

SNIPE
BULLETIN



AUGUST 1972

Cobra Masts

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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).

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 —

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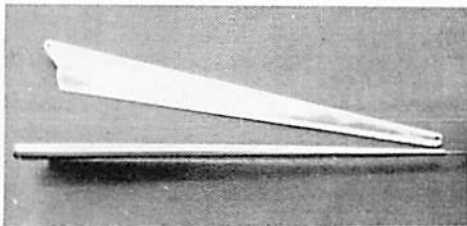
Unrigged with Hardware — Hardware includes goose neck, spreaders and bands. Bottom cup, main halyard sheave and hound fitting with jib halyard sleeve.

\$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



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.
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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.

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ELMS SAILS

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GANCEDO WINS AGAIN AT MALLORCA

This year's traditional Easter Regatta achieved a record entry, with 96 boats lined up for the start of the first race. Together with a massive Spanish participation, there was a notable Scandinavian turnout, headed by the Danish, Norwegian and Swedish champions.

Such a large number of entrants posed problems for the race committee and it was necessary to repeat the start of each race up to three times, despite the application of the last-minute rule.

It proved possible to run only four races, as lack of wind forced cancellation of the fifth race. The winner of all the events, and therefore of the XXII PALMA TROPHY, was Felix Gancedo with "Gran Numa" who, as will be recalled, achieved a magnificent third place in the Worlds in Brazil. Gancedo was accompanied by his present crew, Rafael Parga, as owing to the change of residence of A. Burgos the latter and Gancedo have had to separate.

In Palma de Mallorca he displayed once again his absolute superiority over all other Spanish Snipemen. We would venture to say that, at the present time, he is probably the best European Snipemen. He dominated in all types of winds and imposed himself with complete confidence, even in races in which he did not get off to a particularly brilliant start. It cannot be said that his boat is faster than the others, it is his intuition, his skill in tacking, his faultless racing tactics and ease of handling which, added of course to a careful and correct preparation of his Snipe, make him at the present time a very difficult rival to beat in European waters.

After the "number one", the performance of Arturo Delgado, National Snipe Secretary for Spain, was noteworthy on the Spanish side, having been classified second after having practically held the lead throughout the races. On the foreign side, Nils Toftgaard and Jan Person, as was expected, had brilliant performances, although the latter did not reach the standard achieved last year. Niels, on the other hand, gave better performances and in the last race had Gancedo seriously worried.

As regards equipment, all kinds of boats, masts and sails could be seen and above all it was observable that the average standard of equipment used in Spain is now of a truly noteworthy quality.

| | | | |
|-------------------|---------------------------|---------|------|
| 1. GRAN NUMA | F. Gancedo-Parga | SPAIN | 0.0 |
| 2. FADO | A. Delgado-Cervera | SPAIN | 27.4 |
| 3. SKIPPERS | N. Toftgaard-Greiffenberg | DENMARK | 33.0 |
| 4. VIKINGO | Belles-Fondevilla | SPAIN | 33.0 |
| 5. SEBASTIAN | Person-Tarsen | DENMARK | 33.7 |
| 6. PIGGE LUNK | Rost-Rudberg | SWEDEN | |
| 7. KATANKANTAS | H. Costas-Felip | SPAIN | 37.7 |
| 8. JANI-KUKA | J. Costas-Robles | SPAIN | 41.0 |
| 9. MENORCA | Nadal-Cominges | SPAIN | 44.0 |
| 10. BLUE NOTE | Christiansen-Gensen | DENMARK | 46.0 |
| 11. SCHAULA VI | Oliver-Bibiloni | SPAIN | 48.0 |
| 12. BLUE MASCOT | Samuel Sson-Lundh | SWEDEN | 50.0 |
| 13. CURAN | Landreus-Landreus | SWEDEN | 51.7 |
| 14. TOPY | Bosch-Cisa | SPAIN | 55.0 |
| 15. BENASQUE II | Anglada-Vicens | SPAIN | 60.7 |
| 16. MARLON BRANDO | Gothlin-Gothlin | SWEDEN | 66.0 |
| 17. POLLUX | Domenech-Gomis | SPAIN | 68.0 |
| 18. GRECO | Uillen-Bercun | SPAIN | 71.0 |
| 19. LA SIERPE II | Svenssen-Fransson | SWEDEN | 71.0 |
| 20. SIRPY | Matheu-Mayol | SPAIN | 74.0 |

Top 20 of 96



- * Low Moment of Inertia
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SNIFE BULLETIN

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

AUGUST 1972

Vol. XXI No. 8

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PUBLICATION INFORMATION

Published monthly by Snipe Class International Racing Association, Incorporated, (not for profit).

Forms close on the 1st of the month preceding publication. Material received after that date will not appear until later month. Printed in the U.S.A. at St. Petersburg, FL. Second-class postage paid at Dunedin, FL.

ADVERTISING

Contract rates furnished upon application.

SUBSCRIPTION

\$3.00 per year. \$3.00 of the amount of dues in SCIRA are paid for a year's subscription to the SNIFE BULLETIN.

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

Fred Thurston and David Lawson were on hand to help Bermuda celebrate its 350th anniversary. The photograph shows that they were greeted with heavy winds.

BAPS

BAPS stands for Building A Plywood Snipe written by Harold Gilreath in 1961 to replace Bill Crosby's book. BAPS is an extremely fine book on building a Snipe as well as a guide to rigging. Many boats have been built with the aid of this book.

With the advent of weight reduction and change in the cockpit configuration as well as new methods of rigging a supplement was needed. Harold provided this to SCIRA with the help of John Call and we are publishing this addenda in this issue. Henceforth, all copies of BAPS will be provided with this addenda. Thanks to Harold and John.

WORLD CHAMPIONSHIPS

Word has been received from Arturo Delgado, National Secretary of Spain that the World Championships will be held at Malaga in 1973. The dates have not been set but will probably be in October. This will be the first time the World Championships will be held under the new rule increasing the number of contestants from one to two per country.

THE SCORE

Numbered SNIPES — 20193

Chartered Fleets — 722

June was an unusual month in the number department. 166 numbers were issued. Japan took a batch of 150 and this followed the 150 they got last fall. Other numbers issued this month were U.S. 9, Brazil 5, and 1 each to Portugal and England.

THE COMMODORE SAYS

The U.S. Olympic Trials for the International Finn Class were conducted with boats which were made as identical as possible. Each of the 38 competitors had new identical aluminum masts and booms and new identical sails. Although the helmsmen were permitted to use their own boats, the boats themselves conformed to the letter and intent of the International Finn Class. For all practical purposes, this meant they too were identical, so the trials were as much as possible, a test of sailing skill, rather than equipment or speed.

THOUGHTS WHILE SAILING

During the past several years there were some indications that the class was not continuing to grow as it had done in the past. However, it appears that activity is now growing by leaps and bounds. One evidence is the numbers being issued. Last year we issued 612 and 401 in the first six months of this year. It is a sellers market in used Snipe. Many areas are in dire need of good used boats. Hopefully, this problem will be solved as more new boat owners put their old ones on the market. Dues are coming in much more rapidly this year and attendance at regattas is way up from last year.

All of which sound like excellent news to us. We hope it strikes you in the same manner.

Of course, everyone knows that in the past there has been a tremendous difference between the very good and good Finn helmsmen, in terms of how much faster the very good helmsman was. Now, except under extreme conditions, this differential has been decreased. This brings me to the point that the International Snipe has always had extremely close competition, in terms of speed differential. At many of the World Championship races for instance, there is little time and distance separating the first from the last boat.

The primary reason for this lies in the boat, not the skipper and crew. The International Snipe must conform to class measurements. This means that portions of the hull or deck must be removed, or added to if necessary. It means that the hull must meet the minimum weight at the time it is built and lead added, if necessary, not to exceed the amount allowed, after the boat is built. Making the boats as identical as possible in this manner is one way of assuring close, one-design competition. It would follow, therefore, that and further weight reduction in the hull would be unwise. Consider the Finn for instance. It was designed in 1951, at an all up weight of 319 pounds. This weight has never been changed and there is no contemplated change. The Snipe, now at 381 pounds is light enough yet strong enough to last many years. Half of the Finns raced in the US Olympic trials were more than 8 years old. This is a significant point. SCIRA measurement rules must continue to assure that all Snipes, new or old, are competitive!

continued on page 14

WAYNE SOARES TAKES BERMUDA RACE WEEK

FRED THURSTON 2nd, SONNY DE COSTA 3rd

Unusually high winds and rough seas dominated the 1972 International Race Week in Bermuda, April 24-29. The Snipes performed well in winds that averaged from 18-25 m.p.h. and 3 ft. seas.

Thirteen Snipes, 7 from Bermuda and 6 from the United States competed for the 350th Anniversary Trophy. The trophy, an English Silver Cup with a Bermuda Cedar base, commemorating the 350th anniversary of the colonization of Bermuda, was presented to the Snipe Class by the Royal Bermuda Yacht Club in 1959.

Rugged Bermudian skipper Wayne Soares and his agile crew Larry Lindo placed first in the series with 5 points. Pressing them, Fred Thurston and crew David Lawson both of Sea Cliff, New York had 10½ points. Sonny DeCosta of Bermuda finished third with 33 points.

In the first race, sailing the modified Olympic course, Thurston led the fleet to the weather mark. Bermuda's champion Sonny DeCosta took over for the next three legs and Wayne Soares moved up to challenge. In the ensuing battle, both overstood the final mark and Thurston slipped across the finish line ahead.

The second day's 25-knot South-Southwester with gusts in the high thirty's with running seas discouraged most of the Snipe sailors from venturing out. They requested a make-up race the following morning.

Wednesday dawned much the same, with even higher winds. Only three boats heroically finished - Soares first, Thurston second, and Arthur Mullin of Bermuda third. The race committee cancelled the afternoon program for the larger classes.

Wayne Soares captured first again in an exciting third race in which he and DeCosta competed for the lead while Thurston and Tom St. John duelled it out yards behind. The final line-up was Soares, DeCosta, Thurston, and St. John.

In the two races held on Friday, Wayne Soares again mastered the tricky wind conditions and took a commanding lead in the series with two more victories. Fred Thurston followed with a 3rd and a 2nd.



Wayne Soares shares 1st place trophy with his crew Larry Lindo as 2nd place winners Fred Thurston and David Lawson look on.
L - R Thurston, Lindo, Soares, Lawson.
Photo by Joan Lawson.

Perhaps the most impressive part of the entire week was the warm hospitality of the Bermudian hosts who made every effort to make their guests feel welcome. Many Snipe fleet members opened their homes to the American visitors and the U.S. boats were shipped gratis at the courtesy of the Bermudians.

The Bermudians are looking forward to even greater participation in the regatta next year. The Royal Bermuda Yacht Club is contemplating holding the event in May in hopes of having more moderate winds. International Race Week is a perfect way to combine competition and a holiday.

Joan Lawson

| BOAT | SKIPPER | FLEET | 1 | 2 | 3 | 4 | 5 | Pts. | Fin. |
|---------|----------------|-------------|----|----|----|----|----|------|------|
| KB19111 | Wayne Soares | Sp. Point | 2 | 1 | 1 | 1 | 1 | 5 | 1 |
| US19177 | Fred Thurston | Sea Cliff | 1 | 2 | 3 | 3 | 2 | 10½ | 2 |
| KB11777 | Sonny DeCosta | Sp. Point | 3 | NS | 2 | 2 | NF | 33 | 3 |
| KB19708 | Raymond Pitman | Sp. Point | 10 | NS | 7 | 4 | 3 | 37 | 4 |
| KB16455 | Arthur Mullin | Sp. Point | NF | 3 | 11 | 7 | 4 | 38 | 5 |
| US19199 | Ralph Swanson | Winchester | 7 | NS | 5 | 5 | NF | 43 | 6 |
| US12021 | Herb West | Atlanta | 6 | NS | 9 | 6 | NF | 47 | 7 |
| US19253 | Tom St. John | Quassapuag | 5 | NS | 4 | NS | NS | 48 | 8 |
| KB17237 | Stevie Soares | Sp. Point | 8 | NS | 6 | NS | NS | 53 | 9 |
| KB19703 | Richard Todd | Sp. Point | 4 | NF | NF | NS | NF | 56 | 10 |
| US16551 | A. Austin | Bantam Lake | 9 | NF | 10 | NS | NS | 58 | 11 |
| KB18881 | Carlos Bosch | Sp. Point | 11 | NS | 8 | NF | NF | 58 | 12 |
| US15314 | Tom Forrestel | Nedina | 12 | NS | 12 | NS | NS | 63 | 13 |

Basic Snipe Sailing Manual

Intended for beginning Sniper, crew, and wives, this excellent manual (6"x9") is a glossary of nautical terms with a sketch applicable to Snipe; knots with illustrations; handling the boat; tacking; running; reaching; jibing; heave-to; capsize; all simplified rules; thumb nail tactics; check list; important Snipe measurements. A most valuable handbook - still not complicated. 75c @ copy-10 for \$6.00. From SCIRA only.

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BUILDING A PLYWOOD SNIPE

ADDENDA

It was an interesting experience for me to review BUILDING A PLYWOOD SNIPE almost 10 years after building Snipe No. 12345 and writing this book. There were many gratifying experiences associated with this project and the review permitted re-living some of them.

This review was prompted by the recent rule changes which permit lowering the minimum weight, increasing the size of the cockpit opening and lowering the trunk height. I have provided general comments which will assist the builder in constructing a Snipe to the new lower weight limit.

John Call, Jr. provided the additional drawings which provide the builder with more detailed information. I wish to thank John for his assistance and interest.

Harold L. Gilreath

GENERAL COMMENTS

1. Use minimum thickness plywood. The 3/8" plywood I used in 12345 was approximately 13/32" thick - 1/32" thicker than necessary.
2. Minimize the deck frame and stringer weights. Do not use 3/4" plywood for deck frames, use sitka spruce.
3. Do everything possible within the current rules to minimize the weight of material installed in the bow and transom, and I mean everything. Study every detail carefully. You want the weight of your Snipe centered as much as possible and also, as low as possible.

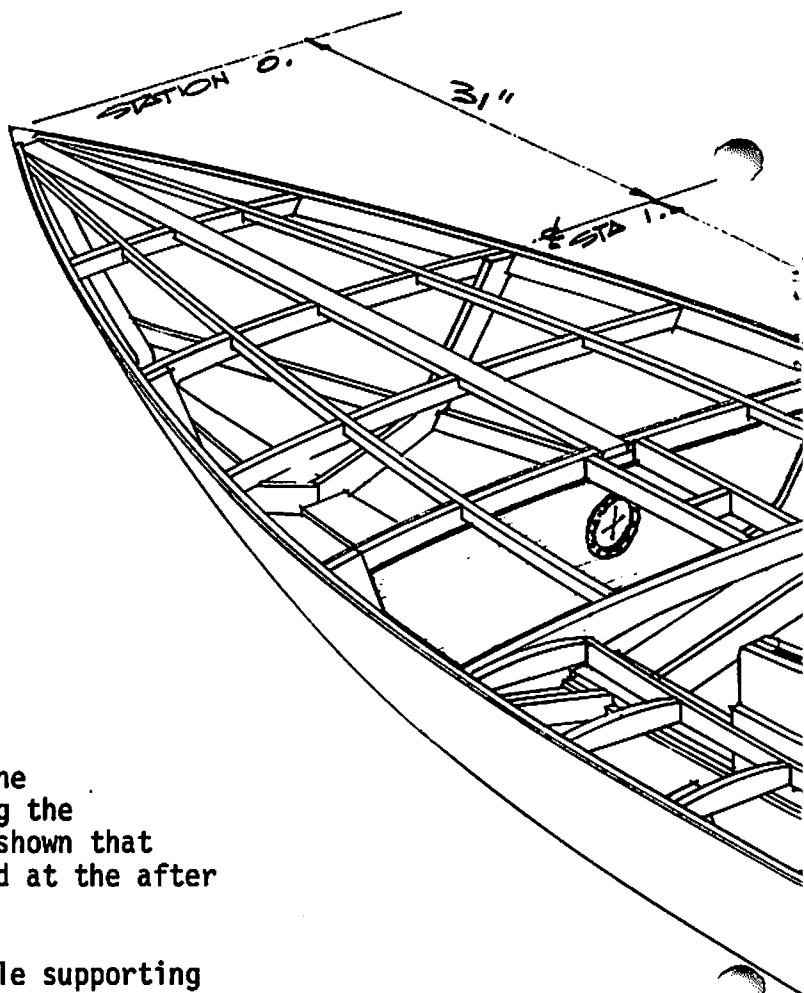
SPECIFIC REFERENCES

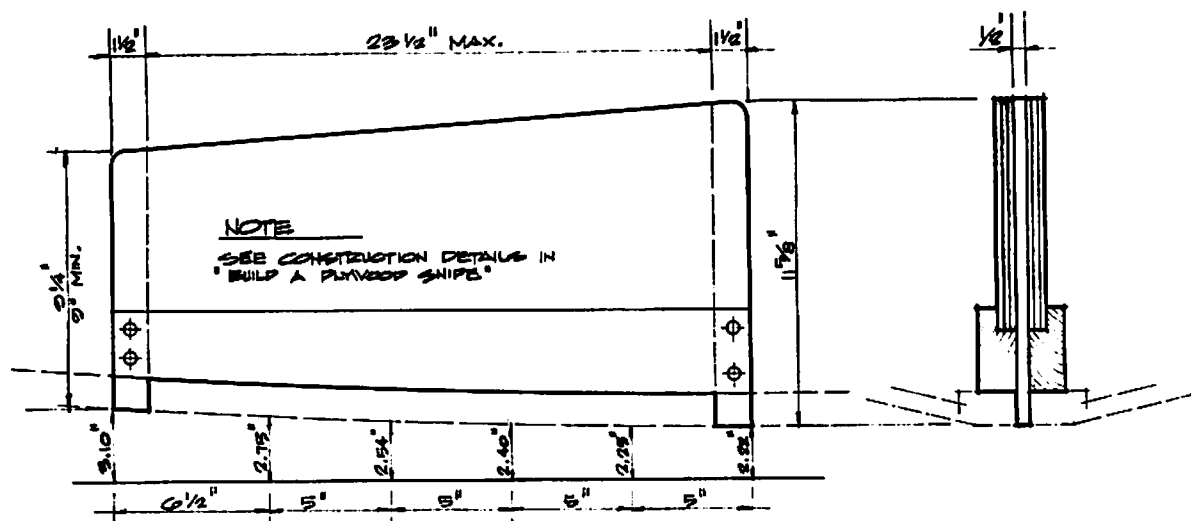
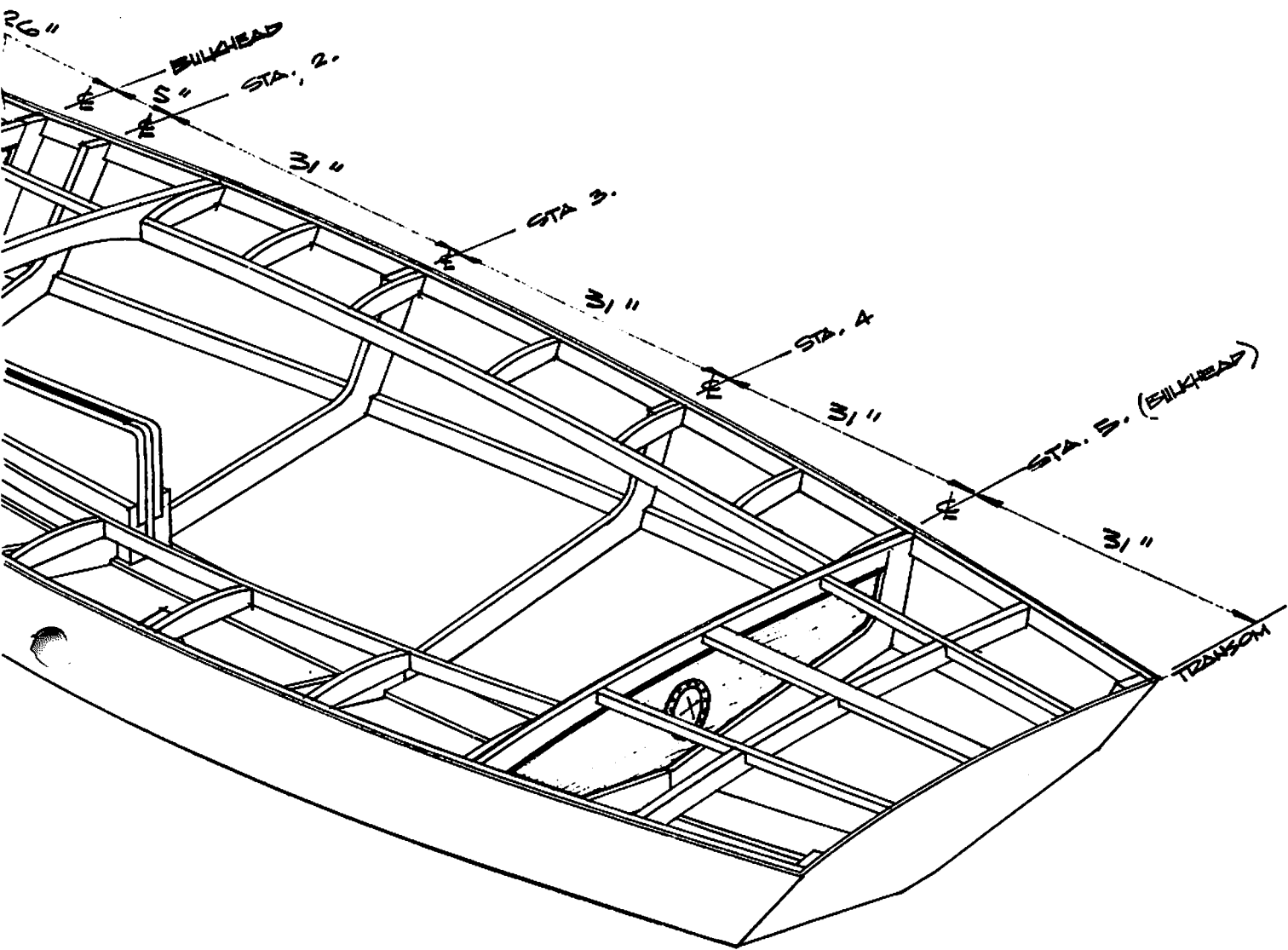
1. Add flotation to satisfy the current rules as outlined in paragraph 56 of rules.
2. Check the current Measurement Data Sheet for additional dimensions on stem shape. Ref. page 11, plate 2; and page 15, plate 6.
3. Cut down the trunk per the revised drawing. Use minimum dimensioned material for all component trunk parts per current rules. Use sitka spruce, well dried, where possible. Ref. page 16, plate 7.
4. Make stem as small and light as permissible by the current rules. Ref. page 24.
5. Use 1/4" plywood frame gussets. Ref. page 29, plate 15; page 30, plates 21 and 22.
6. Minimize the cross section of the sheer clamp. Ref. page 60, plate 29.
7. Increase the cockpit width and length per the revised drawing. Ref. page 59, plate 28.
8. Eliminate the mast step on deck. Install step on keel. Ref. page 61, figure 54.
9. Use minimum thickness plywood on deck. Ref. page 64, chapter 9. Also use three 4' X 8' sheets. The job is too much trouble with only two sheets.
10. Minimize cockpit molding. Ref. page 68 and 69.
11. Use No. 8 X 1" flat head, stainless self tapping screws to install deflector rails, maximum spacing to obtain installations of rub rail and deflector rails.
12. Minimize the thickness of the spray rail - probably 1/2" thick. Use spruce or other light weight wood instead of mahogany. Ref. page 75, plate 36.
13. Use a Proctor "E" or similar dimensioned small section aluminum mast, stepped on keel. Ref. page 76.
14. Avoid the use of winches in the mast for halyards. Ref. page 28.
15. Use sitka spruce for a rudder blade and stiffen with sitka spruce. Minimize fore and aft rudder blade dimensions and minimize entire rudder weight. Ref. page 85, plate 41.
16. Use light weight blocks such as the Harken Dinghy blocks for mainsheet and other block applications. Ref. page 84, figures 71 and 72.
17. Minimize the mounting structure for mainsheet cam. Ref. page 91, figure 81; page 92, figures 84, 85, and 87.
18. Make floor boards according to the weight needed to satisfy the new minimum required weight values.

NOTES

This drawing is for the purpose of making clear the rule changes affecting hull construction effective January 1, 1971. *

1. The forward end of the cockpit shall not be forward of a point 1 inch forward of the forward end of the centerboard slot. (Recommend taking the cockpit opening as far forward as possible).
 2. The centerboard trunk shall not be less than 9 inches in height measured from the bottom of the keel. (Recommend building the trunk as shown below as experience has shown that a lower trunk tends to slop water aboard at the after end.)
 3. After being swamped and righted and while supporting an additional weight of 300 pounds, the hull shall float with a minimum of 6 inches freeboard. (Recommend: Install watertight $\frac{1}{4}$ inch plywood bulkheads at station 5 and 5 inches forward of station 2. To prevent ends of hull from filling in the event of capsize as shown in drawing at right. Provide access ports in each bulkhead for bailing, ventilating, etc. Additional floatation in the form of plastic air bags strapped securely to the bottom of the hull under each side deck and running from bulkhead to bulkhead may be required.
 4. Hulls should be built to cope with a future minimum weight of 381 pounds. (Recommend: Finished decked hull with no equipment or hardware should weigh about 305 pounds. Every weight reducing technique allowable under the rules including deck framing shown at right must be used to accomplish this. Use of lightweight "Okume" (Ok-U-May) plywood available from Harbor Plywood Corp., Baltimore, MD., will help a lot.)
 5. The cockpit shall not exceed 40 inches in width. (Recommend: Some disagree but most prefer maximum width for best appearance, make sidedeck uniform in width. This also simplifies sidedeck construction.)
- * These suggestions consider the practical effect of the Rule changes only. Consult Rules for the actual wording.





REVISED CENTERBOARD TRUNK DETAIL

1971 POINT SCORE RESULTS - CONTINUED

| | | | | | | | | | |
|-------|---------------------|--------------------|------|---------|------------|-------------------|--------------------|--------|---------|
| 14674 | W. Dennes | Grosse Pt, MI | 13 | 1428.9 | 16289 | Jim McFaul | Lake Merced, CA | 10 | 1381.2 |
| 15700 | Charles Watts | Crystal Lake, IL | 22 | 1428.8 | 9310 | Jack Michel | Onondaga, NY | 13 | 1481 |
| 10327 | J. Ainsworth | Cheshire, England | 35 | 1428.1 | 14636 | Susan Stafford | Onondaga, NY | 10 | 1381 |
| 16144 | Don Eriminas | Bantam Lake, CT | 17 | 1428 | 14655 | Lee Shames | Chicago, IL | 9 | 1381 |
| 17392 | Joel McMinn | Portland, OR | 9 | 1426.1 | 11752 | Joseph Buck | Keuka, NY | 14 | 1380.7 |
| 13676 | Dan Webster | Dallas, TX | 20 | 1426 | 16608 | Jerry Peterson | Indianapolis, IN | 24 | 1380.62 |
| 13479 | Ronald McClorry | Woodstock, Canada | 10 | 1426 | 8200 | Andy Zimmerman | Sea Cliff, NY | 5 | 1380.4 |
| 15296 | R. Totten | Cheshire, England | 44 | 1425.5 | 11108 | Tom Ryan | Wall Lake, MI | 21 | 1380.3 |
| 14241 | Ernie Moore | Wall Lake, MI | 17 | 1425.2 | 19028 | John Knoll | Chicago, IL | 9 | 1380.2 |
| 11621 | Gary Pierce | Wichita, KS | 29 | 1424 | 17676 | Houston Mount | Tulsa, OK | 19 | 1380 |
| 14759 | William Minzner | North Cove, NH | 16 | 1423.1 | 14967 | Jim O'Brien | Iowa-NB SA | 8 | 1380 |
| 14379 | George R. Ference | St Simons IS, GA | 7 | 1423 | 10322 | Andy Orr | Tulsa, OK | 7 | 1377.8 |
| 15580 | Ken Splawn | Weatherby Lake, MO | 12 | 1422.2 | 15505 | Bryson Lesley | PYC, TN | 24 | 1377 |
| 17924 | Hanns Hagen | Weatherby Lake, MO | 11 | 1422 | 14675 | Ron Lewis | Onondaga, NY | 21 | 1377 |
| 16944 | Dan Bockelmann | Iowa-NB | 19 | 1422 | 10669 | George Kibler | Acton Lake, OH | 11 | 1376 |
| 4164 | Julian Cohen | Cranston, RI | 11 | 1421 | 16789 | George Timoff | Pontiac, MI | 5 | 1375 |
| 14973 | Jim Wolfard | Portland, OR | 16 | 1420.4 | 16224 | Herb Dakin | Decatur, IL | 26 | 1374.6 |
| 17679 | Greg Wilson | Cranston, RI | 18 | 1420.3 | 14954 | Pete Szezebak | Onondaga, NY | 11 | 1373 |
| 18423 | Lavern Stubberfield | Gull Lake, MI | 15 | 1419.3 | 9020 | Don McFarland | Dallas, TX | 19 | 1372 |
| 16732 | Rod Goldstein | Peoria, IL | 8 | 1419.2 | 11467 | Skip Gilbert | Richmond, IN | 7 | 1370.9 |
| 15117 | Neal Fendig, Jr. | St. Simons, GA | 7 | 1419 | 18319 | James Noelke | La Crosse, WI | 8 | 1370.87 |
| 17718 | Perry Pelley | Wichita, KS | 6 | 1419 | 16977 | W. Cox | Grosse Pte, MI | 7 | 1370.6 |
| 10880 | Dease Ryan | Memphis, TN | 6 | 1417.5 | 16199 | Jim Smith | Seattle, WA | 12 | 1369.33 |
| 14702 | Alan Robinson | La Crosse, WI | 6 | 1416.5 | 16687 | Bill Wilson | Tulsa, OK | 10 | 1369 |
| 16824 | Robert Wrightman | Keuka, NY | 13 | 1415.3 | 17622 | Sam Garber | Onondaga, NY | 7 | 1369 |
| 15509 | Dave Congdon | Lincoln, IL | 11 | 1414.3 | 16069 | R. M. Ridings | Galway Lake, NY | 16 | 1368.9 |
| 16181 | Joseph Sepkoski | Lake Mohawk, NJ | 15 | 1414 | 11864 | Jerome Furey, Jr. | Euclid, OH | 18 | 1368.5 |
| 8571 | Charles Ulrich | Chautauqua, NY | 11 | 1412.4 | 17748 | Don Dietrick | Winfield, KS | 28 | 1367 |
| 17741 | Dan Pickard | Tulsa, OK | 13 | 1412 | 15477 | D. Elliott | Cheshire, Eng. | 22 | 1365.54 |
| 14014 | Henry Wade | Atlanta, GA | 31 | 1411.5 | 18110 | Donna Leber | Chillicothe, IL | 6 | 1365.1 |
| 9985 | Mary Ann Rix | Wichita, KS | 15 | 1411 | 17759 | Dick Hart | Lake Merced, CA | 17 | 1363.9 |
| 16837 | Charles Nelson | Tulsa, OK | 9 | 1410.5 | 15579 | Jim Uhl | Grand Rapids, MI | 6 | 1363.17 |
| 18118 | Stuart Griffing | Cincinnati, OH | 8 | 1410.1 | 16237 | John Dolan | Peoria, IL | 5 | 1362.6 |
| 12001 | Bill Jackson | Dallas, TX | 11 | 1410 | 14583 | John Keefer | Wall Lake, MI | 19 | 1361.7 |
| 16333 | Dave Bouckhuyt | Chautauqua, NY | 10 | 1410 | 17768 | George Steiner | Annapolis, MD | 14 | 1361.29 |
| 8688 | Al Birmingham | Bantam Lake, CT | 37 | 1410 | 18300 | Fred Soltero | Lake Merced, CA | 11 | 1361.1 |
| 10182 | Dick Towle | Winchester, MA | 10 | 1409.9 | 14144 | Rex Ely | Batavää, OH | 7 | 1361 |
| 13361 | Delkin Jones | Atlanta, GA | 17 | 1409.2 | 18067 | Dick Maddan | Indianapolis, IN | 37 | 1360.27 |
| 17623 | Robert Wheeler | Rochester, NY | 15 | 1408.6 | 18333 | Dick Goppert | Lotawana, MD | 38 | 1360 |
| 19257 | Sue Tabor | Winthrop, MA | 26 | 1408.3 | 18661 | Gordon Cook | Cleveland Hts., OH | 12 | 1360 |
| 16331 | Tom Sly, Sr. | Decatur, IL | 17 | 1407.6 | 12223 | Thomas Putnam | Keuka, NY | 6 | 1359.8 |
| 12021 | Herb West | Atlanta, GA | 23 | 1407.5 | 14221 | Bruce Jones | Crystal Lake, IL | 16 | 1357.4 |
| 14201 | Preston Brammer | Wichita, KS | 5 | 1407.2 | 18646 | George Schwenk | Middlebury, CT | 17 | 1357.2 |
| 14061 | Fred Braht | Wichita, KS | 21 | 1407 | 19064 | Bill Eichelberger | Denver, CO | 18 | 1357 |
| 18835 | Steve Butler | Chicago, IL | 22 | 1404.5 | 7192 | Hy Finegold | Dayton, OH | 15 | 1355.8 |
| 18668 | Van Wesley | PYC, TN | 23 | 1402 | 11559 | Phil Blair | Clearwater, FL | 18 | 1355 |
| 19001 | Del Girard | Decatur, IL | 8 | 1402 | 12883 | Scott Cline | PYC, TN | 22 | 1354 |
| 11774 | Bud Lorch | Grand Rapids, MI | 20 | 1401 | 18100 | Dick C. Bartlett | Annapolis, MD | 13 | 1353.77 |
| 13859 | Dave Kendall | Dallas, TX | 48 | 1401 | 11294 | Doug Garretsen | Sea Cliff, NY | 8 | 1352.8 |
| 11939 | Harold A. Wulf | Lincoln, NB | 20 | 1400.6 | 19258 | Taylor Brown | Annapolis, MD | 17 | 1352.76 |
| 10740 | Marion Axton | Tulsa, OK | 14 | 1399 | 17686 | Ray Miller | Cryatal Lake, IL | 16 | 1352.5 |
| 18627 | Ted Kersker | Portage Lakes, OH | 17 | 1398.77 | 15104 | Theodore Horvath | Rochester, NY | 17 | 1350 |
| 14208 | Phil Hoaglund | Crystal Lake, IL | 17 | 1395.9 | 18550 | Charles Nearing | Sacramento, CA | 8 | 1349.88 |
| 16087 | Tom Schaberg | Wall Lake, MI | 19 | 1395 | 11320 | Fransis Keany | Dallas, TX | 12 | 1349 |
| 13071 | Curt Chastain | Muncie, IN | 8 | 1394.75 | 16417 | Phillip Tanski | Barberton, OH | 15 | 1348.5 |
| 18638 | Pennie Davis | Iowa, NB | 42 | 1394 | 15301 | Al Quirk | Chicago, IL | 6 | 1348.2 |
| 13180 | Jim Goetz | Lotawana, MO | 12 | 1392 | 18340 | Arthur Yost | Lincoln, NB | 14 | 1348.1 |
| 12752 | Jack Botteron | Quivera, KS | 1391 | 16661 | Oral Beber | Crystal Lake, IL | 18 | 1347.9 | |
| 17693 | Bill Collins | Indianapolis, IN | 30 | 1390.76 | 19275 | Bud Hook | Indianapolis, IN | 20 | 1346.9 |
| 18629 | Tom Dillingham | Portage Lakes, OH | 22 | 1390.14 | 14796 | Jack Sieg | North Cove, NY | 12 | 1346.8 |
| 18303 | Ken Blenkarn | Tulsa, OK | 12 | 1390 | 17336 | Ed Burgess | Jackson, MS | 10 | 1346.7 |
| 14201 | Harold Brammer | Wichita, KS | 11 | 1390 | 16159 | Bob Gray | Houster TX | 5 | 1346 |
| 17389 | Larry Evans | Springfield, IL | 5 | 1390 | 18313 | Howard Hebert | Denver, CO | 10 | 1344 |
| 17620 | John Hook | Portland, OR | 11 | 1389.64 | 14234 | Tom Cox | Onondaga, NY | 7 | 1344 |
| 16609 | Jon Rigdon | Seattle, WA | 7 | 1388.86 | 16600 | John Gore | Diamond Lake, MI | 19 | 1342.9 |
| 7439 | Dave Lawson | Sea Cliff, NY | 13 | 1388.8 | 13303 | William Doherty | Akron, OH | 16 | 1342.4 |
| 4604 | Jeff Vetato | Ponca City, OK | 12 | 1387.1 | 12721 | Don Lovelady | Lotawana, MO | 23 | 1341 |
| 17691 | Bill Laskey | Crystal Lake, IL | 26 | 1385.8 | 16401 | George Nichols | Decatur, IL | 11 | 1340.3 |
| 13201 | Pierre Cayard | Lake Merced, CA | 19 | 1385.1 | 16809 | Roger Gaiser | Bow Mar, CO | 14 | 1340 |
| 8459 | Harold Lyness | Onondaga, NY | 12 | 1485 | 14322 | Kay Christensen | Wheatridge, CO | 12 | 1340 |
| 12222 | Ben Ansley | Portage Lakes, OH | 16 | 1383.94 | 13523 | George Newman | Springfield, IL | 7 | 1339.2 |
| 19366 | Jim McDonald | Indianapolis, IN | 27 | 1383.85 | 13311 | Carl Lauterbach | Rochester, NY | 16 | 1338.9 |
| 17461 | Dick Dimes | Winthrop, MA | 22 | 1382.9 | 9990 | Victor Andersen | Portage Lakes, OH | 23 | 1338.3 |
| 19263 | Jack Clodfelter | Lakewood, CO | 13 | 1382 | 8598 | Bob Welbon | Clearwater, FL | 12 | 1338 |
| 9541 | George Poulas | Galesburg, IL | 6 | 1382 | 17514 | Eric Purdon | Annapolis, MD | 21 | 1337.76 |
| 17169 | Dick Hand | Portage Lakes, OH | 16 | 1381.56 | 13309 | Jerry Radford | Woodstock, Canada | 12 | 1336.6 |
| 18116 | John Brannan | Indianapolis, IN | 35 | 1381.2 | 17226 | Jim Caldwell | Jackson, MS | 15 | 1336.53 |

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|-------|---------------------|----------------------|----|---------|-------|-------------------|-------------------|----|---------|
| 17231 | Geoffrey Chatterton | La Crosse, WI | 14 | 1335.71 | 12004 | Bud Howe | Peoria, IL | 6 | 1275.6 |
| 14111 | Ron Davis | Lotawana, MO | 18 | 1335 | 18836 | Rod Greiner | Lakewood, CO | 10 | 1275 |
| 17422 | John Eilers | Cincinnati, OH | 10 | 1334.2 | 9161 | R. Johnston | Cheshire, Eng | 21 | 1274.43 |
| 17518 | Phil Otten | Clearwater, FL | 5 | 1334 | 15308 | Bill Quinlan | Wall Lake, MI | 20 | 1273.5 |
| 12771 | Raymond Stover | Rochester, NY | 16 | 1333.4 | 17766 | Glenn Young | PYC, TN | 26 | 1273 |
| 18342 | Wayne Doolittle | Muncie, IN | 5 | 1332.8 | 16958 | Russ DeBoer | Wall Lake, MI | 20 | 1272.5 |
| 11866 | John Brinkerhoff | Wooster, OH | 7 | 1331.9 | 9285 | Howard Grant | Winchester, MA | 9 | 1272.3 |
| 14397 | George Howell | Crystal Lake, IL | 18 | 1331.4 | 17469 | Joe Horn | Lake Merced, CA | 6 | 1271.7 |
| 14275 | Jim Flowers | Woodstock, Canada | 6 | 1330.3 | 18020 | Peter Farrell | Champaign, IL | 11 | 1271.3 |
| 16881 | Tom Kennedy | Clinton, MS | 13 | 1330.3 | 12086 | J. Pleydell | Cheshire, Eng. | 25 | 1270.21 |
| 9898 | Fred Hegel | Denver, CO | 21 | 1329 | 13486 | Dave Waddington | Englewood, CO | 10 | 1270 |
| 17108 | Ken Parke | Portage Lakes, OH | 25 | 1328.68 | 14394 | Brooks Bradley | Dallas, TX | 14 | 1269 |
| 9331 | Nat Swan | Clearwater, FL | 12 | 1328 | 19433 | Bob Allen | Indianapolis, IN | 40 | 1268.75 |
| 12759 | Tom Jones | Grand Rapids, MI | 12 | 1326.08 | 10899 | Wally Gunkler | Chautauqua, NY | 10 | 1268.3 |
| 15348 | George Siersma | Bow Mar, CO | 12 | 1326 | 18653 | M.G. Humphreys | PYC, TN | 15 | 1268 |
| 19007 | Bob Lane | Annapolis, MD | 26 | 1325.6 | 14610 | Barbara Reusch | Wichita, KS | 12 | 1268 |
| 17227 | Marian Petersen | Lotawana, MO | 19 | 1325 | 17164 | Richard Gowitz | La Crosse, WI | 7 | 1266.56 |
| 10155 | Steve Taylor | Lotawana, MO | 16 | 1324 | 16658 | Dennis Robertson | Lincoln, NB | 16 | 1265.4 |
| 15160 | Gene Goldman | Lotawana, MO | 10 | 1324 | 16237 | Ed Grier | Peoria, IL | 6 | 1264 |
| 14108 | Bill Hartshorn | PYC, TN | 19 | 1324 | 16415 | Cliff Boyce | Grand Rapids, MI | 17 | 1263.76 |
| 16947 | Dick Tumlinson | Wichita, KS | 6 | 1324 | 11910 | Carmen Pastore | Winthrop, MA | 8 | 1263.7 |
| 12575 | John Cory | Portage Lakes, OH | 6 | 1323.83 | 18110 | Bob Spano | Peoria, IL | 6 | 1263.3 |
| 13667 | James Lawlor | Waterbury, CT | 19 | 1322.4 | 13262 | Mike Beebe | Gull Lake, MI | 16 | 1263.1 |
| 17232 | Dick Craig | PYC, TN | 28 | 1321 | 18047 | Roy Thiel | Green Lake, WI | 6 | 1263 |
| 15959 | Charles Schrieber | Lake Mohawk, NY | 10 | 1320 | 12921 | Linda Kreuter | Green Lake, WI | 12 | 1261.91 |
| 18245 | Jim Hayden | Diamond Lake, MI | 21 | 1319.9 | 16812 | Lee Tautz | Bow Mar, CO | 11 | 1261 |
| 16806 | Carl Ludvigsen | Bow Mar, CO | 16 | 1319 | 14293 | Bill Mape1 | Lakewood, CO | 10 | 1260 |
| 13005 | Paul Fopiano | Winchester, MA | 9 | 1318.5 | 28041 | C. R. Anderson | Acton Lake, OH | 7 | 1257 |
| 16808 | Walt Lowrie | Bow Mar, CO | 13 | 1318 | 14204 | Harvey Gossell | Crystal Lake, IL | 11 | 1254.2 |
| 19255 | Bob Ely | Winchester, MA | 28 | 1317.9 | 19358 | Doug Hiner | Iowa-NB SA | 28 | 1253 |
| 15050 | Harold Sienkiewicz | Rochester, NY | 13 | 1317.3 | 12227 | John Balsavage | Woodbury, CT | 23 | 1252.3 |
| 8151 | James Lawlor, Jr. | Waterbury, CT | 9 | 1317.1 | 19180 | Jack Baldwin | Springfield, IL | 10 | 1252.3 |
| 14535 | Gene Harwell | Dallas, TX | 12 | 1316 | 15170 | E. Richard | Cheshire, Eng. | 16 | 1249.31 |
| 19547 | Walter Clark | Iowa-NB SA | 34 | 1313 | 12221 | Richard Todd | Bermuda | 14 | 1249.2 |
| 15511 | S. Rember | Grosse Pte. MI | 9 | 1311.3 | 12489 | Julie Rife | Decatur, IL | 8 | 1248.9 |
| 10361 | Seymour Label | Quassapaug, CT | 12 | 1310.2 | 16071 | John Heard | Dallas, TX | 12 | 1248 |
| 17137 | Bob Donath | Springfield, IL | 12 | 1308.4 | 16284 | Walt Wittke | Portland, OR | 13 | 1247.85 |
| 16323 | Ben Howe | Sea Cliff, NY | 16 | 1308.1 | 13873 | John Post | Naugatuck, CT | 14 | 1247.3 |
| 17936 | Al Bockelmann | Iowa-NB SA | 28 | 1307 | 18837 | Ken Greig | Onandaga, NY | 7 | 1243 |
| 7797 | John Day | Granville, OH | 9 | 1306.5 | 14929 | Bucky Walthour | Grand Rapids, MI | 13 | 1239 |
| 12208 | Robert Campbell | Keuka, NY | 14 | 1305.3 | 9909 | LeRoy Hoffman | Portage Lakes, OH | 9 | 1236.8 |
| 14295 | Paul Maier | Portland, OR | 10 | 1305.1 | 18848 | Donald C. Slocum | Lincoln, NB | 25 | 1235.8 |
| 14600 | Jack Bakken | Castle Rock, CO | 6 | 1305 | 16851 | John Wilkins, Jr. | Iowa-NB SA | 10 | 1234 |
| 18100 | Linda Stearns | Annapolis, MD | 11 | 1304.9 | 7885 | Philip Paul | Naugatuck, CT | 30 | 1232.3 |
| 19090 | John Cole | Winthrop, MA | 22 | 1304.5 | 11509 | A. Higgins | Cheshire, Eng. | 15 | 1232.2 |
| 17463 | Alice Petrucci | Winthrop, MA | 18 | 1303.9 | 17043 | Jerry Lawson | Denver, CO | 13 | 1231 |
| 13037 | Charles Parke | Portage Lakes, OH | 23 | 1302.91 | 14956 | Mike Bello | Cranston, RI | 10 | 1230.6 |
| 7370 | Ken Simons | PYC, TN | 26 | 1301 | 7588 | Arthur Powell | Cheshire, CT | 16 | 1230.2 |
| 13445 | James Moroney | Galway Lake, NY | 15 | 1299.3 | 17712 | James Nordine | Keuka, NY | 8 | 1230.1 |
| 15299 | Pat Burgess | Dallas, TX | 55 | 1299 | 15002 | Warren Cox | Dallas, TX | 34 | 1229 |
| 14649 | Sig Kaufman | St. Simons, GA | 8 | 1299 | 6258 | Jim Bronaugh | PYC, TN | 20 | 1226 |
| 16412 | Brooks Martin | Bow Mar, CO | 7 | 1299 | 9136 | Bill Thornton | Bow Mar, CO | 7 | 1226 |
| 17224 | Marge Smith | Richmond, IN | 13 | 1297.8 | 16327 | Bruce Hurst | Tulsa, OK | 7 | 1225 |
| 17046 | Dick Saunders | Acton Lake, OH | 13 | 1297 | 17466 | Herb Wurster | Diamond Lake, MI | 21 | 1224.9 |
| 13990 | William Wieland | Lincoln, NB | 17 | 1296.3 | 13111 | H. Ruff | Cheshire, Eng. | 20 | 1224.75 |
| 19012 | Dick Chastain | Indianapolis, IN | 20 | 1296.15 | 19280 | Harold Slutsky | Diamond Lake, MI | 19 | 1221.8 |
| 15322 | Warren Trenary | Cincinnati, OH | 21 | 1295 | 16344 | G. C. Kreuter | Green Lake, WI | 6 | 1221.66 |
| 16561 | Bill Vosburgh | Tulsa, OK | 13 | 1295 | 8038 | Philip Goldberg | Rochester, NY | 31 | 1220.9 |
| 19264 | Bob Ruby | Dallas, TX | 9 | 1292 | 18119 | Frank Hiatt | Indianapolis, IN | 29 | 1220.31 |
| 18629 | Jeff Dillingham | Portage Lakes, OH | 8 | 1291.38 | 16455 | Arthur Mullin | Bermuda | 18 | 1220 |
| 9882 | Raymond Pitman | Bermuda | 16 | 1291.1 | 11530 | Ed Kaiser | Lakewood, CO | 10 | 1220 |
| 13448 | Lee Shapiro | Lotawana, MO | 16 | 1291 | 13844 | Dick Walker | Tulsa, OK | 6 | 1219 |
| 11386 | Art Lippit | Wichita, KS | 7 | 1289 | 19363 | Nancy Norton | Indianapolis, IN | 24 | 1216.87 |
| 18042 | Herb Carpenter | Grand Rapids, MI | 12 | 1288.92 | 12999 | Ginny Turner | Winthrop, MA | 21 | 1215.8 |
| 16400 | Jack Kirkbride | Dayton, OH | 9 | 1288.3 | 7796 | Roy Terwilliger | Annapolis, MD | 21 | 1214.3 |
| 19336 | Bill Kreig | Indianapolis, IN | 17 | 1287.76 | 13900 | Edward Metzger | Akron, OH | 9 | 1213.9 |
| 13365 | Bob Feldman | Chicago, IL | 11 | 1286.6 | 18403 | Stan Traub | Iowa-NB SA | 28 | 1209 |
| 8643 | Rodney Taylor | Rochester, NY | 12 | 1286.2 | 11599 | Doug Rendall | Chautauqua, NY | 6 | 1208.8 |
| 14384 | Fritz Barnard | Wichita, KS | 10 | 1286 | 13015 | William Kennedy | Winchester, MA | 15 | 1208.6 |
| 18355 | Steven Reiman | La Crosse, WI | 10 | 1286 | 8383 | Bill Durbin | Portage Lakes, OH | 23 | 1208.35 |
| 16335 | Bill Thurston | Sea Cliff, NY | 16 | 1284.2 | 16288 | Dick Grant | Grand Rapids, MI | 7 | 1207.14 |
| 16245 | Martin Emerson | Colorado Springs, CO | 10 | 1283 | 16879 | John Brtel | Acton Lake, OH | 10 | 1207 |
| 10560 | Frank Barch | Keuka, NY | 11 | 1282.5 | 15166 | Craft Saunders | Tulsa, OK | 5 | 1207 |
| 18501 | Paul Levinson | Indianapolis, IN | 6 | 1281 | 16330 | Tom West | Atlanta, GA | 20 | 1206.3 |
| 9100 | John Elliot | Winchester, MA | 12 | 1279.4 | 16733 | Erv Janzen | Springfield, IL | 6 | 1205.6 |
| 16657 | Charlie Kuder | Springfield, IL | 7 | 1279.2 | 19337 | Emmy Kohler | Atlanta, GA | 24 | 1204.8 |
| 16548 | Collins Orton | Lake Merced, CA | 14 | 1278.9 | 12028 | Wade Redding | Chautauqua, NY | 9 | 1204 |
| 7371 | Janika Vandervelde | Green Lake, WI | 12 | 1277.25 | 17585 | Reed Hampton | Cranston, RI | 7 | 1200.14 |
| 13058 | Jerry Sams | Dallas, TX | 6 | 1277 | 17734 | Harold Tenney | Decatur, IL | 5 | 1198.6 |
| 13456 | Arthur Kenat | Lakewood, OH | 14 | 1276.4 | 17560 | Ralph Townsend | Indianapolis, IN | 30 | 1197.23 |
| 16698 | G.R. Caggiano | Winchester, MA | 19 | 1275.6 | 16766 | Bill French | Atlanta, GA | 23 | 1197.1 |

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| 17910 | Stephen Benner | Cowan, OH | 17 | 1197.1 | 19357 | Al Hartman | Iowa-NB SA | 34 | 1087 |
| 13378 | Tom Cheek | Dallas, TX | 12 | 1194 | 11900 | Larry White | Annapolis, MD | 12 | 1086.4 |
| 14118 | Gene Rex | St. Simons, GA | 5 | 1194 | 15083 | Tom Jetton | Iowa-NB SA | 28 | 1086 |
| 13207 | John Hotch | St. Simons, GA | 5 | 1194 | 18433 | Jim Schwerdt | Springfield, IL | 5 | 1079.2 |
| 14375 | Thomas Athanas | Diamond Lake, MI | 21 | 1193.7 | 7927 | Tom Robberson | Grand Rapids, MI | 16 | 1078.75 |
| 16132 | Gene Tragus | Dallas, TX | 53 | 1192 | 15221 | Scott Maddox | Diamond Lake, MI | 20 | 1077.7 |
| 8569 | Bo Cline | PYC, TN | 24 | 1192 | 18312 | Terry Loughlin | Green Lake, WI | 7 | 1077.42 |
| 13837 | Jim Robertson | Diamond Lake, MI | 6 | 1191.8 | 18939 | Scott Hughes | Iowa-NB SA | 17 | 1072 |
| 12567 | H. Roskell | Cheshire, Eng. | 24 | 1189.26 | 4578 | Dean Hearn | PYC, TN | 18 | 1070 |
| 19425 | Tom O'Flaherty | Cowan, OH | 6 | 1188.8 | 9869 | Cam Blazer | Lotawana, MO | 6 | 1070 |
| 11611 | Bob Henry | Dallas, TX | 12 | 1188 | 17550 | Floyd Hughes | Iowa-NB SA | 7 | 1069 |
| 14000 | Jay Cahill | Atlanta, GA | 17 | 1186.6 | 8085 | Linda Becker | Sea Cliff, NY | 5 | 1063 |
| 16409 | John Keefe | Chicago, IL | 14 | 1185.5 | 9315 | Roger L. Cunningham | Lincoln, NB | 8 | 1061 |
| 17136 | Walt Forsha | Denver, CO | 5 | 1185 | 12712 | Bob Smedley | Bow Mar, CO | 7 | 1061 |
| 17398 | Larry Fyffe | Fairview Park, OH | 12 | 1184.3 | 14123 | S. Grime | Cheshire, Eng. | 12 | 1059.42 |
| 15010 | Steve Donahue | Rochester, NY | 8 | 1183.9 | 17710 | Lew Barker | Annapolis, MD | 17 | 1058 |
| 9878 | Geoffrey Wilson | Bermuda | 13 | 1181.61 | 11468 | John Wesley | PYC, TN | 5 | 1058 |
| 14107 | Nuel Holman | Tulsa, OK | 5 | 1181 | 19399 | Dave Kerper | Diamond Lake, MI | 14 | 1056.4 |
| 16294 | Dick Frost | Bow Mar, CO | 11 | 1180 | 16929 | Buzz Weirich | Chicago, IL | 5 | 1051.2 |
| 11899 | David Broske | Akron, OH | 14 | 1179.6 | 11660 | David Cox | PYC, TN | 15 | 1051 |
| 12774 | James O'Hara, Sr | Rochester, NY | 9 | 1177.5 | 13932 | Hal Gifford | Iowa-NB SA | 29 | 1049 |
| 12591 | Tom Pfeiffer | Springfield, IL | 6 | 1177.3 | 9600 | Gary Lorch | Grand Rapids, MI | 11 | 1043.55 |
| 18505 | Ron Brockett | Atlanta, GA | 19 | 1172.5 | 16820 | Charles Bauer | Lotawana, MO | 9 | 1032 |
| 15501 | Moran | Winthrop, MA | 15 | 1171.7 | 10224 | Richard Leonard | Naugatuck, CT | 5 | 1027.1 |
| 7021 | Ralph Eldridge | Winchester, MA | 10 | 1170.8 | 11832 | Bernard Chiama | Keuka, NY | 6 | 1024 |
| 16805 | Mac McLish | Bow Mar, CO | 11 | 1169 | 18838 | Kerr Stevens | Lincoln, NB | 7 | 1022.4 |
| 9881 | Charles DeSilva | Bermuda | 10 | 1167.2 | 11450 | Guthrie Carrol | Lotawana, MO | 8 | 1018 |
| 14302 | Richard Swanson | Winchester, MA | 8 | 1166.1 | 10875 | R. Quick | Cheshire, Eng. | 16 | 1016.13 |
| 10482 | Martin Burnup | Atlanta, GA | 18 | 1165.9 | 14722 | W. Warburton | Cheshire, Eng. | 10 | 1016.1 |
| 18043 | Cliff Lynch | Springfield, IL | 7 | 1164.2 | 13887 | Janet Nastess | Annapolis, MD | 11 | 1013.6 |
| 11077 | Ron Hontert | Portage Lakes, OH | 7 | 1163.57 | 12503 | Philip Morse | Rochester, NY | 5 | 1011.8 |
| 12636 | Dave Rotz | Decatur, IL | 5 | 1156.8 | 14982 | Stan Kowalski | Indianapolis, IN | 17 | 1009.88 |
| 7116 | Bernie Rowe | Diamond Lake, MI | 11 | 1156.5 | 14312 | J. Clarkson | Cheshire, Eng. | 26 | 1002.9 |
| 16960 | Nelson Zackin | Middlebury, CT | 15 | 1156.1 | 16729 | Bill Stephenson | Indianapolis, IN | 27 | 1001.96 |
| 14978 | Donn Manly | Brighton, CO | 5 | 1153 | 14608 | Jay Wagener | Lincoln, NB | 15 | 1001 |
| 13674 | Dennis Craig | Lincoln, NB | 13 | 1152.6 | 17555 | Gerald Toohey | Iowa-NB SA | 34 | 995 |
| 19276 | George Boyd | Atlanta, GA | 6 | 1151.2 | 17214 | Lewis Lappas | Indianapolis, IN | 31 | 988.96 |
| 18650 | Dave Davis | Iowa-NB SA | 21 | 1150 | 10050 | Stanley Levin | Waterbury, CT | 7 | 979.3 |
| 8646 | Norman Carlson | Naugatuck, CT | 23 | 1149.4 | 18852 | Don Holmquist | Indianapolis, IN | 9 | 977.66 |
| 14288 | Bob Martin | Dallas, TX | 14 | 1149 | 13934 | Steve Hopkins | Denver, CO | 8 | 977 |
| 15168 | Edward Criddle | Cowan, OH | 5 | 1148.6 | 17098 | James Kæin | Akron, OH | 6 | 973.8 |
| 11888 | Dave Dixon | Dallas, TX | 17 | 1148 | 15109 | John Gudas | Annapolis, MD | 11 | 970.1 |
| 13650 | Randy Moore | Bow Mar, CO | 10 | 1146 | 15304 | Charles Chambers | Indianapolis, IN | 27 | 967.85 |
| 14307 | George Rood | Iowa-NB SA | 37 | 1145 | 17119 | Wolf Goethert | Iowa-NB SA | 28 | 967 |
| 13188 | Donald Johnston III | Grand Rapids, MI | 14 | 1143.14 | 14690 | Skip Armstrong | Diamond Lake, MI | 17 | 961.9 |
| 13999 | Jim McMath | Winthrop, MA | 10 | 1140.3 | 18114 | George McCord | Indianapolis, IN | 18 | 953.44 |
| 15556 | H. Ashworth | Cheshire, Eng. | 16 | 1140.25 | 17468 | George Van Mater | Annapolis, MD | 5 | 952.8 |
| 11700 | Mary Jane Bumby | Green Lake, WI | 6 | 1140.16 | 13208 | Don Dolan | PYC, TN | 22 | 946 |
| 14589 | Frank Heinisch | Iowa-NB SA | 37 | 1140 | 16081 | Kelton Slane | Portage Lakes, OH | 5 | 939.4 |
| 18108 | Brian Wasung | Cowan, OH | 13 | 1140 | 18391 | Richard Richter | Cincinnati, OH | 8 | 936.9 |
| 11948 | Marshal McCuen | Indianapolis, IN | 22 | 1135.45 | 8438 | Joe Arrington | Lincoln, NB | 8 | 933.1 |
| 16413 | Paul Tuerk | Indianapolis, IN | 6 | 1133 | 18395 | Perry Williams | Iowa-NB SA | 21 | 927 |
| 18330 | Bob Christensen | Crystal Lake, IL | 9 | 1132.3 | 17178 | R. Bootherton | Cheshire, Eng. | 6 | 918.83 |
| 18248 | Bert Perry | Diamond Lake, MI | 11 | 1128.3 | 11634 | Chris Kibler | PYC, TN | 12 | 916 |
| 17465 | Jill Gore | Diamond Lake, MI | 17 | 1127.9 | 18833 | Dave Miller | Diamond Lake, MI | 11 | 905.5 |
| 17681 | Don Frank | Dallas, TX | 11 | 1124 | 11815 | Byron Oberst, Jr. | Iowa-NB SA | 9 | 903 |
| 16111 | John W. Bengston | Lincoln, NB | 13 | 1122.3 | 18636 | Ed Connors | Iowa-NB SA | 12 | 898 |
| 9007 | Kathy Bronaugh | PYC, TN | 24 | 1122 | 7881 | Bob Harris | Annapolis, MD | 7 | 887.7 |
| 16345 | John Bollinger | Portage Lakes, OH | 9 | 1120.44 | 10663 | Bob Boxley | Indianapolis, IN | 11 | 887.18 |
| 17459 | Bill Clayton | Indianapolis, IN | 13 | 1118.84 | 12959 | Bob Hallisey | Winchester, MA | 5 | 885.2 |
| 16482 | Jack Randall | Springfield, IL | 14 | 1117.7 | 15946 | Pat Toohey | Iowa-NB SA | 11 | 880 |
| 16308 | Michael Craig | PYC, TN | 23 | 1117 | 18347 | Gene Hains | Diamond Lake, MI | 20 | 878.4 |
| 18912 | Mike Glauberman | Indianapolis, IN | 21 | 1116.47 | 11174 | Robert Dobson | Cincinnati, OH | 6 | 840.7 |
| 16804 | Jim Emrick | Bow Mar, Co | 12 | 1112 | 15761 | Tom Fortune | Iowa-NB SA | 26 | 831 |
| 7617 | Robert Eddy | Winchester, MA | 6 | 1111.5 | 14689 | Bob Jones | Iowa-NB SA | 25 | 829 |
| 16684 | J.C. O'Donnell | Atlanta, GA | 13 | 1109.8 | 17930 | Jeff Coppes | Diamond Lake, MI | 9 | 822.6 |
| 18644 | Charles Kenney | Springfield, IL | 8 | 1109 | 16490 | Jim Fisher | Annapolis, MD | 9 | 816 |
| 18501 | Carl Levinson | Indianapolis, IN | 7 | 1108.71 | 15510 | Geoff Hogan | Annapolis, MD | 5 | 790.8 |
| 15208 | Berg Keshian | Winchester, MA | 5 | 1108 | 17509 | Dave Pitchenik | Indianapolis, IN | 6 | 786 |
| 19006 | Bud Sipe | PYC, TN | 23 | 1107 | 18637 | Br Miller | Iowa-NB SA | 15 | 767 |
| 17166 | George David | Lincoln, NB | 14 | 1106 | 15704 | Mark Reitz | Annapolis, MD | 6 | 713.3 |
| 18397 | Dick Nerad | Diamond Lake, MI | 8 | 1104.1 | 18444 | Mike Ciegelski | Iowa-NB SA | 22 | 713 |
| 13152 | Robert Williams | Livonia, MI | 5 | 1103.6 | 12766 | Bob Coddington | PYC, TN | 6 | 708 |
| 12608 | John Thomas | Iowa-NB SA | 24 | 1101 | 13186 | Dick Bunting | Iowa-NB SA | 8 | 658 |
| 16711 | Bob Blomquist | Annapolis, MD | 9 | 1100.3 | | | | | |
| 13641 | Allan Vorel | Grand Rapids, MI | 10 | 1099.5 | | | | | |
| 18068 | Larry Lasek | Indianapolis, IN | 8 | 1095.25 | | | | | |
| 11109 | Bob Rogers | Indianapolis, IN | 11 | 1093 | | | | | |
| 17623 | Davin Hanning | Rochester, NY | 9 | 1090.4 | | | | | |
| 17116 | Joe Spearing | Iowa-NB SA | 34 | 1089 | | | | | |
| 7025 | Larry L. Briggs | Lincoln, NB | 19 | 1087.8 | | | | | |

Bells Wanderings



by Ted Wells

AUGUST 1972

GADGETS

Buzz Lamb remarked a while back that he could remember when the boom vang was the ultimate in go-fasts and wondered if the 747 type control consoles we now have are really all that good. I think they are. At least, they give you plenty of opportunity to relieve nervous tension while racing by fiddling with things - and they really do add interest to racing and allow skilful use to contribute to unproved racing performance.

The boom vang has progressed from just a piece of line subjecting the boom to slight restraint to the present where at least a three part system in considered necessary, and a four part system is highly desirable. My latest mod program has a two part dacron line system on the end of a four part steel system. It really holds the boom down without much effort on the part of skipper or crew.

The jib halyard is an adjustable go-fast to a degree - some people go so far as to adjust the mast rake this way. I leave the mast rake constant, but have a four part system hooked to the end of the halyard. A crank and screw system or a winch can be used - tightening enough to keep the luff wire straight. A winch will also work, of course.

The reacher was chronologically probably the next go-fast, the original reacher being only a hook at the sheer. The only problems with these simple systems are that the crew can get pants hung up (unless the hooks are retractable) and it is difficult to get the sheet on or off of the hook in high winds when needed most. I solved this problem long ago by running the sheet through a glass awning ring just before it goes through the fairlead. The awning ring was attached to a line through the deck to a convenient cleat. A better system is a nylon thimble spliced into $\frac{1}{4}$ " line, which attaches to $\frac{1}{16}$ " cable after going through the deck. The cables lead to the bottom of the centerboard trunk, where they are spliced to a small block. A piece of $\frac{1}{4}$ " line runs

from the top of the trunk or main sheet cleating post down through this block and back up to a cleat. This gives a two to one advantage and pulls both sides on at once. Leaving the reacher on results in very poor pointing ability when you forget it before the beat.

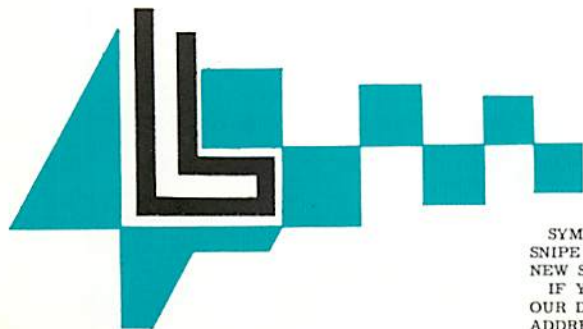
The next gadgets added were, I think, cloth downhauls to result in adjustable luff jibs and mains - the so-called "Cunningham hole" rig providing the latter, while the tack of the jib just slides up the luff wire or is pulled down against a stop to provide the latter. Don't try a Cunningham type rig on the jib - it isn't legal and doesn't work very well either. These rigs do not require too much mechanical advantage - depending on the individual sail, a two to one advantage will be adequate generally - certainly no more than four to one.

Some time ago, people got very excited about pulling the mast forward, necessitating setting a limiting height at which the forward puller could be attached (Option #12 under paragraph 8). After a while, it dawned on everybody that in a high wind the mast went forward by itself when running before the wind with the pole out, and in light winds the main function was as an anti-rattler which could be accomplished either by the crew sitting against the mast, or with no more than a two-part system attaching not far above the deck. Simultaneously with this realization came the idea of pulling the mast aft on a reach. This is sort of a double go-fast - the luff of the jib is kept from sagging off to leeward, and the leeward stay does not cut into the main. The mast aft puller can be left on when going to windward, serving as an anti-rattler in light winds while it also keeps the jib luff straight, and it will reduce mast bending somewhat in high winds. Present mast aft pullers generally have eight to one mechanical advantage or greater. This apparatus is subject to great stress if left on when going dead before the wind. Fortunately, the line generally pops out of the cleat before any damage can be done.

Quite a while ago, it was considered essential to let the tack of the jib go flying up a couple of feet in the air when running before the wind. I haven't seen this done for a long time.

None of these go-fasts are very complex or expensive and I believe they are worth the effort. It just occurred to me - the adjustable mainsheet bridle is another simple go-fast. Perhaps the Editor can remember when Dick Tillman (right?) wrote an article on it and tell where to find it.

Editor's note: I should have known better than to ask an engineer a question like that. Equal time will be given to any cost accountant. See November 1971 BULLETIN for Tillman's article on travelers.



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PROPOSED AMENDMENTS TO CONSTITUTION

In accordance with section 23 of the Constitution, the following amendments have been received:

AMENDMENT TO SECTION 29. RULES AND INTERNATIONAL RULES COMMITTEE

Wording: Add as a second sentence under Section 29 of the Constitution:

"One of the members of said committee shall be a professional boat builder."

AMENDMENT TO SECTION 23. BOARD OF GOVERNORS

Wording: Add as the second paragraph of Section 23 of the Constitution:

"The six members-at-large of the Board of Governors shall be from the USA and shall be elected by the districts containing the fleet of which they are members. They shall be elected for three-year terms, on the following schedule: To be elected in 1972 to serve from January 1, 1973 to December 31, 1975 by Districts 1 & 2. To be elected in 1973, to serve from January 1, 1974 to December 31, 1976 by Districts 3 & 4. To be elected in 1974, to serve from January 1975 to December 31, 1977 by Districts 5 and Districts 6 & 7 combined."

Cont. from Page 4

A secondary reason for the close competition enjoyed by those who race Snipes, is the amount of sail area. It is neither too much nor too little. The Snipe can be sailed by two average size people and not be overpowered in a blow. Conversely, the boat performs equally as well in light air more or less regardless of crew weight. Examples of other boat performances are:

Soling - requires two gorillas.

Tempest - requires one gorilla.

470 - needs skipper and crew at 150 pounds.

Lido 14 - limited to 300 pounds (heavy man should be forward.)

Finn - needs skipper of at least 170 pounds.

Some Snipe sailors would like to see an increase in sail area and a spinnaker. This would require larger crews much the same as the boats mentioned above, which could be a detriment to the class in so far as popularity is concerned. As far as the spinnaker is concerned, this has been tried years ago with little popular support.

The IYRU is currently considering, as an Olympic class, a tactical 2 man centerboarder such as the Snipe. The reason the Snipe is a great boat from the tactical standpoint is because it is not over-canvased or underweight. Shouldn't it be kept that way?

The IYRU Class Policy and Organization Committee who met in May in Denmark, made no recommendation to the IYRU Permanent Committee on what 2 man centerboarder should be added to the 1976 Olympics. It appears that the Snipe is being seriously considered, but the International 470 is perhaps the favored choice. Other classes recommended were Soling, Tempest, Flying Dutchman, Finn, and perhaps the Laser. It is up to the Permanent Committee, meeting in November following the 1972 Olympics at Kiel, to make the final selection. Regardless of whether Snipe is selected, let's keep our boat as a tactical one and a simple and fun boat to race.

Dick Tillman
Commodore

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FOR SALE - SNIPE 9999 Varalyay glass covered red cedar hull, stainless board and bilge pump, compass, laminated spruce spars, wire halyards, top and bottom covers, steel trailer \$700. Tom Frost, Box 150, Ventura, CA 93001

FOR SALE - New Custom Built Snipe 18396. 1½ years in building, raced only 12 times, minimum weight, Lofland fiberglass, Bahama Blue hull, Custom built African mahogany deck and floor, Flush mounted compass, all Harken ballbearing blocks, Proctor EX, Levinson inland lake sails, mast raker and puller, jib downhaul, special traveler, aluminum daggerboard, custom full cover. This boat has everything. \$1600. Bob Kagel, 15 Balsam Parkway, Sparta, NJ 07871. (201) 729-5036

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SNIPE 16220. North sails, full cover, all mahogany finish. Used two years. W. F. Stackhouse, Ashville, NY. (716) 763-9714.

FOR SALE - CHUBASCO SNIPE 18009. Self rescuing. Compass. Trailer. Two Covers. Two suits Levinson sails, one medium, one full. Excellent condition. \$1800. Robert Jarasek, 1909 Hines Hill Rd., Hudson, OH 44236. (216) 653-9527.

FOR SALE - SNIPE 8053. Good condition, ready to sail. Dacron sails. \$400. John Bowen, 723 Woodside, Ripon, WI. (414) 748-6745.

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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.

Sanctioned Snipe Regattas

AUGUST 2-6 EUROPE AND AFRICA JUNIOR SNIPE CHAMPIONSHIP. Real Club Natico of Alicante, Spain. 5 entries from each country-free lodging at local hotels.

AUGUST 5-6 ONTARIO OPEN, Oakville YS, Anne Crook, P. O. Box 144, Oakville, Ontario, Canada.

AUGUST 5-6, PROVINCE OF ONTARIO CHAMPIONSHIP, Anne Crook, 263 Sandwell Dr., Oakville, Ontario, Canada.

AUGUST 5-6, DIAMOND LAKE JUNIOR OPEN, Bud Leonard, 9750 S. Utica, Evergreen Park, IL 60642

AUGUST 11-13, INTERNATIONAL REGATTA OF PORTOROZ, Yacht Club "Pirat," 66320 Portoroz, Yugoslavia.

AUGUST 11-12 U. S. JUNIOR NATIONAL CHAMPIONSHIP, Ft. Gibson, Oklahoma. Jack Zink, P. O. Box 7388, Tulsa, OK 74105.

AUGUST 13-17 U. S. NATIONAL CHAMPIONSHIP, Ft. Gibson, Oklahoma. Measuring Aug. 10-12. Crosby, Heinzerling and Wells starting August 13. Jack Zink, P. O. Box 7388, Tulsa, OK 74105

AUGUST 19-20, BOARD OF GOVERNORS INVITATIONAL, Quassapaug Yacht Club, Edmund J. Daly, 193 Clough Rd., Waterbury, CT 06700.

AUGUST 20-25 CANADIAN NATIONAL CHAMPIONSHIPS, Barrie Yacht Club, Aug 20-21 measuring and tune up, Aug 22-24 5 race championship series. Aug 25 spare day. Dr. Bill Evans, 7 Vine Crescent, Barrie, Ontario, Canada.

AUGUST 26-27, CHAMPAGNE REGATTA, Robert Wightman, 135 E. William St., Bath, NY 14810

AUGUST 26-27 HOOSIER HARVEST, Muncie Fleet, Steve Barb, 400 Chiniquapin Way, Muncie, IN 47304

AUGUST 26-27, DEVIL'S NEST ANNUAL, Lewis and Clark Lake, Daniel Bockelmann, 5610 Nicholas St., Omaha, NB 68132.

SEPTEMBER 9-10, HOSPITALITY REGATTA, Weatherby Lake Snipe Fleet, Hanns H. Hagen, 9909 NW 74th, Kansas City, MO 64152.

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

SEPTEMBER 16-17, MASSACHUSETTS BAY OPEN, Mass Bay Fleet, R. F. Wood, 36 Sagamore Ave., Winthrop, MA 02152.

SEPTEMBER 16-17, JOE RAMEL MEMORIAL Regatta, Lotawana Snipe Fleet, Marian Petersen, L-12 Lake Lotawana, Rt. 1, Lee's Summit, MO 64063.

SEPT. 16-17 CHICAGO INDIAN SUMMER, Louis Spencer, 8635 S. 84th Court, Hickory Hills, IL 60457

SEPTEMBER 23-24, LAST CHANCE, Crystal Lake, Terry Gilkinson, 231 Lake Shore Dr., Crystal Lake, IL 60014.

OCTOBER 7-8 OXFORD INCIDENT and OHIO OPEN CHAMPIONSHIP, Acton Lake, Robert L. Hill, 11422 Pippin Rd, Cincinnati, OH 45231.

OCTOBER 21-22, GEORGIA STATE OPEN, John T. Friis, Box 2551, Valdosta, GA 31601

OCTOBER 28-29, HOSPITALITY REGATTA, John L. Whitfield, Jr., Box 4282, Jackson, MS 39216

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