings are held before each race to determine the boat used, which is furnished by the host fleet in as near equal quality as possible. Then sufficient time must be allowed for each skipper to rig his boat (within certain limitations) to his own liking.

On the whole, the weather was good all week, although Spring squalls and rains during the night kept the port closed for 2 mornings due to wave action. During the week, all kinds of sailing conditions were encountered, which gave a true test to both heavy and light weather boys. All the races were eventually sailed, although the last one Saturday night finished in total darkness (explaining the lack of timely pictures of the winners). The winds held a pretty steady pattern all week ranging from about 8 to 16 mph and usually dropped during the day with shifting toward the end of the late race. However, time ran out only once, and this race was re-sailed the next day. The last race finished just 4 minutes ahead of the gong.

The winning pattern was established early in the series when Elms, Conrad, and Piccolo started to finish high. After bad first races, Siegenthaler and Sanjurjo started to click and joined the leaders. From that time on, a fairly large margin separated these 5 from the rest of the fleet. Another feature was the fact that all victories were quite clear cut with the winners getting an early lead and sailing on to finish without any cut-throat competition. Excellent racing and close, but decisive. The boats strung out in Indian-file and, except for occasional brushes between small groups in the rear, that would be the race.

Elms got caught in a contradictory current in the middle of the course in the last race, while the Brasilians made for shore and, getting a good lift, took over at the windward mark and were never headed again. Piccolo tried his best to catch Conrad but the two of them finished in order about 4 minutes ahead of the nearest competitors. It was the nail that sealed the coffin. They came through when the chips were down and too much praise can not be given them.

The opening ceremony was held at noon Sat. Dec. 3rd when national flags were raised and contestants and visitors were greeted by national sailing and government officials at the club house. Boats were drawn that P. M., fitted up, and tried out in practice races later and on Sunday in stormy weather.

Waves were so high Monday A. M. as the aftermath of Sunday's squall, that the course was not open until that P. M. In winds of 8-12 mph, Piccolo of Brasil and Garra of Uruguay jumped into the lead. Three other boats joined them in pulling away from the rest of the fleet and at the weather mark it was Garra, Conrad of Brasil, Elms of U. S., Garcia Pastori of Uruguay, and Piccolo.

This line-up held around the reaching mark, but on the 2nd beat, Elms had changed places with Conrad. The wind was now a fairly steady 8 mph on this leg, but started increasing on the run, getting up to 15 in gusts. Here Elms turned on all the heat and gradually started to overhaul Garra with the other 3 boats closely bunched behind them. He gained a little on every tack and when the gun went off, was about 5 boat lengths ahead for a very satisfactory victory. Conrad was 3rd, and Garcia Pastori, who had sailed the course with a split rudder post (first leg) had an outstanding performance in maintaining his 4th position regardless. Pedro Dates of Argentina also worked up to 5th on this leg, pushing Piccolo back to 6th. The rest of the boats were far behind.

Tuesday morning saw winds of 40 mph dropping the river level about 5 feet and the port was closed. After noon, the wind started to drop and about 4 o'clock conditions permitted starting the race in a 5 mph breeze. The leaders split tacks at once, one group led by Dates going out into the river on a long port tack, while the others went into shore. The latter failed badly, for they had to fight a strong current created by the returning water. This practically decided the race, for the 5 or 6 river boats jumped into the lead at the



first mark and kept ahead of the rest of the fleet all around the course. Dates led Piccolo by about 6 boats throughout, finally crossing 32 secs. ahead. The rest fought in pairs up the leg in an Indian-file parade (reach) led by Conrad, Sanjurjo, Garra, and Garcia Pastori in order. Seavy, leader of the "wrong tack" boys, was next in 7th and Elms garnered a 10th.

The race Wednesday morning was called with expiration of the time limit. A start was made at 4:30 P. M. in a steady 18 mph wind with white caps 1 beautiful sailing. This race was marked by 3 boats - Siegenthaler, Elms, and Sanjurjo - pulling away from the rest of the fleet at once and staying there throughout the course, finishing in that position. Seavy was the lone pursuer who had a chance to get Sanjurjo, but in vain. Bahamas won by 35 secs. over Elms with Sanjurjo 1:30 min. behind. Another minute separated the next group. One incident marked this fine race when Siegenthaler rounded the reaching mark and headed high for the stake boat, which was not on the next mark. When 3/4ths down the leg and way off course, he suddenly spotted the red flag and made an abrupt right turn to the mark on a full run. It was quite a sight to see the entire fleet following him do exactly the same thing; only a few stragglers sailed directly to the mark. Anyone going down the hypotenuse of the triangle formed could have made time - but no one did! Conrad was over the line early in this race; did not hear the recall; got a DSQ as a result.

Thursday morning brought an overcast sky with a fair wind and rain. Start made at 1:30 in 15 mph wind as the storm let up. Conrad immediately took the lead rounding the windward mark first followed by Piccolo and Hayward. As they entered the second beat, the wind increased and brought disaster. 5 foot waves and winds which some estimated at 50 mph. broke 2 or 3 masts and caused some capsizes. There was some wild confusion for a while with the rescue boats, but fortunately no serious loss was suffered. The race was not abandoned and 9 boats went on to finish with Conrad, Piccolo, Sanjurjo, Garcia Pastori, Elms, and Seavy in order. This race will be long remembered.

A squall brought rain and shift, irregular winds Friday A. M. with the result that the starting gun for the 5th race was not fired until 3 P. M. Sailing was excellent with 14-16 mph winds. Elms and Conrad jumped into an immediate lead and it became a personal duel as to which one would win. Elms led by 15 secs. at the first 3 marks, but at the 2nd windward leg, which was more of a reach than a beat, Conrad took over and maintained his position during the run. When the final beat developed into a straight close reach, it was all over. They were 50 secs. ahead of the rest of the sailors, strung out in single file on the entire final leg from mark to mark with no close competition for anyone. Bahamas was 3rd all the way. The results of this race, which contained only one beat and 1/4th of a beat on another leg, caused considerable unhappiness.

The 6th race Saturday A. M. saw excellent sailing with 10 mph winds. Piccolo, Elms, and Siegenthaler (Bahamas) took the lead this time leaving the rest bunched up with Conrad and

Hayward (Bermuda) engaged in a dog-fight there. At the first mark, Bahamas led narrowly, but at the end of the 2nd beat, he was 10 secs. ahead of Elms and 1 min. of Piccolo. The wind got up to 18 mph and the boats flew downhill, and as it shifted occasionally, again the last leg was more of a reach than a beat. Bahamas had a sweet victory 20 secs. ahead of Elms and 2 min. of Piccolo. The rest of the fleet was far behind, but Conrad came in 4th and Hayward 5th.

At this point, Elms was in front overall of the two Brazilian teams by about 3 boat lengths, and it was evident that positions could change rapidly at the top could change rapidly in the last and decisive race. Also, Bahamas and the two Argentine teams were only a few points apart and the fight for 4-5-6th places would be close and interesting to watch.

In spite of the fact that the morning race finished before noon and sailing conditions remained favorable, it was 4 o'clock before the RC arrived at the line. Then the wind started to drop and shifted so the line was reset twice; at any rate, drop and shifted enough that the line was reset twice; at any rate, it was 5:45 before the gun went off. With a 2 1/2 hour time limit, that meant the race could run until 8:15, with darkness due about 7:40. The RC gambled that the winds would hold up — and they lost!

The fleet split up immediately with part going down the middle of the course and others, led by Conrad and Piccolo, going into shore on a long port tack. That was the right decision, for there they picked up a good wind and favorable drift, taking over the leadership of the race. Elms, out in the river, encountered unfavorable currents with less wind and by the time the first mark was reached, the Brazilians were so far ahead of the rest it was evident they couldn't be stopped. As the wind died down, dusk separated the boats all over the course, and one could distinguish them only by flashing lights on the sails. Conrad finished first in total darkness with Piccolo close behind at 8:11, just 4 minutes under the limit. The other boats came in many minutes later (Elms in 10th), and finally a search boat was sent out from the club to round up the stragglers. It was 9:20 when the RC boat finally left the course. Sanjurjo beat Siegenthaler and Dates in 4th and 5th. Thus only 94 points separated these boats in those positions in the final standings. They really had a contest!

Awards (accompanied by speeches) were made Saturday night shortly after the last race, followed by a social hour with light refreshments and dancing at the club.

Oscar Evert Everett, National Secretary for Uruguay, was the General Chairman of the Regatta and he had many very capable committees. The whole sailing fraternity of Uruguay joined in to make this a memorable and worthy event and all who attended can attest to the fine hospitality received. They provided good racing, too, in spite of many changes in the schedule and social program compelled by fickle weather; in short, they did an excellent job. SCIRA thanks these fine hosts for their effort as the 9th WH Regatta passes into history.

1966 WESTERN HEMISPHERE CHAMPIONSHIP REGATTA  
URUGUAYO YACHT CLUB - MONTEVIDEO, URUGUAY - DEC. 3 - 11th.

/ = dropped race

BOAT	COUNTRY	SKIPPER	CREW	RACES	1	2	3	4	5	6	7	Pts.	Fin.
14414	Brazil	Ralph Conrad	Peter Reinhardt		3	3	1	dsq	1	4	1	8913	1
12115	Brazil	Nelson Piccolo	Boris Ostergreen		6	2	2	8	5	3	2	8528	2
16104	United States	Earl Elms	Jon Wegand		1	10	5	2	2	2	10	8420	3
10826	Bahamas	Pierre Siegenthaler	Eric Schmidt		10	8	11	1	3	1	4	8036	4
16139	Argentina	Fernando Sanjurjo	Enrique Alurralde		11	4	3	3	4	12	3	7970	5
15378	Argentina	Pedro Dates	Ramon de la Llosa		5	1	7	8	6	8	5	7942	6
14777	Uruguay	H.Garcia Pastori	Victor Trinchin		4	6	4	5	7	6	9	7505	7
12705	Uruguay	Pedro Garra	Federico Latourette		2	5	dnf	12	9	7	6	7063	8
6995	United States	Francis Seavy	Peter Duvoisin		12	7	6	4	8	10	13	6649	9
13129	Japan	Yasuhiro Ohara	Nagao Wada		8	13	8	9	10	14	8	6036	10
9882	Bermuda	Bernard Hayward	James Amps		7	11	dnf	10	12	5	12	5995	11
10547	Canada	Howard Richards	J. Crook		9	12	9	7	13	11	11	5845	12
6106	Canada	Ted Haines	L. Newell		15	9	dnf	11	dnf	13	7	5165	13
10507	Bermuda	Richard Todd	Larry Lindo		13	dnf	dnf	dnf	11	9	dnf	4583	14
16673	Paraguay	Carlos Gorostiaga	Juan C. Bobeda		14	14	dnf	14	14	15	dnf	4321	15
16672	Paraguay	Eduardo Petit	Juan Scarpetta		dns	15	dnf	13	15	16	dnf	4011	16

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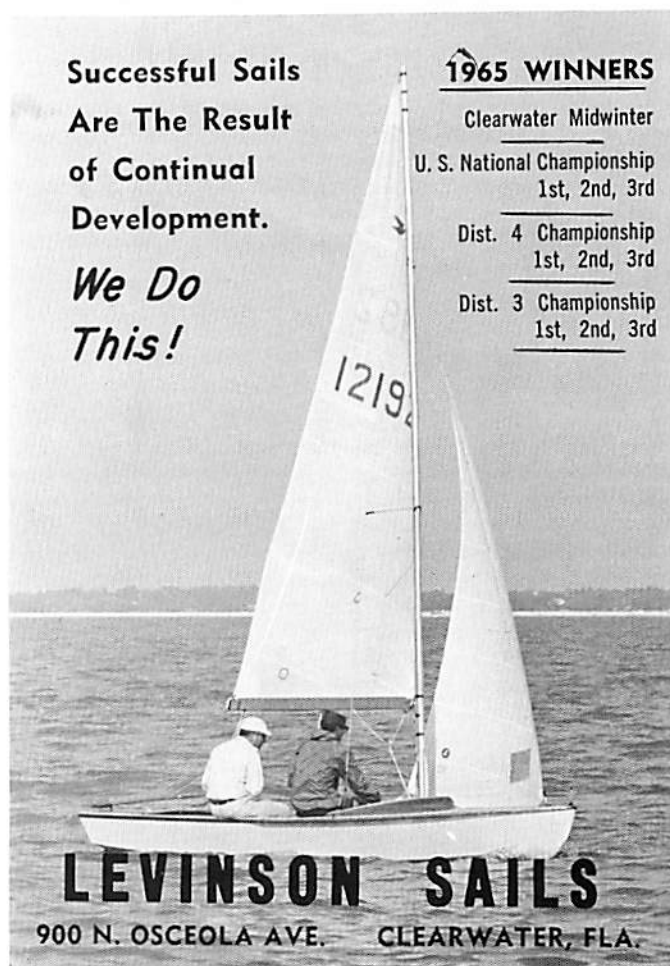
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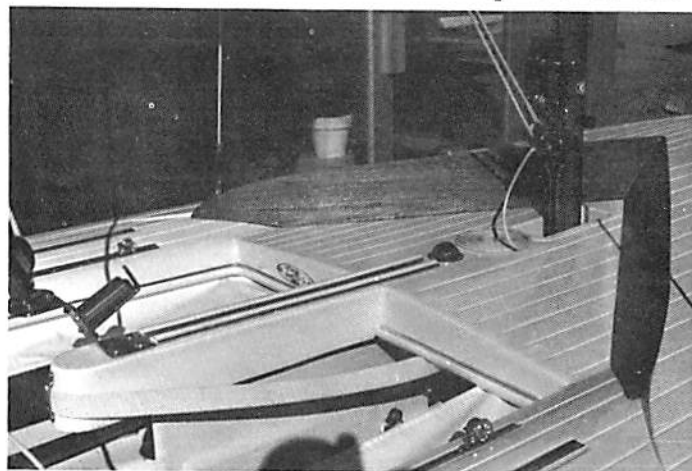
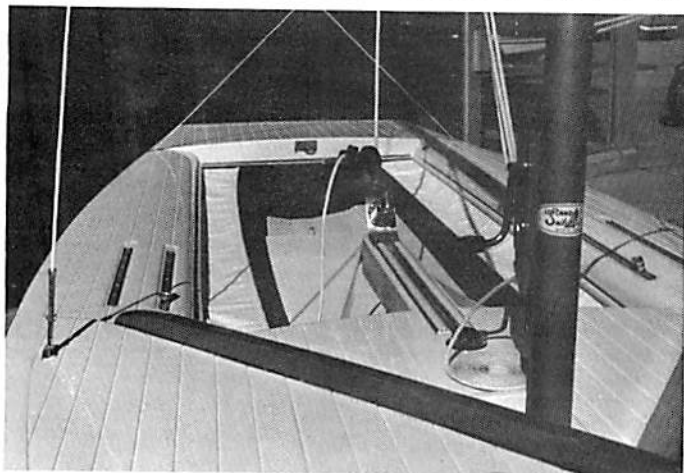
- 1st & 2nd Hoosier Harvest Regatta - Ted A. Wells
- 1st & 2nd Indiana Open Championship - William Hancock
- 1st U. S. National Championship - Wells Series - Berkley Duck III
- 1st Muncie Spring Regatta - Gene Lemke
- 1st Northeastern International Championship - Buzz Levinson
- 1st Chicago Indian Summer Regatta - Gene Lemke
- 2nd District III Championship
- 2nd Ohio State Open Championship
- 2nd Decatur Labor Day Regatta
- 1st Jackson Hospitality Regatta - William Hancock
- 2nd-1967 Bahamas Winter Championship - Buzz Levinson

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## GENERAL RULES FOR UNITED STATES CONTESTANTS

1. Three boats from each of the listed District Series will be eligible to go to the final Pan-American trials on Lake Minnetonka at Minneapolis, Minnesota, July 13-16, 1967. The winner at Lake Minnetonka will be eligible to go to the Pan-Am Games to be held in Winnipeg, Canada, July 25 to August 2. The winner must be ready to depart with the Pan-Am team on July 19th, 1967.
2. The series at Lake Minnetonka for Snipe will be sailed in new Lofland fiberglass Snipes, equipped and rigged. Contestants will need to bring only their sails, line, and personal items. Changes in rigging will be limited to minor adjustments.
3. Contestants may sail in only one District elimination series — the one in which their home residence is located, unless special permission is obtained to sail in another District for good reason.
4. Write to the man listed in charge of your District for full particulars about eligibility, time of races, etc.
5. Each District contestant need not be a member of the Snipe Class (SCIRA), but he must furnish a legal Snipe, sails, and essential equipment to participate. His entry must be made to the District before deadlines, which may vary from 10 days to 2 weeks in advance of the District date.
6. Some Districts may have limitations on how many can enter — for instance, District III permits only one boat for each 5 from Snipe fleets in its district to enter. However, other classes may also send 2 representatives from their classes to each District series, but such entries must follow Rule 5 above.
7. No one should enter the District Series unless they are able

and intend to go on to the Lake Minnetonka Series if they qualify, and on to Winnipeg if they win.

8. Questions which individuals or Districts may have on the Pan-Am Series should be sent to Harry Levinson, 6605 Sunny Lane, Indianapolis, Indiana 46220. Also, see the December 1966 BULLETIN for more details about the Pan-Am trials.

## SNIPER PAN-AMERICAN DISTRICT ELIMINATIONS SERIES

(Location - Dates - Man to contact)

- DISTRICT I** - North Atlantic States - Lake Quassapaug, Middlebury, Connecticut, May 27-28. Luke Czarny, 4 Summerfield St., Naugatuck, Conn.
- DISTRICT II** - West-Central States - Lake Hefner, Oklahoma City, Oklahoma, June 16-17-18. Bob Elwell, 301 West 11th St., Kansas City, Missouri.
- DISTRICT III** - North-Central States - Lake Peoria, Illinois River, Peoria, Ill. Ed Grier, 713 W. Stratford, Peoria.
- DISTRICT IV** - Southeastern States - Lake Chickamauga, Chattanooga, Tennessee, May 27-28. Brad McFadden, 777 W. Peachtree St. NE, Atlanta, Georgia 30308
- DISTRICT V** - Northeastern States - Irondequoit Bay, Newport YC, Rochester, New York, June 17-18. Paul Bellem, 318 Panorama Trail, Rochester, NY 14625.
- DISTRICT VI** - Southern California & Southwest States - Cabrillo Beach, Los Angeles Harbour, San Pedro, California, June 10-11. Arch Higman, 3316 Grayburn Rd., Pasadena, Calif. 91107.
- DISTRICT VII** - Northern California & Northwest States - Yale Lake, Cougar, Washington, June 24-25. Bob Walrath, 13831 NE. Klickitat Court, Portland, Oregon.

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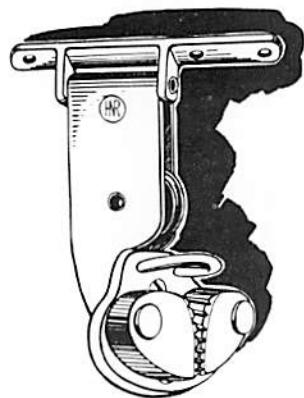
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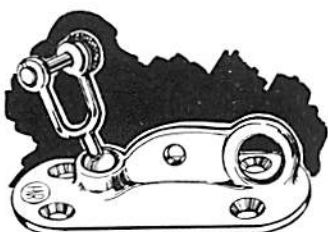
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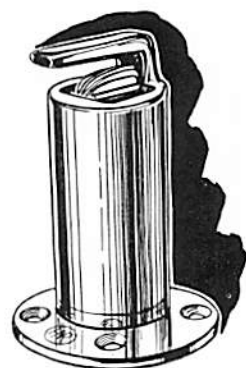
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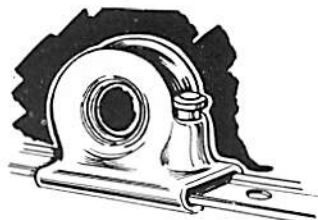


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# Wells Wanderings



by Ted Wells

April 1967

## THE WINTER CIRCUIT

The Snipe version of the Southern Racing Circuit came into being this year after Nassau and before Clearwater, with a trophy for the highest point total score at all three places being donated by Past Commodore Carl Zimmerman.

There were quite a few records set in the process. Some of them, I hope, will be equalled in the future, but I'm afraid won't - and some I hope will never be equalled, but I'm afraid will.

It will be difficult to ever again have as good weather overall, although Regatta Weather reared its ugly head at the start of both the Nassau and Clearwater Series. A new record of one hour and forty minutes late was set by one skippers' meeting, and a record of 100% of all races being later than advertised was not achieved due to a technicality - a windshift of 180 degrees at the last minute gave one committee an out.

The Bacardi series of three races at Nassau was supposed to start Sunday, February 26th. The weather was sailable (about a 15-20 mph wind), but it was cold and the only thing that there isn't any substitute for at a winter resort - sunshine - was absent, so they wisely postponed until Monday. After all, this wasn't advertised as a frostbite series! Good reason for postponing. This, of course, was the first cold spell of the year (typical Regatta Weather), but it warmed up and the sun came out, so off we went on Monday.

All three races in the Bacardi Series were sailed Monday, with winds generally about 15 mph., going occasionally to 20. This may not sound like much to Plains States sailors, and it isn't if you are ready for it, but a 15 mph wind on a cool day at sea level is a lot different than it is at a higher altitude and temperature. Also, the water gets a lot bumpier on Montagu Bay than it does on a lake in relation to wind velocity requiring a lot more hiking out to make the boat go. My Jackson, Mississippi, skipper-turned-crew-for-the-occasion, J. D. Drake, Jr., is by now one of the steadiest customers at the Jackson YMCA, I'm sure. Our boat driving ability deteriorated rapidly after the first two-thirds of the first beat of each race. He now realizes what I meant when I was talking about being in condition.

Miami Fleet 7 put on their regatta at the Coconut Grove Sailing Club on Biscayne Bay. This is a beautiful place to sail; the weather was warm and sunny; the starting lines were perfect, and so were the courses, although they might have been a little long in relation to the starting times. The winds varied from a little too light for me in relation to the heights of the bumps on the water toward the end of the first race to just

enough to cause J. D.'s muscles to complain bitterly toward the end of the third race. Fleet 7 will have a hard time in the future equalling their first Southern Circuit Regatta.

When we arrived at Clearwater on Monday, the wind was blowing about 20 to 25 mph; the weather was fair but cool; and the Coast Guard Small Craft Warning was up. Standard Clearwater Regatta weather! The forecast for the next day was colder, rain, and winds to 40 mph. The cold and rain materialized in the morning, but the rain stopped and the wind never got over about 6-8 mph. The weather bureau as usual had its head in a bucket and kept on announcing all day that the wind was going to blow 40 mph, so the Small Craft flag stayed up and we had to go to South Bay instead of the Gulf. This trip is accomplished by doing sort of a Volga Boatman act, capsizing the boat, then leading it on its side as the erstwhile occupants walk along a path under a low bridge. The operation has to be seen to be believed. Barbara Manz of St. Croix, Virgin Islands, has promised a picture.

The remaining five races were sailed in very pleasant breezes on the Gulf. I sailed in shorts the last two days and never used the foamed lined waterproof coveralls I had bought especially for the occasion. My crew for this regatta was Knowles Pittman, publisher of One Design and Offshore Yachtsman Magazine, and a Star sailor. He had a pleasant, but not very profitable (from the standpoint of silverware) introduction to Snipe sailing. We will never know whether we were lucky or unlucky that the winds were all so light that we never found out whether he had the muscles to hold his 190-odd pounds hiked out. He had a broken leg not too long before, so it was probably just as well.

From the standpoint of scientific observation: the only thing coming out of the series is confusion. When I went fast, I went very fast; when I went slow, I went very slow. I'm afraid, as I suspected at the time, that Phoenix regatta was the drifter of the decade for me. There was one drifter at Nassau (embellished with weeds worse than Chautauqua, and harbor debris such as empty paper whiskey cases). There was no really new significant new data on the fiberglass vs. wood hull debate. In the Dudley Gambelin series at Nassau, one Daily First trophy went to Tom Nute with a wood boat; one to Buzz Levinson; one to me; and two to Dave Ullman in Earl Elms' fiberglass boat. Winnie Levinson should have had an award for Most Valuable Crew of the Regatta as Dave Ullman didn't accomplish anything until he signed her on to crew for him in the last two races, both of which they won. (Buzz was sailing a new fiberglass boat).

Earl Elms won at Miami and Clearwater with his fiberglass boat, doing a better job than anyone else of getting good starts and then going fast in the right direction. Incidentally, in almost all the races in all three regattas, it was necessary to make an early correct decision on which way to go. If you started late, you just joined the parade or went the wrong way and down the drain. At Clearwater they have a throw-out race. Earl came to the last race without a throw-out, so he goofed the start, then proceeded to work up to where he missed first by about five feet. He still didn't have a throw-out.

In case it doesn't appear elsewhere in this issue, the Bacardi series and the Zimmerman trophy were won by Jerry Jenkins, and the Gambelin trophy was won by Tom Nute.

## District 3 Championship

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July 13-14-15, 1967

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Lightnings Y-Flyers  
Sunfish

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## Riff-Raff Regatta

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Cowan Lake, Ohio

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— June 10-11, 1967



## Fleet 131

PEORIA, ILL.

## SLAUSON MEMORIAL REGATTA

Invites You

June 24th-25th

2 Races Saturday - 1 Sunday

FOLLOWING WEEKEND

\*\*\*\*\*

## PAN-AMERICAN GAMES ELIMINATION SERIES

District 3 sailors only

July 1st-2nd

\*\*\*\*\*

Write for complete information  
on either regatta to:

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## WANTED AND FOR SALE DEPARTMENT

### CLASSIFIED ADS. Used Boats and Equipment

Why not try an ad here for only five cents a word, at a minimum charge of \$2.00? **RESULTS WILL BE GOOD!** These small ads are accepted on a cash basis only, so send a remittance for the proper amount with your order.

**RUGGED ALUMINUM WHISKER POLES** - buoyant, light, strong. Shaped half-moon rubber pad clings to the mast, yet cannot gouge or scratch the varnish. Large, clothes-pin type jaws grasp the jib sheet hard enough to jibe the pole, yet release instantly. \$20.00 Postpaid.

We also make buoyant, light, aluminum tubing **UPHOLDERS** for dagger boards. 18" uplift, enough to retract the point of the board within the trunk. \$3.50 Postpaid.  
Clarence Borggaard, The Boat Shop, 391 Riverside Ave., Medford, Massachusetts 04416.

**LOOK! LOOK!** - You can win a beautiful Custom Built laminated Vee Plank Snipe Boom. Furnish us with proof you have placed First or Second in a District or National Regatta during 1965 or 1966 while sailing with a Psot Mast, laminated of clear sitka spruce. Our new mast is furnished with Holt-Allen shive cages, a string to pull your halyards through, and loose stay tangs. Average weight of deck-stepped mast is 15-1/2 pounds with 2" deflection. Priced at \$121.50 F.O.B. Post Woodworking Shop, 2020 East 1st St., Tempe, Arizona. 85821. Phone: 967-6751

**FOR SALE: JIB SHEET AND MAINSHEET ROPE** - Having trouble with your sheets not holding in your jam cleats? Marlow Pure Anchor Braid is made especially for the racing sailor. **FUZZY FINISH** (not the slick-finish braid). It will not slip in cam cleats. Will outwear all other types - easy on the hands. 1/4" @ 14¢ ft; 5/16" @ 21¢ ft; 7/16" @ 32¢ ft. Imported from England and exclusive with **LEVINSON SAILS**, 900 N. Osceola, Clearwater, Florida.

**SAIL AWAY** - A Racing Game. Realistic game of skill for the racing skipper and novice alike. Excellent method of teaching tactics and racing rules while enjoying the fun and thrills of a realistic sailing race. 2 to 6 can play. \$5.00 postpaid. **MULLINCRAFTERS**, Box 885, Saddle River, New Jersey

**FOR SALE: SNIPE 11862 LOFLAND** - excellent condition. 1965 North sails with new bendy mast; ready to race with a good record. \$950.00. Contact Steve Hazeltine, 177 Lynn Fells Parkway, Melrose, Mass. Phone 617-665-5503.

**FOR SALE: LEON IRISH SNIPE 12881**. Yellow fiberglass hull with white deck. Weight 425 lbs. Always dry-sailed; Aluminum board; winches in mast; beautiful North sails. New last summer. Canvas cover. \$1150.00. Dr. W. C. Grabb, 325 Barton Shore Dr., Ann Arbor, Michigan 48103.

**FOR SALE: Snipe 13208 - LOFLAND FIBERGLASS**. One suit dacron sails; boom vang; bailer; Race-Lite fittings; and trailer. All in top condition and ready to go for only \$925.00. W. K. Callahan, Jr., 215 E. Washita, Springfield, Mo. 65804. Phone: 417-881-8158.

**ATTENTION SNIPE OWNERS** - **NEW CLUB** being formed at **FOX LAKE**, Illinois. Will race weekends and Wednesdays. Anyone interested in being a club member of this Snipe or sailboat club, please write or contact Mr. E. C. Tierney, Jr., 94 N. Lippincott Rd., Fox Lake, Illinois 60020.

**FOR SALE: WATTS DACRON SAILS** - Medium cut. Never been used and in perfect condition. Make an offer. C. R. Felton, Jr., 2817 Oak St., Michigan City, Ind. 46360 or call 219-872-9584.

**FLX Won't Win Races for You** - but it will sure hold you together while you lose! **FLIX** is a Bonding Filler for making fast, permanent repairs on wood, fiberglass, or metal boats. Handy for installing fittings, bailers, etc. Only \$2.50 per pint. Send check with order and we will pay the mailing costs. **FIBERGLASS SUPPLY CO.**, 2442 Lakeshore, Shreveport, La.

**FOR SALE: SNIPE 15008**. Leak-free mahogany plywood boat at minimum weight. Spruce deck-stepped mast with winches. Medium cut North sails; all racing equipment; trailer; cover. All for \$850.00. J. L. Peterson, 5844 East view Ct., Indianapolis, IN 46250. 317-849-0983.

**FOR SALE: 9885 BOTVED** - a sister ship to most Bermuda boats. New bright deck-trunk-boom-mast-rudder-tiller. Ulmer sails used less than one season. Cover; good trailer; stainless board; light; ready to go. \$775.00. Stanley E. Thompson, 1 Waverly St., Glen Head, L. I., NY 22545.

**FOR SALE: LOFLAND 12008**. Refinished 1966. Complete; sails; trailer; racing gear; cover, etc. \$850.00-less trailer \$750.00. J. O. Cooper, 1314 S. Delaware, Springfield, MO 65805.

## SANCTIONED SNIPE REGATTAS

**APRIL 28-29-30 SPRING Regatta**, Shreveport YC, Shreveport, La. Ray Burford, 2931 Curtis Lane, Shreveport.

**MAY 6-7 13th ANNUAL COTTON CARNIVAL Regatta**, Delta SC, McKellar Lake, Memphis, Tenn. Frank Jones, 1416 Glen Oaks Dr., Memphis, TN.

**MAY 13-14 LANSING KICK-UP Regatta**, Lansing SC, Lake Lansing, Michigan. David Webb, 628 Park Blvd., Lansing, Michigan.

**MAY 12-13-14 6th Annual ROSE CITY Regatta**, Tyler YC, Lake Tyler, Tyler, Texas. Ronald Cumella, 2608 Shenandoah, Tyler, Texas.

**MAY 13-14 SOUTHERN SNIPE Championship Regatta**, Privateer YC, Lake Chickamauga, Tenn. Peter Duvoisin, 4 N. Lynncrest Dr., Chattanooga, Tenn.

**MAY 20-21 NORTHEASTERN INTERNATIONAL Regatta**, Crescent Sail YC, Detroit, MI. Open to District I, III, V, and Canada. Crescent SYC, 272 Lakeshore Dr., Detroit, MI 48236

**MAY 20-21-22 SOUTHWESTERN Championship**, White Rock SC, White Rock Lake, Dallas, Texas. Ed. L. Haynes, 7236 Westbrook, Dallas, TX 75214.

**MAY 27-28 WHITTEMORE - ST. JOHN Invitational Spring Championship and PAN-AMERICAN GAMES Elimination Series** for District I, Quassapaug YC, Lake Quassapaug, Middlebury, Conn. Luke Czarny, 4 Summerfield St., Naugatuck, CT.

**JUNE 3-4 BRIODY Memorial**, Cuba Lake YC, Cuba Lake, New York.

**JUNE 10-11 RIFF-RAFF Regatta**, Cowan Lake SA, Cowan Lake, Ohio. Jim Menzies, 8710 Mockingbird, Cincinnati, Ohio 45231

**JUNE 24-25 SLAUSON MEMORIAL Regatta**, Illinois Valley YC, Lake Peoria, Peoria, IL. Louis J. Leber, 7034 N. Teakwood Ct., Peoria, IL.

**JUNE 24-25 CONNECTICUT STATE Championship**, Quassapaug YC, Lake Quassapaug, Middlebury, Ct. James T. Fairclough, Hermitage Dr., Woodbury, CT.

**JUNE 24-25 MIDWESTERN Championship Regatta**, Wichita SC, Santa Fe Lake, Wichita, Kansas. Ted A. Wells, 755 Edgewater, Wichita, Kansas.

**JULY 1-2 MISSOURI VALLEY Championship Regatta**, Iowa-Nebraska SA, Lake Manawa, Council Bluffs, Iowa. Floyd E. Hughes, Jr., 8 Westlake, Council Bluffs, Iowa.

**JULY 8-9 DIAMOND LAKE OPEN Championship Regatta**, Diamond Lake YC, Cassopolis, Michigan. Frank Pontious, 242 Spring Ave., Glen Ellyn, Illinois.

**JULY 8-9 DISTRICT FIVE Championship Regatta**, Chautauqua Lake YC, Jamestown, N. Y.

**JULY 13-14-15 DISTRICT THREE Championship Regatta**, Island Bay YC, Springfield, Ill. C. Fred Smith, 530 Williams Blvd., Springfield, IL.

**JULY 22-23 NEW YORK STATE Open Championship**, Keuka YC, Keuka Lake, Keuka, NY.

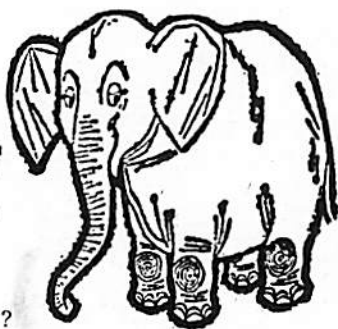
**JULY 22-23 MICHIGAN STATE Championship**, Torch Lake YC, Torch Lake, Michigan. Joe H. Williams, 401 N. Barron St., Eaton, OH 45320

**JULY 22-23 OHIO STATE Open Championship**, Akron, Ohio.

Lowry Lamb, Jr.  
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Chattanooga, TN 37403

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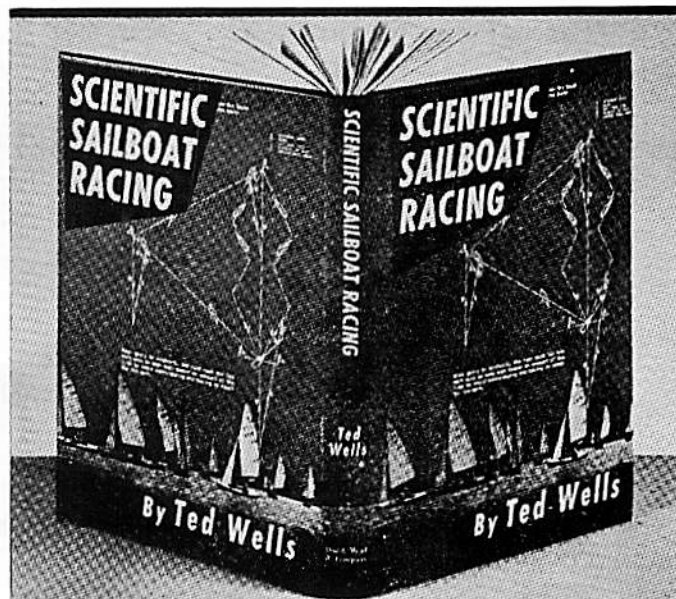
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