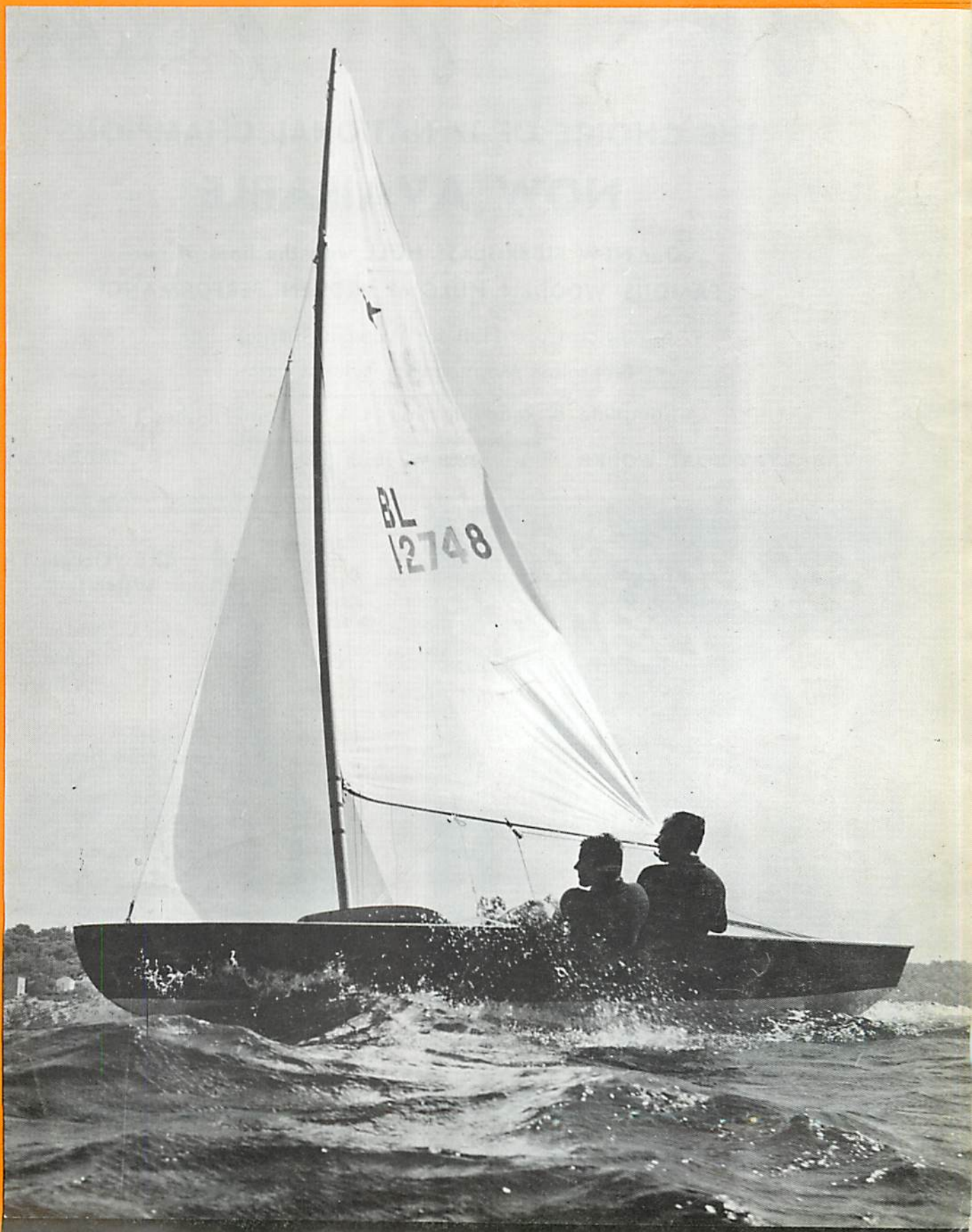


SNIPE BULLETIN

NOVEMBER 1965

Vol. XV No. 6



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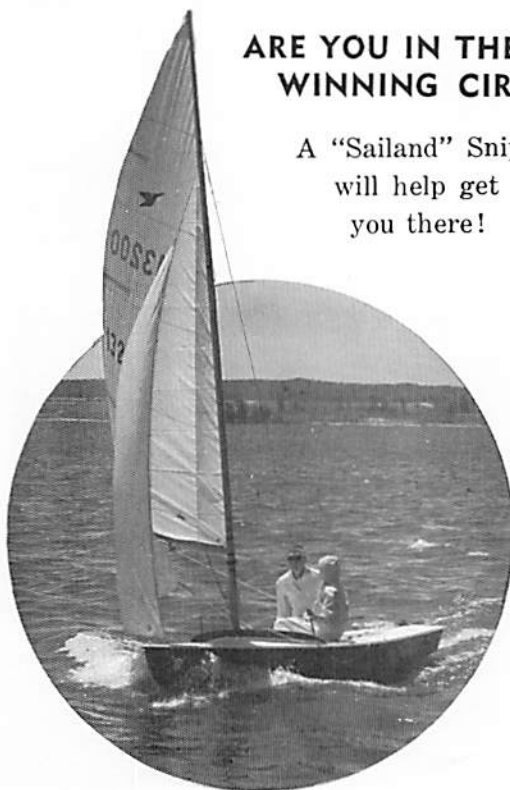
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PEORIA FLEET ENJOYED IT, TOO!

"Dear Snipers:

Fleet 131 would like to thank the many, many people who have written to us commenting and praising us for the wonderful 1965 Snipe Nationals. If our Regatta was one of the best, it was because you, the Snipe Sailors, made it so.

We were blessed with good winds, good weather, superb cooperation, but don't ever forget that what really makes a Regatta is the wonderful group of people that trail their boats across the country to come as guests of the home fleet.

Fleet 131 sincerely thanks you for coming. We hope that when we travel we can be as gracious as guests as you have been. I believe that this relationship between people and between families is the strongest selling point that Snipe has for newcomers interested in the sport of sailboat racing."

— Stanley Salzenstein, General Chairman

SOUNDS LIKE A GOOD IDEA. WHAT DO YOU THINK?

"Listing of scores with names the way it is now done is really rather meaningless. Way back before everyone traveled the way we do now competing all over the world the present system had a little more meaning. It was competition of everyone else. Now we all know that who you sail against is very important in how you finish in the Point Score Race tabulation. Our national and international champions haven't finished on top for many, many years.

<u>Fleet #0</u>		<u>Fleet #00</u>
Joe Jones	1607	etc.
Sam Jones	1601	
Mary Smith	780	
Casey Jones	400	
Joe Smart, CAPT.	320	

I think that we are all interested in knowing how other fleets are faring and how our friends have finished in the years competition. By listing the fleets the way that I propose, we see who sailed and who beat who. The fleet captain can be easily noted as shown above and then we all know who is in charge.

I don't believe changing the system as noted here would require any formal action whatsoever.

They could be published as the reports came in, only waiting until the deadline to publish the top fifty or so scores. For instance, our Glen Lake Fleet finished up and our point scores were in before the first of September. They could have been inserted in any openings in the BULLETIN from then on."

— Nate Whiteside

LET'S ALL GO NEXT YEAR!

"I have just finished reading Bill Scofield's letter in the August Snipe BULLETIN, under the title "Rocky Mountains A Grand Place To Sail", and all I can add is a fervent AMEN!!!! From the time our group of five Snipes arrived until the moment we left, we got the Royal Treatment! The welcoming committee was there when we drove up to the camp ground with a cool beer in one hand and a warm handshake with the other. The hootenanny was fun, the winds were challenging, the scenery was literally breath-taking, but above all, the hospitality was what sold us. They even let us take home a good portion of the trophies!

I would have to think hard to remember when I've enjoyed a regatta more, and I highly recommend this one for anyone planning a family sailing vacation next August."

— Dave Babcock, FC Oklahoma City Fleet 14

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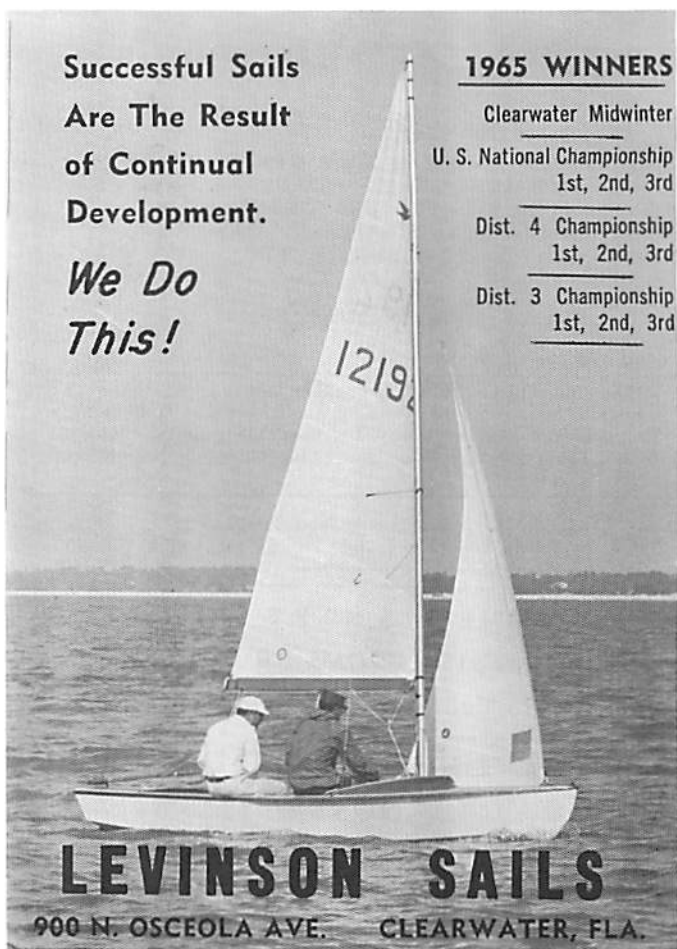
— Carlo Bottini, Director of Sailing
Santa Rosa (Calif.) Department of Recreation

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- Dist. 4 Championship
1st, 2nd, 3rd
- Dist. 3 Championship
1st, 2nd, 3rd



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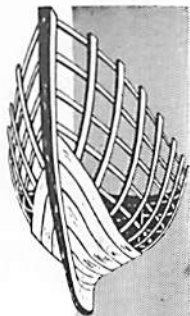
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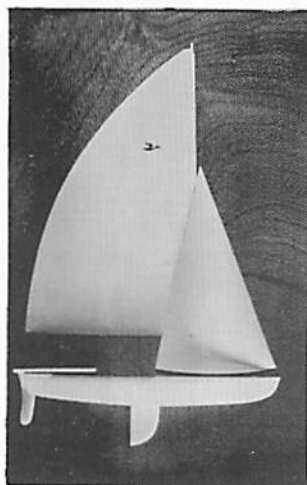
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The SNIPE BULLETIN is edited and produced monthly by Birney Mills, Executive Secretary.

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The Cover

Once again another picture of the famed Schmidt twins of Brasil graces the cover of the BULLETIN. Such photos have become very familiar to Snipers as they have appeared periodically over the last few years, but this one is especial in several ways.

Not only is it a beautiful shot showing the boat and rigging (note the spar) being used to its best advantage, but it also marks the high point of their sailing career - the winning of the World Championship of the International Snipe Class for the third consecutive time, something that has never been done before.

Axel and Eric rose to the top for the first time at Rye, New York, in 1961; maintained their position at Bendor, France, in 1963; and dispelled all doubts of their ability by their successful defense of the title in the Canaries, Spain, in September this year. And they deserve all praise and plaudits, for they overcame the top-ranking brother teams of the Conrads of Brasil and the Levinsons of the United States in establishing their record. Let's all stand and bow deeply to our champions!

THE SCORE

Numbered SNIPEs — 16081

Chartered Fleets — 601

When the score (as of August 1st) was published in September, it stood at 16043, and we hoped to pick up 67 more boats in the last 2 months of our fiscal year (Sept. and Oct.) in order to surpass our all-time high of 755 numbers issued in one year. (Bear in mind that Snipe numbers are issued only when hulls are ready for decking or finished - not when plans are sold, as in many classes).

Well, we didn't do it! 38 was the most we could produce, so, we missed by 29. Strange enough, all 38 went to Western Hemisphere countries - U. S. with 23, Brasil 11, Chile 2, Canada and Virgin Islands 1 each.

But should we feel sorry we missed our goal? Certainly not, for the grand total was 727 new Snipes, enough to establish 1965 as the second highest in 34 years of Snipe building. 6 countries accounted for 548 boats — totals of 248 for the United States, Denmark 80 (a record high for them), Spain, Italy, and Japan 60 each, and 40 to France. The other 179 were distributed between 8 different countries.

The official SCIRA record shows 755 boats in 1962; 727 in 1965; 684 in 1964; 621 in 1961. The yearly average for that period of 34 years is now 473, an increase of 8 over the previous 465. It looks like Snipe is more popular than ever and growing steadily, despite some dire predictions constantly made by various sources over the last 5 years especially. It is really remarkable how Snipe survives! Could it be because it is recognized all over the world as a "GOOD LITTLE BOAT"? Critics are respectfully requested to take notice of it's astonishing record.

Meeting of the National Secretaries

Las Palmas, Canaries, Spain — Sunday, September 12th, 1965
6:15 P. M.

National Secretaries or their alternates represented 25 different member nations participating in the World Championship Regatta. Commodore Hook, Vice-Commodore Basil Kelly, Executive Secretary Birney Mills, Chairman of the Rules Committee Ted Wells, General European Secretary Angel Riveras, Secretary for Northern Europe Svend Rantil, Secretary for Southern Europe Capt. Vieri Lasinio, and Secretary for Eastern Europe Alexander Lukez attended as did Juan Manuel Alonso Allende, noted Spanish Sailor (former Snipe World Champion) and officer of the Federacion Espanola de Clubs Nautico, and Past Commodores Frank Penman and Alan Levinson. Commodore Hook presided.

The minutes of the last meeting at Bendor, France, were accepted as read.

The following subjects were discussed, opinions expressed, and recommendations made for action by the Board of Governors:

OLYMPICS

Vice-Commodore Basil Kelly, Chairman of the Olympic Committee, reviewed the actions taken by his committee since January to get Snipe admitted into the Olympics as the 6th competitive class in the 1968 Games. The details recited showed that this was the best concerted effort SCIRA had ever made. Immediate action was necessary to get the question admitted to the agenda of the November IYRU meeting and this could only be done by IYRU member nations requesting it in formal application, which closed on Sept. 30th. All representatives were directed to contact their respective nautical authorities to make such a formal request at once. Under the leadership of Spain, Finland, Sweden, Norway, and Argentina promised to make special efforts to attain that end. All representatives signed a letter which Basil Kelly and Dr. Riveras would present to the IYRU when they attended the meeting as official representatives of the International Snipe Class. Likewise, closer contact was planned with the sailing authorities of the host country of Mexico, with promise of assistance in supplying sufficient Snipes if Snipe was admitted.

EUROPEAN SECRETARIES RECOMMENDATIONS

Dr. Riveras reviewed actions and recommendations made by the National Secretaries of Europe at their meeting in Zurich, Switzerland, last June. He stressed two major points:

(1) after careful consideration, they agreed it was not convenient to charge separate national and international dues as some had proposed. They moved that the National Secretaries should fix the amount of dues payable in their own territory and adopt the schedule of \$5.00 per fleet for annual charter fees, \$1.00 per boat dues, and \$2.00 for each number issued to be paid to the International office and if at present in arrears, should immediately determine and agree on a fixed amount with the Executive Secretary and clear up all such debts by January 1st, 1966. If such settlements were not made, the delinquent nations would not be permitted to compete in future international regattas.

(2) There should be no major changes of any kind in Snipe specifications, especially in shape of weight of the hull. This was a definite and final conclusion made after full consideration of proposals made in Bendor.

There was unanimous approval and support of both these suggestions.

RULES COMMITTEE

Ted Wells called attention to the work done on changes proposed for the Rule Book and stated final approval would be made at the SCIRA meeting in November at Indianapolis, with the new book (good for 2 years) being printed immediately after. This was the last chance for any new suggestions. Four subjects were discussed:

(1) Proposed that only Snipes meeting the tolerances under

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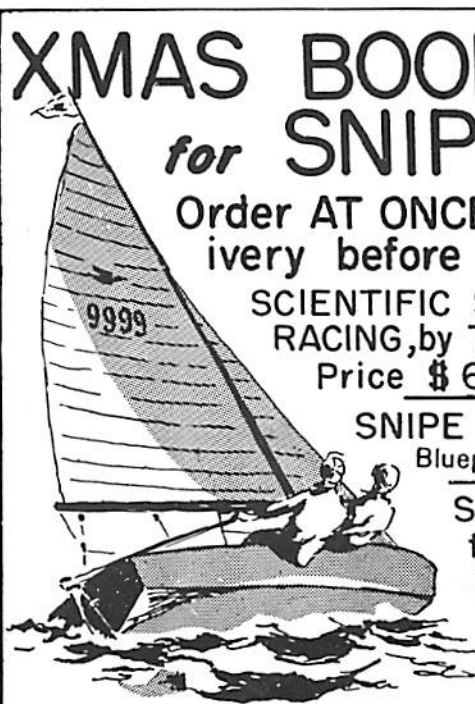
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Sheet B (new ones) be allowed to race in major international events, specifically the World, European, and Western Hemisphere Championships. There was considerable disagreement at this suggestion and opinion prevailed that all measured Snipes would continue to be eligible.

(2) Specifications on the stem should be more definite and complete diagrams made available, preferably full-scale if possible, so there could be no misunderstandings or interpretations. All approved.

(3) Additional flotation was requested to increase the safety factor and make the boat more easily righted after capsizing. Approved.

(4) Argentina suggested that the present permission to have 1 mast and 3 sets of sails measured in the World Championship be changed to 2 masts and 2 suits of sails. Majority opinion was in favor of 1 mast and 2 suits of sails with another mast being provided or acceptable only in case of breakage.

GENERAL BUSINESS

Commodore Hook presented certain selections of class emblems and asked for opinions. There was no evident enthusiasm for any one particular design and Aarno Walli of Finland offered to provide other samples in time for inspection at the November meeting.

Secretary for Eastern Europe Lukez of Yugoslavia made a brief report of his initial efforts to organize new nations and his optimistic hopes for the future were gladly received with congratulations on progress already made in Austria.

Horacio Campi, representing the General Secretary of the Western Hemisphere, requested that Spain undertake the translation into Spanish of BUILDING A PLYWOOD SNIPE, permission which had already been given by the Board of Governors earlier. This was approved. Svend Rantil suggested translation of figures into the metric system, but also specified that the official language of all SCIRA publications be the English version in all cases of conflict. Minor changes in language and words used in all official SCIRA publications should be made in order to make things clear, as they circulate all over the world and various translators could come up with different meanings.

Bids for the next World Championship in 1967 were received from Argentina, Portugal (on behalf of Angola in P. W. A.), Canada for the Province of Nova Scotia, and Bahamas. Detail written proposals were either presented or promised in time to be presented to the Board of Governors in Indianapolis.

It was pointed out that the ideal schedule as allowed under present rules was one race per day rather than to crowd all 7 races into 4 days, the fastest time now approved.

Meeting adjourned at 8:00 P. M.

The Annual Meeting in November

As previously announced, a 1965 Annual Meeting of the International Snipe Class will be held in Indianapolis the last weekend in November.

The Board meeting on the 26th and the membership meeting on the 27th will be held at Hook's Service Center in the Trophy Room. The Board meeting will start on Friday with a noon luncheon and continue on through the evening and, if necessary, will continue Saturday morning. The membership meeting will start Saturday with a luncheon at noon and continue through the afternoon and evening. Cocktails and food will be available both days the same as before.

Snipe in London Boat Show

A fully rigged Snipe will be on display at the Boat Show at Earls Court during January 1966, on Jack Holt's stand. Members of the Class Association will be present and will be pleased to meet Snipers from all over the world. Especially gratifying to SCIRA is the fact that Snipe, under the aggressive leadership and promotion of Peter G. Harris, is making slow but steady progress in the land of dinghies.

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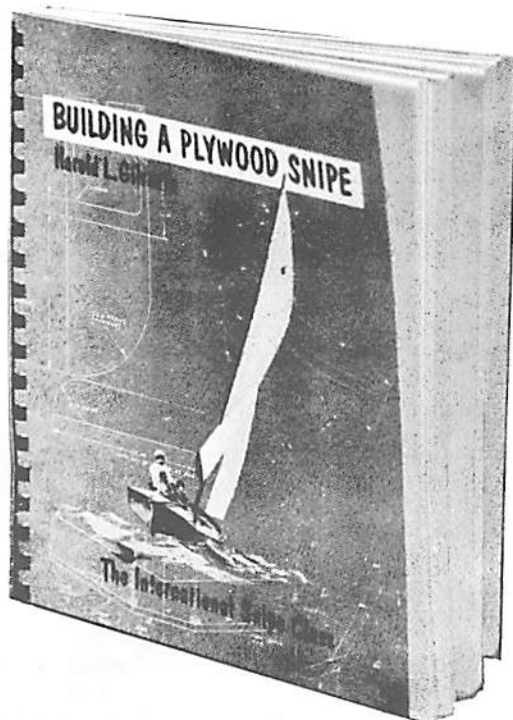
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Consisting of 99 pages size 8 1/2 x 11, it contains 98 pictures, 47 plates of diagrams and sketches, and plans along with a text giving complete instructions for building a champion hull and finished Snipe with all outfitting and rigging details. Mr. Gilreath constructed Snipe #12345 as he wrote the book, so nothing is overlooked.

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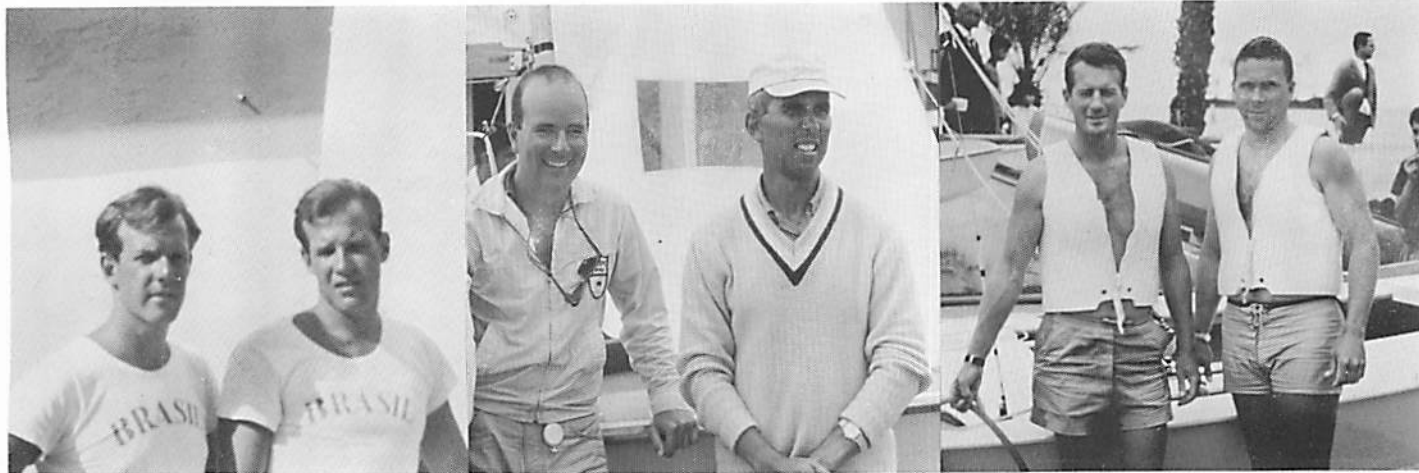


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SECOND PLACE WINNERS -
Harry and Alan Levinson of United States

THIRD PLACE WINNERS -
John Hoyt and Hovey Freeman - Puerto Rico

WESTERN HEMISPHERE WINS 5 OF TOP 6 POSITIONS

Displaying the same form and sailing ability which won titles for them at Rye, New York, in 1961 and in Bendor, France, in 1963, the famed Schmidt twins from Rio de Janeiro, Brazil, got even a firmer grip on the Hub Isaacks Trophy when they outclassed all competitors to win the World Championship of the International Snipe Class for the third consecutive time. They were listed as favorites in spite of the formidable competition and they did not disappoint their backers.

The Trophy, one of the oldest in SCIRA, was dedicated in 1934, and SCIRA held an annual World Championship Regatta every year through 1947, with the exception of the war years 1943-1944. In 1947, realizing that three major events - World Championship, European, and Western Hemisphere (each one getting larger every year) - was a little too much frosting on the cake, the Deeds of Gift were changed as each regatta was placed on a 2-year schedule. Since that time, the Isaaks Regatta has been held on the odd-numbered years with the other two events on even-numbered years.

This XXII th World Championship Regatta was held in Las Palmas, Grand Canary Islands, from September 5th to 14th with Spain as the host country. Attracting national champions from 25 different SCIRA member nations (Puerto Rico, Austria, and Senegal for the first time), the event was the largest Snipe World Championship ever held and an outstanding success, not only in the quality of the racing teams, but also in the organization and actual staging of the affair and the evident enthusiasm engendered. It exceeded many similar Olympic events in several respects.

The regatta consisted of 7 races scheduled from the 9th to 14th with the privilege of dropping one race, including a DSQ, and all were sailed on time on modified or Olympic courses on the Atlantic Ocean -- a rather unusual accomplishment.

Weather conditions made for favorable sailing with rather steady winds from 6-16 mph, but with rain and gusts up to 20-25 mph on one day. However, the one factor which many sailors were unaccustomed to and found disturbing were the large steady ground swells with waves as high as 10 feet at times. These led to considerable excitement as Snipes virtually disappeared in the trough to bob up again on the crest of a "whopper." These conditions continued throughout the series regardless of changes in local wind velocities.

But nothing seemed to bother Axel and Eric as they demonstrated their masterful sailing ability by getting 5 first places and 2 seconds for 9521 points, 468 points (about 6 boats)

ahead of their nearest rivals, the United States team of Harry Levinson (skipper) and his brother Alan (crew) from Indianapolis, Indiana. Harry and "Buzz" got 1 first, 4 seconds, and 1 fourth for 9053 points, a fine record which placed them 1265 points ahead of the third place team from Puerto Rico.

Harry, 3 times U. S. National Champion, and "Buzz" gave the Schmidts a scare when they won the first race Thursday morning by leading all the way around the course. Axel and Eric couldn't catch them once they got out in front. (This, in brief, became the pattern of the regatta usually whoever got the best start, and/or reached the windward mark first, continued on to be the first to cross the finish line.) Argentina was 3rd, and Puerto Rico was a surprising 4th, with Spain 5th.

The afternoon race was a reversal in that Brazil got the jump on the U. S. — and that was that! Spain and Argentina continued strong and exchanged places in 3rd and 4th respectively. Basil Kelly of Bahamas, a heavy weather sailor, made his appearance in the top five with a 5th while Puerto Rico, disabled, got a last place (which they subsequently dropped in the final accounting).

The two races Friday were sailed in steadily increasing winds with puffs above 20 mph and the heavy swells made for some capsizing and broken equipment. Japan, Austria, Uruguay, and Denmark were forced to withdraw in the morning race. Brazil was first at the windward mark and the U. S. , making a poor port tack, was 5th. But the Levinsons started to creep up and, one-by-one, passed Bahamas, Argentina, and Spain to grab 2nd place. As conditions worsened during the day. The 4th afternoon race saw more casualties with Turkey, Italy, Sweden, Senegal, Austria, and Portugal all in trouble. But the pattern was now fairly fixed. Again, Brazil was 1st at the mark and the U. S. , 5th again, repeated their fine morning performance by passing Norway, Portugal, and Spain to take 2nd again.

Saturday morning saw a drop in the wind with consequent small swells, but a rain squall produced shifty winds resulting in several changes among the leaders — all but Brazil, who again sailed away from the entire fleet to beat Denmark across by 1 minute 30 seconds. Portugal and Bahamas were 3rd and 4th, while the U. S. , 5th again at the weather mark, went to 4th, but slipped back again to finish 5th, their worst race of the series. With Brazil now having a 2-1-1-1-1 series with the U. S. 1-2-2-2-5, it was evident that the top spot was cinched unless Brazil completely collapsed, practically unthinkable.

The 6th race saw improving conditions with nice sailing

winds of 8-12 mph and less swells. Here Bahamas stepped to the front and sailed a beautiful race, leading Brazil all the way around the course. Puerto Rico was 3rd and the U. S. , after a bad start and in 15th place at the windward mark, stepped on the gas and in the last four legs went to 14th to 16th to 7th and final 4th for a gratifying comeback. This glorious finish cinched 2nd place overall for them and interest now turned to the hot battle for 3rd position. Bahamas with 6733 points was leading Puerto Rico by 314 points (4 boats); Spain was in a solid 5th, while Norway was in 6th place, but only 359 separated her from Sweden, Denmark, and Argentina.

The final 7th race Monday was the "light weather" race with winds 6-10 mph and moderate swells. Again, Brazil demonstrated all-around ability with a 1st in very shifty winds, beating U. S. by 1 minute 28 seconds. Brazil opened up a little on every leg in this last performance. Bahamas saw her 3rd overall-place hopes disappear down the drain as she slipped back to 9th and watched Argentina take over 3rd place as Norway, Sweden, and Denmark went back to 6th, 11th, and 14th positions respectively. Puerto Rico showed continued strength with a fine 4th, and Finland was 5th. It was "the Moment of Truth."

Thus the racing was concluded and the objective obtained — the Brazilian twins were the best Snipe sailors in the world, a fact agreed upon by everyone. The U. S. team made a gallant fight like the one they made at Rye under similar rough weather conditions when Brazil nosed them out of the title.

"Dark Horse" Puerto Rico was the real surprise of the regatta when they beat tough Bahamas by only 31 points for 3rd. Spain had a strong hold on 5th all through the series.

The Club Real de Nautico had the finest organization yet experienced and this, combined with a full social program and unmatched Spanish hospitality and friendliness, made the event one of the finest in the 35-year history of the International Snipe Class. The great success of this fine international sporting event augurs well for the future of Snipe in world-wide sailing circles.

And even more participating nations are anticipated in the future. Venezuela was entered at Las Palmas, but failed to show, for some presently unexplained reason. Chile, Virgin Islands, possible West Germany, along with other European nations might be eligible to race in the next event in 1967.



Headline: "BAHAMAS BEATS BRASIL (in 1 race)." Basil Kelly and Peter Wassitsch drive in the screws in the 6th race.

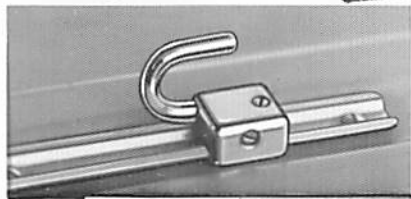


THE CHAMPION BOAT AND TEAM were the cynosure of all eyes. Here Denmark and Argentina make a close inspection.

FINAL RESULTS - XXII WORLD CHAMPIONSHIP REGATTA - SEPT. 9-14, 1965

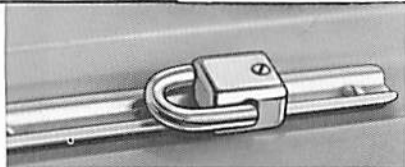
BOAT	COUNTRY	SKIPPER - CREW	RACES	1	2	3	4	5	6	7	Pts.	FIN.
12748	Brazil	Axel & Eric Schmidt		2	1	1	1	1	2	1	9521	1
12192	United States	Harry & Alan Levinson		1	2	2	2	3	4	2	9053	2
14961	Puerto Rico	John Hoyt-Hovey Freeman		4	DNF	6	6	7	3	4	7788	3
14889	Bahamas	Basil Kelly-P. Wassitsch		9	5	10	3	4	1	9	7757	4
15138	Spain	Pedro Casado-Felix Gancedo		5	3	3	9	8	14	10	7258	5
13171	Argentina	Ernesto & Carlos Caviezel		3	4	9	11	12	15	3	7022	6
13993	Norway	Nils Monstad-Gunnar Corneliusson		11	8	5	5	DNF	7	6	6962	7
14182	Sweden	Tom Silvert-Bjorn Akerlund		6	7	7	DNF	6	12	11	6503	8
16000	Denmark	Jan Persson-Klaus Jensen		12	9	DNF	8	2	6	14	6429	9
16030	France	Didier Poissant-Pierre Gramond		13	14	8	7	9	5	15	6078	10
14800	Portugal	Orlando Rodriguez-Adriano de Slau		14	11	4	DNF	3	16	12	5908	11
10563	Switzerland	Jean Degaudenzi-Alain Charles		7	12	12	12	12	10	8	5729	12
9884	Bermuda	Eugene Simmonds-Wayne Soares		DNF	6	11	4	10	11	DNF	5644	13
15006	Yugoslavia	Grego Antun-Nikolic Simo		8	10	15	10	15	17	7	5519	14
5605	Finland	Inmar Bjormdahl-P.O. Holm		15	13	17	14	11	8	5	5474	15
12127	Italy	Nino Dellacasa-Nino Seognamiglio		16	DNF	13	DNF	14	9	13	4235	16
12727	Belgium	Christian Nielsen-Marie Nielsen		23	15	14	16	16	18	16	3802	17
10547	Canada	Howard Richards-Doug Keary		19	17	16	13	19	13	22	3737	18
12705	Uruguay	Pedro Garra-Federico Latourette		10	16	DNF	18	19	17	18	3619	19
10043	Cuba	Vicente de la Guardia-Orlando Mir		20	20	18	15	17	DNF	20	3097	20
15860	Japan	Y. Nashinohara-U. Ukotomo		18	22	DNF	17	21	20	18	2822	21
14707	Austria	Stephen Risch-Wolfgani Allgener		17	18	DNF	DNF	20	DNF	19	2568	22
15197	Turkey	Macit Buluc-Rasit Yilmaz		21	19	20	DNF	22	21	DNF	2375	23
13112	England	K.S. Dobson-D.J. Fitzpatrick		22	21	19	DNF	23	DNF	21	2238	24
13245	Senegal	Louis Sonna Fous-Juan Archamband		DNF	23	21	DNF	DNF	DNF	DNF	1525	25

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Dick Tillman Candidate for Title

"U.S. Sailor-of-the-Year."

Dick Tillman continues to add to his sailing laurels! After winning the North American Finn Championship in Bermuda in July and coming in 2nd in the Snipe Nationals in Peoria in August, he went on to the U. S. Finn Nationals in Madison, Wisconsin, and grabbed the big prize of National Champion. The competition was close and, after 6 races in 3 days, he was tied with Peter Barrett, California star who won the 1964 U. S. title and a silver medal at the Tokyo Olympics. Dick then took the over-all lead with a 2nd place as Barrett finished 5th and when Barrett had some trouble in the last race, he coasted home an easy winner with a 5th.

When the U. S. was invited for the first time to send an entry to the Finn European Championship in September, Dick was selected to go. He borrowed a boat and finished 12th out of 29 entries in the regatta held at Cascais, Portugal. 6 Olympic sailors, 3 past world champions and 2 past European Champions were there. It was quite an event.

From the record, it appears that Dick is a prime candidate for the title of "Sailor of the Year". This Martini & Rossi award is given every year to the person receiving the most votes from the ballots printed in both Yachting and One-Design magazines. It would be a deserving honor for Dick and every Snipe could feel proud of the part Snipe has played in his sailing career. Mark the ballots and send them in as instructed before the closing date of November 30th.

Dick was in Cascais while the WC Regatta was being held in Las Palmas. He talked with Helder Soares, but wasn't able to visit the Big Show.

iVamos a la Regata!

(ALONG WITH WINNIE LEVINSON)

It was a joy to be able to attend the World Championships in Las Palmas, Canary Islands. The host fleet spared nothing in planning for the pleasure of their guests at this well-organized regatta.

The arriving crews were met at the airport by their "ambassadors" who greeted them in their own language, took care of their luggage and drove them to their hotel. Here the ladies were presented lovely bouquets—ours were beautiful bird-of-paradise. On the doors had been placed the flags of the different teams.

At the Real Club Nautico, the Royal Yacht Club, the U. S. team was loaned a boat to practice in until theirs arrived.

The ladies spent the first few days shopping in the local stores, learning a little practical Spanish like "how much is this?" and "where is the Post Office?", and finding gifts and mementoes for friends and relatives back home.

It took us some time to get used to the dining hours which were much later than to which we were accustomed. By the time of the actual regatta, we were feeling quite at home.

The sea was rough—even when the wind was not, so it seemed best to watch only one race a day from a spectator boat. A ship-to-shore system kept the "camp-followers" informed of bouy positions when we stayed ashore. Daily printed press bulletins notified participants and guests as to current race positions and forthcoming social events.

Many excursion trips were planned to enable the visitors to see the island. We were first taken in wide-windward buses, up very precipitous mountain roads to the village of Teror, several miles inland to the Festival of Our Lady of the Pine. The sailors from the Club Nautico joined us and kept us singing all the way. A colorful parade of people from the surrounding villages riding on floats, decorated camels, oxen, or donkeys brought offerings to the church. The village was quite overcrowded and we had to hunt for some time for our buses. After a snack, we joined the long motorcade returning down the mountain and enjoyed a lovely view of Las Palmas at night.

So many events were planned, we were not able to attend all. A lovely tour to the sandy beaches of the south shore of the island was missed.

Our hosts looked after all our needs. After a reception and dinner at the Club Nautico, each team and each National Secretary took part in the flag raising ceremony around the swimming pool officially opening the regatta.

The next evening the teams and guests were feted by the Mayor at a reception in the town hall.

On Saturday evening the veranda of the yacht club was turned into a banana grove for a typical fiesta. Dancers in their native costumes performed for us. After dinner we were invited to join the dancing. Our Ambassador and his wife taught us one of the group dances. Their music is very infectious and we loved it. I'm sure these Spanish people can dance and sing all night.

On Sunday there were no races so the sailors joined us for a trip to the high point of the island, Mt. Tejada. These islands are largely volcanic and the mountains rise sharply from deep valleys. Small farms and villages fill the available land. The weather changes from tropical at sea level where vast banana plantations are situated to temperate high in the mountains where apples, pears, grapes, and corn are grown. On our return trip the Governor of the island entertained all of us at lunch in a restaurant located in a volcanic cave.

Another happy evening was spent at the Pueblo Canario for dinner and local music and dancing.

The final banquet was held at the Club Nautico with the trophy presentation at twenty-four hours around the swimming pool.

We met many fine people during our trip and had a wonderful time. We came home determined to encourage the Spanish way of siesta and fiesta.



AXEL SCHMIDT LEADING THE FLEET

Our heartiest congratulations to Axel and Erik Schmidt, 1965 Snipe Class World Champions of the highest caliber. We are, of course, very proud of the fact that Axel used our sails in winning this championship. If you have won a championship with our sails this year and don't find yourself listed on this page, please let us know so we can include you next time.

During the months of September, October, and November, we will be testing and developing different shapes for our Snipe sails. If we find a faster main or jib than Axel used, we will let you know.

Jowell North

World Championship (5 firsts-2 seconds)	Puerto Rico Championship
Barcardi Cup - Nassau	Cotton Bowl - Memphis
Brazilian National Championship	Northeastern Int'l. Regatta
Portugal Championship	District 2 Championship
Argentina Championship	Ft. Worth Boat Club Regatta
Luando (Angola) Championship	Coronado Regatta - Calif.



NORTH SAILS

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Howie Richards Makes Clean Sweep in Canada

Wins all 3 Titles Again for 3rd Straight Year



HOWIE RICHARDS AND HIS CREW KEN FELTON (right) with trophies won at Baddeck, Nova Scotia (total of 12 - practically all in Canada).

July 19 to July 24 was Snipe Week in Canada. Thirty-five Snipe crews from across Canada journeyed with their yachts to the beautiful waters of Bras D'or Lakes, Baddeck, Nova Scotia to compete in the Provincial, Maritime Province and the Canadian National Snipe Championships.

The Bras D'or Yacht Club was host club, Commodore Buddy Dunlop and his executive went all out to provide an outstanding regatta. They appointed an independent Race committee consisting of experienced yachtsmen from various Canadian clubs. The Bras D'or Yacht Club provided the Race Committee with three high speed launches and also equipped them with radio communication. Consequently, the committee were able to lay out excellent Olympic courses and were able to move the weather marker directly to windward during the various wind shifts. The regatta was an outstanding success. The race committee spoke highly of the great co-operation received from the Bras D'or Yacht Club, also mentioning the enjoyable refreshments served to the yachtsmen through the courtesy of the ladies of the club.



THE BRAS D'OR YACHT CLUB - A wonderful place with water ideal for racing. The Bras D'Or Lakes are very large inland salt water lakes with 1000 miles of shoreline, beautiful hills, and excellent scenery.

Howie Richards and crew, Ken Felton completely dominated the regatta by winning the entire three championships. This was the third consecutive year that Howie has won the Leckie Trophy emblematic of the Canadian Snipe Championship. By virtue of their victory they will represent Canada, at the World



A BEAUTIFUL SHOT OF RICHARDS crossing the finish line. The leeward mark is just behind jib.

Snipe Championships to be held at the Canary Islands. Special mention must be made of the great efforts put forth by James MacDonald, Bras D'or Yacht Club, who placed so consistently to Richards in the four races in the Canadian Championship, finishing second in the championship. The spectators were impressed by the great performance of the two youthful light-weight skippers from Oakville Yacht Squadron, Jimmy Belford and Bill Hendershot and their teenaged girl as crew.

The Nova Scotia Provincial Championship, a three race series, was sailed in light airs. The second day after various starts and restarts due to light winds and wind shifts, the race committee finally called off the race at 7 p. m. as the time allowance for the race had elapsed. Jimmy Belford was in first position, approximately fifteen minutes from the finishing line when this race was called off. Howie Richards with crew, K. Felton from the Oakville Yacht Club, Ontario, was the winner of the series scoring, 3rd, 1st, 1st. Harry Henderson with crew, J. MacIntosh of the Royal Cape Breton Yacht Club finished in the runner up position, scoring 4th, 10th, 4th.

BOAT	Skipper (Top 20 of 36)	CREW	CLUB	RACES	1	2	3	PTS.	Fin.
10547	H. Richards	K. Felton	O.Y.S.	3	1	1	4	4644	1
11570	H. Henderson	J. MacIntosh	RCBYC	4	10	4	3	3699	2
15819	D. Keary	S. Keary	O.Y.S.	6	6	7	3	3606	3
10819	J. Belford	S. Belford	O.Y.S.	1	7	12	3	3597	4
12547	K. Bain	L. Gerrans	Barrie	7	8	6	3	3470	5
15111	D. Scarfe	B. Dauphinee	A.Y.C.	5	2	20	3	3258	6
15153	C. White	B. Raine	A.Y.C.	9	11	5	3	3220	7
11728	E. Saeyes	P. Baillie	O.Y.S.	2	DSQ	3	3	3046	8
13479	W.H. Hendershot	P. Baillie	O.Y.S.	15	4	13	1	1721	9
14761	J. MacDonald	B. MacDonald	B.Y.C.	8	DNF	2	2	2710	10
13509	D. McKenzie	R. Levin	N.Y.C.	17	15	14	2	2601	11
9435	I. Sullivan	J. Sullivan	A.Y.C.	10	3	DSQ	2	2405	12
13387	B. Porter	I. Park	Barrie	16	9	17	2	2225	13
5654	C. Flemming, Jr.	C. Flemming, Sr.	A.Y.C.	11	DNF	8	2	2089	14
14278	M. Breen	P. Breen	S.B.Y.C.	18	18	13	1	1842	15
13080	S. Astephen	P. Astephen	N.Y.C.	13	14	25	1	1769	16
15778	W.G. Jeans	W. Jeans	R.Y.C.	23	12	21	1	1565	17
10511	P. Harrison	R. Pinnaud	B.Y.C.	14	13	31	1	1504	18
15114	B. Poulsen	C. Ellis	O.Y.S.	12	DNF	18	1	1470	19
6474	N. Bell	G. Jorman	B.Y.C.	21	13	27	1	1380	20

The Maritime Championship was sailed in light winds.
(Continued on next page)

(CANADA NATIONALS from Page 12)

Richards and his crew also won this series with a 2nd, 3rd, and 4th. Sixteen year old Jimmy Belford with his sister, Susan as crew were runner up in the series with 1st, 8th, 1st.

FINAL RESULTS - MARITIME CHAMPIONSHIP - Top 20 of 36

BOAT	Skipper (Top 20 of 36)	CREW	CLUB	RACES	1	2	3	Pts/Fin
10547	H. Richards	K. Felton	O.Y.S.	2	3	4	4334	1
10819	J. Belford	S. Belford	O.Y.S.	1	8	1	4289	2
13479	W.H. Hendershot	P. Baillie	O.Y.S.	7	2	6	3902	3
5654	C. Flemming, Jr.	C. Flemming, Sr.	A.Y.C.	11	1	9	3524	4
11670	H. Henderson	J. MacIntosh	RCYC	5	14	3	3469	5
14761	J. MacDonald	B. MacDonald	B.Y.C.	4	13	5	3449	6
15114	B. Poulsen	C. Ellis	O.Y.S.	6	10	11	3086	7
15111	D. Scarfe	B. Dauphinee	A.Y.C.	10	9	10	2946	8
11728	E. Saeya	P. Baillie	O.Y.S.	3	4	DNF	2957	9
15153	C. White	B. Raine	A.Y.C.	8	16	8	2803	10
12547	K. Born	L. Gerrans	Barrie	DSQ	6	2	2771	11
15179	R.J. Sullivan	A.Y.C.	A.Y.C.	9	11	13	2708	12
9435	I. Sullivan	J. Sullivan	A.Y.C.	20	12	7	2438	13
15819	D. Keary	S. Keary	O.Y.S.	13	5	DNF	2080	14
10511	P. Harrison	R. Pinaud	B.Y.C.	14	20	12	2011	15
15778	W.C. Jeans	W. Jeans	R.Y.C.	18	18	19	1542	16
13387	B. Porter	I. Park	Barrie	15	15	DNF	1496	17
15178	D. Redden	J. Fougere	R.Y.C.	22	19	17	1421	18
13182	C. White	RCBYC	DSQ	7	DSQ		1302	19
14278	M. Breaan	P. Breaan	S.B.Y.C.	17	17	DNF	1296	20

The Canadian National Snipe Championship was a five race series with the skippers scoring their best four races. This series was sailed under ideal conditions; steady winds prevailed in all races ranging from 10 to 22 knots. The outcome of this series was in doubt until the finish of the 5th. and final race. Going into the 4th. race Richards was first in the series. During the 4th. race Richards rounded the last marker with a safe lead and was on the last windward beat to the finish line, when suddenly, his jib halyard parted, and his sail fell to the deck, displaying great determination and seamanship, Howie instructed his crew to use the whisker pole to hold up the jib and thus finished the race.

This accident caused him to drop from 1st, to 14th. position at the finish. James MacDonald of Bras D'or Yacht Club, Baddeck, won the race, thus placing him in first position in this series. It was considered that Richards would have won the Championship in four races except for his gear parting.

There was great interest in the 5th. and final race of the Canadian Championships series, as now the championship had narrowed down between MacDonald and Richards. At the start of the 5th. race MacDonald crossed the starting line slightly ahead of Richards in approximately 12th. position. Richards covered MacDonald working to weather and opened a slight lead. From there on, he covered MacDonald who fell steadily behind. Richards finished the race in 2nd. position behind Doug Keary of Oakville. Howie Richards and his crew won the Championship by virtue of the following positions, 1st, 4th, 1st, 2nd. MacDonald was 2nd with 5-2-2-1. — Bill Martin.

Final Results - 1965 CANADIAN NATIONAL CHAMPIONSHIP

BOAT	SKIPPER	CREW	CLUB	Best 4 of 5 races					PTS. Fin	
				RACE 1	2	3	4	5		
10547	H. Richards	K. Felton	O.Y.S.	1	4	1	14	2	6090	1
14761	J. MacDonald	B. MacDonald	B.Y.C.	5	2	2	1	1K	5938	2
13479	W.H. Hendershot	Phyllis Baillie	O.Y.S.	2	8	6	4	4	5484	3
15819	D. Keary	S. Keary	O.Y.S.	3	10	8	6	1	5358	4
11728	E. Saeya	Peter Baillie	O.Y.S.	4	15	7	5	3	5265	5
15114	B. Poulsen	C. Ellis	O.Y.S.	9	5	12	3	5	5060	6
11670	H. Henderson	J. MacIntosh	RCBYC	7	1	10	10	7	4873	7
10819	J. Belford	S. Belford	O.Y.S.	DNF	6	3	9	9	4717	8
15111	D. Scarfe	B. Dauphinee	A.Y.C.	11	7	8	2	DNF	4601	9
13387	B. Porter	I. Park	Barrie	8	14	4	8	10	4508	10
9435	I. Sullivan	J. Sullivan	A.Y.C.	6	21	11	7	DNF	3681	11
12547	K. Born	L. Gerrans	Barrie	16	20	15	13	6	3310	12
10511	P. Harrison	R. Pinaud	B.Y.C.	13	9	DNF	DNF	8	3153	13
5654	C. Flemming, Jr.	C. Flemming, Sr.	A.Y.C.	DSQ	3	5	DNF	DNF	3140	14
13080	S. Astephen	P. Astephen	N.Y.C.	18	13	16	11	DNF	2838	15
15153	C. White	B. Raine	A.Y.C.	19	11	13	16	DNF	2793	16
15410	J. MacKillop	F. MacIntosh	B.Y.C.	23	19	21	12	12	2566	17
8385	J. Storey	S. Storey	S.B.Y.C.	12	16	18	18	DNF	2524	18
15178	D. Redden	J. Fougere	R.Y.C.	17	17	20	19	14	2365	19
13495	A. MacCharles	D. MacAulay	B.Y.C.	14	24	17	DNF	15	2270	20
13509	D. McKenzie	R. Levin	N.Y.C.	21	22	23	15	13	2221	21
13182	C. White	RCBYC	O.Y.S.	10	18	14	DNF	DNF	2219	22
13938	P. House	B. Hutchison	RCBYC	24	12	DNF	DNF	17	1995	23
11957	Dr. P.Gardiner	M. Gardiner	N.Y.C.	22	23	24	DNF	16	1599	24
7446	J. Lea	J. Rankin	C.Y.C.	20	25	25	20	DNF	1394	25
14278	M. Breaan	P. Breaan	S.B.Y.C.	DNF	DNF	19	17	DNF	1229	26
15778	W.C. Jeans	W. Jeans	R.Y.C.	15	DNF	22	DNF	DNF	1037	27
15929	R.B. Spence	D. Burgess	R.Y.C.	25	DNF	DNF	DNF	DNF	256	28
8386	S. Forsey	A. Winstancey	N.Y.C.	DNF	DNF	26	DNF	DNF	225	29

Symbol: AYC - Armdale; BYC - Bras d'Or; CYC - Charlottetown; OYS - Oakville; RCBYC - Royal Cape Breton; RYC - Rockingham; SBYC - Shediac; NYC - Northern

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Wells Wanderings



The World Championship at Las Palmas by Ted Wells

Sometimes it is fortunate that Regatta Weather always prevails at important Championships. (By definition this is weather that has never occurred before at the particular time or place in question). There had been dire predictions that if the regatta was delayed until September so that United States, Bahamas, Puerto Rico, and Canada could get their own boats over there, the weather would consist of flat calms. The wind never blows in September. So, of course, it did.

The courses were in the open ocean, with the nearest shelter from a north wind being the south coast of Iceland about 3,000 miles north. The winds were only from 8 to 16 mph—but with this much scope for wave making—it was pretty bumpy. And, of course, conditions in which the Schmidt brothers excel.

One of the biggest misconceptions in that winds don't shift on large bodies of water like the open Atlantic. The shifts are there all right—they are just harder to detect. At the start of one race, Harry and Buzz got caught on the wrong end of a bad shift—they probably sailed their best race of the series working back up to fifth.

There was more measuring at Las Palmas than at any previous World Championship with which I have had experience—which proved two things. They were that the top places were won by skippers and crews—not by boats, and that even with measurement certificates on every boat, there had been much sloppy measuring in the individual countries and better equipment should be provided at future championships.

The Schmidt boat was on the edge of the new tolerances in only a few places; Levinson's boat being prior to 12600 was beyond the new tolerances in some spots but not much; the Puerto Rican boat was fiberglass, and the Bahamian boat was within the new tolerances. The Schmidt's used a wood mast, made of South American pine and fairly heavy; Levinson's had a Proctor E mast; Garry Hoyt of Puerto Rico had a Proctor B section; and Basil Kelly, a spruce mast.

The bow on the Schmidt's boat was very blunt—about maximum. Levinson's bow was fairly sharp; the fiberglass boat was about half way between these two and the Bahamian bow was quite sharp. Pay your nickle and take your choice.

A further bit of evidence that the skippers won—not the boats—came in the race for National Secretaries and other officials after the Championship. The weather was beautiful—about an 8 mph wind, with fairly bumpy water left over from the higher winds earlier. In spite of having several times sworn off of racing borrowed boats (I guess in my old age I'm just too set in my ways to easily adjust to different rigs) I borrowed Harry's boat and sails and with Hovey Freeman (Garry Hoyt's crew) off we went.

I spent most of the first leg trying to tack without a) falling down in the cockpit; b) getting my ankles tangled in the mainsheet and falling overboard; c) getting the mainsheet wrapped around my neck and capsizing or; d) just generally losing the mainsheet. We arrived at the windward mark in fourth place and from there on played a part in several textbook examples of how to win and lose races.

On the reach, the boats ahead of us all headed a bit high and we did more or less the same. A boat just behind headed directly for the mark. Near the mark we had gained on the boat to leeward and had about held our own with the three boats ahead of us when they got into a dandy luffing match. We headed straight for the mark and got there on the inside. After rounding the mark we had a very slight lead over Juan Alonzo Allende of Spain (winner of the 1957 World Championship at

Cascais) sailing a Spanish boat. He started to head up a bit on the second reach and I should have gone with him as long as he didn't head up unreasonably high but I didn't—I thought Harry's boat and sails would take care of me. They didn't. Juan was ahead at the mark.

There was only one more beat and I wanted to go offshore as that had generally been the best way to go. I also wanted to do it myself, without Juan leading me there. He had other ideas. In the resulting tacking match, we had lots of fun and almost got out from under him once—but in the process lost several other boats. When we did get away from him—it turned out that he was on an exceptionally good tack—and we, of course, were on an exceptionally bad one. My only consolation was that Svend Rantil with Schmidt's boat and sails was a lot farther back.

The Mystery of the Bikini and the Bent Mast

In case you are wondering where is the picture of the bent aluminum mast that was supposed to accompany WW for September—it is in the Editor's waste basket I guess. Apparently, he was so carried away looking at the bikini in the foreground that he cut off the top of the picture on which the bent aluminum mast appeared on the boat in the background.



(Here is the complete picture as sent in by Ted. As for my interest in bikinis - thanks for the compliment, Ted! - Birney)

WC Comments by Canadian Doug Keary

"Howie Richards competed at Las Palmas, Canary Islands with me as crew and using my new boat. The event was a masterpiece of organization in all departments. The racing, boat and sail measurement, receptions, entertainment, dinners, tours, brass hats, boat launching, race courses, scoring, programs, news letters, gifts, prizes, newspaper, yachting magazines, and television coverage left very, very little to be desired. In fact, it appeared to be more than two old guys could handle as our final position was 18th out of 25 countries. Spain undoubtedly must have, at least, matched the highest standard set for the Snipe World Championship as an outstanding yachting."

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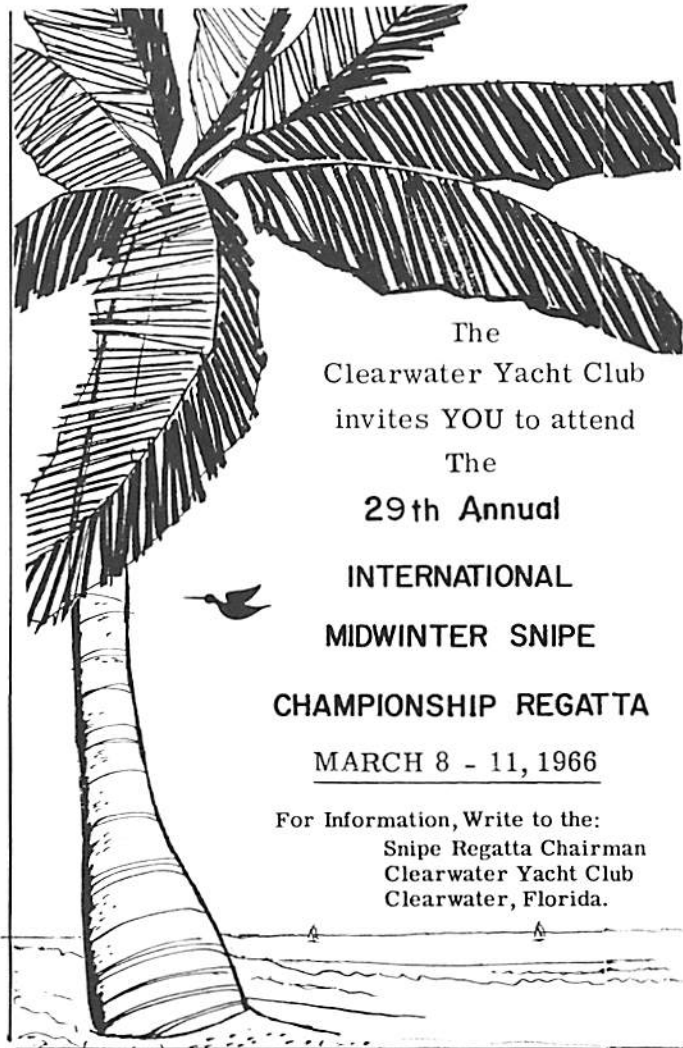
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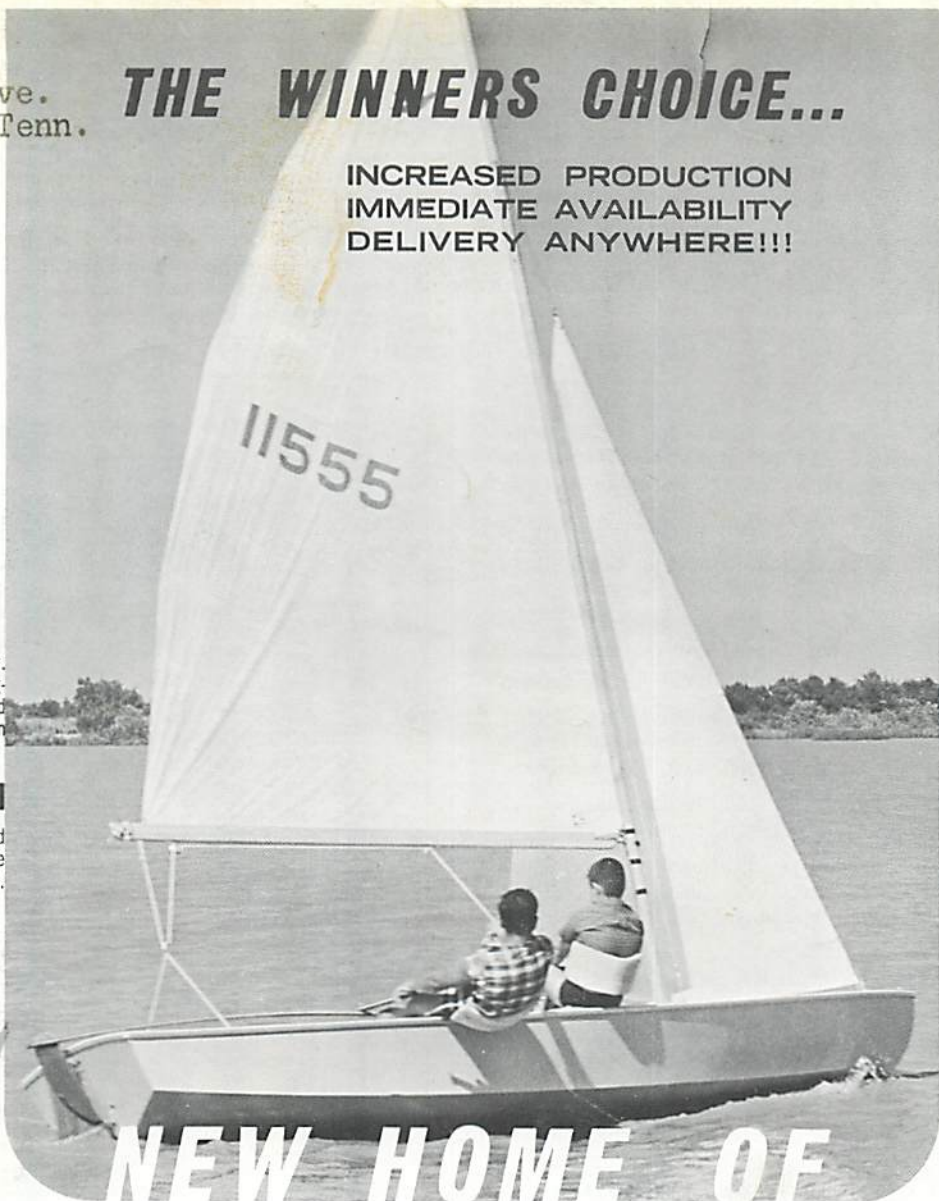
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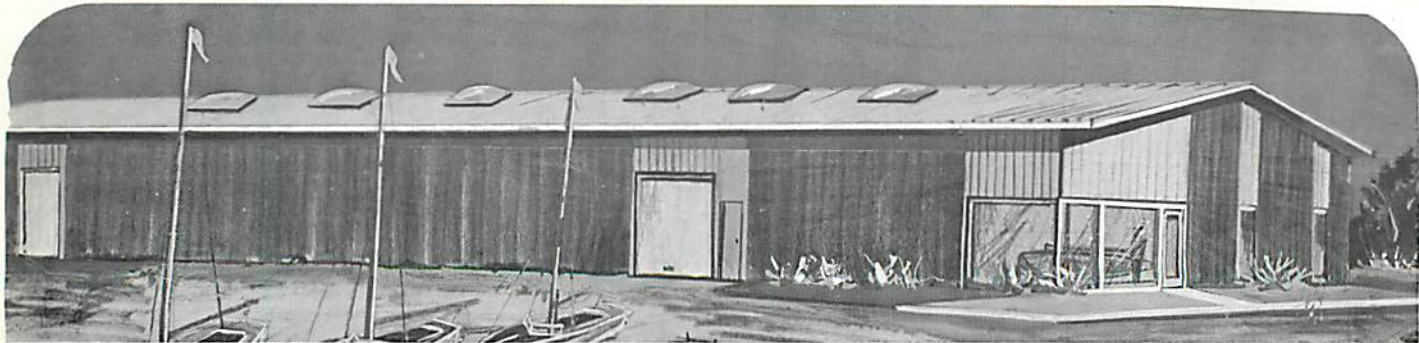
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