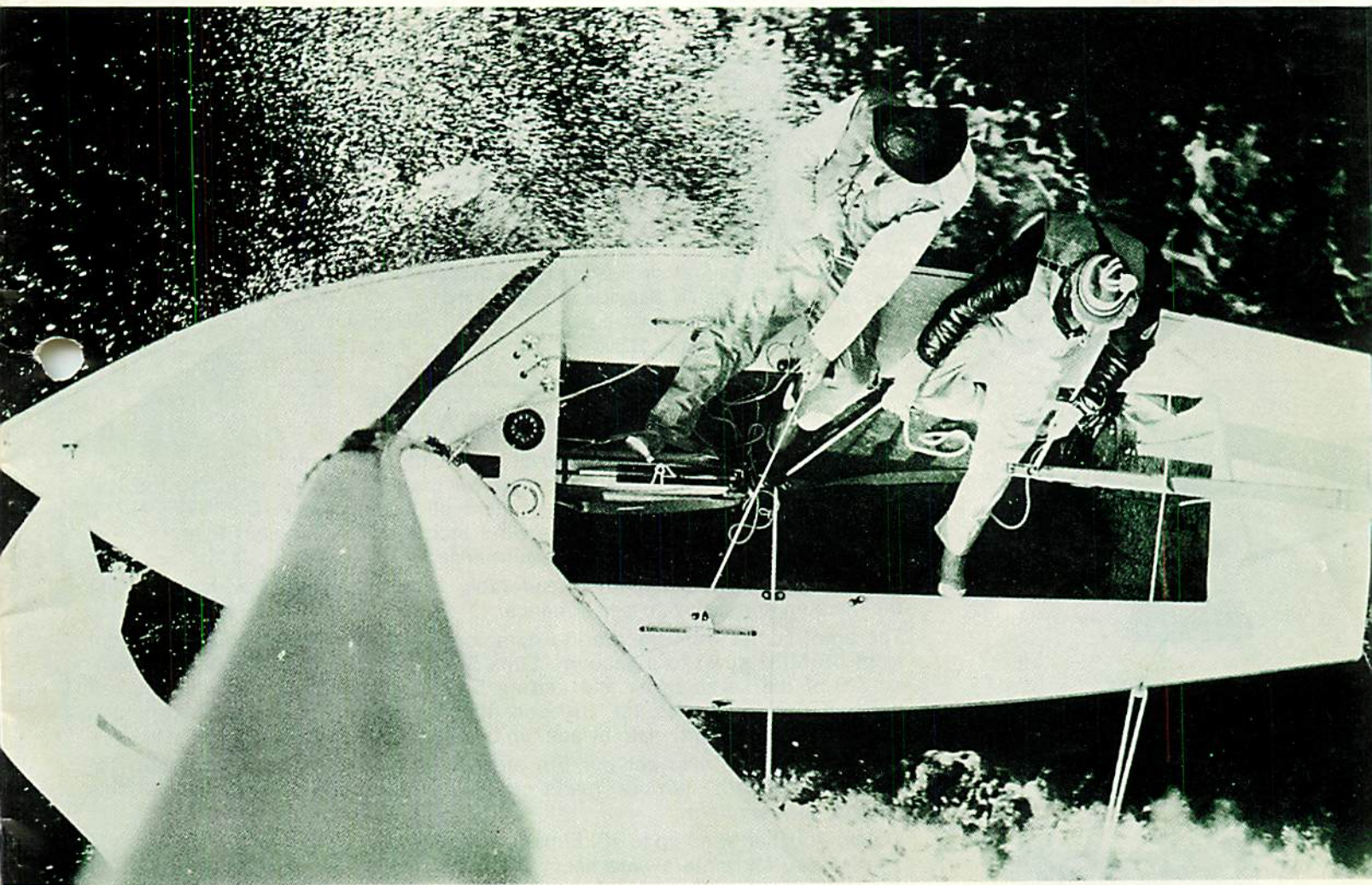


SNIPE ***BULLETIN***



APRIL 1973

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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.

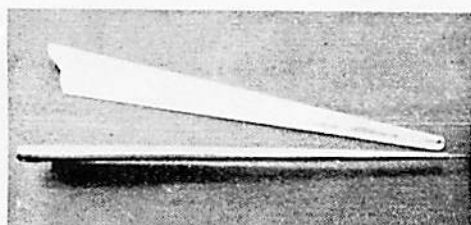
They were used by the winners of the last 2 Jr. Nationals, in '71 they were 1st, 2nd, 3rd, 4th and 5th.

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).

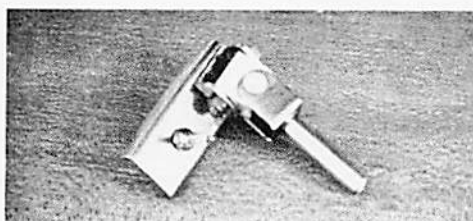
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This last year we also got our 5th straight U.S. National Championship. Together with a 4th showing, made our sails the most consistent there. This regatta was very light.

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.

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On the Lighter Side

The OTHER Side
or
Ms. Found in a Bottle

Throughout the rank and file of SCIRA there has been a growing discontent among a large, unrepresented and discriminated against segment. For over forty years Snipe crews have been battered about in high winds, fried alive in summer drifters, and cursed at in every condition, while giving their all for glory-mad skippers. The time has come for us to demand and get a few rights so necessary to basic human dignity. We are in the majority. We must organize and push forward reforms similar to the ones outlined below.

1. TACKING AND JIBING. The number of tacks and jibes should be directly related to the velocity of the wind. In winds over 18 knots, a total not to exceed 4 tacks and/or jibes should be allowed. This number could be increased by 2 additional tacks and/or jibes if a written request were in the hands of the crew and on file at SCIRA headquarters two weeks in advance of proposed need.

2. REFUSAL RIGHTS. The crew should have one refusal right per leg of the course. That is, if he is comfortably hiked out, or comfortably settled in the bottom of the boat, or if he feels too harried to put out the pole, he may exercise his refusal right and gain a 5 minute delay in completing the action.

3. REST STOPS. The crew should be allowed one per race. Floating Port-a-Cans should be positioned near each mark

of the course. When the crew signals his impending need to the skipper by raising his right hand, palm open above his head, the skipper must proceed directly to the nearest rest facility and remain patiently nearby until the crew is able to continue. Further study should be given to the problem of anchoring such facilities in a high wind. At a regatta in Kansas last spring, the floating head was blown loose from its mooring and not located until two days later when it crashed a garden wedding in Minneapolis. Both the FBI and the Episcopal Church were singularly unsympathetic with the yacht club involved.

4. INDIVIDUAL COMFORT. Until now all the levers, ropes, sails, cleats, etc. have been installed for the personal comfort of the skipper. There should be no

cleat, or jib track, or reaching hook between the side stay and the area normally covered by the skipper's behind. This entire deck area should be padded and the crew allowed to express himself in personal decorations such as bits of lace, or tiny flower gardens, or simple, but elegant, leather upholstery.

One final note . . . there is a growing demand among the various religious denominations for regattas to be held on Mondays and Tuesdays only. They feel, and perhaps rightly, that by holding regattas on weekends, SCIRA is guilty of religious discriminations and as a result Snipe sailors are irreverent, whether they wish to be or not.

*Ms. Margaret Boswell
Austin Fleet 505*



reprinted from Spain's BOLETIN
DE LA CLASSE SNIPE, December 1972

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SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

APRIL 1973
Vol. XXII 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

The most unusual photo of a Snipe crew in action was taken by Per and Mats Gothlin of Stockholm, Sweden. They reported that they used an old camera and attached it to a Proctor F mast. A long cable release was run all the way to the cockpit. It can be seen going into the crew's hand. A small line was also rigged to the film advance arm then through a couple of eye fittings and down to the cockpit. It worked most of the time but occasionally the boat had to be capsized to make adjustments. It did not go on too long since it was in late November. The boat is a Chubasco that Earl Elms owned when he won the World championship.

District II Confusion Clarified

A mix-up and mass confusion has occurred in District II. At their last meeting all their attention was devoted to planning for the U.S. Nationals in Ft. Gibson and apparently no thought was given to election of a new governor. At least, no one remembers it. In any case, Jack Zink thought his term expired in 1972 and that Paul Festerson would move up from vice governor and this was the information sent to the office. It turns out that Jack is still the governor and all gubernatorial communications should be sent to him. His address is P. O. Box 7388, Tulsa, OK 74105.

THOUGHTS WHILE SAILING

A topic of current discussion is how to arrange for the North American Championships. Canada started holding this regatta as part of CORK and a trophy has been donated by the Portage Lakes Yacht Club in memory of Birney Mills. The Canadian Yachting Association has decided not to invite Snipe to participate in CORK so we are in a situation of having to start from scratch. Larry Johnson has given some thoughts to the problem and these are presented as a separate article in this issue.

One point that Larry did not touch on is the consideration of cost. There are

very few Snipe sailors that do not have to watch their pennies and unless we keep this in mind we are restricting regattas to the affluent. Admittedly, this is a large task and about all we can do is fight a holding action against inflation. A weekend regatta involves the expenditure of several thousand dollars on the part of all the sailors. Therefore, when making plans for a regatta such as the North Americans, cost is a consideration.

We invite all members of SCIRA to send in any suggestions and we will try to determine the general feelings of the membership and pass them along.

SCIRA DUES

SCIRA members in the U.S. who have not paid their dues will have received a delinquent notice by the time they are reading this. They will receive the May issue of the BULLETIN and then their names will be removed from the mailing list. Any member who paid his dues but received a delinquent notice should contact his fleet captain and remind him to send the dues to the office.

Notice to Fleet Measurers

A new Measurement Data Sheet has been printed and reflects all the changes to date. These are the changes that are incorporated in the Rule Book. If you need a supply please write the SCIRA office.

THE SCORE

February was a good month in the number department. Japan started off the year with a request for 100 numbers. This is their third year with an order for over 100 numbers. It is still early and they might top 200 before the year is out.

Six other countries took a total of 66 numbers making 166 for the month. 21 went to Spain, 10 to Denmark, 5 to France, 3 to England and 2 to Portugal.

Numbered SNIPES — 20570

Chartered Fleets — 726

Voice of the People

Our new Norwegian National Secretary is a young man named Morten Jensehaugen. He was elected this summer due to my retreat after 10 years of active service.

I find it very important that the new generation of Snipers is going to work at the top, planning both nationally and internationally, hoping that they will be able to create new ideas to the benefit of our class.

Our new national secretary is young and enthusiastic and he has been a keen regatta sailor these last years. I hope he will be supported in his work by SCIRA, and by the national secretaries in the different countries of Europe.

From now on I ask you kindly to mail all letters, printed matter and so on to:

SCIRA Norway
Morten Jensehaugen
Silovei 2
Oslo 5, Norway

I want to thank all the members of SCIRA, the European national secretaries and Snipers for the positive contact that has been achieved. I hope that as many as possible of our international Snipe friends will find that Norway is well worth visiting, and that they will find their way to Norway in the next regatta season.

Brynjulf Romslo
Norway, National Secretary

SCIRA sends its congratulations to Morten and thanks to Brynjulf for his many years of service to the class.

CANADIAN NEWS

NATIONALS: Don't miss the Snipe Nationals, August 20 to 23 at Terra Nova Yacht Club. The starting line is 300 miles east of Sydney, N.S. at St. John's New-

foundland. The water will be cool and the winds will be brisk 20-30. The highest water surface temperature ever recorded was 59.0 degrees. Expected August average is 53.6 degrees.

CANADIAN BUILDER: Dirk Kneulman of Oakville Yachts Ltd. P. O. Box 176, Oakville, Ontario is considering building Chubasco Snipes under license. His price would be competitive with factory prices in California. Get in touch with Dirk NOW if you are interested.

REGATTA DATES: Interested in regattas?

Northeastern Championships (tentative dates) June 23-24, Oakville, Ontario. Contact: Anne Crook, Box 144, Oakville, Ontario, Canada.

Quebec Open, Contact: John Honka, 12787 Charney, Pierrefonds 970, Montreal, Canada.

Ontario Open, early August, Contact: Anne Crook.

For a more complete list of regattas contact: Bill Porter, Canadian National Secretary, R.R. No. 2 Barrie, Ontario.

Have a Snipe Summer!

Jack Pearce
Barrie Fleet No. 568



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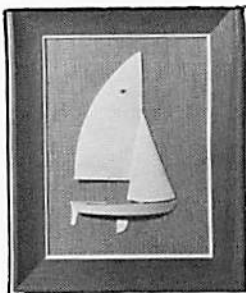
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MAY 5 & 6
1973

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Wild Winds Rake New Texas Snipe Regatta

Winds of 25-30 mph with gusts up to 45 greeted the 24 entrants who participated in the 1st Annual - Texas Gulf Coast Snipe Championships, held on Clear Lake in Houston, Texas, October 21st & 22nd, 1972.

The local sailors were perfect hosts, letting all the hardware leave town at the conclusion of the races. The first place trophy went to Leif Zars of Lake Canyon Yacht Club in San Antonio with consistent finishes of 2-1-1 in the heavy going. Second place went to Bubba Horner, also of San Antonio, Bobby Cummings of Dallas was third.

The first race was a triangular course with Bubba Horner leading from start to finish closely pursued by Leif Zars and Pete Fenner, finishing 2nd and 3rd respectively.

Bill Rodgers was first off the line in the 2nd race, an Olympic Course this time, with Bubba Horner, Leif Zars and Bobby Cummings close behind. By the weather mark, Bill had faded to fourth as the hot shots fought it out the remainder of the way. Leif finally passed Bubba on the run and held him off on the last beat to win the race. Bobby was third.

After a good Mexican food dinner at one of the local restaurants and plenty of rest overnight, Sunday morning

greeted us with the same blustery weather as the day before. A general recall and mix-up in timing by the race committee caused considerable consternation among the contestants relative to the start of the third race. The race committee finally realizing that proper procedures had not been adhered to, abandoned the race with Francis Leal, one of the locals, more than 150 yards ahead of the rest of the competition, which by now was on the second leg of the course. The third race finally got under way shortly thereafter and was won by Leif Zars. Keith Zars was second, and Bubba Horner, third.

Don Wiseman, International Windmill Class Association President, was our Race Committee Chairman. Southerly winds, configuration of the lake, and Don's Windmill sailing experience produced relatively short beats and planing reaches on all courses, making sailing in the heavy breezes delightful fun for everyone.

At the trophy presentation, everyone indicated they had had a great time and would return next year with more of their sailing cohorts in tow. THEY LOVED THAT WIND.

Bill Rodgers
Fleet # 120

Texas Gulf Coast Championship

18850	Leif Zars	Lake Canyon	2-1-1	3	1
19392	Bubba Horner	Lake Canyon	1-2-3	8.7	2
20205	Bobby Cummings	White Rock	4-3-4	21.7	3
16497	Pete Fenner	White Rock	3-4-5	23.7	4
11796	Brownie Horner	Lake Canyon	8-5-6	35.7	5
19449	Keith Zars	Lake Canyon	5-DNF-2	40	6
17233	Gary Zars	Lake Canyon	6-9-	41.7	7
19937	Don McFarland	W.R.S.C.	7-10-16	51	8
19426	David Miller	Clear Lakes	9-13-11	51	9
19924	Gene Tragus	W.R.S.C.	12-7-15	52	10
20183	Jack Reed	Lake Canyon	17-8-10	53	11
19438	Harold Tschirhart	Lake Canyon	18-12-7	55	12
15155	Pete Sylvester	W.R.S.C.	16-11-14	59	13
19485	Chuck Molyneaux	W.R.S.C.	11-DNS-8	61	14
17729	Bill Rodgers	C.L.S.C.	10-DNF-13	62	15
19058	John McCarthy	W.R.S.C.	15-6-DNS	62.7	16
20014	Trip Wilcox	Canyon Lake	14-DNF-12	65	17
16722	Vinny Trauth	W.R.S.C.	19-14-19	70	18
11888	Francis Leal	Canyon Lake	13-DNS-17	72	19
17908	Lyle McDermed	Lake Canyon	DNS-15-18	75	20
9330	Don Henkel	Canyon Lake	21-16-DNF	76	21
12191	Robert Ginsbach	Canyon Lake	20-NF-NS	83	22
13024	Don Geil	Canyon Lake	NS-NS-NS	90	23
19913	Bob Henry	W.R.S.C.	NS-NS-NS	90	24

Considering the North Americans

I would like to share some thoughts and perhaps begin a general discussion about the North American Championships.

In the first place, any regatta held in Birney Mills' memory, and particularly a North Americans, must be a major Snipe event. By definition, it is more "important" than the US or Canadian Nationals, Bermuda Race Week, the Southern Circuit, CORK, etc. Therefore, it should be planned carefully and well in advance to insure all of the best sailors in North America will attend.

Being a major Snipe event implies one other thing—either the NA's should not be sailed as part of a multi-class regatta or a way must be found to put a SCIRA representative on the race committee and insure he has power. As good as CORK was, the 1971 version was, on occasion, not up to SCIRA championship standards. A more subtle way to insure good racing would be to provide an RC chairman out of SCIRA when we hold the NA's in a multi-class event. Multi-class events are very attractive because they dramatically reduce the amount of effort SCIRA must expend to get a major regatta. We should first insure we will get the highest quality racing.

One popular suggestion has been to select the location of the NA's so that they are East when the US Nationals are West, South when the Nationals are North, etc. I see two faults with this idea. First, the US is only one of several countries involved and it would be selfish to tailor the NA's to fit our needs. Secondly, this scheme would segregate the country and inhibit the kind of mixing required to keep the Snipe a truly National class. Even if only 20 boats from the East go to San Diego this year, they will bring back enough information and experience to benefit the entire area. (Surprisingly, this suggestion often comes from East and Midwest sailors who are close to the southern circuit, one of the better events and learning experiences of each season.)

Enough for negative comments. Here are some ideas on what a NA's might be like.

1. A seven race, one throwout regatta with unlimited entries (no Crosby-type elimination). If it gets too big have A/B

fleets for a skipper to choose. Sail Monday thru Friday, travel both weekends.

2. Sail on the best waters available: Alamitos Bay, San Francisco Bay, Barnegat Bay, Narragansett Bay, Buzzards Bay, Kingston, Bermuda, etc. The rotation plan should not force the regatta into poor waters.

3. Sail when the wind is best at the site, be it Spring, Summer or Fall. Don't tie it into August when the winds are most unreliable.

4. Hold the NA's periodically, say every three years. This will be a big enough event so that there will be difficulty finding appropriate places every year. (For the US, we might not hold a Nationals in an NA year—slide the rotation a year. Representatives to the Worlds or WH's would come from the NA's, to which everyone will go. Another US possibility would be to hold a Nationals close (say 16 driving hours) to the NA site. The schedule would be abbreviated as follows:

Monday-Tuesday Crosby
Thursday-Friday Heinzerling (no Wells)
Saturday-Sunday Drive to NA's (non-qualifiers will already be there)
Monday-Friday NA's

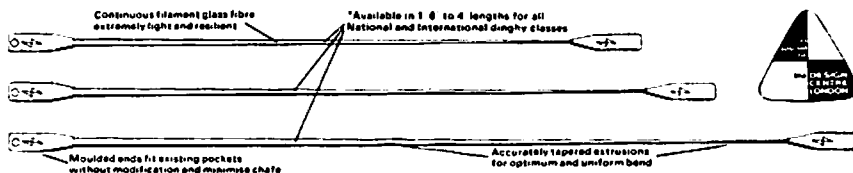
Those who don't qualify for the Heinzerling would have more meaningful racing to look forward to in the same amount of time. Besides, fewer people would go to the Nationals, knowing they would see the same people at the NA's, and the Nationals would be more manageable.)

5. Time the NA's when possible to tail into the WH's or Worlds when they are held in North America. Very few of us ever get to sail against international competition. This could encourage participants to compete in the NA's before the bigger regatta.

This is the time to think creatively about this regatta and memorial to Birney Mills. Lets stop reacting and using the North Americans as a wedge to get into regattas without proper planning. (I don't preclude, say, going to CORK now and saying we want to hold the NA's in CORK in 1977?, will help with the RC, have great turnout, etc.) We don't want just more racing—there are many regattas I want to attend but don't have open dates. We want *better* racing and have a great opportunity to create an event which will provide it.

Larry Johnson
Annapolis Fleet 532

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Jerry Thompson Makes Clean Sweep of Ohio Regatta

The 1972 Oxford Incident, Oct. 7 & 8, drew 66 skippers representing 22 fleets from 7 states and Canada. Thirty-six boats sailed in the Incident fleet as well as for the Ohio Open Championship. 30 competed in the Oxford Accident for less experienced sailors.

Jerry Thompson, 1956 Junior National Champion, sailing out of Portage Lake, capped his sailing year by winning "the whole thing" — the Oxford Incident, the Ohio Open, and the Acton Lake Trophy for best Ohio sailor — all in one weekend.

Bob Rowland of Cowan Lake, finished second over all. Both skippers received ship's wheel trophies imported from the Phillipines by Tom Rolfes. The other 8 Incident winners and the top ten Accident skippers received smaller ship's wheels, carrying out the "Big Wheel" theme. Danny Wesselhoft and Mike Zalzal tied for third, with Danny getting the place for lower raw score.

Young Steve Barb from Muncie won the Accident Fleet, showing the most consistent effort of the weekend. Second place went to Rob Hill, who also

won the Best Junior Award. Dick Hand, Portage Lake, was third and Stu Spencer was fourth in the tightly contested top 10. Steve Barb also received the Middlefork-Oxford-Muncie B Fleet Perpetual Trophy for the best average finish in these three regattas.

By the start of the first race, an overcast was breaking up and winds were 12-16 mph. Jerry Thompson found the wind to his liking and won, followed by Jim Menzies of Cowan and Bob Rowland. In the B Fleet, Brian Wasung of Cowan Lake won, followed by Barb and Spencer of Richmond.

The second race started with the sky clearing to 'broken' and the wind holding nicely. Again Thompson won, leading Zalzal, local Fleet Champion and Bill Coberly of Decatur. In the B Fleet, Barb took first, shadowed by Gordon Cook, Chippewa Lake and Rob Hill.

The Race Committee shortened course for the third race. Steve Orr won, closely followed by Ted Hains, Canadian Tempest representative in the 72 Olympics, and Wesselhoft. In the B Fleet, Barb took his second first follow-

ed by John Viemeister of Acton Lake and Hand.

Sunday morning's race had clear skies and a 10-16 mph wind. Rowland found the X course to his advantage and won, out-pacing Thompson and Bill Buckles of Decatur. In the B Fleet, Ken McGarr, Chippewa Lake, recovered from Saturday and won, chased by Jerry Makela of Richmond, and Barb.

Boat speed, spiced with several reaching planes and very intricate tactics, especially at marks, were the order of the Regatta. Only two capsizes (both from the A fleet) burdened the Race Committee.

The tired but happy Snipers carried away a two-flare emergency road kit with hopes that they would never be needed. Next year's Oxford Incident will be held October 6 & 7 at Acton and the Ohio Open moves to Chippewa Lake sometime in September 1973.

*Bob Hill
Acton Lake Fleet #515*



OXFORD ACCIDENT: Skipper standing/crew in front, left to right — Steve Barb/Earl, Rob Hill/Matt Chabot, Dick Hand/Bob Forsman, Stu Spencer/Rick Lane, Marvin Lee/Cindy, Gordon Cook/Jan Stevenson, Dave Kerper/Doris, Brian Wasung/Ed Bacon, Scott Eshelman/Bob, Phil Tansky/Linda.



OXFORD INCIDENT/OHIO OPEN: Skipper standing with crew in front, from left to right, Jerry Thompson/Tom, Bob Rowland/Sandy, Danny Wesselhoft/Joann, Mike Zalzal/Carolyn Williams, Bill Coberly/Marg, Bill Buckles/Bill Simons, Al Bugbee/Tooteer, Frank Pontious/Mickey. (Missing are Ted Hains/David Belford and Jim Menzies/Peter Gruber.)

		Oxford Incident	Ohio Open		
BOAT	SKIPPER	CLUB	RACES (1,2,3,4)	PTS.	FIN.
17387	Jerry Thompson	Portage Lake, Ohio	1-1-7-2	16	1
2007	Bob Rowland	Cowan Lake, Ohio	3-10-4-1	29.7	2
19447	Danny Wesselhoft	IVY, Peoria, Ill.	9-5-3-4	38.7	3
19062	Mike Zalzal	Acton Lake, Ohio	4-2-10-6	38.7	4
18886	Bill Coberly	Decatur, Ill.	5-3-8-5	39.7	5
16182	Ted Hains	Oakville, Ont., Canada	8-4-2-19	50	6
20222	Bill Buckles	Decatur, Ill.	14-9-6-3	52.4	7
19339	Jim Menzies	Cowan Lake, Ohio	2-12-13-10	56	8
17018	Al Bugbee	Chautauqua Y.C., New York	24-8-5-8	68	9
17163	Frank Pontious	Diamond Lake, Mich.	6-14-22-9	74.7	10
19793	Lucius Bugbee	Chautauqua Y.C., New York	28-11-17-11	91	11
19697	Chuck Fox	Newport Y.C., New York	15-20-12-20	91	12
17464	Julius Kroeger	Onondaga Y.C., New York	7-7-19-NS	93	13
11392	Ann Crook	Oakville, Ont., Canada	22-6-29-14	94.7	14
17395	Steve Orr	Crescent S.C., Mich.	35-32-1-13	98	15
18502	Steve Sherman	Muncie, Ind.	21-17-11-25	98	16
16699	Fritz Gram	Cuba Lake, New York	13-15-NF-12	99	17
19800	Tom Rolfes	Acton Lake, Ohio	20-18-21-16	99	18
18858	Ed Griffith	Acton Lake, Ohio	18-21-31-7	101	19
1618	Dirk Kneulman	Oakville, Ont., Canada	11-31-16-18	101	20
19361	Jim Guthrie	Richmond, Ind.	17-16-23-24	104	21
18120	Bob Hill	Acton Lake, Ohio	12-23-28-21	108	22
20004	Lee Griffith	Acton Lake, Ohio	16-26-15-27	108	23
19715	John Stanley	Crystal Lake, Ill.	31-22-9-26	111	24
18899	Dave Wesselhoft	IVY, Peoria, Ill.	10-NF-32-15	117	25
18009	Ned Daly	Waterbury, Conn.	33-19-25-17	118	26
19831	Larry Smith	Brentwood, Mo.	34-27-14-22	121	27
17422	John Eilers	Cowan Lake, Ohio	30-13-20-NS	123	28
18116	John Brannan	Indianapolis, Ind.	27-28-18-NF	127	29
19797	Sterling Beimfohr	Burnham Park, Ill.	25-24-27-NF	131	30
17687	Henry Young	Portage Lake, Ohio	19-29-33-29	134	31
18887	Tom Sly	Decatur, Ill.	26-25-26-NS	137	32
9291	Bill Bees	Chippewa Lake, Ohio	23-33-30-28	138	33
19440	Jack Magnuson	Chautauqua Y.C., New York	32-30-24-NS	146	34
12400	Tom Wurster	Diamond Lake, Mich.	NF-NF-34-NF	159	35
20001	Stu Griffing	Cowan Lake, Ohio	29-NS-NS-NS	161	36

(Continued on Page 10)

HI GUY

Cowan Lake joins the "B" Fleet summer series to initiate the C-MOM Perpetual Trophy.

Middlefork Opener, Richmond, Ind.	May	5-6
Riff-Raff, Cowan Lake, Ohio	June	16-17
Hoosier Harvest, Muncie, Ind.	Aug.	25-26
Oxford Accident, Acton Lake, Ohio	Oct.	6-7

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Ohio Regatta

(Continued from Page 9)

Oxford Accident

BOAT	SKIPPER	CLUB	RACES (1,2,3,4)	PTS.	FIN.
19269	Steve Barb	Muncie, Ind.	2-1-1-3	8.7	1
16140	Rob Hill	Acton Lake, Ohio	4-3-11-13	49.7	2
17169	Dick Hand	Portage Lake, Ohio	11-8-3-9	51.7	3
19362	Stu Spencer	Richmond, Ind.	3-5-7-18	52.7	4
19794	Marvin Lee	Muncie, Ind.	10-7-9-4	53	5
18661	Gordon Cook	Chippewa Lake, Ohio	13-2-14-6	53.7	6
19399	Dave Kerper	Diamond Lake, Mich.	5-10-4-14	54	7
18108	Brian Wasung	Cowan Lake, Ohio	1-4-20-15	55	8
19447	Scott Eshelman	Barton Boat Club, Mich.	12-6-5-11	56.7	9
19719	Phil Tansky	Chippewa Lake, Ohio	6-12-13-5	58.7	10
16746	John Viemeister	Acton Lake, Ohio	7-13-2-20	61	11
20181	Dave Burdett	Richmond, Ind.	8-9-16-7	64	12
18662	Ken McGarr	Chippewa Lake, Ohio	19-21-8-1	66	13
18663	John Fyffe	Chippewa Lake, Ohio	16-116-19	75.7	14
6290	Jerry Makela	Richmond, Ind.	20-15-24-2	80	15
18913	John Meredith	Richmond, Ind.	15-24-12-12	87	16
11463	Bob Stevenson	Cowan Lake, Ohio	9-14-18-23	88	17
19345	Kevin Lee	Muncie, Ind.	14-19-15-21	93	18
19618	Louis Spencer	Burnham Park, Ill.	17-23-19-10	93	19
15168	Ed Criddle	Cowan Lake, Ohio	23-16-10-24	97	20
19278	George Howell	Richard, Ind.	21-17-21-16	99	21
19268	John Braun	Cowan Lake, Ohio	18-20-25-17	104	22
16855	Don Fowler	Island Bay YC, Ill.	25-18-17-27	111	23
13303	Bill Doherty	Chippewa Lake, Ohio	26-22-22-NS	114	24
19198	Paul Porter	Muncie, Ind.	NF-NF-27-8	119	25
18888	Leo Murphy	Cuba Lake, New York	22-25-23-26	120	26
17046	Dick Saunders	Acton Lake, Ohio	24-26-26-25	125	27
19400	George Crampton	Cowan Lake, Ohio	27-27-28-NS	136	28
19698	Janet Fox	Newport Y.C., New York	NF-NF-NF-22	136	29
11795	Earl Purtee	Richmond, Ind.	28-28-29-NS	139	30



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Junior Contest

The editors of YACHTING announce
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who have not reached their 18th birthday
by April 15, 1973.

CONTEST RULES: (1) Articles
should be approximately 1,000-1,500
words long; (2) subject matter may vary,
but it should be concerned with some
phase of your boating experience and
interest and must be your own work;
(3) the article may be accompanied by
photographs and/or drawings (fine dark
lines or ink), preferably your own work,
but if these are not your own work this

fact should be specified; (4) all articles
should be neatly typed, double-spaced,
and should be sent with your photograph
and a letter telling your age, school, and
interests; (5) entries should be mailed to
Yachting Publishing Corp., 50 W. 44th
St., New York, N.Y. 10036, should be
accompanied by a stamped self-addressed
envelope, and should be postmarked no
later than April 15, 1973. We urge you to
submit them early.

First prize is a check for \$100; second,
\$50; third, \$25. Winning entries will be
announced in a summer issue and will be
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Western Hemisphere Regatta 1st
Miami Mid-Winters 1st
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Florida Championship 1st, 2nd, 3rd
Commodore Rasco Regatta 1st, 2nd, 3rd

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Stone Fleet 372 - International Open

The International Open for Snipes was held at Stone Sailing Club Essex, England on June 3rd and 4th. This 13th running attracted 33 Snipers from England, Denmark and France. The defender Moira Harris of Stone with her sister Elaine crewing won the best three of four series. There were light airs for Saturday and a good sailing breeze for Sunday morning, with the wind piping up to Force 4 for the last race.

First race: Stone Bouy Trophy:

There was little wind and boats had difficulty getting to the right side of the line against the tide. The first boat round the windward mark was Roger Dobson, followed by Percy Douglas with Moira Harris third. These leaders headed straight across the tide, but Bob Farrands led the other group with Gary Lewis up the Southern shore. Farrands went further into the tide as boats closer to shore lost wind. The other group had clear wind up the sandbank and Moira took the lead from Jim Marshall. The leaders maintained their position with the course shortened to the first lap. Moira Harris took first, Roger Dobson second, and C. J. Marshall was third.

Second race: International Trophy:

The wind increased slightly to Force 2, but again the course had to be shortened to one lap. Dennis Humphreys had a good start along with Lewis, Farrar and Marshall and with clear wind and an early lead he was able to maintain this without trouble to the finish. Moira Harris only managed fifth. Dennis Humphreys was first, Gary Lewis second and Bob Farrands 3rd.

Third Race: Old Spice Trophy:

The increased wind for the first Sunday race permitted two laps of a slightly longer course to be set. Graham Farrar led at the first mark with Moira right behind. At the next mark Moira got an overlap and took the lead with Farrar and Humphreys in close attendance, Richard Martin and Peter Davies were next with the rest of the fleet bunched further back. Farrar was too close in shore and dropped back with Moira just ahead of Humphreys at the end of the first lap. As they went onto this beat, a jib hook came lose letting the jib luff sag and Moira could not point as high as Humphreys. A jury rig on the burgee cleat held until the run when the hal-

liard was secured onto the hook and all went well with Moira drawing into a good lead. Peter Davis worked up to third and Humphreys maintained his second position.

Fourth Race: St. Laurence Trophy:

With the wind freshening considerably and menacing clouds promising more wind to come, a longer course was set for the final race. Marshall had a good start and held it narrowly to the finish. Farrar was close at the start with Moira fourth, Humphreys was "tanked" in the middle of the fleet. On the reach down river the boats were spread out and planing well. A close fight developed between Lewis, Farrar, Dobson, Farrands, Davies and Moira Harris all close to the leader, Marshall. Humphreys gained some places on the reach but couldn't get the third he needed to win the championship. Marshall held for first, Farrands second, and Lewis third. Results for the overall trophy:

1	Moira Harris	16902	Stone SC
2	C. J. Marshall	19327	Stone SC
3	D. Humphreys	14843	Stone SC
4	R. Farrands	19087	Mengham Rythe SC
5	R. Dobson	19894	Budworth SC
6	G. Lewis	19895	Northwich SC
7	P. Davies	20005	Stone SC

Other Trophy winners were: Ramsey Island Trophy for the winning crew - Elaine Harris O'Connell. Man at the Wheel Trophy - best foreign entry - J. Romain of France, 10th overall. Marlow Ropes Trophy - first lady helmsman - Moira Harris - overall winner.

*Peter Harris,
Stone Sailing Club Fleet # 372*

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SPOOKS DIVISION WINNERS: From left to right, back row, Bill Simons, Dick Tillman, Brad McFadden, Dick Schmidt, Francis Seavy, Pete Duvoisin, John McGowan. Front row, Ken Simons, Tillman crew, Frank Johnson, Gawn Gordon, Marc Duvoisin, Jan Duvoisin, John McGowan, Jr.



Spooks, Goblins Rally at Atlanta

Spooks and Goblins gathered November 4 and 5 at the Atlanta Yacht Club, Lake Allatoona, Georgia for the 20th annual Halloween Regatta. Snipe Fleet 330 was host to 53 boats in the top-notch Spooks division and 37 in the Goblins. As usual, boats and crews from all over the eastern half of the U.S. attended. Texas, Michigan, Massachusetts, South Florida

and many points in between were represented in the battle for the top ten, prize winning places in each division.

Sailing conditions were excellent for the two Saturday and one Sunday races with plenty of water, temperatures in the upper 60's, and winds of 12 to 15 knots with a few gusts. Those gusts were controlled carefully by Ole Joe who was back home, roaming his favorite haunts to help capsize a few of the 90 boats, cause a few bumps, and generally add to the test of skippermanship. One fellow was really happy to see Joe arrive. Race Committee Chairman Fred Pember had hunted for Ole Joe's agent to contract for his services, but never did find him. Ever alert, and recalling the moonlight finish of 1971, a most Joe-like thing, Ole Joe made it on his own.

The Friday night "practice" party and Saturday's dancing were enough of a challenge for some, but the traditional hot-battered rum after the last race gave everyone a chance to recover.

At the end of the racing, Dick Schmidt and crew Gwen Gordon of Ann Arbor, Michigan were victorious in the Spooks, and Ed and Bertha Nelson of Tampa, Florida were winners in the Goblins.

*William A. French
Atlanta Fleet 330*

(Continued on Page 14)

19th ANNUAL HALLOWEEN REGATTA Nov. 4-5, 1972

91 Snipes from 33 Fleets in 15 States
70 Out-of-Town, 21 AYC

SPOOK DIVISION RESULTS - Top 20 out of 54

Place	Skipper	Crew	Home Port	Finishes
1	Dick Schmidt	Gwen Gordon	Ann Arbor, Mich.	1-2-1
2	Dick Tillman	Laurie Tillman	Charleston, S.C.	2-1-3
3	Brad McFadden	Frank Johnson	AYC	3-3-2
4	Francis Seavy	Marc Duvoisin	Clearwater, Fla.	2-3-4
5	Bill Simons	Ken Simons	PYC	6-2-2
6	Don Hite	Karen	Detroit, Mich.	4-1-5
7	Pete Duvoisin	Jane Duvoisin	PYC	6-6-1
8	Buzz Levinson	Carl Levinson	Indianapolis	1-9-10
9	John McGowan	John McGowan, Jr.	Jackson, Miss.	5-4-8
10	Pete Fenner	Lin Johnson	Dallas, Tx.	11-4-5
11	Tom Rolfes	Ginny Rolfes	Cincinnati	3-11-7
12	Bob Rowland	Sandy Rowland	Bellbrook, Ohio	11-7-4
13	Don Cochran	Bob Carroza	Clearwater, Fla.	5-10-9
14	Larry White	Tim White	Coral Gables, Fla.	10-8-8
15	Lucius Bugbee	Elizabeth Bugbee	Jamestown, N.Y.	9-15-6
16	Scott Cline	Bo Cline	PYC	18-6-9
17	Bruce Colyer	Gail Colyer	Ft. Lauderdale	12-16-6
18	Buzz Lamb	Marge Lamb	PYC	4-23-11
19	Dan Williams	Brainard Cooper	PYC	15-8-14
20	John Johns	Pamela Johns	Ann Arbor, Mich.	7-5-DNF

Bells Wanderings



by Ted Wells

April 1973

Bill Crosby used to keep repeating the fact that there are constantly coming into the class new skippers - some totally inexperienced and some experienced in other classes but without any knowledge of Snipes. His message was that old timers tend to think everyone is as familiar with all the details of Snipes as they are. They obviously are not.

A letter received the other day reminded me how right he was. On the assumption that this writer - Michael F. Solms of Green Bay, WI is not the only new addition to the Snipe class - I'll answer his letter here. His letter starts out:

Being a rather typically destitute college student I found it necessary to sell my Flying Dutchman at the end of last season in order to preserve both my sanity and my pocketbook. As the result of my desire for economy and simplification, Snipe #17396 now sits in my garage back home awaiting the first spring breezes. Since receiving my Rule Book, however, a few questions have arisen that I hope you can clarify.

His first question concerns Pp48 of the Rule Book which says: "anchorage of jib stay and shrouds may be under deck, but location of jib stay and shrouds must be incapable of change during a race." After quoting this Pp, our Solms says:

To a mind corrupted by years of Dutchman sailing this immediately conjures up visions of the set-up I had on my FD. This is rather obviously illegal but the question comes to mind as to what are permissible ways when not racing (using IYRU definition of racing brings forth visions of Snipers madly adjusting their shroud lengths 11 minutes before the starting gun before they suddenly become incapable of change) and when a system is considered "adjustable during a race."

Actually only the shrouds are affected by this rule as I can't envision a forestay attachment below the deck. Generally there is some provision for adjustment of shroud lengths by having a series of holes through which a pin can be inserted. Generally this operation is difficult enough with the boat on a trailer, so that it would be unlikely that anyone would try any change when in the water. It is also probable that the inherent honesty of racing skippers in general and Snipe skippers in particular (?) is enhanced by the fact there really isn't any good reason for wanting to change them anyway. Any system capable of easy adjustment would obviously be illegal, whether it did any good or not.

His next question is on whether or not gadgets for pulling the mast forward or backward do not vio-

late the prohibition against "artificially inducing bending" in the second sentence of Pp 36. The term within the quotation marks is pretty hard to pin down and it seems to me that we decided once to just omit this rule because of difficulty defining it - but it is still there. Here again the question of practical application enters in. Mast pullers at or near deck level just don't have enough leverage to affect the bend of the mast significantly. If the Snipe had a back stay to work against, a forward puller might be able to induce some bend. As it is - even an attempt to use a mast aft puller to reduce bending (induce non-bending?) in a high wind is not very effective. Inserting blocks in front of or behind the mast at the deck will cause some bending near the decks but is of no value in improving racing performance.

Mr. Solms then states that there is considerable confusion in the whole area of centerboards and trunks, new and old, and:

It would seem at first glance that if I could lower the trunk, (using a new board, of course) it would eliminate interference from the top of the board with the vang while jibing. Several unplanned swims in Finns and Dutchmen have convinced me that the choice between jibing with the board down or the vang off is at best an agonizing one. I fully expect to be able to meet maximum flotation requirements and, with that in mind, would it be permissible to lower my trunk as shown in Figure 2? That would seem to be the easiest way of doing it. The nine inch height would allow the purchase of a new board from a commercial builder. The rule refers to minimum heights only and does not seem at first glance, to imply that the top of the trunk must be a uniform height above the keel.

I would be greatly appreciative if you could shed some light on these problems for me. Their solutions are probably much more simple than I choose to believe, but six years in Finns and Dutchmen can do things to a man's mind.

The Figure 2 to which he refers shows a trunk cut down in the cockpit area only. This is of course perfectly alright if flotation requirements are met. The jibing problems are really not too complex. With the top of the dagger board at deck level, the 45° cut off the front of the board permits jibing with the board partway up and the vang on - but there is almost no way for the crew to change sides. Jibing without the vang is almost guaranteed to produce a goose wing jibe with any wind at all and can't be recommended, even if the crew can find a way around the trunk. Using a low trunk permits easy jibing with the board raised so the handle is at a little above the deck level, leaving only a small amount of board in the water to "trip over", especially if the board has a straight leading edge.

Over the years, I have always jibed in high winds with the board down and the idea of jibing with it up scares me even though I know that a capsize is much less likely when the boat can slide sideways easily - which is what it does with the board up. Probably the memory of the wildly uncontrollable oscillations that occur sometimes when planing dead before the wind with the pole out is what gives me the cold shivers - dropping the board very effectively stops these gyrations.

The solution probably is to always have the board up as high as convenient when jibing, raising it just before jibing if you have had it down on a run.

Spooks, Goblins.....

(Continued from Page 12)



GOBLIN DIVISION WINNERS: From left to right, back row, Bill Humphries, Martin Burnup, Lou Joline, Matt Gregory, Kathy Bronaugh, Bill French, Ted Reissing, and Tom Barrett. Front row, Chris Williams, Julie Burnup, Sonja Joline, Karen Gregory, Adrienne Wesley, Beau Cutts, Kay Reissing, and Lynn Barrett.

GOBLIN DIVISION RESULTS – Top 20 out of 37

Place	Skipper	Crew	Home Port	Finishes
1	Ed Nelson	Bertha Nelson	Tampa, Fla.	2-1-1
2	Lou Joline	Sonja Joline	Blue Springs, Mo.	1-2-2
3	Matt Gregory	Karen Gregory	AYC	6-3-3
4	Martin Burnup	Lee Burnup	AYC	3-5-10
5	Tom Barrett	Lynn Barrett	AYC	8-4-5
6	Bill French	Bo Cutts	AYC	14-6-4
7	Kathy Bronaugh	Adrienne Wesley	PYC	5-11-8
8	Charlie Morgan, Jr.		Clearwater, Fla.	12-9-6
9	Bill Humphries	Jody Hearn	PYC	7-10-16
10	Ted Reissing	Kay Reissing	Charlotte, N.C.	4-23-9
11	Ron Brockett	Vin Berger	AYC	13-8-18
12	Ham Clark	Lib Clark	Columbus, Ga.	18-15-7
13	Dean Hearn	Molly Hearn	PYC	9-13-19
14	Peggy Wade	Henry Wade	AYC	15-7-21
15	Paul May	Dale Boyd	Charlotte, N.C.	16-14-13
16	Rolf Billhofer	Kathy Hobbs	Jackson, Miss.	20-12-15
17	Jerry Humphries	Bruce Stewart	PYC	22-16-11
18	Kerry Lamb	Stuart Lamb	PYC	10-18-22
19	Glenn Evans	Ann Beechley	Jacksonville, Fla.	11-17-24
20	Ben Kolb	Andy Kolb	Columbus, Ga.	24-19-14

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DATES: August 29 to September 2, 1973.

PLACE: San Remo, Italy.

ORGANIZING CLUB: Yacht Club San Remo, Banchina Molo di Levante, 18038 San Remo (Italy) Phone 85.760.

ENTRIES: Open to Snipes from each nation, Helmsmen and crews born after December 31, 1953.

ACCOMMODATIONS: Yacht Club San Remo will be glad to offer hospitality from the evening of August 28 to the morning of September 3, 1973 to:

- The National Secretary of the Snipe Class
- Team manager or other person.
- Crews from each nation.

PRIZES: SILVER CUP to overall winner

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National Secretary for Italy

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13945 Triskett Road
Cleveland, Ohio 44111
216/671-0033

237 S. Bent Avenue
San Marcos, California 92069
714/744-1003

CLASSIFIED

Why not try an ad here for only five cents a word, at a minimum charge of \$2.00? RESULTS WILL BE GOOD! These small ads are accepted on a cash basis only, so send a remittance for the proper amount with your order.

NOTICE, DAYSAILORS: We are closing out our fiberglass covered, plywood center keel stepped spruce masts - \$77. Prepaid. Varnished, laminated Vee shaped spruce booms \$22.50 packed F.O.B. Pre paid with order for \$65. or more. Post Woodworking Shop, 2020 E 1st St., Tempe, AR 85281.

FOR SALE - Old style Cobra spreaders \$4.00 pair; old style Cobra gooseneck \$4.00. Include \$1.00 postage Earl Elms, 4035-R Pacific Highway, San Diego, CA 92110.

SAILS - Sail/kits - Fabrics - Supplies. Super lightweight Fiberglass Battens. Snipe set (3) weighs only 1 1/2 oz. Special offer \$5.00 postpaid. Snipe Sails - Utility/Cruising - \$110.00 postpaid. Free Catalog. Bill Schmit - Sailmaker, 402 - 37th Ave. NW, Puyallup, Wash. 98371. Phone (206) 845-3831.

FOR SALE: 17134 Fiberglass Lofland Snipe. Top equipment including almost new trailer. \$950. Frank Cooper (201) 383-1321 or 729-6856 Sparta, N.J.

FOR SALE: 17747 Lofland Snipe, Proctor E keel-stepped mast, blue hull, white deck, all fiberglass, bailer, side tanks (won't swamp). Levinson sails, trailer. Minimum weight (lead removed and light weight floor boards installed) 390 lbs. - \$1,050. Leigh Melvin, 3812 Heights Dr., Hickory Corners, MI 49060. Tel: 616/671-5452.

ACRILLIC SNIPE DRYSAIL COVERS Bainbridge Yachtacrillic will not rot, mildew, shrink, or become brittle. Best cover material available. Outstanding workmanship. 1. Full deck/6" skirt, mast up, boom off - \$79 ppd. 1a. Full deck/6" skirt, mast up, boom in centerline boom crutch - \$89 ppd. Above prices are for white, add \$4.50 for Blue, Gold, or Pearl Gray. It's your move, contact: Chris Rooke, ROOKE SAILS, 328 E. Erwin Dr., Memphis, Tenn. 38117 p h 901/775-1490/683-3962.

TRAILER - Has no saddle to rub the chine or bow the bottom. Has a removable rear bumper with high, dry, easily seen taillights, big tires, low profile, side guides for floating on, and will STACK on top of your buddies' for storage or traveling. Millington Boat Works, Box 234, Millington, N.J. 07946.

NEW BOAT - Want a finished deck and hull? We have a new mold that produces a sharp-stemmed boat that measures right down the middle. We assemble this with a "Call" designed deck complete with chainplates ready to rig. Name your color! Discounts and short deliveries to earlybirds. Frank Suesz, Millington Boat Works, Box 234, Millington, N.J. 07946.

FOR SALE: Southern 19836 self-rescue, neon blue hull, smoke white deck with 3" stripe, California rigged, adjustable jib luff wire tension from trunk, adjustable bridle from trunk, 6" compass, 1 yr. old North sails, 380 lbs. capacity, \$1,575.00. Mac Kilpatrick, Box 18876, Okla. City, Okla. 73118, (405) 239-7361 from 8 to 5.

FOR SALE: EX Proctor mast keel step aluminum spar. \$90.00. Jim Pyott, 1965 Robin Crest Lane, Glenview, IL 60025. (312) 729-3576.

SELLING RACING SAILS: Two sets of Levinsons, one pair cut for light-air and one pair standard all-purpose. Perfect condition and very fast. \$200 for both sets. Purchased larger boat. Dick Crandall, 528 Shoreham. Grosse Pointe Woods, MI 48236.

MUST SELL: Lemke built 1967 Fiberglass Snipe No. 16731. Two suits dacron, two Proctor E masts. Trailer included. Best offer over \$800. V. Van Laanen, P. O. Box 1034, Green Bay, WI 54305 or Phone 414-435-8835 between 9:00 a.m. and 5:00 p.m.

FOR SALE: Lemke 18662 Self-rescue, burnt orange hull, white deck. Proctor EX keel-stepped mast, bailer, ball bearing blocks, Levinson sails, trailer, cover. Removable lead to 384 lbs. \$1,395.00. K. E. McGarr, 1160 Highview Dr., Wadsworth, OH 44281. (216) 335-5868 or office Akron (216) 644-8788.

FOR SALE: Lofland fiberglass Snipe No. 17348. Levinson Sails, Deck compass, Elvstrom bailer, all equipment including trailer. \$800. Frank Brunner, Marked Tree, Ark. 501-358-2484 day, 501-358-2359 night.

FOR SALE: Call Snipe 19004 (new July 1971). Adjustable jib luff, outhaul, cunningham hole rig, traveler, forward and aft mast rakers. Levinson sails, minimum weight, cover. Don Griffin, 206 Coleen Dr., Pittsburgh, PA 15236. (412) 653-3056.

FOR SALE: Lemke No. 19826 with mahogany deck. Minimum weight with all the best racing hardware. North sails, trailer. \$1600. J. L. Peterson, 5844 Eastview Ct., Indianapolis, IN 46250, (317) 849-0983.

FOR SALE: Snipe No. 17098, fiberglass on Plywood, Proctor E, dry sailed and garaged. Minimum weight, excellent record, perfect condition. \$1000. Ron Rasmussen, Medina, OH (216) 239-8172.

FOR SALE: Fully rigged Cobra mast and boom, stainless spreaders and gooseneck. New full skirt boat cover. Dacron trailing cover. Wood-core fiberglassed "fat" rudder, tiller, and fido hiking stick. Contact: Dave Peterson, 1111 Anchorage Lane, San Diego, CA 92106.

FOR SALE: 17910 fiberglass Stamm Snipe, blue and white, with sails, cover and trailer; aluminum mast. Stephen O. Benner, 211 Beverly Pl., Dayton, OH 45419. Phone (513) 293-4445.

WANTED: Proctor E Keel Stepped mast. John Balsavage, Flanders Rd., Woodbury, CT 06798. 203-263-3204.

FOR SALE: Schock fiberglass Snipe No. 16575 with Levinson sails, blue hull, white deck, natural wood trim, aluminum centerboard, wooden mast, boom and rudder. Good racing fittings, Trailer; canvas cover included, \$1100. Write: Malcom Reed, 62 Scotland Rd., Reading, MA 01867. Phone 617-944-9497.

FOR SALE: No. 18302, mahogany plywood hull, Proctor E mast, North sails, excellent condition, ready to race. \$750. Gene Bertelsen, 1086 Hawthorne, Grosse Point, MI 48236. Phone 313-884-3405.

FOR SALE: One set of Elms sails two years old, window in jib with jib downhaul included, the main has a full set of lightweight fiberglass battens \$80.00. Jim Pyott, 1965 Robin Crest Lane, Glenview, IL 60025. (312) 729-3576.

FOR SALE: Collector's item. Call Snipe No. 19277, new June 1971. Red hull, white deck. Full North sails. \$1200. Bob Lane, 197 W. Paddock Circle, Arnold, M.D. 21012. 301-647-5243.

FOR SALE: SNIPE TIE-TACS & SCATTER PINS. Exact in every detail. A replica of a Snipe 13/16" high of polished sterling silver. A high quality product of a nationally known jeweler. Ideal for gifts or awards. Only \$5.50 each. Check to Snipe Fleet 409, c/o Stan Kowalski, 5235 Mark Lane, Indianapolis, IN 46226.

FOR SALE: Lemke Super Racing No. 18423 self-rescue, fiberglass, orange hull and deck stripe, white deck. Proctor EX keel-stepped mast, Elvstrom bailer, Levinson sails, cover, always dry-sailed, excellent condition. \$1185. L. Stubberfield, Kalamazoo, MI (616) 342-4870.

WANTED: Sails, Mast, Boom, Daggerboard, Fittings & etc. With racing possibility. R. Smith, 66 Lowell Rd, Winthrop, MA 02152.

FOR SALE: Wood Chubasco No. 16333. 3 suits of sails and 1 new Elms jib. Minimum weight. Complete with covers and trailer. New Cobra mast and boom with Harken fittings. Excellent condition. Dave Bockhuyt, 100 Winchester Rd., Lakewood, NY 14750. \$1,450.00.



Sanctioned Snipe Regattas

APRIL 14-15, REDNECK REGATTA, Magnolia Fleet No. 604, John L. Whitfield, Jr., Box 4282, Jackson, MS 39216.

MAY 5-6, MIDDLEFORK OPENER, White-water Valley Fleet No. 653, James Guthrie, 3112 S.E. Parkway, Richmond, IN 47374.

MAY 12-13, SOUTHERN SNIPE CHAMPIONSHIP, Privateer Fleet No. 142, Jerry Humphreys, 300 Arlen Building, Chattanooga, TN 37415.

MAY 19-20, KICKOFF REGATTA, Lansing Kick-Up Fleet No. 601, Harold W. Spicknall, 6355 Reynolds Rd, Haslett, MI 48840.

MAY 26-27, CHAMPAGNE REGATTA, Diamond Lake YC Fleet No. 158, Thomas E. Athanas, 1860 Champlain Dr., Niles, MI 49120.

JUNE 23-24, NORTHEASTERN CHAMPIONSHIP, Oakville YS, Ed Crook, 263 Sanders Dr, Oakville, Ontario, Canada.

AUGUST 4-5, ONTARIO SNIPE CHAMPIONSHIP, Oakville YS, Ed Crook, 263 Sanders Dr., Oakville, Ontario, Canada.

AUGUST 14-15, U.S. JUNIOR NATIONAL CHAMPIONSHIP, Mission Bay YC, San Diego, CA, Helen Bedford, Gen. Chairman, 3520 Browning, San Diego, CA 92106.

AUGUST 16-22, U.S. NATIONAL CHAMPIONSHIP, Mission Bay, San Diego, CA. Helen Bedford, Gen. Chairman, 3520 Browning, San Diego, CA 92106.

AUGUST 25-26, BOARD OF GOVERNORS INVITATIONAL, Quassapaug Fleet No. 231, Tom St. John III, Timothy Road, Naugatuck, CT 06770.

AUG. 29 - SEPT. 2, WORLD JUNIOR CHAMPIONSHIP. San Remo, Italy.

OCTOBER 12-20, WORLD CHAMPIONSHIPS. Real Club Mediterraneo, Malaga, Spain.

Take Two Minutes Right Now and Win Your Championships!



No matter where you have set your sailing goals this year - the fleet, district, or even the National Championships - now is the time to start getting ready! And you can make a good start by ordering your new North Snipe Sails today. By using the order blank below, your new sails will be just the way you want them.

So psych up! Take two minutes now to get ready for Snipe racing '73. Your championship may depend on it!

NAME _____ SAIL NUMBER _____
 ADDRESS _____ NAT'L DESIGNATION _____
 _____ ZIP _____ NUMBER COLOR: ___ Red ___ Green
 SHIPPING ADDRESS _____ ___ Blue ___ Black
 _____ ZIP _____ TELE: (Bus) _____ (Res) _____

SHIPMENT VIA: ___ Parcel Post ___ Air Freight ___ Carrier Deliver
 ___ Air Parcel Post ___ Hold at airport
 ___ United Parcel Air ___ For customer pick-up.
 Notify customer at telephone _____

SAILS DESIRED: Prices include battens, insignia, numbers and bags.

MAIN \$129.00 ea. ___ Light - Medium (0-20 mph)* - * Recommended as best
 ___ Medium - Heavy (15-30 mph) all purpose suit
 JIB \$ 83.00 ea. ___ Light (0-20 mph) 3 oz.* Jib Window included
 ___ Medium (10-25 mph) 4.5 oz. ___ Fixed Tack
 ___ Heavy (25 mph +) 5 oz. ___ Adjustable Luff
 ROYALTY (U.S. Only) \$5.00 additional per sail ___ Extra set of
 battens - \$4.25

MAST IS: ___ Aluminum: Manufacturer & Section _____
 ___ Wood: Deflection with 50 lbs. _____
 ___ Keel Stepped ___ Sliding outhaul on track.

TERMS: 50% deposit with order, F.O.B. Loft. Shipments out of the United States require FULL advance payment with the order.

CHECK FOR \$ _____ ENCLOSED.
 THANK YOU FOR ORDERING NORTH SAILS.