

# *Snipe* **BULLETIN**

DECEMBER 1967

Vol. XVII No. 6



Commodore  
Basil Kelly  
Bahamas



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



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## Voice Of The People

### SCIRA/COLOMBIA MAKING HEADWAY

"The best news yet is that I think in the near future I will have 3 more boats as the nucleus for another fleet. I am working very hard to promote the class in not only my own area, but in all Colombia. In the future, I will also have a promoter in Cali, because they have a large reservoir there near the city, but they have never sailed on it.

As you know, we expect to get the next Pan-American Games in 1971 (they did! - Ed.) and if it is granted my plans are to teach and promote the Snipe Class in every city in Colombia that may have facilities for sailing. My group of Snipers are going to film an 8 mm short story of the Snipe in Fleet 624, and we are going to show this film in Bogota, where right now there is a group of 5 young men about to order the construction of 5 Snipes. Trouble is the fittings and sails - one must get them from abroad, because import regulations here are very high. You must remember that in Colombia, sailing is a very rare sport." - Daniel Moreno Grob, National Secretary for Colombia.

### DICK TILLMAN LOOKS AT SNIPE AND THE OLYMPICS

"After last year's IYRU meeting in London, one of the U. S. delegates commented that the Snipe had received "the final death blow" in its hopes of becoming an Olympic Class. However, there have been subsequent indications to nullify that inept expression.

One of IYRU's objections to the Snipe was that it is neither a self-rescuing nor a high-performance boat. On the first point, the IYRU does not like the idea of a boat that will swamp the moment it capsizes. I doubt if any of us do, either. Fortunately, it is not difficult to correct this shortcoming. Side tanks built into the hull would keep water out of the cockpit making it possible to right a capsized boat without swamping. Of course, Snipe does not sink, but, at present, it can be swamped. If SCIRA had such a rule, it would eliminate one unfavorable point toward its selection in the Olympics.

On the second point, an idea worth considering to make the Snipe a more high performance boat is the adoption of a spinnaker. This, of course, is a change which would take time to bring about and a decision to be made only after exhaustive testing and evaluation with the welfare of the class as a whole given primary importance.

And another point which should not be neglected is a possible alteration in Snipe's rig. This might be necessary for the proper and efficient use of a spinnaker. Or otherwise, the jib, for instance, could be somewhat enlarged by lengthening the luff and foot. This would give the boat added power in all winds, make it plane quicker, and have the desirable side effect of reducing excessive weather helm, which is characteristic of some boats. Other changes which could improve the handling of the boat is a redesign of the rudder and/or centerboard. The aspect ratios or shapes could be changed to give the boat an even greater ability to go to windward and provide better maneuverability in extreme conditions.

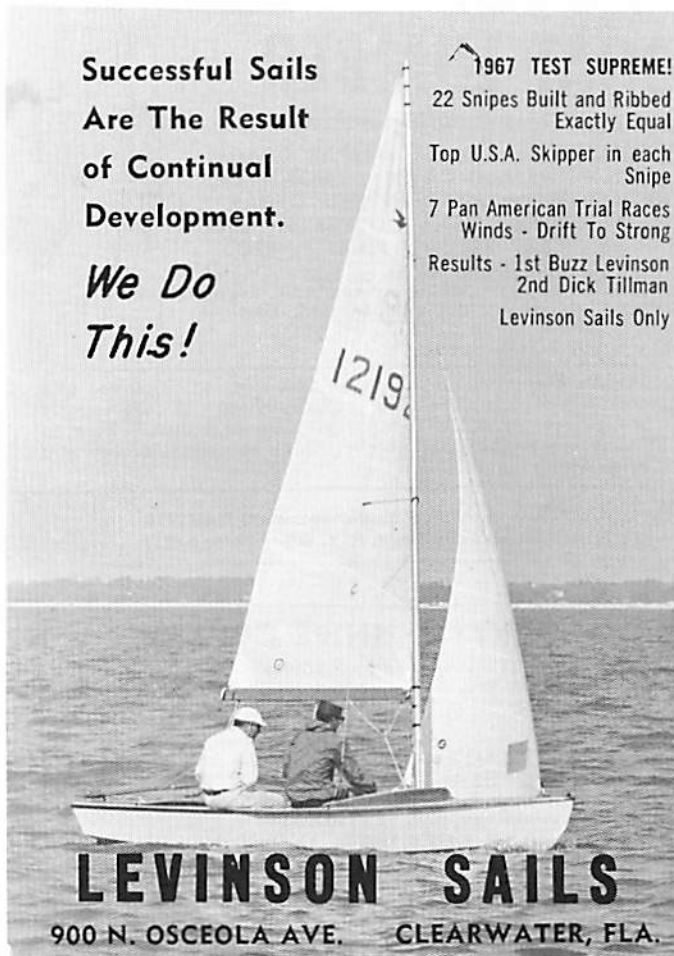
The above changes may or may not enhance the image of Snipe in the eyes of IYRU. They would, however, make the boat more enjoyable to sail and a more appealing class to newcomers. If properly conveyed and introduced into the rule, they should not - and would not - cause an undue hardship or expense to present owners. Note that no changes in hull specifications are involved in any way. These suggestions are food for thought.

Whether they are adopted or not, it remains the objective of SCIRA to continue its goal of someday being able to say, "Yes, the Snipe is an Olympic Class". SCIRA must not stand absolutely still in the face of changing times and application of modern design and technology. SCIRA's long time effort in claiming Olympic status will remain within reach as the SCIRA community continues to make improvements for the betterment of the class. Snipe has not been dealt the 'final death blow'."

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1st—District 6 Championships  
1st & 4th—San Diego Snipe Hunt—5 straight 1sts  
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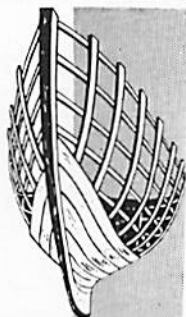
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## —THE SCORE—

Numbered SNIPES — 17379  
Chartered Fleets — 645

When the score was last published, there was still the month of September to go before the totals for the fiscal year ending October 1st could be compiled. At that time, we needed 59 more new boats to equal our all-time high of 755 issued in 1962. We were not very hopeful at that time, as you might recall.

Well, we were pleasantly surprised when demand made a sudden spurt with the result that 66 numbers were issued. The U. S. came to life again and took 30; Denmark 20; Brasil 15; and Paraguay 1. And we are happy to announce that the period total of 762 is the best of SCIRA's 36 years, just 7 more than the record. 1965 is now in third place with 727. All other years have been under 700. It is 142 over the 620 of last year.

1967 is 287 over the 35 yearly average of 475, and this raises the average to 483, an increase of 8. That means about 1-1/3 Snipe every day for 36 years - a record which stands by itself in one-design classes. SCIRA is the World's Largest Racing Class!

Ten countries accounted for 721 of the numbers with 433 for the United States; Japan was next with 50; England and Denmark 40 each; Canada 32; France and Spain 30 each; Argentina 26; and Brasil and Turkey 20 each. The other 41 went to 8 different countries. This distribution is a very fine example of how popular Snipe is all over the world.

And further evidence of the steady growth of the class was the application by Marcos Brieva Ayuso, National Secretary of Chile, for 2 new initial fleets in his country. About 2 years ago, he started to try to organize sailors in his area, and got further inspiration when he attended the Western Hemisphere Regatta at Montevideo last December. Fired with enthusiasm, he returned home and now we have two fleets there for the first time - Charter 644 went to the Yacht Club de Chile Fleet at Valparaiso with 7 new boats and Jaime del Alcazar the first Fleet Captain; Charter 645 was issued to the Pichidanguí Fleet at Santiago de Chile. They only have 3 boats as a starter, but hopes are high for rapid growth under the leadership of Andres Minivelle. The address for the National Secretary is 142 Urriola - Of. 414, Casilla 818, Valparaiso, Chile. Incidentally, Don Jaime del Alcazar S., is Sr. Consul de Bolivia, so SCIRA is making an indirect contact with yet another country in the Western Hemisphere.

**YOU CAN HELP WITH THE NEW RULE BOOK!** Another appeal is made for assistance in getting pertinent local and fleet information. Send in names of officers, winners of your local and district sanctioned regattas for 1966 and 1967. We have some of this, of course, but a double-check never hurts.

## Frank Levinson Tells How He Tunes Up a Snipe

This past summer, Dick Tillman came over from his European Air Force Base and sailed in the Pan-American Games Trials. As Dick and his brother, Jack, had not sailed their own Snipe for about two years, it was apparent that some quick tuning was in order.

My brother Harry's Snipe had won 3 National Snipe Championships, so we had a good base to work from and we used it for comparisons. Buzz, Harry, and I took turns sailing and crewing on Harry's Snipe, and Jack and Dick Tillman sailed their boat. Several times we switched boats so we could see if the "feel" was different.

The first difference we noted was that the Tillman Snipe did not have any "feel" on helm going to windward. To me a boat has to "want" to go to windward, or, in other words, have a little helm - not a lot of excessive pull, but enough of a slight tug on the tiller so that the helmsman does not have to "steer" the boat.

"Rake the mast," was our decision, and we did this about three different times until we used up all of the shackles on both boats. We had just put a new aluminum mast in the Tillman Snipe with internal shroud attachments, so we had to tune it. All this light air racing was in Indianapolis on Geist Reservoir, which can drive a fellow crazy with its shifts and drifters, but finally we appeared about even with Harry's boat.

During this light air experimenting, we had changed mainsails on Tillman's boat from a big bag with a tight leech to a normal "all-weather" sail. This latter sail seemed to be superior, and with the different adjustments on the luff and foot, we were able to set it properly for light airs. Later in the heavier air, it also proved faster, and with the adjustments, we trimmed it as it should be.

Next, we trailed our Snipes to Lake Wawasee, Indiana, (where all five men grew up together as boys; lived in adjoining cottages; and learned to sail Snipes under the leadership of Frank, the eldest - Ed.). Bill Crosby had called this the perfect Snipe lake, and we hoped to find more wind there. But before sailing there, we went over Tillman's Snipe and noted the little differences in rig from Harry's Snipe. One item was the main traveller. This positions the mainsail and has a lot to do with the leech of the main, which actually determines the set of the sail. Dick made a new traveller.

We got our breeze at Wawasee. Some more rig adjustment - we let off a little this time on the sidestays. This helped, and the sails worked even better. Harry's Snipe had always been very fast in a chop with medium (15 to 20 mph) air, and when Tillman was able to stay even and get to the windward mark first, we decided that he was O. K.

Both Dick and Jack are big boys, so we made several weight distribution changes in their positions and this helped, also.

I wish we could have had time to get a sharp rudder and tighten the daggerboard slot in the Tillman boat, but time ran out.

As a result, Tillmans qualified at Peoria in a tough District regatta, where they had failed to qualify two weeks earlier in Oklahoma. Then, in the trails at Minneapolis, they were second while Buzz and Harry got first.

All total: we ran about 15 scrub races - sometimes two boats, sometimes four boats. It was very interesting and actually, this is probably the best way to tune a boat: go up against a proven winner!

You may wonder why we spent so much time adjusting for windward work. It has been my opinion that if a Snipe doesn't go to windward, you might as well stay on the trailer!

So many people say, "This is wrong with my boat" or "My sail isn't just right" or "If I only had that type of equipment", when, if they would spend more TIME IN THE SADDLE and HAVE A GO against a top dog, they would soon learn to tune their boat themselves. There is always something new in tuning and some gadgets that mean more "go fast", and this is what makes racing the challenge it is.

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# Canadian Championship Races

CHARLES WHITE WINS TITLE - HOWIE RICHARDS A CLOSE SECOND - DOUG KEARY THIRD IN A FINE SERIES.



AWARDED DOMINION CHAMPIONSHIP - Charlie White of the Armdale, Nova Scotia, Yacht Club was declared the winner of the championship. His crew, Peter Fry, is shown at left.

— Photo by Schuurkamp.

The 1967 Canadian Snipe Championship for the Leckie Trophy was hosted by the Northern Yacht Club, North Sydney, Nova Scotia. The races were sailed on North Sydney Harbour, considered to be the finest race course in Eastern Canada because of the strong, consistent winds which prevail there.

Since this was Canada's Centennial Celebration year, Commodore Owen Bryden of the host club and his flag officers and Committees decided the club's centennial project would be the sponsoring of a special 10-day regatta, with the Canadian Snipe Championship being the main event. Their months of preparation were most rewarding, and since the club received great cooperation from the citizens of the town, the press, television corporation, and the Cape Breton Tourist Bureau Association, the races and entertainment program proved an outstanding success.

Registration for the Snipers opened August 10th with 28 Snipe teams registering, and 20 qualified for the Canadian Championship representing 9 different yacht clubs. The regatta closed on August 20th with a banquet and presentation of prizes. In addition, two other banquets were sponsored by the club during the regatta.

The regatta consisted of 5 different Snipe series comprising 17 races in all. All races were sailed over Olympic courses and ideal sailing conditions prevailed throughout the entire period. Every trophy was keenly contested with the result that all five trophies were won by 5 different crews, which made for happiness and general contentment.

**THE TUNE-UP TROPHY** was won by a veteran Snipe skipper and former Canadian Champion, Dan MacKenzie, with crew Mike Astephen, representing the Royal Cape Breton Yacht Club.

**THE CENTENNIAL TROPHY**, a special feature this year, was presented to the Northern Yacht Club by Barney Lobe for Annual Snipe Competition, open to all Canadian clubs. The series consisted of five races with each skipper scoring his best four races. This trophy was won by another veteran skipper recently returned to Snipe competition, Dr. Ray Kennedy with son Stephen as crew, from the Bras d'Or YC, Baddeck, N.S.

**THE NOVA SCOTIA PROVINCIAL CHAMPIONSHIP** was a 3-race affair and was captured by Howie Richards and Eric Saeyes of the Oakville YC, Ontario. Richards represented Canada at the Pan-American Games last summer. He is also a former triple winner of the Canadian title and has won the provincial and maritime trophies many times.

**THE MARITIME PROVINCES CHAMPIONSHIP** was another 3-race competition and was captured by the National Snipe Secretary and former Canadian Champ, Doug Keary with his son David as crew, from the Oakville Club.

**THE CANADIAN SNIPE CHAMPIONSHIP** for the Leckie Trophy was a 5-race series with the skippers scoring their best 4 races. All races were sailed under ideal conditions with winds averaging 15 knots and the series was the closest finish ever witnessed in Canadian Snipe competition. On completion of the first 3 races, it appeared Richards was well on his way to another title. He had a score of 2-1-1, while Charlie White, his closest competitor, racked up a 1-dsq-3. Howie had won twice over White and one more victory should give him the title. White knew this - and had ideas of his own!

In the 4th race, Baddeck's skipper "Casey" Baldwin flashed an outstanding performance as he chased White across the finish line to take 2nd place in front of Richards.

And the 5th race saw Doug Keary win out in a hard fight for 1st place. But White's 1521 points scored here was a big one for him as he caught up with Richards, who finished 5th, on the total point score sheet. His 1-2 finishes over Richards 3-5 places in these races were most conclusive and decisive.

When the scores were totalled up, it was discovered that Richards and White were tied for the title. Each skipper had accumulated 6165 points with two 1sts, a 2nd, and a 3rd. White had dropped his worst race, it being a DSQ, and Richards a 5th place. It sent the committee to the rule book!

The Deed of Gift governing the Trophy stipulates that in the event of a tie, the skipper beating the other in the most races be declared the winner. Therefore, counting all five races, White beat Richards three races to two, and the National Secretary declared Charlie White and crew Peter Fry of the Armdale YC, the 1967 Champions with the right to represent Canada in the World Championship Races at Nassau.

300 persons attending the closing banquet heard special words of praise extended to the competitors and the Northern YC voiced by guest speaker Dan Wallace, Director of the Canadian Travel Bureau of Ottawa. Congratulations were also offered to the host club on behalf of SCIRA by National Secretary Doug Keary. He stated, "This has been, without any doubt, one of the finest regattas I have ever attended. All departments were exceptionally well looked-after." -By Bill Martin, Chr. RC.

## 1967 CANADIAN NATIONAL CHAMPIONSHIPS

BOAT	SKIPPER	CLUB	Races	1	2	3	4	5	Pts.	Fin.
16613	Chas. White	Petpeswick	1 dsq	3	1	2	6165	1		
10547	H. Richards	Oakville	2	1	1	3	5	6165	2	
16103	D. Keary	Oakville	9	2	2	4	1	6011	3	
14761	R. Kennedy	Bras d'Or	7	6	4	5	3	5334	4	
16727	W. Jeans	Rockingham	3	4	5	10	7	5265	5	
16219	R. Spence	Rockingham	6	3	7	9	12	4849	6	
15410	C. Baldwin	Bras d'Or	14	5	12	2	11	4558	7	
15665	Art Rooney	Royal Cape Breton	dnf	10	11	6	4	4455	8	
13450	J. Ryan	Rockingham	11	7	9	7	13	4236	9	
15111	Don Fleming	Petpeswick	10	11	6	11	8	4175	10	
15288	D. Bowes	Armdale	8	12	14	8	10	3980	11	
16343	D. MacKenzie	Royal Cape Breton	13	13	10	dnf	6	3754	12	
15178	D. Redden	Rockingham	12	dnf	8	13	9	3738	13	
13182	Clay White	Northern	15	8	13	12	dnf	3390	14	
5654	C. Fleming	Armdale	5	9	15	dnf	dnf	2996	15	
12887	J. Brennan, Jr.	Northern	dnf	14	16	dnf	14	2567	16	
12975	J. Lawless	Northern	16	17	dnf	14	dnf	2414	17	
11670	H. Henderson	Royal Cape Breton	4	dnf	dnf	dnf	dnf	2294	18	
11510	A. Winstanley	Northern	17	16	dnf	dnf	dnf	1685	19	
13509	P. Jost	Royal Cape Breton	dnf	15	dnf	dnf	dnf	1160	20	

# WORLD CHAMPIONSHIP RACES DOMINATED AGAIN

## By Brazil and United States —Yugoslavia Gets a Good Solid 3rd

### Belgium in 4th Place—Bahamas 5th —24 Different Nations Entered



**SUPER SAILORS** - Skipper Nelson Piccolo (right) and crewman Carlos Henrique de Lorenzi are shown with their array of trophies and prizes collected by winning the Snipe Class World Championship title. Besides the big cup and silver tray for their overall point standings (9059), they won authentic Spanish "pieces of eight" (part of the multi-million dollar Lucayan treasure found off Grand Bahama Island in 1964) for each of their 1st place wins in the 7-race series.

A diminutive Brazilian sailmaker from Porto Alegre (Happy Port) swept away spectacular competition with cool, consistent sailing to win the 1967 Snipe Class World Championship, a seven-race regatta sailed November 5-11 off Coral Harbour, on the southwestern shore of the Bahamian Island of New Providence.

This 28-year old South American is Nelson Piccolo, who, with his crewman C. Henrique de Lorenzi, retained the championship which was won by fellow Brazilians Axel and Erik Schmidt in 1961, 1963, and 1965. Brazilians have now won the last four times the regatta has been sailed, which is every two years.

Piccolo proved his right to represent Brazil in the Snipe Championship regatta by dominating a strong fleet of Snipe sailors, including the Schmidt brothers, in the past year or more.

Piccolo achieved a comfortable leading score of 9059 points in the series for the championship honors over Earl Elms of San Diego, California, U.S.A., and 22 other national champions.

Also a sailmaker, the 27-year old Elms had 23-year old David Ullman, an apprentice in the same trade, as his crew. The American National Champion commanded the situation, although by a narrow margin, going into the sixth race. He lost out when Piccolo won the 6th and finished 4th in the seventh while the best he could do were a 6th and 5th, consecutively.

In the last race, realizing that Elms was his only threat for the title, Piccolo effectively covered the American Snipe all the way. It was all over for the Californian when he trailed Piccolo across the finish line.

#### CRAFTY, DARING.

The series got off to a slow start when a four-knot wisp of a wind barely rippled the 6.6-mile modified Olympic course. The first race was twice delayed. But the light airs posed no problem for the crafty Brazilian, who timed the start perfectly, went on starboard tacks, and rode a series of lifters from off the Coral Harbour shore.

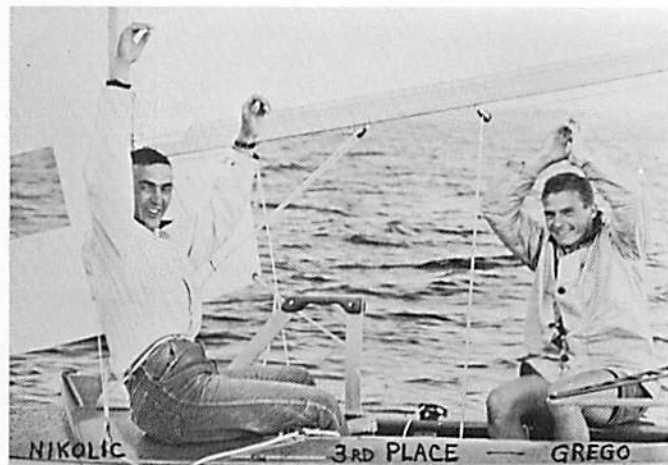
**COMPENSATION** - Representing the United States in the World Championship Regatta, Skipper Earl Elms (center) and crewman David Ullman managed only a second place win (8749 to 9059 for Brazil). But they did sail away with the Christopher Columbus Cup challenge, a feature of the first two days of racing. At race-ending ceremonies, they receive their individual trophies from Sir Ralph Grey, Governor of the Bahamas.

— All photos by Bahamas News Bureau.

Elms was a port-lacker. He was 10th in the early stage of the race, but eventually worked his way through the 24-boat fleet to finish 3rd.

Belgians Patrick van Godtsenhoven and Charle de Bon - tridder held a five-boat lead in the second race and went on to win in winds which were very much like the first day's. In this one, Piccolo was disappointed when he went looking for lifters he got from the beach the day before. He finished 6th. Elms got sandwiched in with teams from Japan, Argentina, and Canada at the start, but finally took another 3rd.

Sailmaker Elms was delighted with the Belgians' performance as they were using sails manufactured by him. So were Puerto Rico, France, Bahamas, Canada, and the Virgin Islands.



While all this was going on, Yugoslavs Anton Grego and Simo Nikolic were making their presence felt. By virtue of a pair of seconds, they led the regatta, with Elms second and Piccolo third.





FLAGS OF 24 NATIONS at entrance of the Coral Harbour Club

The wind picked up to about 10 knots for the third race, and the edge of a rainless squall line cranked things up to about 12-14 for the last legs. Elms led from start to finish, but could make no mistake because the daring Piccolo was right on his transom the whole way. The consistent Yugoslavs were a distant third.

#### COURSE CHANGE

For the fourth race, the beautiful Bahamas weather continued with a flood of sunshine, balmy temperatures in the low 80s, and hardly any wind. Positions alternated throughout the sail, but as the fleet - led by Brazil, Bahamas, U. S., Belgium, and Yugoslavia - came down on the leeward mark, the race committee fired a course change gun, and everyone sailed the final leg on a 30-degree shift.

In the slightly rising wind, Belgium blew by the leaders like a white tornado, nipping Yugoslavia at the line with the U. S. 3rd; Brazil 4th, and Italy 5th. Protesting the change in the course, Bahamas did not finish.

A 6-10 knot wind in the fifth race made the light air specialists happy, and France's Didier Poissant and Michel Duhau showed a bit of talent in this one - they followed Piccolo around the first weather mark with Norway, U. S., and Yugoslavia close astern. The Frenchmen held until the last beat where they dropped and finished 4th. Ahead were Brazil, U. S., and Bahamas.

Eager for more wind, sailors opened doors to their plush rooms at the Coral Harbour Yacht Club on rest day and found them. They were banged full in the face with a howling east wind. Winds were at least 25 knots, with gusts up to 30-plus. The race committee was apprehensive that the weather would worsen. It was getting very blustery for Snipes.

#### DOUBLE TRIANGLE.

Whipped by the strong winds in seas with a three-foot chop, crews had bailers going full bore in the sixth race. The course was changed from a triangle and windward-leeward-windward legs to a double triangle and a final beat. The downwind legs were screamers, with light crews planing. The race took its toll.

Brazil got by Belgium upwind and was never headed again. Belgium held to 2nd, while Swedes Trygve Liljestrang and Bo Lundgren got 3rd; Switzerland's Pierre Siegenthaler and Colin Callender 4th; Yugoslavia 5th; and U. S. 6th.

The Brazilians were now making shambles of the competition. Their boat handling had been dubbed "Snipe-A-Tack." A faultless handling of the jib sheets by Lorenzi saved valuable seconds. His zip from side to side and quick upward snatch of sheet popped the jib full in a style reminiscent of Paul Elvstrom at his best.

Taking a whipping in this race were: Spain - couldn't stand the pace and dismasted on the third leg; England - turned turtle, righted their craft, bailed the hull dry, and finished 21st; Portugal-snapped boom outhaul, but finished 7th; Colombia swamped before the start; Bahamas - damaged boom and finish-



ONE OF THE SCREAMING REACHES in the seventh race.

ed 11th.

#### POSITION SWAPPING.

It was blowing 15-22 knots out of the northeast when the final race left the line. Two skippers got caught in the coffin corner of the committee boat, Yugoslavia's Grego and Bermuda's Carlos Bosch. Both retired.

Switzerland's Siegenthaler surged into an early lead with Bahamian Basil Kelly and Pedro Wassitch in his wake, and he drew away at every mark.

The reaches were wild, screaming things with an almost out-of-control planings and many position-swappings. The end result was Switzerland the winner; Bahamas 2nd; Puerto Ricans Gary Hoyt and Hovey Freeman 3rd; Brazil 4th; and U. S. 5th.

With Brazil winning the Snipe Class World Championship, the consensus was that the Snipe World title was getting to be very much like the America's Cup, held by one nation (U. S.) for over a century.

The Royal Nassau Sailing Club sponsored regatta began following a 3-race tune-up series for the Christopher Columbus Cup. Piccolo showed his mastery in this, but lost out to Elms when he had a first-pace disqualification in the second race - he overran the starting line and failed to answer the recall by the race committee.

The swank Coral Harbour Club, flying the standards of the 24 nations participating in the regatta, offered complete facilities to the visiting sailors. The club catered to their every need.

The next World Championship will be held at Angola, Portugese West Africa, in 1969. — By Ding Cambridge

#### FINAL RESULTS - XXIII WORLD CHAMPIONSHIP REGATTA

November 5 - 10, 1967

NATION	SKIPPER	RACES	1	2	3	4	5	6	7	Pts.	Fin.
BRAZIL	Nelson Piccolo		1	6	2	4	1	1	4	9059	1
U.S.A.	Earl Elms		3	3	1	3	2	6	5	8749	2
YUGOSLAVIA	Anton Grego		2	2	3	2	6	5	dnf	8528	3
BELGIUM	P. van Godtsenhoven		12	1	8	1	14	2	6	7876	4
BAHAMAS	Basil Kelly		6	4	6	dnf	3	11	2	7684	5
SWITZERLAND	Pierre Siegenthaler		4	9	7	9	8	4	1	7607	6
PUERTO RICO	Garry Hoyt		9	5	5	13	5	10	3	7317	7
SWEDEN	Trygve Liljestrang		10	dsq	4	6	7	3	dsq	6411	8
ITALY	Giorgio Brezich		11	11	11	5	9	15	9	6044	9
JAPAN	Yutaka Tada		5	16	10	7	15	18	13	5498	10
PORTUGAL	Rui Moreira		13	12	12	16	17	7	8	5331	11
DENMARK	Thor Stevnns		19	7	13	10	16	14	10	5216	12
BERMUDA	Carlos Bosch		7	8	9	12	18	19	dnf	5123	13
NORWAY	Nils Monstad		15	13	15	17	11	12	7	4982	14
FRANCE	Didier Poissant		18	14	14	15	4	17	11	4979	15
ARGENTINA	Luis Orella		8	dsq	dsq	14	13	13	15	4351	16
VIRGIN IS.	Bill Chandler		14	15	dnf	19	10	16	15	4316	17
FINLAND	Timo Lampken		20	10	17	18	20	9	16	4156	18
CANADA	Charles White		17	dnf	18	21	22	8	14	3624	19
ENGLAND	John Staniley		16	17	20	20	12	20	18	3453	20
SPAIN	Pedro Moreno		dnf	dnf	15	18	19	dnf	19	3311	21
TURKEY	Karabilgin Hayri		21	dsq	19	11	21	dsq	17	3016	22
CHILE	Marcos Brieve		22	18	21	dnf	23	21	20	2455	23
COLOMBIA	Daniel Grob		23	19	22	22	24	dns	dns	1819	24

Sorry, but names of crews were not furnished. There were 25 participants at Las Palmas in 1965, including Austria, Uruguay, Cuba, and Senegal. They did not race this year, but Colombia, Chile, and Puerto Rico did, for the first time.

# 

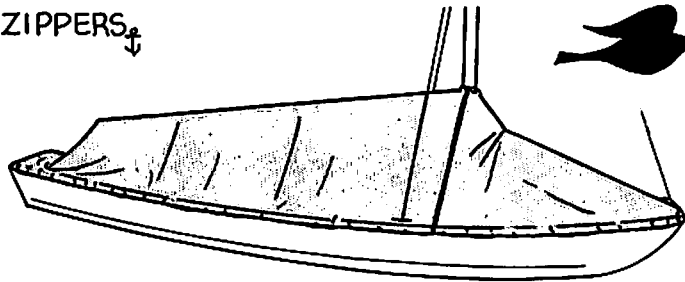


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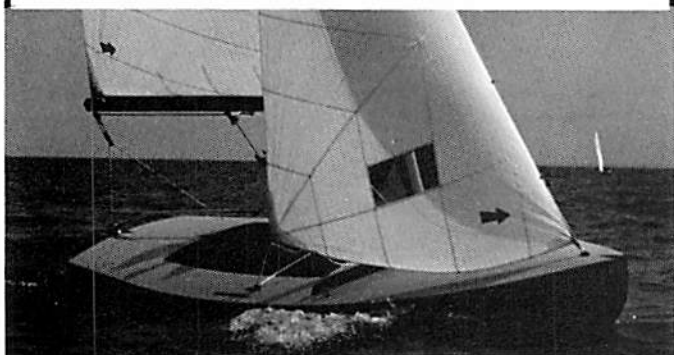
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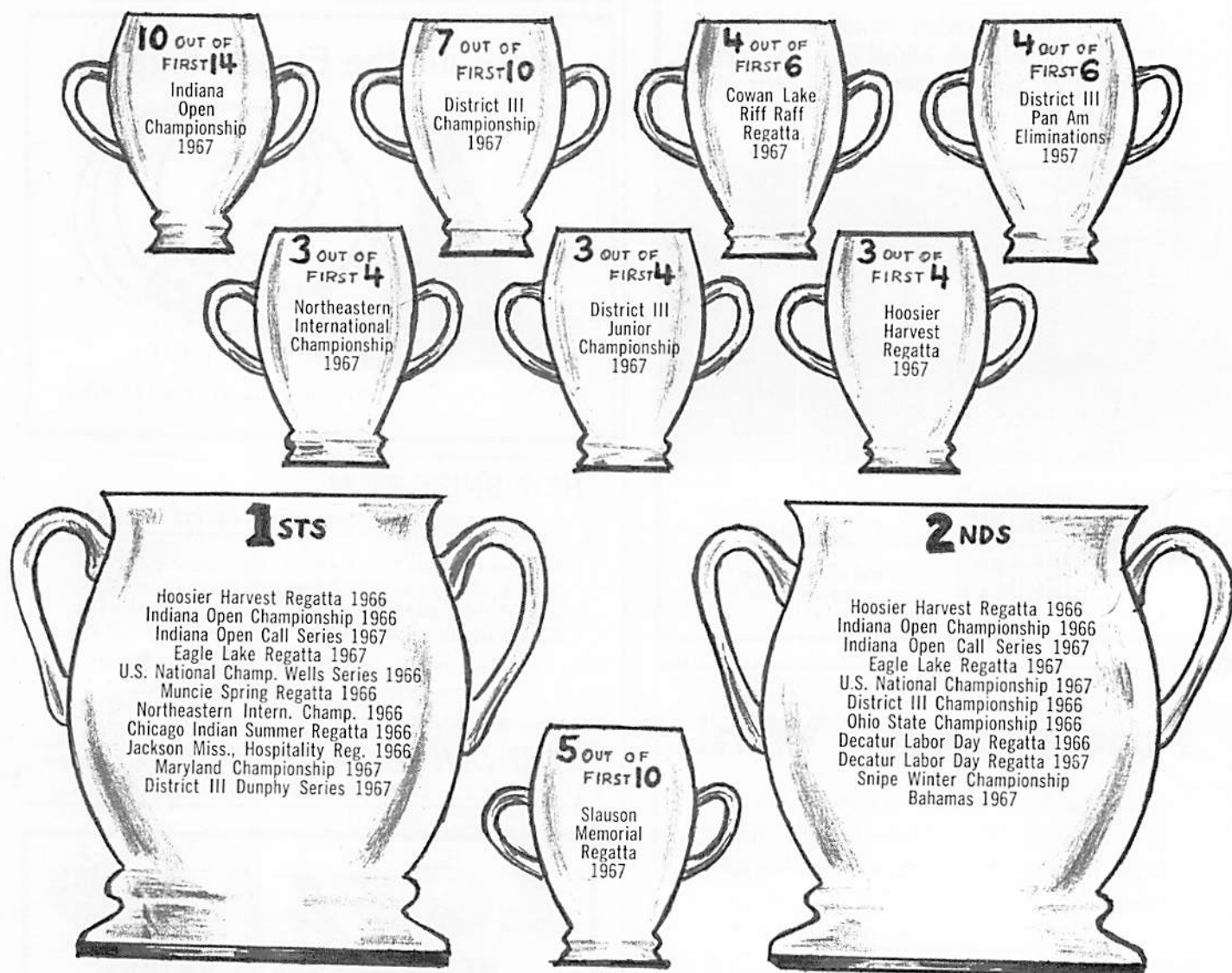
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\*As of Sept. 10, 1967.



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# Richter Still Ohio State Champ



HERE'S THE WAY HE DID IT! - Led the fleet to the leeward end of the line, crossed it, went on port tack, and took the lead.

Portage Lakes Yacht Club of Akron, Ohio, home of Fleet 110, was the host club for the Ohio State Open regatta July 22-23, 1967.

The event attracted 32 entries, all of whom, with the exception of Jim Richter, the defending champion from Indianapolis, were from the Ohio fleets of Cowan Lake, Chippewa, Acton Lake, and Turkeyfoot Lake (Akron).

The first race Saturday was almost a drifter with Richter coming in first and Henry Young, PLYC Fleet Captain, a close second. The breeze freshened slightly for the 2nd race, and this was won by Young with Richter back in 6th. The local sailors felt that perhaps here was their chance to keep the trophy in Ohio, denying it to Richter who had won it in 1965 at Chippewa and in 1966 at Cowan Lake.

Sunday, the 23rd, turned out to be a beautiful day for racing, for the sun was shining and the wind had freshened to around 9-10 knots with gusts up to 12. Richter was not to be denied in this one, for he led right from the start and came home an easy winner. Young meanwhile dropped back to 12th.

A cocktail party was held at the clubhouse Saturday night and 125 attended the following dinner. Everyone was in a gay mood, part of which was attributed to the authoritative Fishhouse punch concocted by Bryce Meikle.

After the Sunday morning final race, a luncheon was held in the clubhouse and trophies were presented to the top 7 skippers and crews by Commodore Charles Parke. Jim Richter carried home a cup, a "money tray", as well as the perpetual plaque. Looks like Indiana is really the home of Ohio Champions!

— Dr. Kenneth Parke.

Final Results - 1967 OHIO STATE CHAMPIONSHIP Regatta

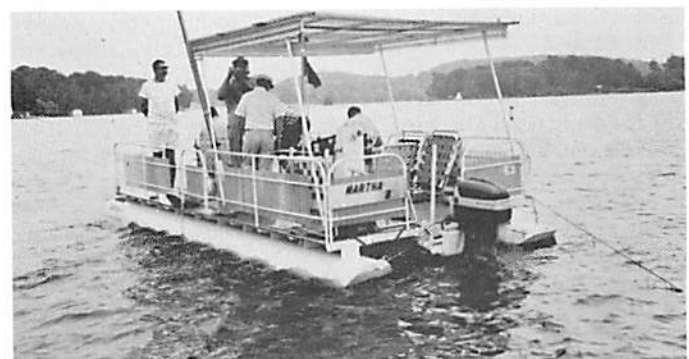
BOAT	SKIPPER	CLUB	Pts.	Fin.
13008	Jim Richter	Indianapolis	4425	1
14490	Henry Young	P.L.Y.C.	3962	2
12900	Larry Wheeler	P.L.Y.C.	3788	3
13456	Lew Lewis	P.L.Y.C.	3681	4
17093	Bob Rowland	Cowan	3467	5
15040	Jim Menzies	Cowan	3421	6
14905	Bill Kuehling	P.L.Y.C.	3354	7
13455	Tom Mooney	Cowan	3078	8
13440	Stu Griffing	Cowan	3046	9
15940	Carl Zimmerman	P.L.Y.C.	2865	10
16734	M.Schoenberger	Cowan	2691	11
10201	Ken Kinas	P.L.Y.C.	2506	12
10700	Tom Harrick	P.L.Y.C.	2100	13
16345	Wilbur Bright	P.L.Y.C.	2030	14
9909	Leroy Hoffman	P.L.Y.C.	1954	15
12575	John Cory	P.L.Y.C.	1949	16
16114	Jim Bigham	Cowan	1929	17
11899	Dick Glenn	Chippewa	1730	18
9291	Ken McGarr	Chippewa	1701	19
11866	John Brinkerhoff	Chippewa	1601	20
11463	Bob Stevenson	Chippewa	1365	21
16400	Bob Bigham	Cowan	1282	22
7878	Wayne Luff	P.L.Y.C.	1080	23
11864	Gerome Furry	Chippewa	961	24
17408	G.K.Parke	P.L.Y.C.	934	25
11818	R.Handwerk	P.L.Y.C.	873	26
4340	Bob Hill	ACTON	838	27
13900	Ed Metzger	Chippewa	811	28
11211	Bill Ferguson	P.L.Y.C.	691	29
11077	Tom Kenat	Chippewa	650	30
15011	E.L.Marting	P.L.Y.C.	377	31
9900	Carl Anderson	P.L.Y.C.	283	32



General View of the PLYC Clubhouse, docks, and bathing beach



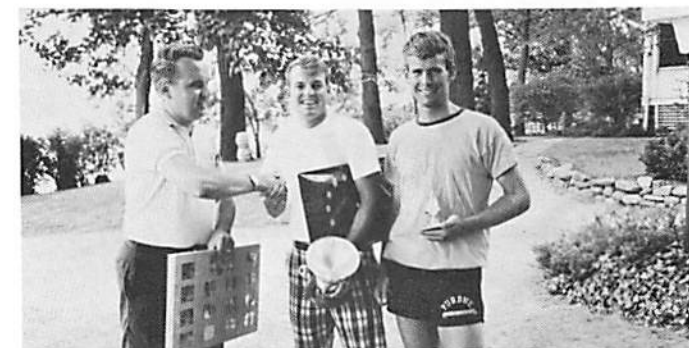
Boats are stored on small cars on tracks on shallow lake bank



The Race Committee had very comfortable quarters.



All turned out for the usual skippers' meeting.



Commodore Charles Parke congratulates Champion Jim Richter (center) and his crew Noel Harris of Indianapolis.

# Wells Wanderings



by Ted Wells

December 1967

## CORAL HARBOUR - NASSAU, BAHAMAS

At this World Championship, where I started out as an itinerant measurer carrying his own gear, and finished as a part time Official Representative of the Board of Governors after Bud Hook left - the mystique of what makes Snipes go fast was blown up, as it has been in the last three World, Western Hemisphere, and Pan-American Championships. Just install two Brazilians at the tiller and jib sheet and let it go at that! Different ones in 1967, but just as effective as the earlier ones.

The research project as to what makes fast boats really went GLOOP. Any idiot in the U.S. has known for several years that you had to have a Proctor E mast to win. Nobody told Nelson Piccolo. Everyone also knows that, after having mast holes through the deck 6" x 8" and then 10" in diameter, now you gotta have 2 3/4" x 6". Nobody told Nelson this, either. His wood mast doesn't hit the deck anywhere. Everyone knew that last year you had to have a rig to pull the mast forward when off the wind, and this year you had to have a rig to pull it back to hold tension on the jib luff when reaching. Nobody told poor Nelson this, either! A disadvantaged type, he just sailed around with nothing to push, to pull, or otherwise restrain the mast. And he went fast - very fast - with home-made sails, too!

Any U.S. hull tolerance fiddler could tell from the start that the hull lines were not good for anything. (It was one of the boats built by Brazil to be used by all contestants at Porto Alegre in 1958 before people figured out how to make faster Snipes). At first, it was conceded that maybe the Brazilians (and their boat) might be good in light winds, and there was a proposal that the committee should not follow the published schedule, but should wait for stronger winds. In fact, two skippers protested one race because the wind was too fluky. It was admittedly almost 15% as bad as Lotawana and 10% as bad as Allatoona after the first lap, but it finished in one hour and fifty minutes, and the protest committee polished off the protestors with, "Cite the rule infringed."

The high wind advocates had their fun starting with the sixth race, which started with winds of 22-25 mph, gusting to 30. Two triangles plus a beat were sailed. The wind gradually

dropped to 18-20 mph at the finish. Incidentally, if you don't have code flag T on board the committee boat, just roll up the first two stripes of code flag C. Belgium led for the first lap, but from there on out Brazil pulled ahead for a lead of over a minute and a half at the finish. Belgium and Sweden followed them across (both in nominal dimension fiberglass boats with a large radius on the chines and even a Proctor B mast stepped on deck on the Swedish boat), then Switzerland and Yugoslavia. Switzerland's performance was outstanding as he started late because of an equipment failure after coming out. He had a Proctor E mast, and had his sails at the middle stripe. He also had travel limiters on his spreaders as shown in WW for May 1966. These were originated, I believe, by Francis Seavy of Clearwater, Florida.

The seventh race started with about the same wind as the sixth, but the wind stayed the same throughout. Switzerland jumped out to an early lead (sails at the middle stripe again). Basil Kelly came up to second place early in the second beat and steadily improved his position on everyone but Switzerland. Basil asked me before the race what sails to use. I suggested the fullest sails he had, and set at the middle bands. This he did. Those following him did not. Brazil, incidentally, was doing the standard Brazilian hiking job as shown on the Rule Book covers for 1960 and 1964.

There is one part of the U.S. where they formerly put only one set of bands at the top because no one ever sets his sails anywhere else. They also cut off the travel limiters on the Proctor spreaders so they don't do any limiting. The result is, that in a good breeze such as in these last two races, and even with the mast-puller-back at the deck, the mast bends so much that the mainsail cannot be trimmed effectively. (These people now have three sets of bands as the rules require, but no one ever uses anything but the top bands; no one, that is, except those who win races in high winds or have wood spars.) In this last race, after Switzerland and Bahamas (with their sails set where no one sets them and travel limiters Florida style - not trimmed to ineffectiveness) came Puerto Rico and Brazil, who was naturally paying considerable attention covering the U.S. and couldn't care less what anyone else did.

The setting for this regatta could not have been better. Everyone was at the same place, and it was a delightful place. The entertainment and the food were excellent, and everything happened on schedule - no mean feat in the Bahamas. Charlie de Cardenas, a well-known Star skipper, was Race Committee Chairman and obviously knew what he was doing, as did those in the other RC boats. Even the weather man cooperated. The wind was very light to non-existent in the last two races of the warm-up "Christopher Columbus Series". (I took a third place in the first race, then gradually worked my way back to seventh as the wind dropped), but in the Championship Series it really gave a good test of overall sailing, from too light for some, to too heavy for some. The only real regatta weather was on our day off, when we dodged rain squalls while sight-seeing. You can't win 'em all!



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**FOR SALE: ALL FIBERGLASS SNIPE 13314** in excellent condition. New rudder, tiller, and boom. Keel-stepped E-section mast; 1966 North sails, and compass. Eligible for green card. \$995.00. Jim Rapp, 113 Riverview Court, Peoria Heights, IL 61614, or phone 309-682-4526.

**FOR SALE: SNIPE 12404.** Fiberglass, blue hull, white deck, two daggerboards (aluminum and steel), two suits of sails (flat and medium), keel-stepped hollow spruce mast, racing hardware, measurement certificate. \$990.00. Gordon Cook, 1044 Elbon Rd., Cleveland Heights, OH. 44121. Call: 216-382-0921.

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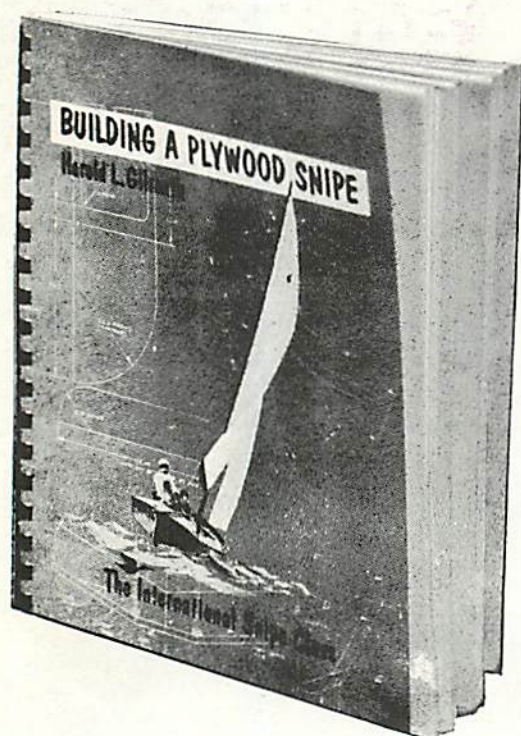
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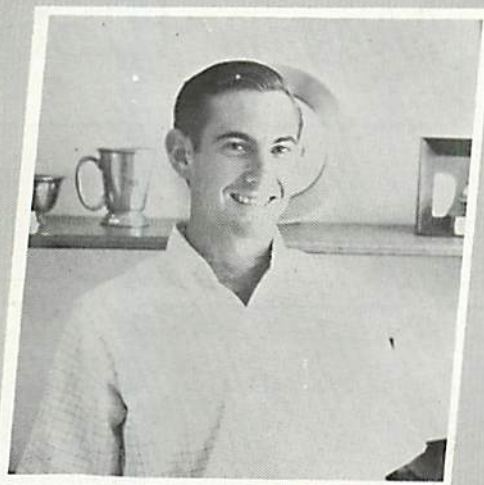
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