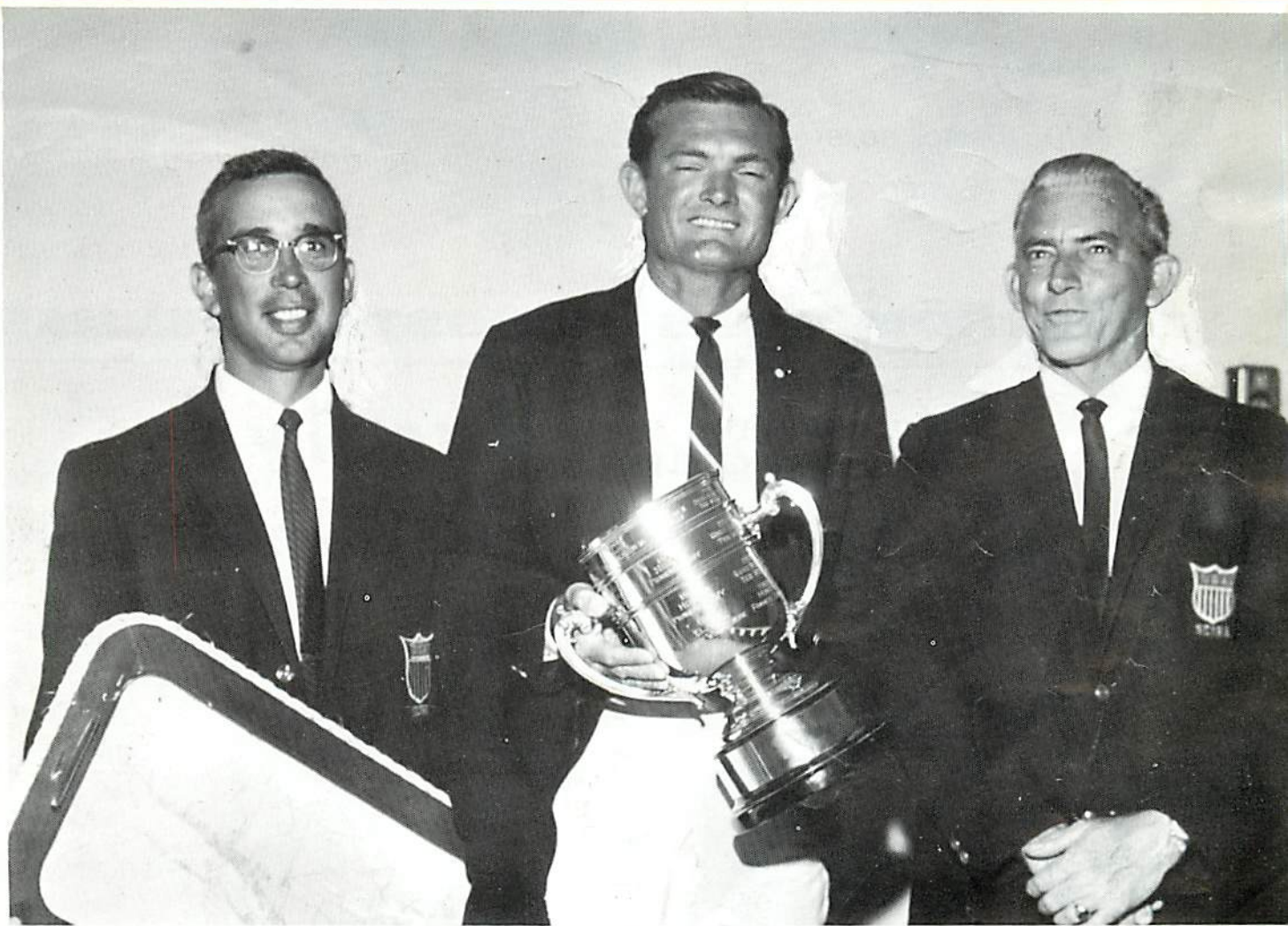


Snipe

BULLETIN

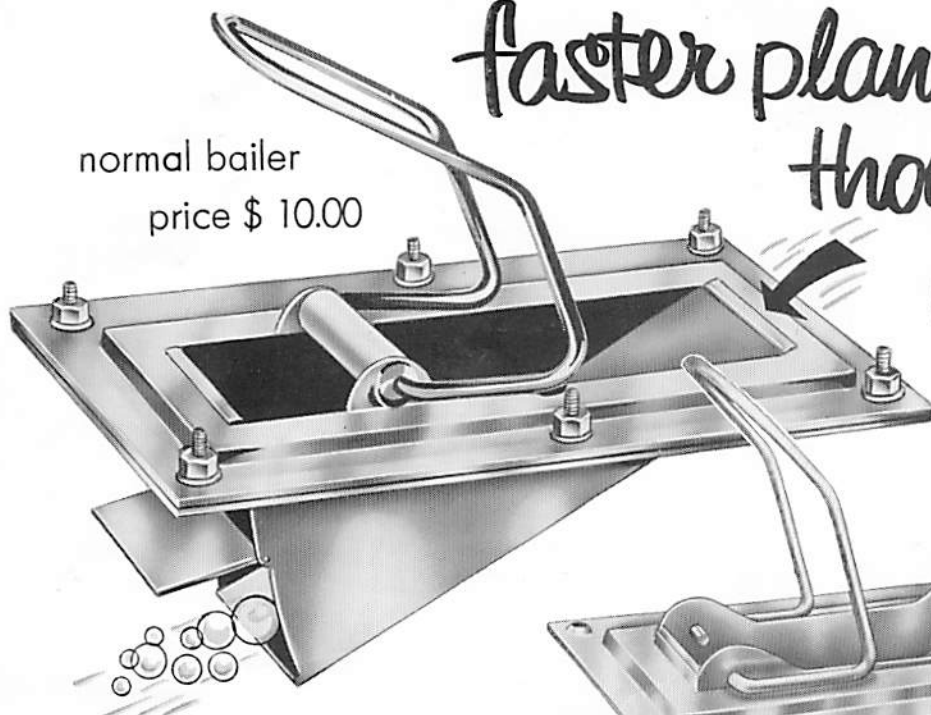


APRIL 1964
Vol. XII No. 11

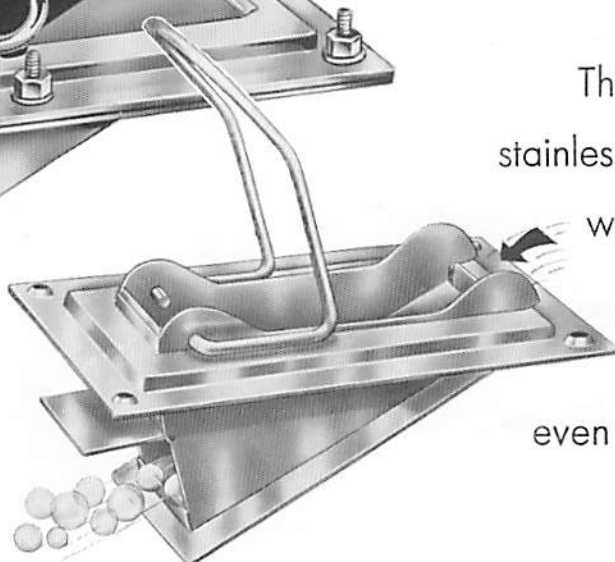
Publicity Program for SCIRA
27th International Midwinter Regatta at Clearwater

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normal bailer
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even in moderate
breezes.

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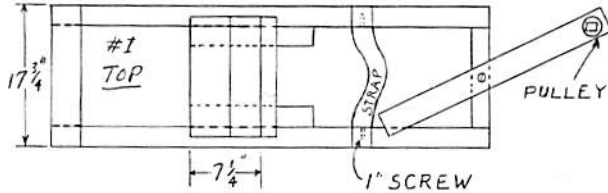
GARDENA, CALIFORNIA

The Tillman Hiking Machine

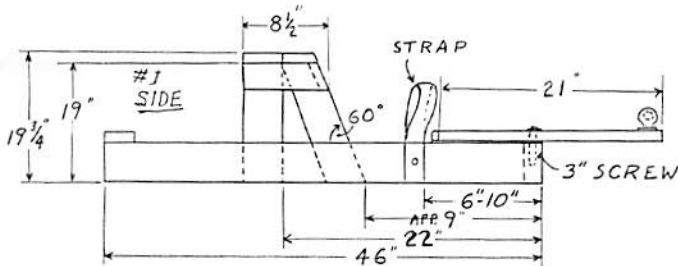
CAPT. DICK, 1959 NATIONAL CHAMPION, REVEALS ONE OF HIS SECRETS.

Last summer I developed an apparatus to condition myself for Finn racing. It simulates the hiking and sheet tending normally encountered in a Finn and should be equally as useful for a Snipe. Perhaps a few hearty and healthy Snipers, grown soft over the winter, could use this idea in preparing for some of the several midwinter and spring regattas.

Basically, the machine consists of a bench to sit on, straps to hike from, and a sheet to pull on. Figure 1 gives the side and top dimensions of the hiking machine and Table 2 is the complete list of materials required to build it.



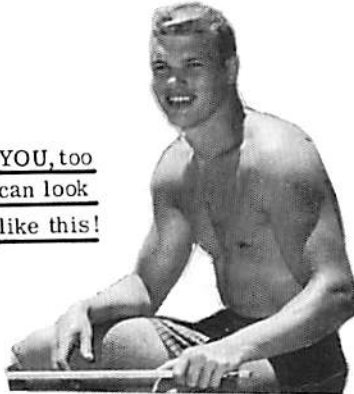
DWG. NOT TO SCALE



PARTS LIST - #2

MAT'L	LENGTH	NO.
2x4	14 1/2"	1
2x4	46	2
2x4	19	2
2x4	22	2
1x4	17 3/4	1
1x4	21	1
1x4	16	3
1x4	3 1/2	2
nails	2 1/4"	4doz.
2"webbing	60	1
screws	1	2
screw	3	1

YOU, too
can look
like this!



The purpose of this outfit is three-fold. It will strengthen the ankle, calf, and thigh muscles, toughen and callous the hands, and condition the backs of the legs.

The apparatus weighs only 26 pounds, yet it is long and strong enough so that no amount of hiking will tip it over or break it down. For those who lead their mainsheet from the floor, it has a pulley to allow for tacking. The sheet is led through this pulley to another pulley which may be located on the eave of the garage or house or perhaps to a joist in the basement. The end of the sheet is secured to a suitable weight such as a bucketful of sand or water. A pail of water will weigh approximately 25 pounds and should be more than enough to raise a few hand blisters on your first exercise.

Here are my recommendations for a training program: Start using the machine about two weeks before the regatta and spend at least a half hour a day, every other day on it. This for as long as you can, and pump the sheet ten or twelve times alternating between hands throughout this period. The rest days will give your hands time to toughen up, not to mention the sore leg muscles. If you want a note of realism and it's warm enough, run the lawn sprinkler next to you or better yet, attach a rubber shower extension to the hose and let this blow in your face. If it's really hot, this will cool you off — and water the lawn, too!

—Dick Tillman

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

LIPPINCOTT SNIPE

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

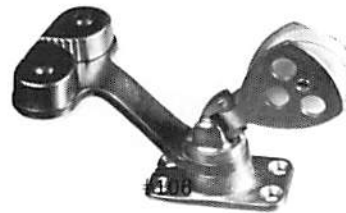
Just check her refined hardware and fittings, some of which were specially developed by Lippincott. Or run your hand over that satiny smooth Lippincott finish — that is, if she's not too far out front for such a personal inspection.

Your own obviously Lippincott Snipe is being built right now. Give us a call to arrange spring delivery. Or better yet, come in and visit with us at our Riverton shop to see for yourself why Lippincott's the standout.

*Maybe you better use one to see how Lippincott is spelled frontwards

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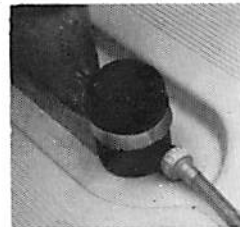
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- * Compact size and light weight allow you to put it where it bails best.

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

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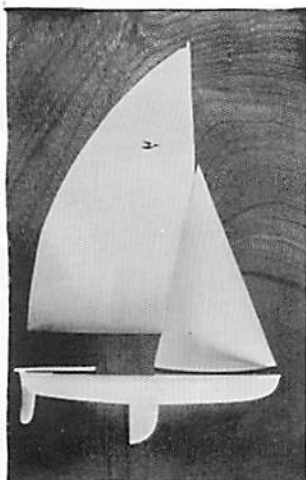
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Frame kit—\$203.50

Complete Mahogany Plywood Snipe Fiberglass covered. \$1275



Spars — Rigging — Parts — Fittings
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Personalize Your Model!
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For Line 1/2" to 7/16" dia.
Nylon sheave. Strength 1400 lb.
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4 oz. dacron

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SNIPE BULLETIN

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

Address all correspondence to:

Snipe Class International Racing Association,
655 Weber Ave., Akron 3, Ohio, U. S. A.

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The Cover

These old friends (no-quarter enemies when in Snipes) split up top honors once again at Clearwater this year. Charlie Morgan (center) holds the SCIRA trophy he got for winning the championship. Buzz Levinson (left) was the runnerup, while Francis Seavy, last year's champ, is on the right. Seavy's 3rd place also gave him the Taver Bayly award for being top skipper from the local host fleet.

34-year old Morgan, a St. Petersburg sailmaker, has forged to the front in recent years as a boat designer - his sensational PAPER TIGER took top honors in the SORC three years ago, while his new 38-foot fiberglass sloop SABRE, which he skippered himself, finished in 2nd place in that tough circuit this year. Between boats, he crewed on the 6-meter COLUMBIA in the 1962 Lipton Cup trials. He has proved conclusively that he can not only make sails and design big boats, but he can also win with them. He counts his Snipe racing experience as invaluable.

These three veteran sailors have been ardent Snipers for years and are now accustomed to losing - and winning - from each other. SCIRA is proud of them! - Clearwater Sun Photo Dept.

— THE SCORE —

Numbered SNIPES — 14888

Chartered Fleets — 579

Since publishing the last score in the January BULLETIN, 152 numbers for new Snipes have been issued - 35 to the U. S., 20 each to Denmark, France, Italy, Spain; 15 each to Canada and Argentina; 4 to Portugal; 1 each to Sweden, Uruguay, and finally 14888 to our Vice-Commodore Basil Kelly in Nassau. The total of 218 for 6 months is about our annual 33 year average.

6 new fleets have been chartered: Charter 574 to the 15th Swedish fleet, the Sandhamns Snipe Racing Club at Stockholm. Argentina got Charter 575 for the San Pedro Fleet near Buenos Aires. Aarno Walli was more than happy to apply for charters for three Finnish groups: 576 went to Emsaloe, where they will sail mainly in the islands and shores on the south coast near Borga (12,000). A fine start with 9 Snipes. 577 to Jakobstad, a tobacco industry town of 15,000 on the west coast. They have an old yacht club there preparing good harbor conditions for 5 new Snipes. 578 to Hango, a superfine summer villa town of 9,000 on the south coast between 2 fleet cities of Helsinki and Turku. They start with 5 Snipes, but with the sun, deep waters, and big regattas, there should be good progress. Sure sounds like THEY LIKE SNIPES in Finland!

Another fleet has finally been chartered in the big city of Chicago. 7 Snipers made an affiliation with the Montrose Harbor Corinthian YC and Charter 579 was issued to the Chicago Corinthian Yacht Club Snipe Fleet in March. Earl W. Wright, 1815 Lincoln Ave., Des Plaines, Ill., is the first Fleet Captain, and all interested in joining that fleet should contact him. There'll be some local interfleet competition on Lake Michigan in the future, looks like.

THE COMMODORE SAYS

SNIFE PUBLIC RELATIONS

and PROMOTIONS ON THE HOME FRONT.

SELL SNIFE THE YEAR AROUND! There are many methods to make Snipes more popular and attract more sailors.

I. Publicity has several avenues to follow in different media. Find out how you can submit information to make it the easiest for use—(such as typed double-spaced write ups, pictures — glossy 8" x 10" or 3" x 5").

- (a) **NEWSPAPERS.** Provide all newspapers with all events that take place regarding Snipes — race results, dinner meetings, social events, sports show participation, and special events. Suggest ideas to cartoonists and sports editors on sailing.
- (b) Get local newspapers, radio, or TV stations to provide a trophy for important regattas (publicity interest would be greater).
- (c) **T. V.** Provide proper pictures and copies for easy use. Get sports commentator in a Snipe — pick him up, take him out, deliver home, treat like a king.
- (d) **RADIO.** Get a good writer and crank it out for easy use for them when and how it is desired.
- (e) **PARTICIPATION.** In sports shows locally, display a Snipe, have material available, have Snipe sailors man the booth.
- (f) Take part in other water front activities, not strictly Snipe, but promote sailing.
- (g) **MAGAZINES.** Feed material to District P. R. publicity appointee. Each district will have a National magazine public relations person appointed by the Commodore in 1964 to cover important regattas and happenings in the specific district.
- (h) Club house, waiting rooms, (where you work) doctors and dentists offices offer a place for bulletins and sailing magazines you have read.
- (i) **TALKS.** Form a speaker's committee. Offer talks to service clubs, women's clubs, youth organizations, etc. They are always in need of a free program.
- (j) **Esprit de Corps.** Display the new Snipe emblem (when available) on clothing, lockers, boats, bulletin boards, cars, etc. We are proud of SCIRA -- why keep it a secret? (Contest on new Snipe emblem presently in progress).
- (k) Programs, menu, telephone books, etc. Front covers are good places for Snipe pictures.
- (l) **TALK SNIFE,** talk Snipe, word-to-mouth talk, talk Snipe and talk Snipe, talk-talk-talk Snipe. Sell Snipe 1964.

II. GET OTHER CLASSES TO SAIL A SNIFE. If you find an interested sailor, offer him the pleasure and joy of sailing as a crew or skipper and before long you have a convert. Do it — this is the whole point! Don't just talk about it - DO IT - get him into the boat.

III. CREATE A STRONG RACING PROGRAM. Get plenty of races scheduled, at least three each weekend. Then get at least 80% of your fleet out for each race. If it drops under, the fleet captain should stimulate by telephone, call committee, post information on the bulletin board, send postcard notices well in advance, This is where the fleet captain shines.

IV. SNIFE FLEET MEMBERS SERVE ON YACHT CLUB COMMITTEES. Be of service to your Yacht Club and at every opportunity work at some office; always be cooperative when asked to serve on a committee, chairman, race committee, protest committee. Do a good job and before long your fleet will be helping to run the club to the credit of Snipe sailors,

V. FLEET MEETINGS AND GET-TOGETHER ARM CHAIR SESSIONS at different homes on an informal basis brings the other half of the family together for a better understanding of the sport and our purposes.

VI. PROVIDE INFORMATION with bulletins, price lists, boats for sale, etc. to any prospective Snipe or sailor who wishes such Snipe information. Always have it handy and available quickly.

VII. PROMOTE SALES. It is good to encourage a dealer to have at least one boat in stock and many of the common parts and equipment accessories, for when a newcomer decides to buy, he wants everything yesterday.

These above suggestions, I believe, (with everybody trying), can make SCIRA stronger in 1964.

August F. Hook

P. S. My thanks to Mark Schoenberger of the Cowan Lake (Ohio) Fleet 433 for the material to develop the above remarks.

NEW SNIFE EMBLEM

Contest — 10 PRIZES — Contest

HERE IS YOUR CHANCE to help design an official Snipe emblem which is truly representative of our International Class. For the last 33 years, various designs have been used as received from various sources, as the only really official class designation was the bird itself as originally designed and drawn by Bill Crosby. Emblems for class officers, champions, etc. have been devised as occasions demanded. Now we are going to get things on a more formal and official basis for universal international use.

At the request of the Commodore, a Contest Committee has been formed and a few brief rules are outlined below. In past years, many have mildly complained about the lack of personal class badges or emblems, so here is the opportunity to express desires and make suggestions. **IT IS UP TO YOU!** We hope many of you will participate in designing an emblem which can be reproduced in embroidery as a jacket emblem as well as decal or transfer for display on your car or boat. This new design will not replace, but will supplement the existing Snipe corporate seal.

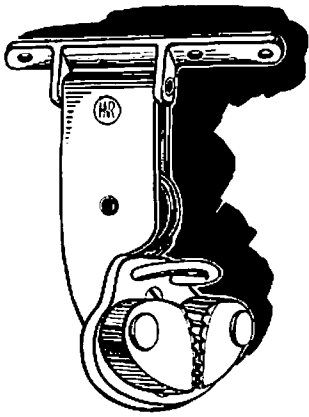
CONTEST RULES

1. **ELIGIBILITY** -- Open to all Snipe members in good standing.
2. **ENTRIES** — Must be postmarked on or before June 1, 1964. Send your entry to:
Paul Zent, Chairman
3605 Balsam Ave.
Indianapolis, Indiana, U. S. A.
3. **EMBLEM Requirements and Specifications:**
Size: 3 1/2" maximum dimension, any shape.
Color: Maximum of 4 colors including black and white.
Material & Use: To be reproduced in embroidery and black and white as a pocket patch, decal, jewelry, printed matter such as letterheads, etc.
4. **DESIGNS** are to be drawn actual size and submitted on paper size 8 1/2" x 11". One or more designs may be submitted by a contestant.
5. All entries become the property of SCIRA and will not be returned.
6. The Committee has the authority to make slight alterations in a design to make it more technically reproducible or to fit special class designations.
7. **PRIZES.**
1st Place..... \$50.00
2nd Place..... 35.00
3rd Place..... 25.00
4th Place..... 20.00
5th Place..... 16.00
6th through 10th... 10.00 each.

NOW GET BUSY!

New Governor for District I

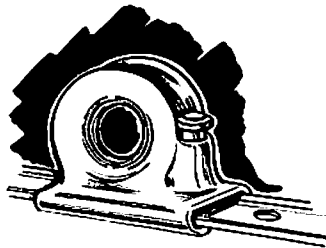
Artie Karpf of New York, currently on a Boat Show circuit in England, has stepped aside as District I Governor. Stovy Brown, 5711 Falls Rd., Baltimore 9, Maryland, has stepped into the breach. Make race sanction applications through him.



Boom-mounted Mainsheet Jam Cleat

PRICE \$18.00 POSTPAID

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



Jibsheet Fairleads

PRICE \$14.00 A PAIR POSTPAID

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

(Stainless steel track, polished and drilled for plunger, available on request at \$1.50 per foot.)

SNIFE BOAT KIT

Send for new free 70 page boat kit and accessory catalog including the SNIFE. Complete ready-cut Snife Boat Kit \$349 Everything except sail & hardware— \$165 Ready-cut Snife Frame Kit includes frames, rails, deck beams, etc.— \$165 Semi-finished round hollow Snife mast, \$60 Semi-finished Snife boom— \$17.00

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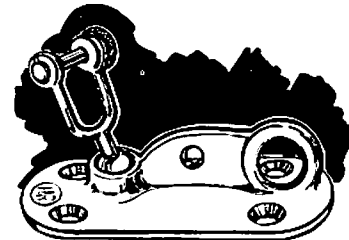
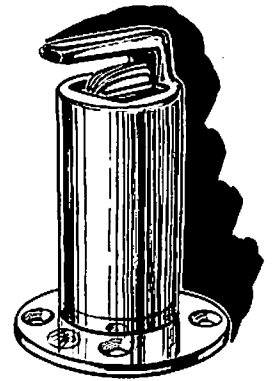
Jiffy Jib Jam

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AS USED BY THE SCHMIDT BROTHERS OF BRAZIL IN WINNING THE 1963 WORLD'S SNIPE CHAMPIONSHIP

Also used by several National Champions in other classes. This is the fitting most of the top skippers have come to realize as being the ultimate in jibsheet control. Fast and efficient, eliminates fumbling and is a boon to your crew. Double acting cam works both ways, making only the one fitting necessary. Releases instantly with a simple flip of the wrist, saving precious seconds every time you tack. Sheet automatically slides up the tube, engaging the cam, and is held positively and firmly in the desired position. Your crew can even hike-out with the jibsheet as support without it coming unjammed. Adopted as standard equipment by many builders of the Snipe class.

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



4 in 1 Forestay Fitting

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This is the fitting that makes anything else up forward, superfluous. Incorporating four fittings in one, you have a mooring eye for up to 1/2" dia. rope, forestay anchorage hole for jaw type rigging terminal, jib tack attachment with no-lose pin, and a ball-joint swivel allowing the jib to swivel freely, eliminating wrinkles, giving your jib the efficiency it was designed to deliver. All this in one small fitting, made of chrome plated bronze alloy, 3" long, 1 1/4" wide, and weighing but 3 ozs. Comes complete with thru-deck fastenings.

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Proven designs of heavy Army Duck treated with the best mildew water repellent obtainable. Extras include a bolt rope around edges for added strength, brass grommets, with double thickness fabric at all stress points.

1. COCKPIT COVER— Rectangular—Fits over the boom \$18.00
2. COCKPIT COVER— Over the boom - snap closed front - mast collar to keep rain out with boom tip cover \$25.00
3. COVER FOR ENTIRE DECK— Similar to No. 3 \$40.00
Snaps or ties under rub rail including snaps for boat
4. TRAILING COVER— Covers deck & sides with mast up or down. Has mast collar which closes opening when trailing \$50.00
5. WINTER COVER— Covers deck and sides but with no openings. \$50.00
6. TRAILING COVER— Choice of styles, similar to No. 4 or 5, but covers entire hull. \$75.00
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Morgan Wins Snipe Crown

REGAINS MIDWINTER TITLES
HELD IN 1961 AND 1962

Levinson in a Strong Come-back Pushes Seavy and Wells Back to 3rd and 4th Places

Alan (Buzz) Levinson of Indianapolis, Ind., proved that having a wife is not necessarily a handicap - at least not as far as Snipes are concerned.

Buzz, with his wife Winnie doing the crewing, sailed to victory Friday in the 6th and final race of the 27th annual Midwinter International Regatta. It was the 2nd straight triumph for the Levinson team and moved them up to 2nd in the overall standing. Buzz finished third last year, so he is gradually improving!

But their win did not affect the outcome of the championship, as Charlie Morgan of St. Petersburg had the crown clinched before the race even started. Morgan had accumulated enough points during the week to make the last race only a formality.

32 entries from 12 states, including 1 each from Canada and Bahamas, gave this affair a truly international flavor. They were extremely fortunate to have fine weather and were able to complete the 6 race series, thus enabling 1 race to be dropped. 4 races were sailed in the Gulf of Mexico and 2 in the Bay and, generally speaking, this was a light air regatta with visiting skippers from lake areas having a wonderful time. It was a warm 80 degrees and everyone had a rosy sun-burn look.

Morgan, with Bill French during the crewing in the dull appearing but fast traveling Snipe they call the "Spook", sailed a leisurely race on the Gulf in light winds of 5 MPH and under and wound up 5th. He promptly threw this race out and won the title with an official 7609 points based on finishes of 1-2-3-1-3. (His Snipe 6156 is one Guy Roberts built and, using sails he made himself, recorded many victories 20 years ago when Morgan was a neighboring lad of 14. Charlie followed in his steps, making sails like Guy and even buying his old boat when Guy retired from active racing. It is a famous Snipe!)

Levinson discarded a 7 and took 2nd scoring 7025 from a record of 7-6-3-1-1. Francis Seavy, Clearwater's defending champion and 5-time winner, had a 4th and dropped to 3rd with 6999. His worse was a 5th and best a 3rd. 6-time champion Ted Wells tallied 6778, while Jerry Jenkins of Detroit had 6491 to capture 4th and 5th overall. Joe Ramel of Lake Lotawana, Missouri, was 2nd in Friday's final race and Wells was 3rd.

The winds were slightly unpredictable all week; the tune-up race was cancelled Monday due to high winds and inclement weather. The rest of the week was almost perfect, but definitely favored the "light air" sailors. Tuesday's first two races were sailed on the Gulf off Hog Island with 12-14 mph winds. Morgan didn't waste any time showing the others that he meant business as he copped the initial race and finished 2nd behind Basil Kelly in the next one.

Wednesday, the fleet returned to the Gulf but could only get in one race as the winds died from 8 mph late in the afternoon. Joe Ramel got the thrill of his life when he won in a surprise finish, while Jenkins was 2nd and Morgan 3rd.

Thursday the weatherman sent threatening thunder clouds over the beach and RC Jerry White decided to sail the races on South Clearwater Bay. Morgan found the Bay no different than the Gulf and continued his mastery by winning his second race in the regatta.

When Charlie came back with a 3rd place finish in the 2nd race of the afternoon, he closed out the others and put another niche in the trophy. Levinson moved up into close contention for runner-up when he won Thursday's final event.

Levinson and Morgan had 2 wins apiece while Ramel and Kelly each had 1. Since Ramel also had his wife as a crew, it meant that husband and wife teams won half the races of the regatta. Couples may not get along at bridge tables, but apparently they can get along on a Snipe.

At the awards banquet Friday night at Clearwater YC, Chairman White, CYC Commodore Bill Knox, and Rear-Commodore Dan McMullen were the speech-makers and presented the trophies.

Morgan got the SCIRA trophy (filled with champagne at that) for the 3rd time in 4 years. He has sailed in the Midwinters



GOOD NEWS (6025), skippered by Ted Wells, leads the pack at this mark. 11316, on the port tack, is learning what not to do the hard way. —Clearwater Sun Photo Dept.

5 times and been victorious on 3 occasions. He might have had a four-in-a-row streak going if he could have defended his title last year. But Charlie was sick and could not compete.

The remainder of the awards went to local skippers with Seavy getting the Bayly plaque for scoring highest among local Fleet 46 participants. Danny Flaherty received the Morgan Trophy for being high point Junior skipper. For Danny, who finished 12th overall, it was a repeat victory. He will be recalled as the boy who placed 2nd in the U. S. Juniors at Ft. Worth last year.

It was another great success in a long line of Midwinter Regattas put on by CYC. As all bid adieu, they promised to return next year to the site of "the best Snipe competition short of the Nationals."

— Ed Haver of the Clearwater Sun.

27th MIDWINTER INTERNATIONAL SNIPE CHAMPIONSHIP

Clearwater Yacht Club - Mar. 10-13, 1964 - Clearwater, Fla.

FINAL RESULTS - x denotes dropped race.

BOAT	SKIPPER	CLUB	RACES	1	2	3	4	5	6	Pts.	Fin.
6156	Charles Morgan	St. Petersburg, Fla.		1	2	3	1	3	5x	7609	1
13020	Buzz Levinson	Indianapolis, Ind.		7x	7	6	3	1	1	7025	2
6999	Francis Seavy	Clearwater, Fla.		2	3	4	5	5x	4	6999	3
6025	Ted Wells	Wichita, Kan.		3	4	5	6	9x	3	6778	4
13027	Jerry Jenkins	Detroit, Mich.		5	dsqx	2	4	2	13	6491	5
12888	Joe Ramel	Lake Lotawana, Mo.		16x	12	1	11	7	2	6018	6
14888	Basil Kelly	Nassau, Bahamas		6	1	dnfx	2	8	21	5835	7
13030	Bruce Colyer	W. Palm Beach, Fla.		9	10	8	7	6	12x	5455	8
12453	Don Cochran, Jr.	Clearwater, Fla.		4	5	9	18	10	19x	5179	9
8652	Frank Levinson	Clearwater, Fla.		8	13	7	9	16x	10	5014	10
10547	Howard Richards	Oakville, Ont., Can.		dnf	6	dsqx	8	4	7	4920	11
8598	Dan Flaherty	Clearwater, Fla.		11	11	14	10	14x	7	4579	12
14490	Lee Thompson	Akron, Ohio		10	14	11	13	16x	8	4579	13
11634	James Porter	Grand Rapids, Mich.		14	8	18	28x	25	6	3828	14
6127	Bruce Miller	Valdosta, Ga.		18	9	12	19	12	dnfx	3719	15
14065	Dick Edwards	Cuba Lake, N.Y.		13	15	19	15	21x	11	3520	16
13550	Walt Brodhead	Crystal Lake, Ill.		12	16	23x	12	19	15	3467	17
14204	Harry Walliser	Libertyville, Ill.		19	20x	15	16	15	17	3037	18
9026	Courtney Ross	Clearwater, Fla.		20	23	10	17	17	24x	2878	19
13013	Sam Norwood	Atlanta, Ga.		dnfx	19	26	20	11	14	2799	20
11111	Don Reeder	Clearwater, Fla.		15	21	13	dnfx	22	27	2627	21
14634	Bob Brown, Jr.	Miami, Fla.		15	21	13	dnfx	22	27	2417	22
8569	Jerry White	Clearwater, Fla.		21	dnfx	16	14	28	28	2092	23
14000	R.T. Quick	Atlanta, Ga.		17	dnfx	17	dnf	24	20	1982	24
12003	Don Ploetner	Short Hills, N.J.		24	17	21	23	29x	25	1845	25
14635	Bob Brown	Miami, Fla.		26	28x	22	27	20	18	1752	26
11316	Tom Forrestel	Cuba Lake, N.Y.		28x	18	25	26	26	23	1559	27
13843	R.C. Mitchell	St. Simons, Ga.		22	26	dnfx	25	23	22	1527	28
11805	W. La Rosa	Republic, Mo.		30x	24	29	21	30	26	1179	29
13205	L.P. Verwey	Clearwater, Fla.		27	27	27	22	27	29x	1145	30
13205	L.P. Verwey	Jacksonville, Fla.		25	22	24	dns	dnfx	30	1027	31
12973	Randy Pickelman	Clearwater, Fla.		29	29	28	29	31	31x	701	32

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FOR FUN

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- * Fiberglass floor board structure
- * Pimm sheet lines
- * Aluminum centerboard
- * Mahogany rudder and tiller
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- * Weight to meet SCIRA's specification
- * Whisker pole and paddle
- * Slotted mast and boom of laminated wood or aluminum

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JJ Rumbings

THE FINISH

Having dealt with suggested basic matters of rules and tactics to apply at different marks of the course, we now approach the "moment of truth" - the Finish.

RULES — One important and sometimes neglected rule which should be remembered is that dealing with the definition of "Racing" - a yacht is racing until she has finished and cleared the finishing line. What this means is that you will get no sympathy from a protest committee even if you cross the finish line and hear a whistle signifying your finish, if you are on port tack and immediately clobber a starboard tack finisher, or you ram the committee boat!

TACTICS — Lack of attention as to which is the nearest end of the finish line is an excellent way to lose a race, a fact which can be easily verified. Consideration of this important aspect of finishing was given during a previous discussion, but in brief summary (a rather rough rule of thumb), provided the finish is at the end of a windward leg, and provided that a straight line running between the leeward mark and the windward mark will pass through the finish line, it may be assumed that the opposite end of the line which was favored at the start is now favored at the finish. In any case, however it is best determined, there is always a favored end at the finish and winning the race will many times depend on setting a course from the leeward mark with the objective of finishing at the favored end (watch out for major wind shifts!)

Another basic point of tactics to remember when approaching the finish is close proximity to a competitor, a point which was previously discussed in connection with an approach to the windward mark. Try to maneuver so as to be in a position to be first to tack for the mark.

As an added note of interest, in connection with the upcoming Olympic trials: In addition to having excellent Snipe representation in the Flying Dutchman Class trials from Buzz Levinson, at least two completely Snipe-manned Dragons will be sailing in the North American Championships and then the Olympic trials at Long Beach, California, in July. National Snipe Champion Bob Huggins, together with Bruce Lockwood (recently of fiberglass Penguin fame) and J. J. comprise one team, while the other will consist of Snipe skippers all - Don Adams, Mike Jager, and Phil Ramser. Should be quite a test of Snipe skipper competency in larger boats!

The Midwinter Regatta in California

The 35th Annual Midwinter Championships (30 years for Snipes) was conducted at Los Angeles Harbor with David Ullman of Balboa YC in "Legend" coming out on top of some thirty of the best Snipes on the West Coast.

The weather, as always, (sic) was most unusual; this time with 80 degree temperature; beautiful, clear skies; moderate rough seas; and Santana winds that were clocked steadily at 84-90 (Yes, 90!) knots, some 15 miles below the course and at 55 knots, 10 miles above the course. However, in the open ocean area where the Snipes were racing, a steady 15-18 knots prevailed!

Ted Wells would be happy, as there were no dismasted or capsized boats, and excellent windward starts with long races of about 10 miles in length over an Olympic-type course in open ocean where the Finn and Dragon Olympic Trials will be held this summer.

Seventeen-year old David Ullman is another graduate of the Junior Sailing Program in the Newport area, an area that has already trained Henry Sprague, the Sears Champion and Finn Champion, and Scott Allan, two-time Junior Snipe Champion to come forward. David was a champion in the Snowbird Class and should continue to give plenty of competition, not only in the

(Continued opposite page bottom of first column)

SANCTIONED SNIPE REGATTAS—

- May 23-24 WHITTEMORE - ST. JOHN Invitational Spring Championship, Quassapaug YC, Lake Quassapaug, Conn. George Schwenk, Upper Whittemore Rd., Middlebury, Conn.
- MAY 30-31 NORTHEASTERN INTERNATIONAL SNIPE Championship, Chesapeake Bay, Annapolis, Maryland. Stovy Brown, 5711 Falls Rd., Baltimore 9, Maryland
- June 13-14 OHIO STATE Open Championship, Cowan Lake SC, Cowan Lake, Ohio. Francis Dasher, 2498 Eclipse Ct., Cincinnati 31, Ohio.
- JUNE 20-21 MICHIGAN STATE CHAMPIONSHIP, Grand Rapids YC., Reeds Lake, Mich. Dexter Thede, 1411 Giddings SE. Grand Rapids, Michigan 49507
- JUNE 20-21 OKLAHOMA CITY Annual Regatta, Oklahoma City BC, Lake Hefner. Don Courtney, 2605 Manchester, Oklahoma City, Oklahoma.
- JUNE 27-28 CLEVE SLAUSON Memorial, Ivy Club, Illinois River, Peoria. Louis Leber, 1707 E. Shady Oak Dr., Peoria.
- JULY 4-5 BURNHAM PARK SBR, Burnham Park YC, Lake Michigan, Chicago. Abe Jacobs, BPYC, Lynn White Dr., Northerly Island, Chicago, Illinois
- JULY 10-11-12 DISTRICT 3 CHAMPIONSHIP, Crescent YSC, St. Clair, Michigan. Charles Ellery, 310 Kerby, Grosse Isle Farms, Michigan.
- JULY 18-19 ILLINOIS STATE Championship, Island Bay YC, Lake Springfield. Patrick Foyle, 2020 S. State, Springfield, Ill.
- JULY 25-26 JUNIOR CHAMPIONSHIP DISTRICT 1, Quassapaug YC., Lake Quassapaug, Conn. Luke Czarny, 4 Summerfield St., Naugatuck, Connecticut.
- JULY 25-26 MICHIANA, Eagle Lake YC, Eagle Lake, Edwardsburg, Mich. Thomas R. Cassady, 502 Whitcomb-Keller Bldg., South Bend, Indiana.
- Aug. 22-23 CONNECTICUT STATE Championship, Quassapaug YC, Lake Quassapaug, Middlebury, Conn. Tommy St. John, 50 Joycroft Rd., Waterbury, Conn.
- SEPT. 6-7 DECATUR SNIPE Regatta, Commodore Decatur YC, Lake Decatur, Decatur, Ill. Frank Castelli, 1504 W. Garfield, Decatur, Illinois.
- OCT. 31-NOV. 1 - HALLOWEEN REGATTA, Atlanta YC, Lake Allatoona, Marietta, Ga. Derek Peters, Jr., 3045 Maybry Rd., Atlanta, Georgia 30319

—ADDITIONAL RACE DATES—

- Apr. 18-19 Newport Harbor YC, Calif. Schenck Series
18-19 San Antonio, Texas Woodlawn Lake
25-26 Southwestern Championship, Dallas, Texas
- May 1-2-3 Shreveport YC, Cross Lake
2-3 Coronado YC, Calif. 1st Annual Regatta
16-17 District 6 Championship, Cabrillo Beach YC.
23-24 Dallas Corinthian, Garza-Little Elm
30-31 Tulsa, Oklahoma. Sequoyah YC.
30-31 Tyler YC, Tyler Lake, Texas
- June 5-6-7 Ft. Worth BC, Eagle Mountain, Texas
20-21 Severn Sailing Ass'n, Annapolis, Maryland
27-28 Wichita, Kansas Santa Fe Lake.
27-28 Long Island Championships, Sea Cliff, N. Y.
- July 4-5 Missouri Valley, Iowa -Nebraska, Lake Manawa, Iowa.
11-12 District 2 Championships, Abilene, Texas
11-12 Winchester Invitational, Winchester, Mass.
18-19 New Jersey State Championship, Awosting, N. J.
25-26 Maryland State Championship, Deep Creek, Md.
- Aug. 8-9 Overboard Regatta, Sea Cliff, L. I., N. Y.
22-23 District 3 Junior Championship, Gull Lake, Mich.

(THE MIDWINTER REGATTA IN CALIFORNIA from page 8) local Snipe fleet, but also to the people from other parts of the U. S. who are coming West this summer for the National Championships in San Diego.

A very close second was Roland Lowman, in his "Mistress"; and third, only one point behind, was Scott Allan, in his "Gem II". Ullman scored 1-3-7; Lowman 3-5-6; and Allan 6-6-3. All three are from the Newport Fleet and all were in Schock fiberglass boats.

TWO EVENTS FOR SNIPE IN '64

1 *The Spring Series*
At Lake Quassapaug
The First Snipe Competition
For 1964 in the Northeast

Beginning on Sunday April 26th
And Ending on Sunday May 24th

Three Races Each Sunday
Starting Time 12:30 P. M.
Total of 15 Races

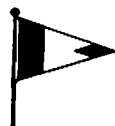
Top Flight Competition
Prizes for top 3 Boats

2 *Whittemore - St. John Regatta*
Invitational Spring Championship
Two days of Racing — Three Races Daily

SPECIAL NOTICE — CHANGE OF DATES!

In order not to conflict with the Northeastern International Regatta scheduled in Annapolis May 30-31, the above regatta has been moved up to the preceding week of May 23-24th. DON'T MISS THIS EVENT!

To enter either on both events notify:



The Race Committee
Quassapaug Yacht Club
Box #237
Middlebury-Connecticut

Fleet 131 invites you to the FOURTH

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CLEVE SLAUSON MEMORIAL REGATTA

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JUNE 27-28, 1964

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*** *ya' all come!* ***

2nd ANNUAL ROSE CITY SNIPE REGATTA
MAY 25-26, 1963 at Tyler, Texas

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Host: Fleet 521 of the TYC
Contact: Norm Sawyer, Regatta Chr., Box 3241, Tyler, Texas

MICHIGAN STATE CHAMPIONSHIPS

— JUNE 20 - 21, 1964 —

GRAND RAPIDS YACHT CLUB

Write to: Dexter Thede
1411 Giddings S. E., Grand Rapids, Michigan

WANTED: LOTS OF SNIPE at the RIFF RAFF REGATTA, Cowan Lake, Ohio, June 13-14th. Win the Ohio State Championship — win the famous Governor's Bucket!!!

Wells Wanderings



" IF THIS BE TREASON"



by *Fred Wells*

The answer to this rhetorical question, posed by a character in American history, I don't remember at the moment -but the answer to the same question concerning my "Wanderings" in the two weeks preceding the Clearwater, Florida, Midwinter Regatta seems to be an emphatic and somewhat satired "Yes" among my sailing friends. I hereby present my defense.

All I was doing was to carry out the second phase of a scientific experiment begun last year. Last year's first phase was a one weeks cruise as guests of friends on a 40' Chris-Craft cruiser (yes, a stink pot!). The second phase was a two weeks cruise up the intra-coastal waterway with Bob and Lucille Mitchell in a 41' twin-engine (stink pot) Elco cruiser of ancient vintage. I have had the conviction for some time that when it becomes possible to spend extended periods of time as a fugitive from snow and ice, it would be better to live on a boat than in a house, so you could easily and rapidly change your mind on where you want to live. A sail boat of about 40' overall length is just not comfortable to live on. A power boat can be. I would consider the power boat as the marine equivalent of a house trailer with emphasis on living comfort. The power is necessary only in order to go somewhere else rapidly during good weather when you decide you want to be somewhere other than where you are.

Large sailboats I don't have much use for. They aren't comfortable to live on, and racing them isn't much fun, as there is generally no close contest on tactics, maneuvers, etc., and if the weather is bad, you get cold, wet, and beaten up — and you stay that way! On a Snipe you may get cold, wet, and beaten up. but in a couple of hours you are warm, dry, and contemplating a martini.

The other half of the Wells family agrees on the desirability of ducking the ice and snow, but considers the comfort level offered by my solution to the problem as being a little too close as that being offered by a YMCA summer camp. I'm sorry to say (in most cases) she is only too right. Living on a YACHT sounds glamorous, but these boats which, according to the advertisement, "sleep ten", provide a comfort level about equal to

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World Famous Rockall Sails. Made in England by the World's largest small boat sailmaker of "Terylene" synthetic fabric. (The English name for Dacron). Complete with numbers, insignia, bag and battens for \$97.00. Add \$4.00 for window in jib. Order now for immediate delivery or write for illustrated leaflet on sails and imported Snipe fittings.

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Committee Chairmen Appointed

Commodore Hook announces that Dan Williams of Chattanooga has been appointed PR Chairman for District 4 and Daniel W. Elliott, Jr., of Long Beach for District 6. Snipers are urged to give them cooperation at their major regattas, helping to get pictures and materials for magazine publicity. All promotion, locally, will be done by the committees in charge of local fleet and yacht clubs. Appointments for other Districts will be announced as made.

1955 SCIRA Commodore Eddie Williams has been named as Chairman of a Study Committee for District Boundaries. Membership of his committee will be announced shortly. U. S. Districts were first defined in 1953 and it is felt some revision is in order after ten years of growth and change.

that now being protested in the New York rent strike when ten people try to inhabit one of them (and aren't too much better for four).

So - if this be treason, make the most of it! But really, it is strictly scientific experimentation to determine the feasibility of my proposed program.

Another action by Bob and me might be considered treason, also. We left our Snipes at Clearwater on the way south, thereby passing up the opportunity of sailing a regatta in Miami, between our return from the cruise and the beginning of the Clearwater regatta. Actually, this was only exercising our prerogative of sitting out a regatta with eighteen classes starting at three minutes intervals, over courses which in past years have left much to be desired. People don't have to have sanctioned regattas with Snipe sailing courses which meet the requirements of the "Rules for Sanctioned Regattas"; they can hold any size and variety they want to, and you can just not come if you don't want to. They did and we didn't!

TO SANCTION OR NOT TO SANCTION

After last year's hassle at Shreveport, I wasn't at all sure I wouldn't be provided transportation out of town on a rail. Protesting two of the races wasn't received with universal acclaim. But as far as I'm concerned, a phone call the other night made it all worth while. The call was from the gentleman who is to be race committee Chairman for this year's Shreveport regatta. It will again be sanctioned; they promise to hold the best sanctioned regatta ever held; and I was invited back. I'll be there. They will again have dozens of classes, but this year Sharpies and Lightnings will have a separate course. And a good one.

BOGY'S ELEGY ON FUTILITY

I started out one summer in a boat I built myself
To try and win a sailing trophy for my mantle shelf.
I read the elementary books on "How to Sail a Boat"
With diagrams of different ways to cast off from the float.
I read the scientific books by Bavier and Wells
And practiced "hiking" on the beats and

"ooching" down the swells.

I pondered Manfred Curry's "slot" between the jib and main
And even now today I ask. "Was he really sane?"
I buffed the paint — I raked the mast —

I fiddled with the shrouds —

In fact, I didn't miss a trick to make my boat go fast.
But Hard Luck dogged me all the way and often I was last!

I've had the series all wrapped up except for one critical race,
And be so far ahead of the fleet there was no second place.
But then the fickle wind would die and leave me there to burn
As all the fleet swept down on me and left me far astern.
They had the puff — I lay becalmed —

their sails all blanketed mine;

I had been first — I now was last, and last I crossed the line
And so it went! Throughout the years the cups I won were few
I'd need a "first" to win — instead I'd get a D. S. Q!

Well, all this started years ago, and every year since then
I've raked the mast and buffed the paint

and read Wells' book again.

Each year I've vowed to hit the line close hauled,
full speed, and on the gun,

To be inside on every mark and clear on every run;
To be on starboard tack each time I have to cross the fleet —
And so to win, and win, and WIN, and never know defeat!

Well, you know better! And you're so right!
Such dreams should come and go at night!
And in the future I shall try

TO DREAM A PERFECT ALIBI!

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(Note from the author: I reserved my rights just in case — like if the Beatles should set it to music, or something!)

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FOR SALE: BRITISH BUILT FIBRE GLASS BOATS. Wooden deck and trims. Three built-in buoyancy compartments. Price complete ex works, ex sails \$616.00. Approximate freight \$154.00. Particulars on request. Lockyears, Boat Builders, Crow Hill, Broadstairs, Kent, England.

FOR SALE: PORTUGUESE SUCTION BAILERS. Extra wide for bailing on-the-beat as described in "Well's Wanderings". \$15.00 postage paid. COMTEK, 135 Main St., Woburn, Mass.

FOR SALE: A complete set of North high weather sails used only one season - \$125.00. One North jib also used 1 season for \$65.00. Lee Thompson, 820 Woodland Ave., Wadsworth, Ohio.

FOR SALE: ROCKALL dacron main and jib; excellent condition; good heavy weather sails; includes ash battens and sail bag - \$60.00. Bud Aber, 323 Union Rd., Buffalo, N. Y. 24224

FOR SALE: LIPPINCOTT Snipe 6769. Good condition ready to sail. Hull just refinished; deck fiberglassed; Racelite stainless rigging; medium cut Hard A sails. Two rudders, tillers, and centerboards. With trailer \$600.00. Jerry Peterson, 520 S. Harrison St., Arlington, Va. Phone 671-1759.

WANTED: GOOD SET SNIPE SAILS, medium cut. R. E. Dickey, 12001 Markham Rd., Independence, Missouri.

FOR SALE: SNIPE 8393 with professionally fiberglassed hull and deck. One suit dacron sails in excellent condition and one suit cotton. \$575.00. C. C. Jensch, 11 Shuman Circle, Urbana, Illinois. 367-0288. Call or write for appointment to see boat Ill. 367-0288 Boat can be seen in Decatur by appointment.

FOR SALE: SNIPE 12772. GRAMPIAN built fiberglass, good condition, ready to race. Must sell. Louis G. Buisch, Jr., 91 Hill St., Hornell, N. Y. Phone 324-1264.

FOR SALE: EMMONS SNIPE built in 1959 complete. Mahogany deck, Racelite fittings; 1963 Boston dacron sails; Ventura trailer. Excellent racing condition. Extra new mast. Firm \$850.00. WNY area. Jeremy Pratt, 30 Carmel Rd., Buffalo 14, N. Y. TF3-2283.

FOR SALE: SNIPE 12004. All fiberglass. 2 sets sails, medium and full. Daggerboard; trailer and tie-downs. \$850.00. Chuck Peters, 5801 N. Sheridan Rd., Peoria, Ill.

FOR SALE: MAHOGANY SNIPE with original mast, boom, and brass fittings. Dacron sails, trailer, and cover. Good condition priced at \$600.00. R. D. Waldman, 5473 Sinclair Rd., Columbus 24, Ohio. Phone 885-1904.

FOR SALE: #14315 MOLDED FIBERGLASS hull and deck. New, sailed only 8-10 times. Aluminum spars. Dacron sails. All racing equipment; full covers; a real gold-plater! Need capital for business venture. Must sell immediately. Sacrifice \$995.00 complete. Jim Diggs, Jr., c/o Diggs Furniture Co., Paris, Tenn. Dial 901-642-4724 or 901-642-1675.

FOR SALE: VARALYAY SNIPE 10482. Fiberglass over wood hull; mahogany deck; new Proctor aluminum mast with winches; and also a spare Varalyay laminated wood mast in good condition Watts dacron sails; almost new trailer; aluminum board; summer and winter covers. Selling only because I must give up sailing. \$975.00. Heaton Owsley, 904 Wisteria Dr., Marietta, Ga.

FOR SALE: SNIPE 8641 built by Gerber. Good racing record Long Island 1952-58. Little used 1959 to date. Fine condition. 1959 Southern main; 1960 Ratsey jib. Crank up centerboard. Sturdy trailer with new wheels and tires. Tie downs fully quipped, ready to sail. \$700.00. Harry S. Gantz, 5918 Sales Rd., Cincinnati 30, Ohio. Phone 231-6505.

FOR SALE: SNIPE 10061 by Botved of Denmark. Plywood; completely equipped; trailer; Roberts dacrons; stainless board; minimum weight. All in very good shape. R. Walch, R. D. #1, Newfane, New York.

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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 real champion hull and finished Snipe with all outfitting and rigging details. Mr. Gilreath constructed Snipe #12345 as he compiled the book, so nothing is overlooked.

This long-awaited and greatly desired book is available only through the International Snipe Class at the present time and costs \$7.95 POSTPAID from Akron.

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