

SNIPE BULLETIN



JANUARY 1965
Vol. XIV No. 8

1964 Brazilian National Championship
Province of Ontario Championship
Atlanta Halloween Regatta

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— by Ted Wells —

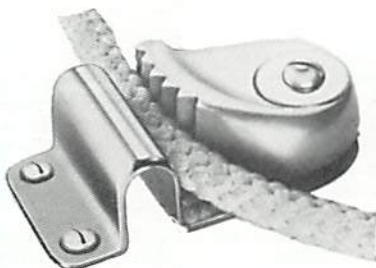
The "SNIPER'S BIBLE" has very recently been thoroughly revised, completely reset and enlarged by some 20% of new material. This new edition includes all the fruits of Ted's experience since he wrote the first one, a matter of an additional eight years of mighty rewarding sailing.

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SNIPER BULLETIN

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The Cover

This very excellent and beautiful picture of sailing Snipes was taken by Senhor Stuckert at the XV Brazilian Championships on Lake Brasilia at Brasilia last summer. 12748 is "Osprey VII" with Axel Schmidt in his usual good position at the start of one of the 6 races. His brother Eric follows him in 12303; 14713 is a local boat loaned to a sailor from 2500 miles away; 12115 is famed "Cavilinho" owned by Nelson Piccolo of Porto Alegre who got an excellent third place. Did you ever see a better looking group of sails?

THE SCORE

Numbered SNIPEs — 15399

Chartered Fleets — 594

During October and November, the first 2 months of our new fiscal year, 45 numbers were issued for new Snipes. Portugal and Argentina took 15 each, Sweden 10, and the United States brings up the rear (for the first time ever) with only 5. (The introduction of new fiberglass models in 1965 probably influenced this market). But only 24 were issued for the same period in 1963, which turned out to be SCIRA's second biggest year, with 684 boats, so we are not too bad off.

2 new fleets were chartered in Argentina with Charter 593 going to the San Nicolas Fleet in the Province of Buenos Aires and 594 to the Parana Fleet in the Province of Entre Rios. 6 active fleets there signify a very satisfactory growth.

Some Miscellaneous Items

The Snipe National Assembly of Italy was held Nov. 18th at the Yacht Club Italiano in Genoa and Mr. Enrico Rossi was re-elected to another 2-year term as National Secretary for Italy by a very large majority. Congratulations are in order!

Hans Nienstadt, National Secretary for Venezuela, wants all mail sent to his new address P. O. Box 292, Maracaibo, Edo. Zulia, Venezuela.

SCIENTIFIC SAILBOAT RACING was first published in 1950; revised and reprinted in 1958; now went to press for the third time in November. Consequently, there has been some delay in filling orders (and at Christmas time, too!), but the publisher assures that copies will soon be available again.

Three important dates coming up: (1) The annual meeting at Indianapolis Jan. 30th. See page 12 December BULLETIN. (2) The Bahamas Regatta promises a wonderful vacation with a full racing schedule and many fine trophies for 5.5 Metre, Snipes, and Stars. Don't miss it! (3) The second most important U. S. SCIRA Regatta is the Clearwater Midwinter. People who have been there, always go back. Make reservations direct with the Clearwater Yacht Club, Clearwater Beach, Florida.

Patronize Our Advertisers — They Help SCIRA

The New Eleanor Williams Trophy



The new Eleanor Williams Memorial Trophy was formally accepted by SCIRA and presented for the first time at the U. S. Nationals in San Diego last August. Consisting of a large silver punch bowl with cups, ladle, and service platter, it was donated by Past Commodore Eddie Williams in memory of his wife and crew for many years. It is awarded to the woman (skipper or crew) who has the highest point score total in the Heinzerling Series in the U. S. Nationals.

Eddie took especial pleasure in presenting this fine trophy to Mrs. Robert A. Huggins as the first winner, specifying that she should have it for 1963 as well as 1964. In his words, "She sails and does things so much like Eleanor did. She has been a real boost to the husband and wife teams — and for ladies' sailing as well."

The Williams Trophy should be a much-coveted prize in future years.

Lew Bedford Won Higman Regatta

Alamitos Bay Yacht Club, Long Beach, California, was host for the annual Snipe Higman Regatta on October 24 & 25. Some thirty boats from several Southern California ports were on hand to experience the variable Fall winds. In spite of strong winds on Saturday and delayed racing due to a calm on Sunday, the race committee was able to stage five races on a revised course using the Olympic circle. This was the prior scene of the Finn and Dragon Olympic trials. Although the regatta is named in honor of our good friend Arch Higman, the winds were not so kind to him. Arch suffered a capsize on Saturday and damage to his boat kept him out of the races Sunday. We hope to see him out at the next regatta. Don Adams proved to be another casualty as he sailed home ill before the Saturday races were completed. Never found out if it was sea sickness, the night before or the sight of the Olympic course once again. Everybody seemed to have a good time and things were made much easier by the new Alamitos Bay Club facilities.

Lew Bedford from Mission Bay proved his stuff once again but was closely pushed by Jerry Thompson, Alamitos Bay. Jack Steele, Cabrillo Beach, Stan Schwartz, Mission Bay, and John Thorne, Balboa, took third, fourth, and fifth respectively.

— Chuck Merrill

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DISTRICT 4

Memphis Cotton Carnival Regatta
1st—Gene Walet

DISTRICT 6

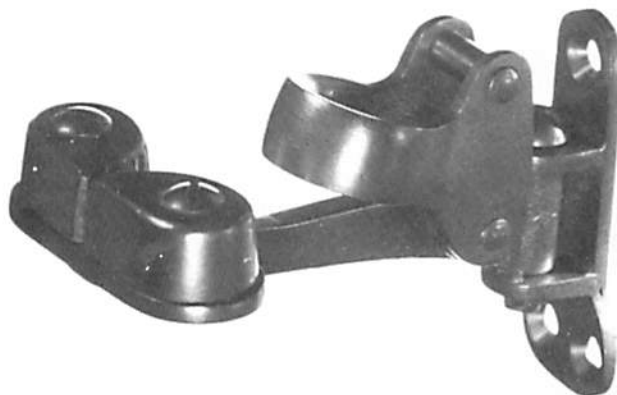
S.C.Y.A. Regatta
1st—Charles Merrill

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1964 Championship of Brazil Won With Score of 8000 Points

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Young Champion Reinaldo Conrad in 7 Races Left Only 1 First to Brother Ralph



TO THE VICTOR BELONG THE SPOILS! — Cornelia Backup presents Reinaldo Conrad with the Victory Prize.

By Fernando Araujo

Captain of the Snipe Fleet at Brasilia

In the 4 year old lake of Brasilia, from July 18 to 26, 30 Snipes, most of them trailered from distances of 800 to 1500 miles, disputed the Brazilian title, known as one of the most hard to win in the Snipe Class.

Well planned and well organized by the Yacht Club and the Snipe Fleet of Brasilia, the championship was a complete success.

THE BIG QUESTION

Early in the third week of July the participants started to gather at the beautiful Iate Clube de Brasilia. The big question was not who would be the 1964 champion, but who would be the winner in the confusing private dispute between Axel Schmidt - twice World Champion - and Reinaldo Conrad - runner up in the last year's World Championship, Western Hemisphere Champion and twice Pan-American and Brazilian Champion.

RETROSPECT

Axel Schmidt won the Brazilian Championship in 1961 and became World Champion in the same year at Rye, New York. Reinaldo Conrad won his first Brazilian title in 1962, when WC Axel Schmidt could make no better than the 21st place. Previously in 1959, then 17 years old, Conrad had made his "debut" in the international headlines winning the Pan-American Games gold medal for Snipes, title that he confirmed last year in Sao Paulo. Also in 1963 Conrad got his 2nd Brazilian title, Schmidt improving at that time to a 4th place.

Last September they met for the first time on an international regatta, the World Championship held in Bendor, France, and this was Axel's turn. He showed a 1-1-1-2-1 against a 2-2-2-1-2 of Reinaldo. Only 4 months before the Brazilian Championship Axel Schmidt won the South Atlantic Championship, while Reinaldo Conrad got a 4th place.

THE 1964 CHAMPIONSHIP

Early this year young yachtsmen of Brasilia started to prepare for the big championship. 2000 items written down on an immense working order kept the "sailors" of the new

THE CHAMPIONS -- Reinaldo Conrad and his crew Mario Backup receive the championship Pimental Duarte Trophy from Commodore Fernando Gomes Pedroza, General Secretary of the Western Hemisphere

capitol busy for nearly 5 months. The "Spirit of Brasilia" worked finely - do it fast and do it well.

One open regatta named in honor of the Brazilian National Secretary for SCIRA, Sr. Fernando Avellar, and six races valid for the championship were scheduled.

July 19, a beautiful morning - 30 Snipes anchored at the Club's marina, sails up, posed as a nice guard for the flag hoisting ceremony. Navy Minister Ernesto Mello Baptista and Commodore Sylvio Pedroza raised the National Banner. Fernando Gomes Pedroza (Sylvio's brother), SCIRA Secretary for the Western Hemisphere hoisted the CBVM (Brazilian Yachting Authority) flag, and each fleet captain hoisted his fleet pennant, with brass band and all.

THE AVELLAR RACE

The "Fernando Avellar" open Regatta scheduled at 2:30 p. m. would be the first leap in the dark. The Club's cabin cruiser "Pioneira" (Pioneer) as the Committee Boat, commanded through six VHF mobile radio stations, a small fleet of motor boats: "Favela" (Slum) the starter, the Lake Rescue Guard boat "Moca" (Young Lady) and the press boat "Lolo" carrying a dozen cameramen, press, movie and TV Professionals. One station at the Yacht Club completed the active network.

The start went on exactly at 2:40 p. m. , but a great number of premature starters made the Race Committee call a new start. The second start was perfect. Soon the "cobras" (Brazilian term for skillful sportsmen) were ahead disputing the leadership. They are about 12 excellent skippers: Ralph Conrad and Eric Schmidt sailing their own boats (usually they race as crew for Reinaldo and Axel, respectively), Nelson Piccolo, Miss Cornelia Backup, Nils Ostergren, Altmayer, Schramm, Henrique Schmitz, Augusto Barrozo, and of course Reinaldo Conrad and Axel Schmidt.

On the first mark Reinaldo Conrad had a close lead over Axel Schmidt. They maintained their positions up to the finish line, followed by Nelson Piccolo, Altmayer, Barrozo, Eric Schmidt, Harald Denker, Rolf Tambke, Carlos Wanderley and Schramm in that order.

(Continued on Page 8)



XV BRAZILIAN CHAMPIONSHIP —
(Left) Snipes lined up at Iate Clube de Brasilia's Marina as fleet flags were raised in front of them during the opening ceremony. (Below) Races were held on Lake Brasilia. In the background: Palacio do Planalto (left) and the Congress Office Building (right). Note modernistic saucer and dome buildings where governing bodies meet.
— All photos by Stuckert





ALWAYS CROWDED! - The boat shelter at the Iate Clube de Brasilia during the races.

THE CHAMPIONSHIP SERIES (Continued from Page 6)

The first race was a real show for the spectators. The skippers presented the RC with the most perfect start ever seen in a Brazilian championship. 30 boats crossed the line in about 5 seconds and not one premature starter. The expected duel between Conrad and Schmidt kept on during the race. In the last leg Conrad could keep a close advantage over Axel and so they finished, with Miss Cornelia Buckup in third. Nelson Piccolo and Nils Ostergren completed the first five.

The second race was the one that Reinaldo didn't win. He made the first mark in the 9th place. Schmidt also made a bad start to be the 14th in the first mark. Luiz Schramm and Ralph Conrad were the stars of the show with a fine fight for the first place throughout the race. At the end of the second lap, starting the last beat the positions were: 1st Ralph Conrad, 2nd Schramm, 3rd Reinaldo, and Axel far behind in the 14th place. Reinaldo gained one position over Schramm, Cornelia did the same over Piccolo; also did Denker over Hartz, and Axel jumped 8 positions. They crossed so the finishing line in that order: Ralph, Reinaldo, Schramm, Cornelia, Piccolo, Denker, Hartz, Axel, Pascollatto, and Ingo Schulze.

In the following races Reinaldo Conrad made no concession, taking the first place in all of them. The center of interest transferred to the runner up. In the last race we had 4 candidates for the second place: Axel, Ralph, Miss Cornelia Buckup and Nelson Piccolo. After the first beat Axel crossed the mark in first, Ralph was 8th, Cornelia 10th, Reinaldo 17th, and Piccolo 18th. Axel led the race up to the last beat covering Ralph Conrad who was a constant threat. In the last beat Reinaldo Conrad got the leadership leaving Axel in the runner up position for the race and for the championship, and Ralph Conrad lost himself trying a lucky tack.

Technically, it was indeed a perfect regatta. Courses were sailed under circular row - one buoy in the center and 8 in a circle for a distance of 5.4 miles on the average. A good system!

THE ANSWER

Of course Reinaldo Conrad gave a convincing answer about the dispute with Axel Schmidt, for the time being, at least.

Conrad will have an opportunity to confirm his leadership in the VIII Western Hemisphere Championship Races at Oakville, Canada, later this season. Let's wait and see! (As readers of the October BULLETIN now know, Reinaldo defeated Axel there by 162 points. -Ed.).

IATE CLUBE DE BRASÍLIA



Flotilha de Snipes de Brasilia

XV CAMPEONATO BRASILEIRO DA CLASS «SNIPE»

FINAL RESULTS BRASÍLIA, JULHO DE 1964 x = race dropped

BOAT	SKIPPER	Fleet	Race 1	2	3	4	5	6	Pts.	Fin.
11088	Reinaldo Conrad	483	1	2X	1	1	1	1	8000	1
12748	Axel Schmidt	477	2	8	3	2	9X	2	7096	2
13321	Ralph Conrad	434	6	1	9X	4	6	5	6715	3
12115	Nelson Piccolo	426	4	5	5	8X	2	6	6707	4
11082	Cornelia Buckup	483	3	4	4	12X	7	8	6427	5
13903	Harald Denker	434	21	6	2	5	dsqX	4	5811	6
12111	Henrique Schmitz	426	12X	12	7	10	5	7	5410	7
12303	Eric Schmidt	477	8	27X	19	3	4	12	5227	8
10863	Nils Ostergren	376	5	20X	20	6	13	3	5190	9
12107	Lindolfo Hartz	427	17X	7	14	9	8	15	4674	10
15234	Gastao Brum	159	9	14	8	7	18X	16	4623	11
11715	Ingo Schulze-Blanc	483	14	10	6	dnfX	3	dnf	4480	12
12744	Gastao Altmayer	462	16X	11	15	13	10	10	4282	13
12114	Luiz Schramm	376	11	3	18	14	15	24X	4278	14
12090	Augusto Barrozo	159	10	21X	10	17	14	9	4251	15
12741	Edgard Hasselmann	516	7	22	11	11	dnfX	dnf	3438	16
12296	George Raulino	516	18	23X	17	19	11	11	3389	17
14416	Carlos Wanderley	434	15	19	21X	18	12	14	3259	18
12749	Rolf Tambke	368	20	15	12	20	21X	13	3183	19
12142	John Aune	477	13	17	13	dsqX	dnf	17	2841	20
11712	Alessandro Pascolato	448	26X	9	22	16	20	23	2775	21
12272	Walcies A.Osorio	368	dsqX	13	24	15	17	20	2766	22
14713	Alberto Sampaio	516	23	16	16	dsqX	dsq	22	2035	23
13373	Paulo Diamant	434	dsqX	dnf	27	22	16	18	1832	24
12528	Jose C.Caldeira	311	24	28X	25	24	19	19	1802	25
14415	Sergio Koetz	427	19	18	26	21	dnfX	dnf	1759	26
14408	Reginaldo Lima	448	22	29X	23	23	24	21	1698	27
13506	Carlos Bartholo	555	27	24	29X	25	23	26	1290	28
10701	Luiz A.Ferreira	487	25	25	28X	27	25	25	1220	29
12533	Luiz Costa	393	dsqX	26	30	26	22	27	1128	30

Howard and Amelia Richards Beat the Best to Win Ontario Snipe Title

The Ontario Open for the Oakville Trophy was held on August 29 and 30, immediately following the Western Hemisphere Regatta, held the previous week at the Oakville Yacht Squadron in Canada. This regatta has always drawn a large group of top Snipers from the U. S. A., but this time they were supplemented by several of the national champions from other countries who stayed over from the Western Hemisphere. Entries included Axel Schmidt, current world champion from Brazil; Reinaldo Conrad, also from Brazil, who had just won the Western Hemisphere for the second time; Adrian Obarrio from Argentina; Tomoyoshi Kojima from Japan; U. S. National champion Jerry Jenkins; Les Larson, 1962 U. S. champion and the 1963 winner of the trophy. Other well-known Snipers competing were SCIRA Commodore Bud Hook, the inimitable Ted Wells and SCIRA Rear Commodore John Wolcott. There was a record total of 57 starters in the first race, and only a few drop-outs in the second and third.

The three-race, two-day affair proved to the liking of local sailors, with 9 of the first 20 places going to Canadian skippers. It must be remembered, however, that the Brazilians, Argentines and Japanese were all sailing borrowed boats, while the Canadian and U. S. entries were sailing in their own boats.

The first race was started on a fine, clear Saturday morning with a 10 mph breeze from the South and relatively calm water. Howie Richards, Canadian champion from Oakville, took an early lead followed by Webster from Newport, Ted Hains (a local Junior) and Reinaldo Conrad. With the wind steady throughout the race, these four pulled away from the rest with Richards gradually increasing his lead. They finished in the same order, followed by Dexter Thede, Kurt Born, Axel Schmidt, Les Larson and Adrian Obarrio. Ted Wells, also sailing a borrowed boat, had the misfortune of pulling out a stay and had to retire. Schmidt was caught in a tight scramble round one of the buoys when on port tack, and gambled that he could find a big enough hole to tack in. He got round but was disqualified for tacking too close. In a 57 boat fleet this put them both out of contention along with many others who found themselves with a first race position of 20th or worse.

The second race in the afternoon was sailed in identical conditions, gentle, relatively steady winds and calm water. The rustle of the fifty-seven bow waves could be heard for a mile. In this one Les Larson took an early lead followed by Webster, Richards, Schmidt and Thede. Richards first caught Webster and finally Larson on the last beat. The order of the finish being Richards, Larson, Webster, Schmidt, Thede, Pollock, Hendershot, Hains and Garfield.

With two firsts Richards went into the third race on Sunday with a nice lead. But, with so many competitors racing and the possibility of losing ten places with one bad tack or a jam around a mark, even two firsts were not secure. Webster now had a 2 and 3, Larson a 7 and 2, Thede a 5 and 5, Hains a 3 and 8, Conrad a 4 and 11; any of these could win if Richards faltered.

After a perfect start in 10-12 mph winds from the SE, the fleet divided sharply into those holding starboard toward the shore and those holding port out into the lake; no one chose the middle. All those still with a chance to win chose starboard, except for Conrad who elected to go on to port and promptly went down the drain with half the fleet when the wind shifted enough to favor the other tack. He never recovered from this and wound up with a 30th place in the race.

For half the first beat Richards covered both Larson and Webster, but had to choose between them when they split. He covered Larson, letting Webster go. On approaching the first mark Jenkins had a commanding lead, which he held to the finish, but was not in contention as a result of a 15th and 10th in the first two races. He was followed by Hains and Larson who had broken through Richards cover. The whole series became wide open when Richards was carried to the wrong side of the mark by an unexpected current and found himself in 11th place. Webster was ahead, but only

had one boat between him and Richards - not enough.

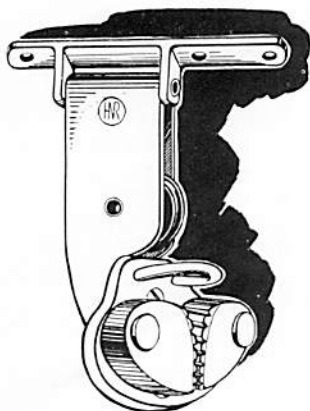
On the last run and final beat to the finish Jenkins held his lead with Hains close behind. This gave Oakville Junior Hains a 3, 8, 2. He was followed by Larson with a 7, 2, 3, enough to win if Richards stayed back in the pack. But both Richards and Webster were clicking off boat after boat as they neared the finish. Webster caught 5 boats on the final two legs, finishing fourth, and giving him a 2, 3, 4. To win Richards had to take 4 boats for a seventh and this is what he did, winning by a margin of just 22 points out of more than 10,000. Larson was third and Hains fourth. Jenkins final first place pulled him up to fifth overall.

It was an exceptionally exciting finish to a fine series. The close finishes, with 8 or 9 boats crossing the line within seconds, once more proved the general equality of competition in Snipe racing, even in a fleet of 57 that included many of the finest small-boat skippers afloat.

Richards win capped a fine year in which he won the Briody Trophy and the Canadian nationals. It returns the trophy to Oakville, last won by Richards in 1961.

FINAL RESULTS - 1964 ONTARIO CHAMPIONSHIP RACES

SKIPPER	CLUB	RACES	1	2	3	Pts.	Fin.
H. Richards	Oakville		1	1	7	10116	1
C. Webster	Newport, N.Y.		2	3	4	10094	2
L. Larson	Chautauqua, N.Y.		7	2	3	9761	3
T. Hains	Oakville		3	8	2	9654	4
J. Jenkins	Detroit, Mich.		15	10	1	8317	5
A. Obarrio	Argentina		8	15	5	8061	6
D. Thede	Grand Rapids, Mich.		5	5	20	7953	7
R. Garfield	Chautauqua, N.Y.		18	9	6	7578	8
J. Draper	Hamilton, Ont.		14	12	9	7314	9
J. Mackenzie	Cuba, N.Y.		12	18	10	6851	10
R. Conrad	Brazil		4	11	30	6710	11
R. Pollock	Hamilton, Ont.		28	6	13	6418	12
D. Armour	Oakville		9	27	15	5976	13
K. Born	Oakville		6	23	26	5694	14
F. Jordan	Kanka, N.Y.		26	16	12	5651	15
A. Jannett	Oakville		19	19	18	5377	16
W. Hendershot	Oakville		13	7	dnf	5284	17
J. Baillie	Oakville		27	26	8	5190	18
J. Shoemaker	Hammondsport, N.Y.		20	14	28	4898	19
L. Thompson	Akron, Ohio		31	13	21	4804	20
J. Krenger	Newport, N.Y.		11	25	33	4580	21
B. Barr	Hamilton, Ont.		22	21	24	4490	22
A. Hook	Indianapolis, Ind.		17	22	31	4357	23
J. Reiffenstein	Oakville		42	20	14	4251	24
T. Wells	Wichita, Kan.		dnf	17	25	4248	25
D. Keary	Oakville		21	32	23	3885	26
R. Baillie	Oakville		25	24	27	3821	27
J. Storey	Shediac, N.B.		45	34	11	3485	28
F. Gram	Olean, N.Y.		10	33	dns	3385	29
A. Schmidt	Brazil		dsq	4	dns	3258	30
A. Bugbee	Chautauqua, N.Y.		35	39	16	3185	31
B. Poulsen	Oakville		43	31	19	2988	32
E. Saeyes	Oakville		33	36	22	2930	33
P. Knauf	Newport, N.Y.		16	38	dnf	2618	34
H. Kuehubaum	Oakville		dnf	40	17	2393	35
W. Porter	Barrie, Ont.		37	30	32	2378	36
N. Aitken	Oakville		24	43	35	2369	37
J. Belford	Oakville		23	dnf	39	1940	38
W. Leaver	Oakville		34	28	dnf	1882	39
A. Donaldson	Oakville		30	42	38	1851	40
W. Prior	Barrie, Ont.		38	46	29	1778	41
T. Kojima	Japan		39	29	dnf	1572	42
W. Shaw	Oakville		36	41	41	1425	43
L. Dieter	Olean, N.Y.		33	37	dnf	1424	44
W. Evans	Barrie, Ont.		50	35	36	1422	45
J. Wolcott	Quassapaug, Conn.		29	51	44	1413	46
E. Kimball	Oakville		48	49	34	1042	47
S. Keary	Oakville		40	dnf	37	1033	48
A. Crook	Oakville		46	57	40	682	49
T. Doble	Oakville		49	53	42	569	50
B. Morgan	Hamilton, Ont.		41	52	dnf	545	51
J. Steve	Olcott, N.Y.		54	50	43	494	52
B. Walch	New Jane, N.Y.		44	47	dns	485	53
W. Pilling	Grand Rapids, Mich.		51	44	dnf	453	54
D. Bowen	Olean, N.Y.		48	48	dnf	402	55
H. Hutchinson	Barrie, Ont.		52	54	45	386	56
G. Chase	Cuba, N. Y.		53	45	dns	320	57



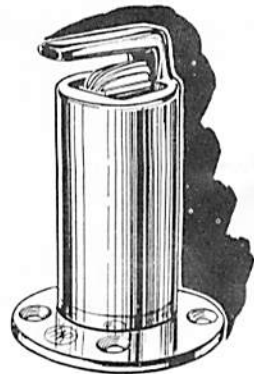
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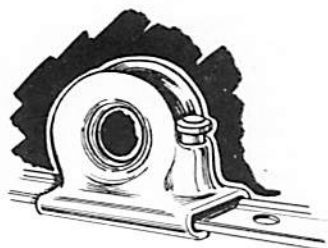
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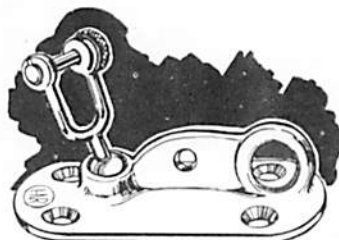
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FRANCIS SEAVY WINS AT ATLANTA AGAIN

BATTLE OF EX-CHAMPIONS RESULTS IN DICK TILLMAN GETTING SECOND PLACE. GONZALO DIAZ, FORMER CUBAN NATIONAL CHAMPION OF INTERNATIONAL FAME AND RECORD, EDGES FELLOW-COUNTRYMAN CARLOS BOSCH BY ONLY 1 POINT TO TAKE THIRD. LOCAL ATLANTA SAILOR, DELKIN JONES, WINS THE GOBLIN SERIES.



DID YOU EVER HEAR OF THE SMILE ON THE FACE OF THE TIGER? Francis Seavy looks mighty pleased!

The eleventh Atlanta Yacht Club Halloween Regatta is history and to prove that history repeats itself, one has only to look at the winner. Five times Francis Seavy of Clearwater has looked some of the best sailing talent in the country in the eye and sailed away the champion. Atlanta's fleet captain Delkin Jones forgot Southern hospitality long enough to win the Goblin series for his first regatta win.

The fleet of 46 boats divided roughly evenly into the Spook (tiger) and Goblin wildcat (sometimes pussycat) Divisions. Right on cue the wind breezed up to a comfortable 7-10 mph with temperature a sunny 72. The start favored the windward end and the bargers got a break when the wind headed with 30 seconds to go and allowed them to squeeze in. Seavy managed to escape the unexpected blanket and quickly moved out into clear air while the rest of the troops slugged it out in the pack. This was the story the rest of the race. Francis with Richie Keig crewing sailed on and on while positions changed at random behind him. At the finish it was Seavy by half a leg, Jerry White and Dick Tillman. In the Gobblins, Pete Rose duplicated Seavy's feat by moving ahead early and staying there in the same manner. Delkin Jones staged a comfortable second most of the way and Roy Quick staged a valiant fight while at the head of the pursuing pack for third.

The second race start favored the leeward end. Tillman found tacking room on the line and broke clean onto port while most of the fleet at the leeward end stayed on the unfavored tack in the familiar "I can't tack till he does" situation. Seavy making a conservative slot start had been buried by the blanket of boats luffing down the line. After everybody had finally decided to head for the first mark Tillman was ahead with all the chickens tucked under his wing. At the end of two laps, Tillman was still ahead and led the host over to the windward shore for the beat home as the wind turned streaky in the golden afternoon. Seavy, who had maintained a relentless pursuit passing boat by boat on sheer power, closed and when the boats on shore hit the soft spot, tacked out and was on top when the wind freshened. Bosch and Howell spotted more new wind up the lake, tacked for it and took over second. At the finish it was Seavy, Bosch second, and Howell third. In the

Gobblins, it was second verse—same as first. Pete Rose got out in front again, sailed steadily and covered well for his second first. Delkin Jones jung in for another second followed by Paul Whittier in third.

The last race was essentially a boat ride for Seavy. Carrying a five-boat lead and the wind blowing a crisp 12-15 mph, Francis sailed conservatively and left the heroics to Tillman. Dick sailed a beautiful race, picking his tacks carefully, then covering Seavy well when ahead. Bruce Colyer came to life for a close third. In the Gobblins, Rose's boom-mounted mainsail jamb came off leaving nothing but a straight pull to the traveller. Dick Chastain charged into the breach and was never headed. Ken Lacy sailed a fine second while Jones played the regatta to a safe third and overall win.

The weather was delightful throughout the regatta, but no more so than the contestants. From the Friday night warm-up party which featured bobbing for apples in bourbon and water to the hot buttered rum send-off, it was obvious that the sailors came for the fierce competition and good fun that mark Snipe regattas. We love you. Come back.

— Franklin Johnson

FINAL RESULTS - 1964 HALLOWEEN REGATTA

SPOOK DIVISION - First 15 Boats

FIN.	SKIPPER	CLUB	RACES	1	2	3	Pts.
1	Francis Seavy	Clearwater		1	1	2	4721
2	Dick Tillman	Patterson AFB		3	4	1	4413
3	Gonzalo Diaz	Clearwater		4	6	11	3494
4	Carlos Bosch	Nassau		15	2	5	3493
5	Jerry White	Clearwater		2	8	17	3186
6	Bruce Colyer	Miami		12	11	3	3185
7	Dan Williams	Chattanooga		7	7	13	3096
8	Derek Peters	AYC		8	5	15	3061
9	Pete Duvoisin	Birmingham		16	10	6	2811
10	Carl Zimmerman	Akron		10	16	9	2610
11	Frank Johnson	AYC		9	20	8	2554
12	Elden Howell	Columbus		21	3	16	2469
13	Brad McFadden	AYC		19	17	4	2429
14	Lloyd Cox	Chattanooga		17	12	10	2378
15	Frank Jones	Memphis		14	13	18	2042

GOBLIN DIVISION - First 15 Boats

1	Delkin Jones	AYC		2	2	3	4486
2	Pete Rose	AYC		1	1	10	4161
3	Roy Quick	AYC		3	5	8	3729
4	Ken Lacy	Miami		11	8	2	3510
5	Herb West	AYC		5	11	6	3421
6	Bob Mills	Potomac RSA		7	12	4	3366
7	Pat Crowe	Chattanooga		6	15	9	2925
8	John Chapman	Valdosta		9	9	13	2832
9	Dick Chastain	Indianapolis		dnf	7	1	2766
10	Tom Bowers	AYC		dnf	4	5	2675
11	Paul Whittier	AYC		dnf	3	7	2610
12	Elmer Riker	AYC		10	14	11	2590
13	Garnett Puett	Valdosta		8	13	16	2398
14	Sam Norwood	AYC		4	10	dnf	2340
15	Henry Wade	AYC		dnf	6	15	1911

We get quite a kick out of going back and picking up an old heading for an article (the one above was used in December 1957 when Francis won his second consecutive victory at Atlanta), but in this case, it is doubly so, for he used his same old HONEY 6996, now rapidly becoming a legend. It is a Mills Snipe with as wide a bow as possible, built with the 1" stem radius and specifications then in effect under Sheet A. It is interesting, in passing, to note that both the champion Schmidt and Conrad teams use similar boats with blunt stems.

Marc Teurlay

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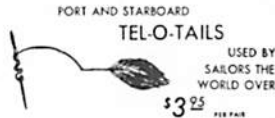
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The 1964 Champions of Italy —



THE NEW ITALIAN CHAMPIONS — Dellacasa (left) and
Scognamiglio. — Photo by Franco Belloni

The 23rd Annual Italian Championship July 8th - 12th was
conducted at Panzano (Monfalcone), with the participation of
38 Snipes of 32 fleets.

Mino Dellacasa of Genoa (Tigullio Fleet) and his
Mino Scognamiglio won, sailing the Snipe 12127 "Mandrio.

V. Porta finished second in his Snipe 12802 "Donatella II",
while Carletto Massone (10738 Zal III), a young skipper, fin-
ished third, confirming his ability.

FINAL RESULTS - 23rd ITALIAN NATIONAL CHAMPIONSHIP

BOAT Number	Name	SKIPPER	Pts.	Fin.
12127	Mandriol	M. Dellacasa	12203	1
12802	Donatella II	V. Porta	11441	2
10738	Zal III	C. Massone	10961	3
11332	Hazel II	G. Morin	10456	4
12124	Dodo III	G. Gorla	10179	5
11331	Cherso V	C. Corvaia	10149	6
9193	Punta Salvore	D. D'Isiot	9920	7
11153	Veglia	E. Braut	8726	8
11335	Yucatan	R. Marchignoli	8497	9
10731	Rotarino	S. Agnissetta	8423	10
12128	Barbarossa	G. Terdoslavich	7927	11
6370	Bon II	V. Lasinio	7739	12
12784	Toppitoppi II	G. Bientinesi	7269	13
14472	El Caregon	T. Sain	7231	14
11149	Sugar	B. Zoppi	6931	15

The 12th Junior Italian Championship July 24th - 28th,
sailed at Rimini, was won by the Snipe 12802 "Donatella".

Skipper: A. Solerio, crew G. Mingalia of the Capo Verde
Fleet. A. Solerio became, after this success, a new hope of
the Italian Snipe Class.

FINAL RESULTS - 12th JUNIOR ITALIAN CHAMPIONSHIP

BOAT Number	Name	First 12 Skippers	Pts.	Fin.
12802	Donatella II	A. Solerio	7500	1
9984	Dodo II	A. Lipani	7302	2
14472	El Caregon	F. Alfano	6821	3
10839	Lasciami Passare	F. Favazzi	6633	4
14155	El Diablo	F. Robles	6633	5
12128	Barbarossa	G. Terdoslavich	6538	6
10454	Voltolino III	R. Bargoni	5810	7
11858	Topo Matto	M. Savelli	5643	8
12664	Discolo	S. Carrara	5405	9
10452	Tempo Perso	G. Lodoli	5334	10
9691	Nanni	G. Franchi	5136	11
9710	Brioni	F. Apollonio	5054	12

OLYMPIC YACHTING

The value of being designated as an Olympic Class has been widely debated by almost everyone for many years. All agree that it would be nice, IF....! Below is a reprint of one man's conclusions taken from Cougar Talk, a catamaran class magazine. It is worthy of careful consideration.

I have been doing some research on the subject of Olympic Yachting (or International Games), and the following is the conclusion I have come to based upon I. Y. R. U. decisions concerning yachting and the Olympics:

1. Olympic classes will be replaced periodically, and any class that considers their design to be the ultimate is disillusioned.
2. Sailboats are designed and out-designed continually, and the latest design is the object of the International Games.
3. The Cougar was designed for everyone in respect to speed, comfort, and safety - (not acrobatics in the sense of being unmanageable and awkward, or limited in use as to dryness, convenience, portage and appeal).
4. I. Y. R. U. has all but eliminated the inland sailor in the 235 sq. ft., or "B", class since the beam is a maximum 10 feet, two feet over the U. S. road limitation. It is ridiculous to believe that a catamaran over eight feet wide can be tilted or folded economically, easily, and safely.
5. In the past, class entries in the International Games that have been eliminated soon are tabbed as has-beens with little further growth and gradual extinction.

As a result I recommend that the Cougar Class try for N. A. Y. R. U. and I. Y. R. U. recognition and not press for recognition in the International Games as I am not sure that this is beneficial in the long run. It will be interesting to observe how the Star and Dragon classes fare if eliminated from the Olympic Games.

— By Bob Tatge

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Wells Wanderings



by Ted Wells

TULSA, OKLAHOMA, SATURDAY, NOVEMBER 21, 1964

BELOW ZERO BLASTS DUE IN MIDWEST

So what else made news the weekend of November 21? The Central States Sailing Association Frostbite Regatta of course, only in a different way than it has the last two years.

As I listened to the radio driving to Shangri-La Lodge on Grand Lake, Oklahoma, on Friday, I had ample time and opportunity to reflect on what kind of an idiot would be lugging a sailboat 450 miles round trip, to a regatta which in both of the preceding two years had ushered in the worst storm of the year for the whole eastern half of the United States and had itself been blown out of the water after only one race, both years. In Wichita, the wind was reported as 39 gusting to 58, and Kansas City and Omaha were having a blizzard with winds over 70 m. p. h. It looked like the regatta might set a new record by being the only no race regatta I've ever attended - but with the unpredictability that is the only predictable thing about plains states weather - the storm moved through rapidly on a northerly track - and all three races were run right on schedule. The temperature was a bit nippy, but after all - this was advertised as a frostbite regatta. Steve Taylor (our professional Nationals Race Committee Chairman) crewed for me again this year; we were dressed for the weather; and we had a delightful time. The fact that we won all three races affected our viewpoint of course, but the wind varied from about two to twenty m. p. h. and back again in about ten minute cycles, and shifted in direction from northeast to northwest and back again on about the same cycle so there was never a dull moment, and it was pleasant and interesting racing.

The lodge was right on the water's edge, and the spectators could sit in the bar and see the whole course - the reaching mark being only about a hundred yards off the point where the lodge was. Saturday morning, the temperature was about ten or fifteen and there were wisps of mist blowing along the surface of the water. They showed beautifully how the wind swirls and does unpredictable things around points. On our first reach, we started planing like crazy as we approached this reaching mark and the memory of these swirls made me a bit uneasy as I prepared to jibe. Just as I remarked that this jibe might be a little fancy, what with the deck, sheets, sails, blocks, floorboards and us being covered with ice - the wind shifted from northeast to northwest and we stopped so suddenly we almost slid headlong off the boat over the bow.

HELPFUL HINTS FOR FROSTBITERS

Dunlop rubber sailing boots large enough for two pairs of heavy socks will keep your feet comfortable. Acid proof plastic coated cotton gloves outside of knit gloves will make you clumsy but will keep your hands warm and dry. A cap with ear muffs is essential and a face mask is desirable. Long handled underwear - the one piece head to toe type is practically essential to prevent development of a bare midriff which may be fashionable on gals but is awfully cold and hard to prevent with modern foul weather gear with trousers topped either with elastic or draw strings - and shirt tails which pull out and sweat shirts that aren't long enough to cover this

Gale-Powered Storm Sweeps Across Plains

area. I speak with authority. I did not have the one piece variety.

Fiberglass decks become very slippery when covered with ice. The Dunlop boots didn't slip so much on the ice - but the ice cracks and, Oh Boy! how it slips on the deck! The only safe way to get on or off is in a sitting position hanging on tight with both hands.

If there is any breeze, some kind of non-approved and therefore comfortable and efficient life jacket should be worn. My foul weather jacket comes from England and has an inflatable water wing type of plastic sack arrangement which is comfortable to wear, and I think would keep me afloat (I've never tried jumping in with full frostbite gear on).

MAST RAKE

Some one wrote to Birney stating that people in one part of the country rake their masts forward and in the other part of the country they rake them aft and they can't both be right. The truth is that they rake them both ways - but at different times. Practically all top skippers carry a fairly pronounced aft rake when going to windward. Also, many - especially on the West Coast - carry a fairly good forward rake when going down wind or reaching with the pole out. When the pole is not out on a reach, it seems to me to work best to keep the jib luff tight (aft rake).

This involves very loose rigging and people have started rigging a guy to pull forward on the mast to prevent its flopping around when running before the wind, especially in a heavy chop and with the mast stepped on deck. This has not been considered a rule violation as you can put blocks behind a mast stepped on the keel, and accomplish the same result, and you can use a line or piece of elastic between the mast and stay to stop flopping on other points of sailing. Aarno Walli of Finland objects to the use of this guy as he feels any line above the deck must be called a stay, and rule 50 says double jib stays are not permitted. I believe this gadget should be judged by how it is used and what it accomplishes, and all I can see that it accomplishes is doing the same thing as blocks behind a keel stepped mast where it goes through the deck. Including, as I learned the hard way, breaking the mast if the guy is sturdy enough and the rigging is loose enough and the skipper is absent minded enough to not loosen it before the beat. This matter will be discussed by the SCIRA board at their annual meeting.

ALL GOOD OR ALL BAD - YOU'RE EITHER IN — OR OUT!

SCIRA has often debated the grading of sailing fouls and penalty in an effort to avoid the situation where the most minor infraction calls for just as complete a disqualification as the worst crime. We do award (under certain conditions) a DNF instead of the DSQ called for - a small step in the right direction.

Recently, the Penguin Class and some 210 fleets have tested a scheme calling for 3 classes of penalties: total, major, and minor, which call respectively for total disqualification, the number of places equal to two-thirds of the yachts beaten, or the number of places equal to one-third of the yachts beaten.

Sounds like a good idea, and might be worthy of consideration on a local and trial basis next season by SCIRA fleets.

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FOR SALE: LOFLAND RACING SNIPE 14736. Dry sailed only three months. PERFECT-\$1070.00; with dacron sails by Levinson;\$1195.00. Original cost \$1500.00. W. G. Chase, Hillcrest Ave., Olean, New York.

FOR SALE: BRITISH BUILT FIBRE GLASS BOATS. Wooden deck and trims. Three built-in buoyancy compartments. Price complete ex works, ex sails \$592.00. Approximate freight \$154.00. Particulars on request. Lockyears, Boat Builders, Crow Hill, Broadstairs, Kent, England.

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.

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Clarence Borggaard, The Boat Shop, 391 Riverside Ave., Medford, Massachusetts 04416.

NOTICE - INVENTORY CLEARANCE. Sale of all masts, booms, poles, boom crutches, rudders, and tillers. Up to 60% off list price on second grade masts and booms. Write for list and description. Fred Post, 2020 East 1st St., Tempe, Arizona.

FOR SALE: LOFLAND FIBERGLASS SNIPE 12137. North sails; Proctor aluminum mast; self bailer. 425 lbs. \$900.00 Bob Lane, 5427 Youngridge Dr., Pittsburgh, Pa. Phone: 655-2066

FOR SALE: LOFLAND SNIPE 14928. Ulmer dacrons. Raced 10 times and like new. Winner of August Series at Diamond Lake, Michigan. Only \$1100.00. Bernie Eowe, 502 Baldwin St., Elkhart, Indiana. Phones: 604-3395 or CO4-1508 nights.

FOR SALE: NORTH SAILS. New 1964, medium-full main and medium jib. Used very little and like new. PERFECT - not a wrinkle or hard spot. \$125.00. Bob Foster, 5206 Allardowne, Kalamazoo, Michigan.

FOR SALE: 14315 OLYMPIC FIBERGLASS SNIPE. Alum. mas and boom; bronze centerboard; dacron sails; full covers; all racing fittings. Practically new and ready to go. No trailer. Must sell. Sacrifice \$895.00. Jim Diggs, Paris, Tenn. Ph: 642-4724 or 642-1675.

FOR SALE: VARALYAY FIBERGLASS SNIPE 13105. Beautiful mahogany deck. 1964 Illinois State Champion. New Varalyay flexible mast to meet North sail specifications. Adjustable clew outhaul on new boom. New aluminum daggerboard; minimum overall weight; chrome plated hardware; one suit of sails. Firm \$1300.00. Daniel E. Wesselhoft, 5419 Sherwood Ave., Peoria, Ill.

FOR SALE: ONE SUIT OF BOSTON SAILS (full). Used only 4 times. \$85.00. Bob Wesselhoft, 609 W. Crestwood Dr., Peoria, Ill.

FOR SALE: COMPLETE SET OF MURPHY AND NYE full cut dacron with very little use \$70.00. You will win races with them. One set of Watts dacron medium \$50.00. One Watts full cut dacron jib only \$15.00. Gonzalo Diaz, 1432 Court St., Clearwater, Florida. Phone 443-2662.

WANTED: SNIPE in very good condition for beginner. Have \$500.00 but can go little higher for exceptional deal. eg: 11798 outfit in November BULLETIN. Send details including weight extras, etc. to E. Christian, 9 Bittersweet Lane, Loudonville, New York 12211.

FOR SALE: Have misjudged that precious commodity "time". Want to sell Schock - Snipe and Sails 14297. Good trailer, cover Reasonable price - variable trade. Ben Moore, Box 909, Ardmore, Oklahoma. AC-405-CA3-9317.

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REGATTA, Montague Bay, Nassau, Bahamas. Carlos Bosch, P. O. Box 838, Nassau, Bahamas.

MAR. 9-12 MIDWINTER INTERNATIONAL CHAMPION - SHIP REGATTA, Clearwater Yacht Club, Gulf of Mexico, Clearwater, Florida. Francis Seavy, 1840 Stevenson Ave., Clearwater, or Clearwater Yacht Club, Clearwater Beach, Florida.

MAY 8-9 COTTON CARNIVAL REGATTA, Delta Sailing Club, McKellar Lake, Memphis, Tenn. Frank A. Jones, Jr., P. O. Box 265, Memphis, Tenn.

JUNE 26-27 CLEVE SLAUSON MEMORIAL Regatta, IVY Club, Illinois River, Peoria, Illinois. Robert J. Wesselhoft, 609 W. Crestwood Dr., Peoria, Illinois.

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Dear Snipe Skippers:

This time of year everybody wants to know whats new with our Snipe sails. Last year at this time we told you about our new main which was 1 to 2% faster than anything we had made before. We were very pleased that more than 330 of you took us at our word and purchased Snipe sails from us in the past 11 months. If you have one of these all purpose medium mains you should be happy to know that it hasn't been out-designed. We have made some minor changes which make the sail look faster in light air without changing the medium or heavy air appearance.

We have concentrated more effort on our new Snipe jibs and the results were better than we had expected. Both the medium and full jibs are faster than our '64 models. The biggest speed increase was on the new medium jib in winds of 10 to 18 mph. We are using a new type of dacron which stretches even less than our '64 material and our tests indicate that a jib of this material will hold its shape twice as long as our best '64 jibs. Because of the lower stretch, the jibs can be used over a greater range of wind velocities than the '64 models.

The 1964 race results were gratifying, particularly that 8 out of the first 10 skippers in the National Championship and the first 5 skippers in the Western Hemisphere Championship used our sails.

We will continue to check each individual main and jib on our Snipe rig on the roof to insure that every sail we send out is as perfect as we can make it.

If you would like more information about our 1965 sails, drop us a line.

Yours very truly,

Lowell North
Lowell North