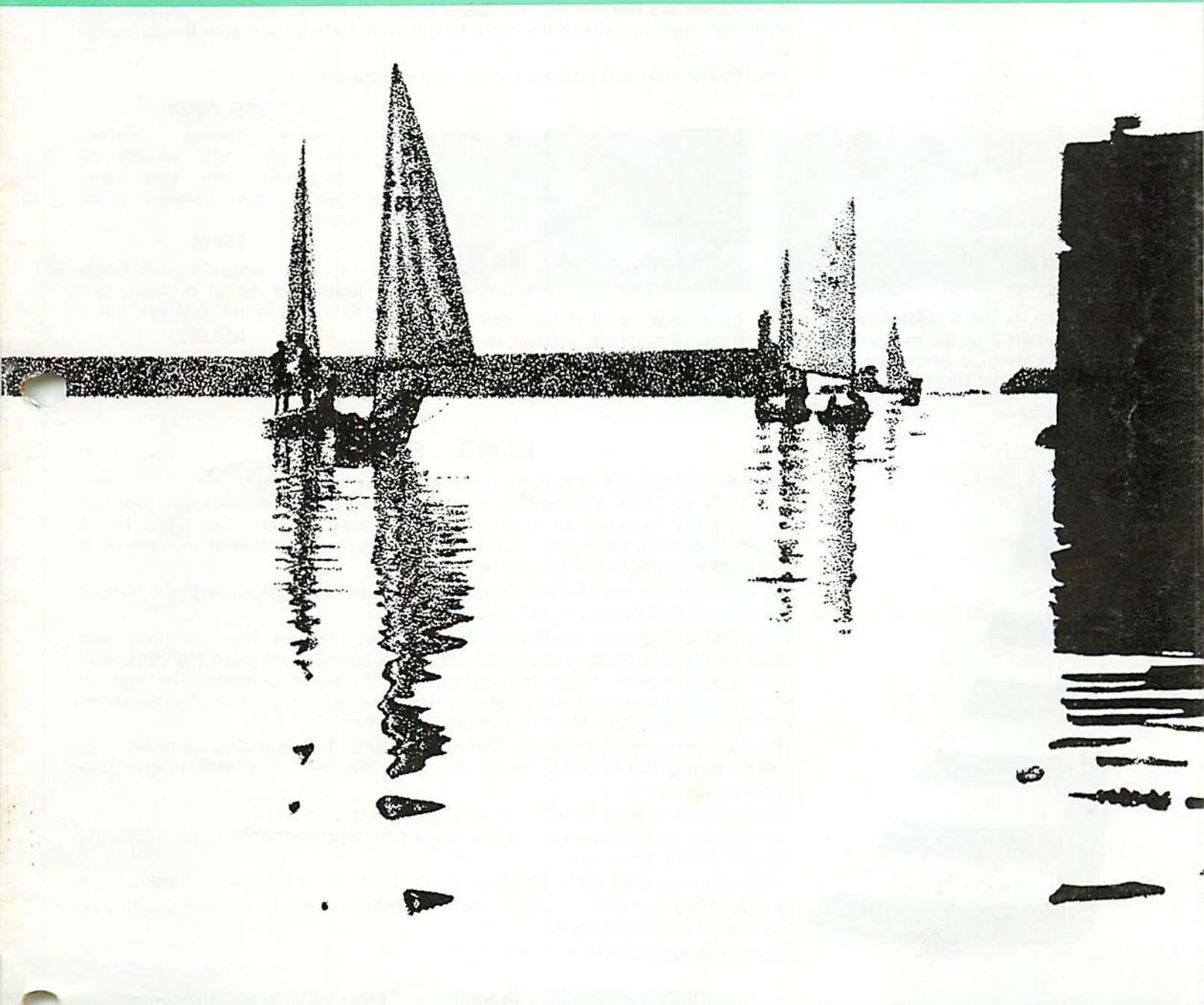


SNIPE
.....
BULLETIN



Cobra Masts

4035-R PACIFIC HIGHWAY SAN DIEGO, CALIFORNIA 92110
PHONE (714) 295-8887



Cobra Masts have been out since 1969, since then they have been used on Snipes that have captured almost every major Snipe regatta in North America. They were used by the 1969 and 1971 world champion. In 1971 they dominated with 1st, 2nd, 3rd and 4th places.

They were used in winning the 1969, '70 and '71 U.S. Nationals. In '71 they were 1st, 2nd, 3rd, 4th, 5th and 6th.

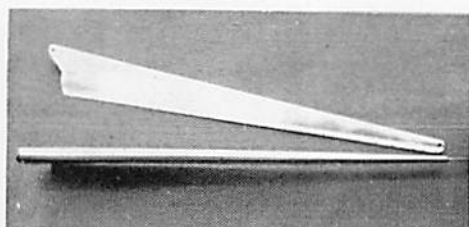
They were used by the winners of the last 2 Jr. Nationals, in '71 they were 1st, 2nd, 3rd, 4th and 5th.

They were used by the 1970 and '71 North American Champ (Cork).

They were 1st, 2nd, 3rd, 4th and 5th in the 1971 Midwinter Circuit (Nassau, Miami and Clearwater).

In 1972 we are introducing the Cobra Boom. It is very light and provides the stiffness required to keep the leech of the main tight on a reach. Bendy booms waste power.

The 1972 Cobras will also have some new equipment —



The spreaders are now of polished stainless steel, they weigh under 8 oz. per pair as compared to 17 oz. of the aluminum type we used before.

Price \$12.00 pair



The gooseneck is all stainless steel. It is much stronger than the old aluminum one. Also it will not freeze up when used in salt air.

Price \$12.00

MAST PRICES

Unrigged with Hardware — Hardware includes goose neck, spreaders and bands. Bottom cup, main halyard sheave and hound fitting with jib halyard sleeve.

\$200.00

Rigged with shrouds, halyards, halyard locks, bands, bottom of shrouds must be finished by you to fit your boat.

\$255.00

Boom with end plates\$32.00
Rigged Boom\$75.00

ELMS SAILS

Can you buy one set of sails to cover all racing conditions?

Yes if it's an Elms. The new sails that we have been manufacturing the last part of 1971 have proved to be excellent all weather sails. Our 1971 No. 1 model seemed to get faster as the wind increased, so we went to work on it and tried to improve it's light air performance.

We were able to make them considerably faster in light air without hurting the medium and heavy air performance.

The proof comes from the World Championship in Brazil. The conditions were from 45 MPH down to a vacuum. Elms Sails consistently were the best, winning 5 of the seven races and getting 5 of the seven seconds. The over all performance for us was 1st, 3rd and 4th. The second boat used a combination of two sailmakers, main by one, jib by another.

This last year we also got our 5th straight U.S. National Championship. Together with a 4th showing, made our sails the most consistent there. This regatta was very light.

The Juniors had wind up to 20. Elms Sails got 1st, 2nd and 4th.

The Nassau Midwinters were heavy. Elms Sails got 7 straight firsts, capturing 1st and 2nd in the championship.

These sails were all 1971 No. 1's except for the 3 boats that did well in the Worlds. They had 1972 models. Their performance would warrant you buying the new all purpose Elms Sails in 1972.

We are calling them the 1972 No. 1.

PRICE — \$185.00 with window and glass battens, bag and no.

Plus Royalty (U.S. only) — \$5.00 per sail, \$10.00 per suit



ELMS SAILS

4035-R PACIFIC HIGHWAY SAN DIEGO, CALIFORNIA 92110
PHONE (714) 295-8887

Voice of the People

Dear Friends,

Let me call this the first progress report and assure you that we are well on schedule for the great forthcoming event in Europe: The XII Europe & Africa Snipe Championship. (See cover Photograph.)

The Clube de Vela Atlantico lies at Leixoes, 3 Km NW of Oporto, Portugal's 2nd biggest town. The Notice of Race and Invitation was mailed to all European Secretaries and the Racing Instructions which will be incorporated in the detailed program should be distributed within a month.

Schedule of events:

15-7-72	Arrival - measuring	19-7-72	Free day. Visit
16-7-72	Measuring - tune-up	Portwine	Lodges (tasting)
17-7-72	1st and 2nd races	20-7-72	5th race
18-7-72	3rd and 4th races	21-7-72	6th race
22-7-72	7th race.		Distribution of awards.

Further progress reports will be sent regularly. I have asked Buzz Lamb to publish them in the Bulletin, the best way of communicating with Snipe sailors.

Roy Moreira,
Portuguese National Secretary

NEW SELF RESCUING HULL



WATER TIGHT SELF-BAILING COCKPIT

WRITE FOR INFORMATION

VARALYAY BOAT WORKS

1868 W. 166 STREET

GARDENA, CA 90247

SAIL ON HISTORIC BOSTON HARBOR

NORTHEAST INTERNATIONAL SNIPE CHAMPIONSHIP



MAY 20-21, 1972



Host: Snipe Fleet #244
Cottage Park Yacht Club
Winthrop, Mass. 02152

Open To: Districts 1-3-5 and
Canadian Provinces

Regatta: Best 3 races
Housing: On first come basis

Contact: Randy Wood
36 Sagamore Ave.
Winthrop, Mass.
617-846-6242

Contact: Chuck Loomis
138 Court Rd.
Winthrop, Mass.
617-846-6773

SNIFE BULLETIN

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

APRIL 1972

VOL. XXI No. 4

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CHANGE OF ADDRESS

Notify Snipe BULLETIN of any changes, both old and new addresses complete with zip code. Allow a month to become effective.

THE COVER

This poster for the Europe & Africa Championship shows the view from the Clube de Vela Atlantico of the way out into the Atlantic where the races will take place.

The photograph was taken on a quiet morning by Snipe sailor Pedro Marocho. Such floppy winds are rare in that part of the world.

MORE NEW OFFICIALS

In the last issue we failed to announce that W. C. (Bill) Porter has been elected to succeed John Storey as Canadian National Secretary. John is going back to school and felt that he would not have time to continue as secretary. Bill's address is RR No. 2, Barrie, Ontario, Canada.

J. E. San Roman has resigned from the position of National Secretary in Brazil. He held the position for some 6 years but felt the pressure of business prevented his continuing. He will still keep his hand in the administration as he is now Vice-Secretary. San Roman's successor is Flavio Caiuby, Rua Libero Badaro 501 - 16.0 Andar, Sao Paulo, Brazil. Flavio is a fine and enthusiastic sailor and has a good technical background in Snipes. He has owned about 15 Snipes but we assume he did not wear them out.

SCIRA wishes a warm welcome to these two new officials and a vote of thanks to their predecessors.

THE SCORE

Numbered SNIPES — 19833
Chartered Fleets — 714

In January and February 41 numbers were issued, 20 going to Denmark, 19 to the U.S. and 2 to Colombia. The same period saw 9 new fleet charters issued:

706, Lake Lashaway, Brookfield, Mass.;

707, Flota Escuela Naval de Cadetes, Cartahena, Colombia;

708, Flota Snipe Club Naval Refugio Del Muna, Bogota, Colombia;

709, Caprafico, Genova, Italy;

710, Mario Tamburini, Rimini, Italy;

711, San Michele, Levino Mombelo, Italy;

712, Tigullio, Milano, Italy;

713, Lake Yosemite, Merced, Cal.;

714, Del Valle, Livermore, Cal.

THOUGHTS WHILE SAILING

Which is the fastest, a cut board or a radius board? Nobody knows or perhaps I should say everybody knows. Earl Elms sparked the return to a cut board in 1969 and since then many Snipers have started using them. Those still sailing them swear by them. Those who have tried and returned to the radius board, just swear.

How did we ever get into such a situation? One story is that Bill Crosby originally designed the cut board for the Snipe. It was to be used as a dagger board but some professional builder built 15 boats substituting a centerboard and logically designed a radius type. Since the class was then young Bill felt that they should be allowed. Thus we had the first Brand X Co. rule.

It is unfortunate that one of the designs was not eliminated a long time ago. Two designs of boards certainly do not attest to a one-design boat. I am sure that everyone would agree that we should cut one out . . . so long as it was the other one.

But first — tell me which one is the fastest!

THE COMMODORE SAYS

Sailing a Snipe is fun! Have you ever thought exactly why? Is it the boat? Is it the class? or is it just sailing? I have heard people say that very few Snipe sailors ever really leave the class. I think this is true, because when you look around you see many many sailors who have been sailing Snipes for over 20 years. Of course there are many newcomers too, and this is what makes SCIRA one of the largest racing classes in the world. There is no question that in the past twenty to thirty years we have been the largest. Some question exists whether or not we are still the largest. We should remember though that Snipe is a racing boat, not just a sailboat for pleasure. Of course we all have fun doing both.

But why do Snipe sailors have so much fun? I would say it begins with the boat. We have first of all a boat designed for two people. The old cliché, "two's company, three's a crowd," is certainly true. Have you noticed the difficulty three-man sailboats have in getting the third man (or woman) to crew? So we have a two-man centerboarder without too much sail which is seaworthy and ideal for husbands and wives, boys and girls, and vice-versa to sail.

Next consider the class. I'm not speaking of the organization (which we know is good) but the people who make up the class. Almost without exception they are

Continued on page 5



On the Lighter Side

OFF SEASON
by Ruth Bockelmann

What does a sailor do when the docks are stored ashore, the lake is frozen (or hopefully soon will be)?

He puts his oldest sails on an ice boat and skims at fantastic speeds over the same lake he sails in summer. If he's young, and agile, and not too cautious.

He reads the accumulation of sailing magazines that have been piling up since summer with only a quick skim on arrival. But he can't read all the time.

He cleans, polishes, tinkers, repairs, rebuilds his craft. Come spring, it's condition is so pristine he may be reluctant to lower into the lake!

He builds a snowman for the children, or for his own pleasure in weather. He clears the neighbor's walks when he's out clearing his own of snow. He watches the sky, notes wind directions and velocity, and shivers with the chill of it all.

He digs out his skis and warm woolies and tries to recapture the challenge, and healing from daily cares, and the just pure joy of sailing by substituting skis and snow and a hill.

Mostly he waits . . . and waits . . . and waits until spring!

continued from page 4

gentlemen (and ladies) who enjoy sailing against the same competition as well as new Snipe sailors. You make friendships all over the country with people who share the same thrills and experiences.

If you are one of the more experienced sailors, an aspect of racing Snipes that can't be overlooked is the pleasure of helping others. Fleet members who take the time and trouble to help a new member are handsomely rewarded with a growing and enthusiastic fleet. One of the best ways to kill a fleet is to keep your "go-fast secrets" to yourself and not offer advice and encouragement to prospective or new members. With enthusiasm you can double or triple your fleet membership and increase the enjoyment of racing.

Speaking of fleet membership, the most convincing proof of the number of registered Snipes racing in the world is the number of Snipers who have paid their SCIRA dues. It is the responsibility of the Fleet Captain to collect dues. Please cooperate with him and see that everyone in your fleet is a paid up

REPORT FROM ENGLAND

Our membership hovers around the 150 mark, of these about 120 are registered as helmsmen, the remaining made up of crew and associate members. We comprise seven fleets gathered around the South East and the North West of England. Over recent years four fleets have been lost, these in each case were started around 1962-67 when the class over here had a boom period, unfortunately when the Hornet, Fireball and other high performance dinghys were developed we suffered.

The basic trouble is the Snipe image in England, that of the "old man's boat" which was quite rightly given - because the Snipe of old was a heavy mass compared with the lightweight craft emerging from the experience gained of thin hull construction during the last war. Despite revolutionary alterations to Snipes over recent years this image remains as strong as ever, proved by the fact that very little young blood is coming into the class.

During the season each fleet holds an open or championship meeting at their respective club, which generally is comprised of two races on Saturday and two on Sunday. These weekend meetings are friendly occasions with a social gathering on the Saturday evening. A regular few helmsmen travel over to European clubs and in return few continentals reciprocate. The annual National Championship is sponsored by each fleet in rotation endeavoring to be held on neutral waters. There was a move to get the Nationals for a week but owing to difficulties in getting a sailing club to oblige, the matter dropped, so retain our three days racing.

Between 1958-1968 Snipes were shown at the Annual Boat Show in London, but owing to the high cost, lack of sponsors, and not always being allocated a satisfactory position, the scheme dwindled. Each year a government sponsored council runs a two day dinghy conference during March comprising of lectures on all aspects of small boat sailing, at the same time exhibiting the ever mounting number of dinghies on the market. This is currently held at the sports centre on the former site of the famous Crystal Palace. Since the first conference in 1958, a Snipe had been exhibited an-

member of SCIRA. In a manner of speaking, this is a part of the fun too, because without a strong and financially sound organization we could not protect the one-design principle for which we stand and which has maintained SCIRA throughout the years.

nally, with the stand always having a SCIRA member in attendance.

The racing season for us stretches from around the end of March to the middle of October, with one fleet in the north and one in the South holding a Frost Bite series from October up to December. Also each year two representative Snipes are sent to compete in the Royal Corinthian Yacht Club Icicle race held in January for all class boats, needless to say the Secretary is not overwhelmed with volunteers! These meetings are helpful from the point of view of showing the Snipe; the South Wales Steel Corporation also runs a sailing meeting "Two of a Kind" open to class dinghies. At this event the class is represented during the two days racing, a similar event at Hunstanton has just been competed for, the results coming through K. Dobson, a Sniper judged best individual performance.

Since the weight controversy, much work has been carried out by Snipers to fall in line, but think that if a census was taken the overall differential would be startling. The trend for spars is to get metal Holt Allen or International Proctor, with the theory of spreaders becoming popular. Sails - these are considered personal, it is like having your own fad about a tailor, because he made a good fitting suit he is "tops" in your eyes; this is applicable to sailmakers. The only apparent fact being that USA dacron is considered superior material as it is said to be more consistent. Pivot plates are used over here in the main, also to use light plates to assist the heavier boats in getting down to weight. Plenty of gadgets are in use, some of which are now a necessity to keep up the front of the fleet.

The future of SCIRA in the UK - this depends on getting keen young helmsmen to keep up the standard of helming and overcome this image of the old man's boat. New boat prices whether built in this country or on the continent are very fair when compared with other class dinghies, also the wear and tear costs are reasonable together with our annual subscriptions, and as a community the English Snipers are quite close knit - but still we fall on our intake. Good helmsmen in the past have left, such as R. Coates, B. Steward, R. Moody, G. Lilley, D. Crispin to name a few and have been replaced by equally good Snipe helmsmen, but today replacements are dwindling. So hope lays now in getting over the information of the class, and seeking assistance from the Yachting journals to publish the facts of the new modern Snipe so that we create a new image that is true to the Snipe of 1971 and not 1933.

John R. Broughton

COX-DUVOISIN WIN CRACKER BARREL AGAIN

The Chattahoochee Sailing Club was host to the 13th annual Cracker Barrel Regatta which was sailed September 18-19 on Lake Harding, Ga. Lloyd Cox and Pete Duvoisin finished ahead of Bill Simons and Van Wesley, also of fleet #142, to return the Cracker Barrel Trophy to its usual home in Chattanooga. Ham Clark and Clif Hogg from the host fleet #452 finished third.

Simons and Wesley were in first place after the first race which was sailed over a triangular course in light shifty wind. Williams and Young were second and the eventual winners were down in third place.

The second race was sailed over the same course with freshening wind. Cox and Duvoisin profiting from their experience in the first race finished first and third to move up to first place with Simons and Wesley second.

Sunday's race was sailed in near drifting conditions, and with only 1.3 points separating the first and second place teams, it soon became a real cliffhanger. Cox made a good start and soon had an unbeatable lead. Simons and Wesley were, however, in contention for second and third with Duvoisin well back in the fleet. The outcome was in doubt until late in the last beat when, with Cox hove-to just off the finish line waiting for time to run out, a strong clockwise shift lifted Simons to the finish line and dropped Wesley back to 8th place. Duvoisin's 9th place finish was enough to give his team victory by a 3.3 point margin.

The Cracker Barrel Trophy has been won by Privateer Fleet on nine occasions and Lloyd Cox has been a member of the winning team on eight of these.

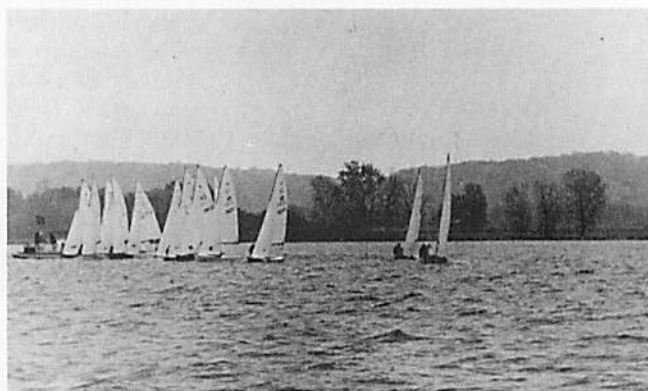
*Clif Hogg
Chattahoochee Fleet #452*

Cracker Barrel

Lloyd Cox Pete Duvoisin	PYC No. 142	7/1/1 9/3/9	1
Bill Simons Van Wesley	PYC No. 142	1/2/2 8/12/8	2
Clif Hogg Ham Clark	CSC No. 452	10/7/3 15/4/11	3
Dan Williams Glenn Young	PYC No. 142	2/13/4 17/14/16	4
Means Davis Bruce Mylrea	AYC No. 330	6/6/10 DF/11/7	5
Herb West Randy Nord	AYC No. 330	5/8/6 13/16/18	6
Wilby Coleman Carl Shapiro	VYC No. 580	3/9/5 18/19/17	7
John Mulhausen Paul May*	AYC No. 330	8/5/12 22/21/23	8
Scotty Cline Bo Cline	PYC No. 142	11/10/15 12/DF/14	9
Bud Sipe Jerry Humphries	PYC No. 142	23/15/22 14/17/13	10
John Friis Bucky Barrett	VYC No. 580	22/18/20 20/22/21	11
Paul Whittier Bob Kolb	CSC No. 452	19/20/19 21/23/DF	12

*Paul's home fleet is Tar Heel No. 465

TIM WINS COOL ONE



*Left to right: Crowd,
Late Starters, Clear Air*

Frostbite Regatta - Illinois Championship

Our Frostbite Regatta almost lived up to its name—at times: temperatures ranged from 42° to 62° over the week end. Weather wasn't the best, skies were overcast and the wind quite tricky out of the north from 3 to 12 all weekend.

As a result of the consistent (fairly) winds all 5 races came off on schedule. With the fast caliber of competition (some of the fastest in District III) all races were short.

When Don Hite and Terry Timm are at the same regatta there is always a battle for first—well almost always, as Mike Kinghorn sneaked in a 1st in the 3rd race.

This regatta was also the Illinois State Championship with the large silver bowl being awarded to the highest placing Illinois boat: Bill Buckles of Decatur, who placed 5th overall.

Peoria hopes to hold a Frostbite again next year as well as the Slauson Memorial Regatta which will be in June.

*Paul Dovey
Peoria, Fleet No. 131*

Terry Timm, Barton	2-4-6-1-1	22.7	1
Don Hite, Detroit	1-1-4-3-6	25.4	2
Harry Levinson, Indianapolis	5-3-2-2-5	31.7	3
Mike Kinghorn, Indianapolis	3-1-1-8-3	42.4	4
Bill Buckles, Decatur	4-6-7-4-2	43.7	5
Dan Wesselhoft, Peoria	17-2-3-9-8	60.7	6
Dave Shafer, Barton	6-13-9-6-4	65.4	7
Ilmar Palm-Leis, Decatur	8-9-8-10-11	76	8
Stan Salzenstein, Peoria	7-8-5-13-16	78	9
Tom Rolfes, Acton	12-5-10-5-19	79	10
Mike Zalzal, Acton	10-15-19-7-7	88	11
Paul Dovey, Peoria	11-10-12-12-13	88	12
Bob Gordon, Decatur	15-7-11-16-17	96	13
Bill Coberly, Decatur	14-16-13-15-10	98	14
Tom Sly, Decatur	9-12-15-17-15	98	15
John Stanely, Decatur	13-18-14-11-14	100	16
Mary Lee, Muncie	NS-17-17-18-12	116	17
Paul Campbell, Peoria	20-14-16-22-20	122	18
Dave Congdon, Decatur	16-20-18-19-21	124	19
Peggy Reid, Peoria	18-19-21-21-22	131	20
Donna Leber, Peoria	19-21-20-20-NF	133	21
Paul Westerdale, Peoria	21-22-22-23-18	136	22
Frank Castelli, Decatur	NS-NS-NS-14-9	123**	

**Unofficial Entry

DON HITE WINS OXFORD INCIDENT



Left to right: (Crews in front) Don Hite, Lloyd Cox, Bill Simons, Mike Zalzal, Bob Rowland, Jim McDonald, Bud Leonard, Bob Hill, Terry Timm and John Brannan.



Left to right: (Crews in front) Frank Hiatt, Jim Guthrie, Bob Hill, Jr., Jack Kirkbride, Larry Lasek, Dave Kerper, Jerry Makela, John Fyffe and Marvin Lee.

Many of District 3's best Snipers were joined by three fine sailors from Tennessee; Lloyd Cox, Bill Simons and Nick Longworth. Sixteen Fleets from six states were represented among the 58 boats. The favor was a bright, red flag with a white silhouette of the Oxford Indian holding the now-famous, open-billed Snipe. The trophies were silver lined, brass mugs brought back from Peru by Tom Rolfes, Regatta Chairman. Bob Hill, Jr., as Best Junior Skipper and 3rd in the Accident Fleet was the only skipper to capture two of these prizes.

Unbeknown to many of the contestants, Elliot Hilsinger, 1971 Rebel National Champion, sailed Tom Rolfes' boat when Tom was called out of town unexpectedly Saturday. The Olympic Scoring System stood up well in spite of only completing two races. There were no ties in either fleet among the top ten boats.

The 1972 Oxford Incident will host the Ohio Open Championship, scheduled for Oct. 7 and 8.

First Race: The 27 boat Incident Fleet started the 2 and 1/3 lap race with wind of about 6 mph. As the boats reached the middle of the first leg, the wind died for a while and was spotty, favoring first one small area and then another. Mike Zalzal, applying his local knowledge, was first around the windward mark closely followed by Don Hite, Bob Rowland and Bud 'Light Air' Leonard. After much position changing they finished Rowland, Hite, Zalzal and Leonard.

The story for the 31 boat Accident Fleet was similar in that Hill, Jr., led the whole first lap followed by Frank Hiatt. But Hiatt caught the less experienced sailor on the second beat and pulled away to a tremendous lead in the light air. First four finishers were Hiatt, Hill, Jr., Lee Griffith—another Acton

Junior, and Jack Kirkbride from neighboring Cowan Lake.

Second Race: This race became a Race Committee Chairman's nightmare. The wind shifted about 2 minutes before the first start. The Race Comm postponed and set up an 'X' (or Figure 8) course due to the shape of the lake. About 15 seconds before the new start, a light air eased back to the north and the Incident Fleet started on a reach. Halfway across the lake the wind shifted to the west, turning the first leg into a run. There was still hope for the course if the wind would shift back to the north so the 2nd leg of the 'X' would be a beat. But alas, it lightened and died from 2 mph to nothing. The Race Comm. signalled a shortened course with most of the Incident Fleet on the second leg and most of the Accident Fleet performing a giant cartwheel about the first mark. After a 15 minute wait with everyone adrift, the Race Comm. fired the 3 gun abandonment which was met by gusty cheers across the fleets and two loud 'boos' from Bob Rowland and Bob Hill who were leading.

Third Race: (Sunday Morning) The wind usually arrives on Acton promptly at 10 am and this Sunday was no exception. From a dead calm at 9:30, it rose to a steady, almost shiftless 8 mph by 10 am. Boat speed was the order of the day and it was ably demonstrated by Lloyd Cox and Bill Simons as they rounded the windward mark closely followed by Don Hite and Terry Timm, defending Oxford Incident Champion. They finished in that order.

The Accident race progressed similarly with Jim Guthrie jumping to an early lead followed by Hiatt, Larry Lasek and Dave Kerper.

Bob Hill
Acton Fleet No. 515

INCIDENT

Don Hite, Lake Angelus	2-3	8.7	1
Lloyd Cox, Priveteer	7-1	13	2
Bill Simons, Priveteer	10-2	19	3
Mike Zalzal, Acton Lake	3-9	20.7	4
Bob Rowland, Cowan Lake	1-15	21	5
James McDonald, Indianapolis	6-5	21.7	6
Bud Leonard, Diamond Lake	4-8	22	7
Bob Hill, Acton Lake	5-7	23	8
Terry Timm, Barton Pond	13-4	27	9
John Brannan, Indianapolis	8-12	32	10
Dan Wesselhoft, IVY	11-11	34	11
John Stanley, Crystal Lake	15-14	41	12
Craig Lewis, Harbor Island	17-13	42	13
Stu Griffing, Cowan Lake	12-19	43	14
Stan Salzenstein, IVY	14-17	43	15

ACCIDENT

Frank Hiatt, Indianapolis	1-2	3	1
Jim Guthrie, Richmond	8-1	14	2
Bob Hill, Jr., Acton Lake	2-7	16	3
Jack Kirkbride, Cowan Lake	4-5	18	4
Larry Lasek, Indianapolis	9-3	20.7	5
Dave Kerper, Diamond Lake	7-4	21	6
Jerry Makela, Richmond	5-6	21.7	7
John Fyffe, Chippeawa	6-12	29.7	8
Marvin Lee, Muncie	12-9	33	9
Gordon Cook, Chippeawa	13-16	41	10
Don Meredith, Richmond	20-11	43	11
Dick Hand, Portage	14-17	43	12
Ed Criddle, Cowan Lake	16-15	43	13
Lee Griffith, Acton Lake	3-DSQ	43	14
Warren Trenary, Cowan Lake	10-22	44	15

WHY NOT USE

THE BEST!

1st & 2nd SCIRA Midwinters
Clearwater, Fla.

1st & 3rd Overall SCIRA
Southern Circuit

NORTH SNIPE SAILS



Most Snipe skippers want North sails because they know their suit will be just like those that are winning regattas.

To insure your sails are identical, we test our cloth thoroughly and use plastic templates in production.

You can be racing with new North Snipe sails one month from the day you order, so don't delay! We want to help make your 1972 sailing season your best one yet, so call us collect when you wish to order.



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DAN WINTERS: "HOW TO WIN"

There is a satisfaction to small boat racing which is both gratifying and educational. There is the "feel of the tiller", the fact that you are in charge of everything. What do you think keeps bringing men like Ted Turner, Peter Barrett, and Charlie Morgan back to small boat racing? It is the feel of combat in direct close competition!

TUNING A BOAT IN A HURRY – THE "ONE-DAY TUNE-UP"

Before the Race Day:

1. Get a mast head fly. You can't go fast if you don't know where the wind is.
2. Jib tell tales are necessary.
3. Check the sheets. Are they big enough to handle easily?
4. Check the cleats. Make sure they hold. Nothing is more tiring and unnerving than having to hold the sheets through a long leg in heavy weather because a cleat won't hold.
5. Sand the bottom. This is especially important for a fiberglass boat. Remember: fiberglass continues to cure. Use fine paper, and wet sand on down to No. 600 paper, and then, if you are really gung-ho, finish off with rubbing compound.
6. Sand the rudder and centerboard. If you don't have time for both; do this rather than sand the bottom. There is 25% greater friction on these surfaces because they are lifting surfaces.
7. Make sure you have an outhaul adjustment.
8. Traveler, make sure it moves smoothly and is adjustable.
9. Make sure you have a Cunningham arrangement. Next to the main sheet itself, this is the single most important control for the mainsail.
10. Rudder, check the action of the rudder. Make sure it is tight enough. A "floppy" rudder destroys the feel of the boat.
11. Check your hiking straps. They need to be there when you reach for them!
12. The compass is especially important, even when you can get a shore bearing, because of the tide or current. Use it to detect wind shifts.

On the day of the race:

1. Check the wind, direction and velocity, on the way to the regatta. Listen to weather forecasts. Will the wind be expected to back or veer? (A tip to those who don't wear prescription sunglasses: Polaroid sun glasses will enable you to see wind shifts on the water MUCH more quickly!)
2. Check the current or tide.
3. (Most important!) Check the weather and make sure that you have adequate clothing for the day. Because of the chill factor, nothing saps your energy and destroys your concentration so quickly as being too lightly clad on a windy day.
4. Check your competition. In an important regatta look around for boats you have to beat. Also pick out the "locals", they may show you something you need to know about local

conditions.

On the race course:

1. Check the tide or current.
2. Check the windward mark. Are there any "geographic" wind shifts indicated? (Those caused by shore lines or land masses, bluffs, islands etc.).
3. Check the cycle of wind shifts. Since all winds shift, try to "get in phase" with the shifts which tend to be cyclical. Pick which side of the course will be best. It is almost axiomatic: Never go up the middle!
4. Check the starting line so that you will know where on the line you want to be and time your start so that you can be there with a full head of steam at the gun. You want to be clear of leeward boats which might push you over prematurely and to have clear air to windward at the start.

Three basic types of wind (and what it takes for each):

A. Light wind: Concentration pays off here! Watch the wind and go for the shifts. Play the tide or current. Watch your sail shape and be sure not to slow your boat down while tacking. "Throw shape" into your sail as you tack, using sheet and Cunningham.

B. Medium wind: Boatspeed is most important here. Keep the boat moving all the time.

C. Heavy wind: GUTS is the most important quality for going in heavy wind!

Choosing a crew: Find a good crew—that can be defined as "one who wants to win as badly as you do." If he stops wanting to improve—fire him! If he is more interested in bikini than racing—fire him! If he can't make decisions—fire him! If he has a short attention span—fire him! If he doesn't HATE to lose—fire him!

Your attitude: Learn to Hate defeat! Learn the tiger instinct! Remember, Paul Elvstrom says that he never, in any race, believes he can lose! Cultivate these attitudes for yourself if you really want to win.

The Rules: Learn the rules. Study them and the appeals. If you violate a rule, drop out as required in Rule 33. You should protest if you believe you have been fouled. The best racing is the fairest racing and usually occurs in clubs which have their share of protests.

Ed Note: Dan Winters is the general manager for Morgan Racing Sails. He has had experience in many one-design classes and currently is concentrating on competition in the Finn Class. This material was taken from a talk he presented to the Clearwater Windjammers, although some of it has been rearranged to fit into a written rather than verbal presentation.

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PETE DUVOISIN TOP SPOOK

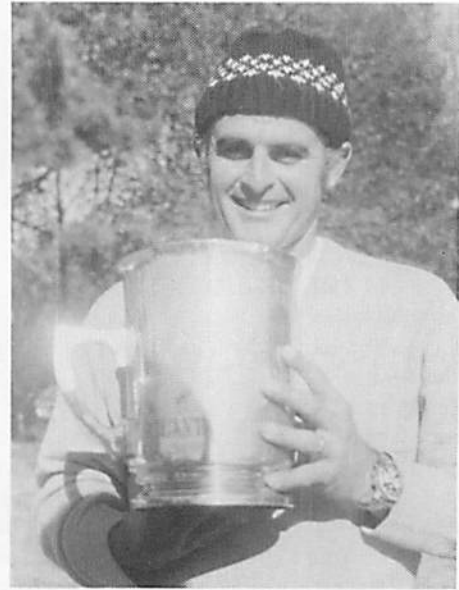
Snipe-type Spooks and Goblins came to Atlanta November 6 & 7 this year – and came – and came! At the Friday night party 15 unexpected boats were already on the lot and regatta chairman Bill French was turning slightly white. When the 18th annual Halloween Regatta was over, however, he was all smiles 'cause it was the best as well as undoubtedly the largest ever.

74 out-of-town Snipes joined 18 Fleet 330 members for a total of 92 Snipes representing 15 states and 2 foreign countries. Long distance awards were hard to determine with Conrad Soares of Bermuda the probable winner over Dick Goppert of Kansas City, Mo., the 5 New England boats, and the 5 Michigan boats.

56 Spooks sailed a 4-fleet round robin series, with the 36 Goblins starting together. Races Saturday were sailed in moderate and sometimes frustrating winds preceding a front; but Sunday it blew as "real" sailors dreamed it would. And Atlanta Yacht Club was treated to the unusual sight of 50 Snipes NOT finishing a race (36 DNS-14DNF) 30 Spooks and 12 Goblins finished the 3rd race.

Those on shore had ample time to enjoy Hot Buttered Rum in this year's personalized mugs, and several were heard to ask if artistic talent and not sailing ability were the requirement for joining Fleet 330.

As might be expected, the high winds shuffled Saturday night's standings. In first Saturday were Buzz and Marge Lamb, followed by Frank Pontious and Lloyd Cox. Only Frank finished the race Sunday, and fellow Chattanooga Pete Duvoisin planed past all three on his way to the championship. In the Goblin Division Henry Lengnick, a Charleston sailor in a Snipe for the first time in about 10 years, piloted his crew's boat (yep—don't ask how he talked Bill Porcher into that!) into first place in a



THE DOCTOR IS IN!!

tight victory over Bo Cline of Chattanooga.

In all, this year's Halloween was warmth, friendship, tough competition, fluky winds and high winds, southern BBQ and a Dixieland banjo band, old friends reunited and new friends made, spooks, and goblins, and memories of the 1971 sailing season, now history.

Peggy Davis
Fleet 330



"SPOOKS" DIVISION

Pete Duvoisin/Jane Duvoisin, Chattanooga, Tenn.	3-4-1	13.7	1
Bill Buckles/Kelly McGinnis, Decatur, Illinois	7-3-2	21.7	2
Frank Pontious/Mickey Pontious, Glen Ellyn, Ill.	1-5-6	21.7	3
Bruce Colyer/Gail Colyer, Fort Lauderdale, Fla.	7-7-1	26.0	4
Buzz Levinson/Frank Levinson, Indianapolis, Ind.	9-2-5	28.0	5
Don Hite/Don Suesz, Detroit, Mich.	5-10-4	34.0	6
Brad McFadden/Woody Norwood, Atlanta, Ga.	9-13-2	37.0	7
Lloyd Cox/Cathy Cox, Chattanooga, Tenn.	1-6-dnf	37.7	8
Francis Seavy/Kerry Lamb, Clearwater, Fla.	10-11-3	38.7	9
Dick Schmidt/Gwen Gordon, Ann Arbor, Mich.	6-14-4	39.7	10
Means Davis/Peggy Davis, Atlanta, Ga.	4-13-8	41.0	11
Buzz Lamb/Marge Lamb, Dunedin, Fla.	4-1-dns	42.0	12
Terry Timm/Jody Hearn, East Lansing, Mich.	12-2-dnf	44.0	13
Van Wesley/Jean Ann Tonka, Chattanooga, Tenn.	2-22-8	45.0	14
John McGowan/John D. McGowan, Jackson, Miss.	8-9-12	47.0	15
Bill Simons/Jeanne Bronaugh, Chattanooga, Tenn.	20-1-16	48.0	16
Dan Williams/Brainard Cooper, Chattanooga, Tenn.	12-6-13	48.7	17
Henry Wade/Polly Wade, Atlanta, Ga.	14-14-6	51.7	18
Charlie Wright/Keri Owen, Cincinnati, Ohio	2-dnf-9	52.0	19
Michel Zalzal/Judi Wilder, Cincinnati, Ohio	3-7-dns	52.7	20

Top 20 of 56

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"GOBLINS" DIVISION

Henry Lengnick/Bill Porcher, Charleston, S.C.	5-2-3	18.7	1
Bo Cline/Terry Cline, Chattanooga, Tenn.	1-6-4	19.7	2
John O'Donnell/J. C. O'Donnell, Atlanta, Ga.	6-9-2	29.7	3
Frank Vincent/Vera Vincent, Jacksonville, Ill.	2-19-5	38.0	4
Matt Gregory/Karen Gregory, Atlanta, Ga.	19-3-7	43.7	5
John Friis/Nettie Friis, Valdosta, Ga.	11-12-9	50.0	6
Paul May/Mary Anne May, Charlotte, N.C.	12-4-dnf	50.0	7
Martin Burnup/Jane Burnup, Atlanta, Ga.	10-20-10	58.0	8
Bucky Barrett/Patti Gaskins, Valdosta, Ga.	15-15-12	60.0	9
Charlie Eschleman/Rhoda Rodney, Glenolden, Pa.	26-14-6	63.7	10
Jerry Humphries/Bill Humphries, Chattanooga, Tenn.	4-8-dns	64.0	11
John Wesley/Tish Wesley, Chattanooga, Tenn.	16-1-dns	66.0	12
Ralph Townsend/Kay Townsend, Carmel, Ind.	7-7-dns	68.0	13
Emmie Kohler/Betsey Komac, Atlanta, Ga.	27-18-8	71.0	14
Marvin Lee/Kevin Lee, Muncie, Ind.	35-27-1	74.0	15
Paul Whittier/Barbara O'Neill, Atlanta, Ga.	9-13-dns	76.0	16
Tom West/Peggy Wade, Atlanta, Ga.	18-22-dnf	76.0	17
Ham Clark/Lib Clark, Columbus, Ga.	14-10-dns	78.0	18
Ron Brockett/Charlene Brockett, Atlanta, Ga.	22-21-dnf	79.0	19
Kathy Bronaugh/Marie Wesley, Atlanta, Ga.	17-11-dns	82.0	20

Top 20 of 36



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BUBBA HORNER TOP GHOST IN

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L to R: Rosie Cummings, Supercrew, Cindy Horner, Bubba Horner, Pat Zars, 2nd row: Bobby Cummings, Donna Adelman, Kieth Zars, Eddie Menger, Gary Boswell, Ron Waymire.

Lake Canyon Yacht Club's Halloween Snipe Regatta was held November 6, 7 Lake Canyon Yacht Club, Texas Snipe Fleet 681.

Race 1: Starting line favored the flag end. Those who maintained port tack after the start did better. Dr. Bubba Horner in a new Chubasco had an early lead and was first at all marks to win. Bobby Cummings second and Leif Zars third. Frontal passage occurred during the downwind leg bringing winds up to 15-20mph with little direction change and dropping the temperature in the low 60's. A good performance in this race required successful adjustment to the changed conditions.

Race 2: North wind 15-20 mph. Gary and Margert Boswell in a new Southern recovered from a seventh in the first race to win this one. Cummings was second again, Horner third and Leif Zars fourth. Wind died on the last beat leaving a stiff chop and little driving force, again requiring proper adjustments.

Race 3: Temp 55, wind Northeast 10-20 and gusty, water surprisingly smooth. Leif and Pat Zars recovered from a bad start, played the shifts well and showed superior boat speed to win this handily. Horner was second, Cummings moved up well late in the race to get fifth, and the Boswells were again seventh.

Summary: Bubba Horner has not done much sailing in the past two or three years. A new boat and superb sailing allowed him to show that he has not lost any ability as he beat a competitive fleet including a former world's champion and the reigning western hemisphere champions. Leif and Pat Zars, also with a new Chubasco showed a consistent and improving performance to place second. Consistency paid off for the Cummingses while the Boswells did not show their usually superior boat speed.

*Jim Wild
Lake Canyon Fleet No. 681*

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LAKE CANYON

Bubba Horner-Cindy Horner	1-3-2	8.7	1
Leif Zars-Pat Zars	3-4-1	13.7	2
Bob Cummings-Rosie Cummings	2-2-5	16	3
Gary Boswell-Margaret Boswell	7-1-7	26	4
Kieth Zars-Donna Adelman	13-5-3	34.7	5
Ed Menger-Ron Waymire	4-11-8	39	6
Don Bynum-Peggy Bynum	15-8-4	43	7
Stan Vaughn-Carol Vaughn	6-12-9	44.7	8
Ed Haynes-Cathy Haynes	10-9-11	48	9
Gary Zars-Allen	11-7-16	52	10
Ted Wells-Mike Boswell	5-10-20	52	11
Don McFarland-Leslie McFarland	8-14-13	53	12
Phil Shoop-Barbara Shoop	9-6-21	53.7	13
John Cameron-Carol Cameron	20-15-6	58.7	14
Jim Wild-Sue Bentsch	14-13-15	60	15

Wells Wanderings



by Ted Wells

April 1972

NOSTALGIA (more on Old Joe)

Some of Old Joe's feats are legendary. Of course, his work is most spectacular when working with winds of zero with light puffs — control is easier under these circumstances. Perhaps his best effort was in Atlanta, during the second race of the Crosby series in 1955. (The Crosby was sailed in two divisions then as it will be in 1972).

The first leg was to windward, toward the number 1 mark near the rock under which Old Joe lives when he is at home, with the wind varying from zero to very little more. As he crawled out from under the rock when the first fleet approached he pushed the suction button and even the light puffs disappeared, leaving the first fleet bobbing around in the vicinity of, but not quite at the mark. Next came a "180° shift", with "Local wind increase" program for the second fleet, which now was moving toward the mark in almost perfect line abreast formation.

Enough wind leaked through to waft the first fleet up to the mark at the exact moment that the second fleet caught up. The screams of "overlap" and "room" combined with the sound of boats bashing each other could be heard all the way to the club house. Jerry Jerome was the first skipper to reach the mark, and he became impaled on it. He made the mistake of assuming that since almost every boat had hit at least all the boats in its vicinity, he was home free for hitting the mark. It didn't work out that way. The only place in all the rules where a protest is required is if you hit a mark and don't drop out under the rules at the time, or circle the mark under present rules. There was nothing the Protest Committee could do but give Jerry a DSQ.

The second time Joe used the "suction" button in this regatta was at the finish of the first race in the Heinzerling series. After about two hours of drifting, the fleet was approaching the finish line, dead before what little wind there was, in one big blob stretching across the lake, the width of the blob being about fifty feet greater than the length of the finish line. In the last fifty yards, every boat alternated between first and last places, the ones behind getting a little puff (which never got up to those in the front) and coasting into the lead until its momentum fizzled out and someone else had picked up the next puff. Fearless Forecast

This has to be the year for nice weather on the Southern Circuit — it has been lousy long enough that the law of averages surely will have caught up. I'm not going to Clearwater so it is bound to be good. In the Chop Championship of Biscayne Bay, I predict nice weather with Coconut Grove and Mission Bay skippers coping well with the bumpy water. Even with a new deck, large cockpit, low moment of inertia, minimum weight boat I'll probably just bounce up and down. I'm thinking positively about Nassau however — with light, drift conditions there I might luck out. And it is about time for a light wind Nassau regatta. I hope. I will be racing at 381 lbs — including 14 lbs of lead, and Old Joe should give me at least an occasional break after all that work this winter.

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SHIP, Lake Canyon Yacht Club, Frank Reise-
necker, 5313 Bandera, San Antonio, TX
78228

APRIL 28-30, HOLIDAY-IN-DIXIE REGAT-
TA, Shreveport Fleet No. 38, James D. Mon-
cure, Jr., 170 Bruce, Shreveport, LA 71105.

MAY 6-7, HERNANDO DESOTO REGAT-
TA, Delta Snipe Fleet, George Lee, 5443
Gwynne Rd., Memphis, TN 38117.

MAY 6-7 MIDDLEFORD OPENER, WHITE-
WATER VALLEY FLEET, George Howell,
2207 Parkdale, Dr, Richmond, IN 47374.

MAY 13-14 BATTLE OF SAN JACINTO,
AUSTIN FLEET, Gary Boswell, 4205 Wood-
way Dr, Austin TX 78731

MAY 13-14, SOUTHERN SNIPE CHAM-
PIONSHIP, Privateer Yacht Club, Bud Sipe,
Privateer Rd., Hixson, TN 37343.

MAY 13-14, COLONIAL TROPHY, Anna-
polis, Janet Nasteff, 4 Randall Ct., Annapolis,
MD 21401.

MAY 21-23 RIJECKA INTERNATIONAL
REGATTA, Galeb Perpetual Challenge Tro-
phy, Rijeka, Jugoslavia.

MAY 20-21 KICK-OFF REGATTA, LAN-
SING Fleet, Harrold W. Spicknall, 6355 Rey-
nolds Rd, Haslett, MI 48840.

MAY 20-21 TULSA SPRING OPENER, Se-
quoyah Yacht Club, William G. Vosburgh,
2127 E 31st Place, Tulsa, OK 74105.

MAY 27-28 CHAMPAGNE REGATTA, Birch
Lake, J. Craig Speck, 24463 Filmore, Taylor,
MI 48180.

MAY 27-28 SOUTHWESTERN SNIPE
CHAMPIONSHIP, White Rock SC, Bill Land-
fair, 9420 W. Lake Highlands, Dallas, TX
75218.

JUNE 3-4 FIREWATER REGATTA, Lincoln
Fleet, David B. Makepeace, 3965 S. 40th St,
Lincoln, NB68506.

JUNE 3-4, FT. WORTH BOAT CLUB RE-
GATTA, Dr. W. J. Shelton, 2901 West Berry,
Ft. Worth, TX 76109.

JUNE 17-18 DISTRICT II CHAMPIONSHIP
(5 race series - weather permitting) Oklahoma
City BC, Steve Taylor, P. O. Box 16647,
Oklahoma City, OK 73116.

JUNE 17-18 RIFF-RAFF REGATTA, Cowan
Lake, Robert Rowland, 223 Orville St., Fair-
born, OH 45324.

JUNE 24-25 MIDWESTERN CHAMPION-
SHIP, Wichita SC, Ted Wells, 6631 E. Kellogg,
Wichita, KS 67207.

JUNE 24-25 SLAUSON MEMORIAL RE-
GATTA, Peoria, Tom Clark, Tomar Ct,
Peoria, IL.

JUNE 24-28 IV VASCO DE GAMA, Oporto,
Portugal. Measuring June 23-24. Joao Mener-
es, Molhe Norte, Leixoes, Portugal

JULY 8-9 WOLVERINE REGATTA, Barton
BC, Warren J. Hanselman, 1326 King George
Blvd., Ann Arbor, MI 48104.

JULY 15-22 EUROPE AND AFRICA CHAM-
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GATTA OF PORTOROZ, Yacht Club "Pir-
at," 66320 Portoroz, Yugoslavia.

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SEPTEMBER 9-10 INDIANA OPEN, Indian-
apolis Fleet, Jerry Peterson, 5844 Eastview
Ct, Indianapolis, IN 46250.

OCTOBER 7-8 OXFORD INCIDENT and
OHIO OPEN CHAMPIONSHIP, Acton Lake,
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FOR SALE No. 17557 LEMKE, super racing with improvements, red hull, w hite deck with racing stripe, teak floorboards, good record, Levinson Sails, \$1350. Chuck Fox, 2599 Oakview Dr., Rochester, NY 14617, (716) 544-4409.

UNUSUAL OPPORTUNITY to buy two very fast, minimum weight and fully-equipped racing Snipes (Lemke No. 18407 and Eichenlaub No. 14603) including custom double-deck trailer for turnpike travel. \$2800. Dick Crandall, 528 Shoreham, Grosse Pointe Woods, MI 48236. (313) 885-7334.

FOR SALE Chubasco Snipe 17728, Elms sails. All go-fasts, wood deck, compass, trailer, cover. Top condition, \$1600. R. Ewell, 131 Birch Lane, Scotia, NY 12302 (518) 399-4245.

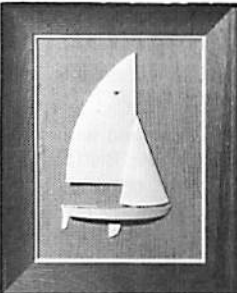
THE SAILORS' TAILOR has 13 oz. boat shrunk Vivatex-treated pearl-grey canvas and felt-lined canvas covers. Write for detailed information and prices for combination trailing-mooring, bottom, rudder, centerboard, mast, and boom covers. Bob Rowland, 191 Bellecrest Ct, Bellbrook, OH 45305.

FOR SALE SNIPE No. 16834, all glass, blue hull, white deck, 1967 Lofland, keel stepped Proctor E, crew-saving "walkaround" centerboard trunk, go-fasts, excellent condition, always dry sailed. Good racing record, fleet champion, 127th on high-point list. With cover and trailer, \$950. Fred Batenburg, 4811 Manitoba Dr, Apt. 202, Alexandria, VA 22312. (703) 354-8201.

FOR SALE No. 16930 Lofland fiberglass Snipe, Green hull with light green deck, keel-stepped Proctor E. North sails, trailer, good condition. \$850. Don St. Lawrence, 2028 So. Walnut St., Springfield, IL Ac 217-522-6328 after 7 PM.

FOR SALE NEW LOFLAND 18942. Proctor Mast, Aluminum daggerboard, aluminum boom. New Cameron sails. Fully Equipped \$1600. LOFLAND 18491, Demonstrator, fully equipped \$1400 Best offer, Port Snipe, Robert E. Munyon, Shore Rd., North Brookfield, MA 01535. (413) 867-2711 after 5 P.M.

FOR SALE Lofland Snipe No. 12641. Fiberglass aqua hull, white deck, Deck stepped aluminum mast. Lofland trailer, cover, spare wheel and rudder, go-fasts and compass. Levinson sails, good racing record. \$900. Dean Jaynes, 384. Oliver, Cincinnati, OH 45215. (513) 761-3069.



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- 10 TRAILING COVER \$70.00
Covers deck and sides with mast up or down - mast collar closes opening when trailing.
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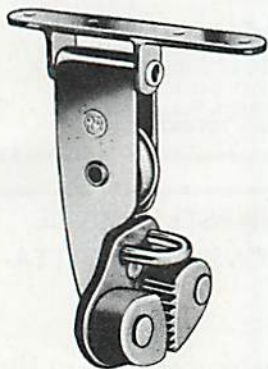
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Smaller, neater, more efficient and weighs less than any comparable fitting on the market. Made of high-tensile bronze, chrome plated, with fibre jam cleat. Takes ¼", ⅜" or ½" sheet. Nylatron sheave. Comes complete with fastenings. Weight 6 oz., width 1¼" and extends 4" below boom.



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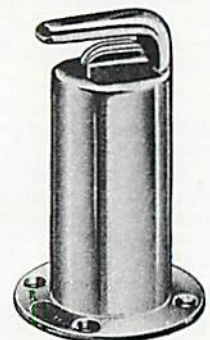
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Jiffy Jib Jam

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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 ⅜" or ½" dia. sheet. Weighs 11 oz., height 3½" with a base dia. of 2½".

along with the Jiffy Jam, are the only two cleats in the world which operate both ways on a single cam, making only the one fitting necessary. The crew can also hike-out with the jibsheet as support *without it coming unjammed*. Made of high tensile bronze, chrome plated, with a stainless steel bearing shaft and spring. Comes complete with fastenings and weighs only 5 ounces. Height 1½", width 1½", length 1½".