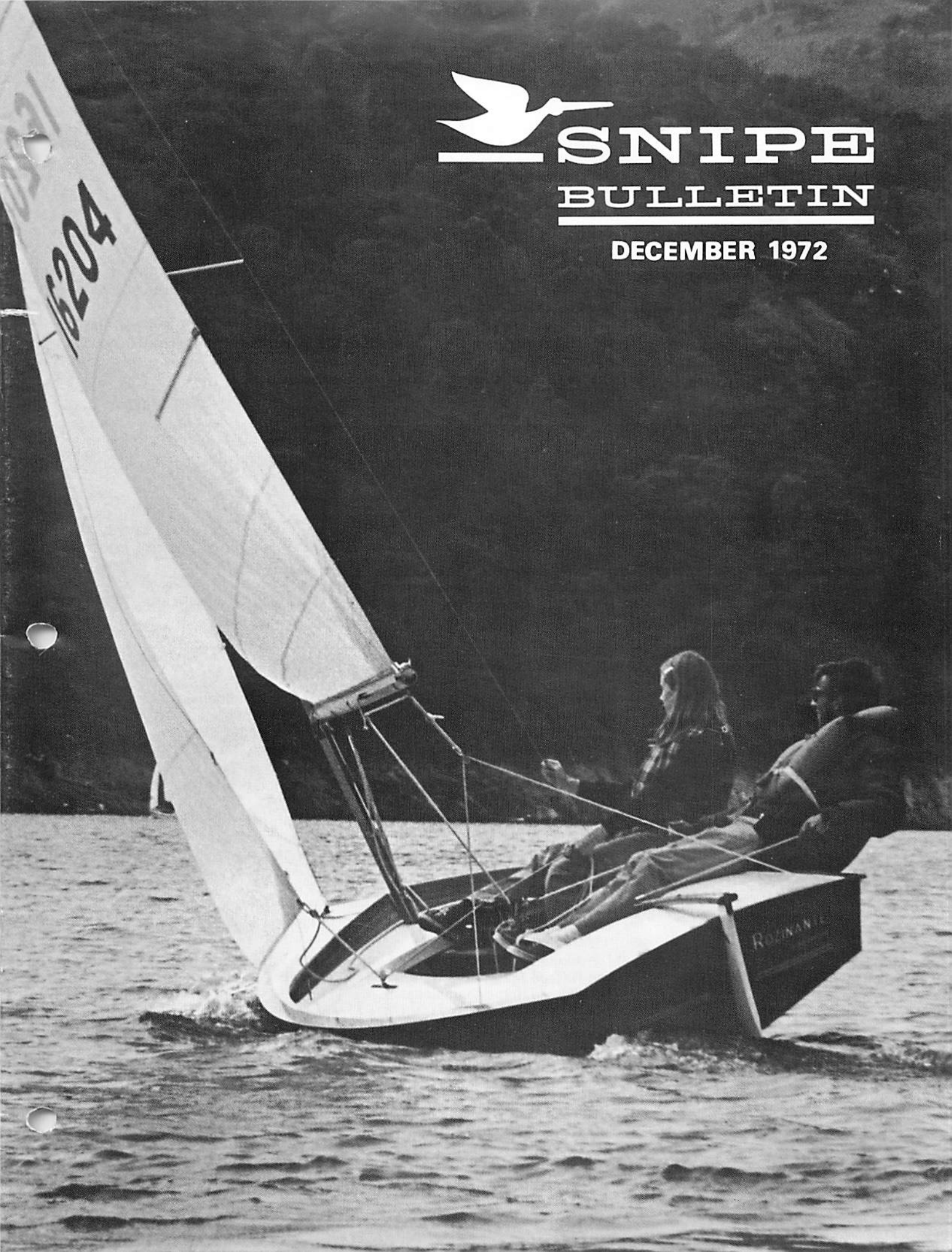




SNIPE
BULLETIN

DECEMBER 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. Bandy booms waste power.

The 1972 Cobras will also have some new equipment —

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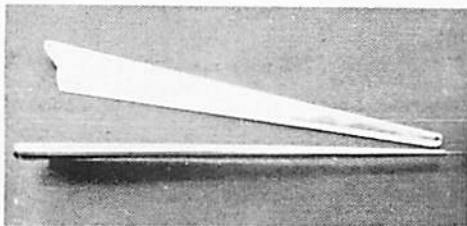
Unrigged with Hardware — Hardware includes goose neck, spreaders and bands. Bottom cup, main halyard sheave and hound fitting with jib halyard sleeve.

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

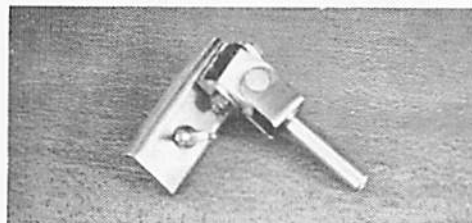
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Rigged Boom\$75.00



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

Price \$12.00

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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.

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



ELMS SAILS

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THE STARTING LINE — take careful attention to detail

A proper starting line is a great thing for a good race. A clear description for this is given on page 125 of the SCIRA RULE BOOK. The 85° line, with its 5° advantage to the leeward end, allows the greatest number to start on the line, on time, with relatively clear air. If the weather mark is as it should be, straight to weather, there should be very few other reasons which might make starters tend to bunch up on one end of the line or the other.

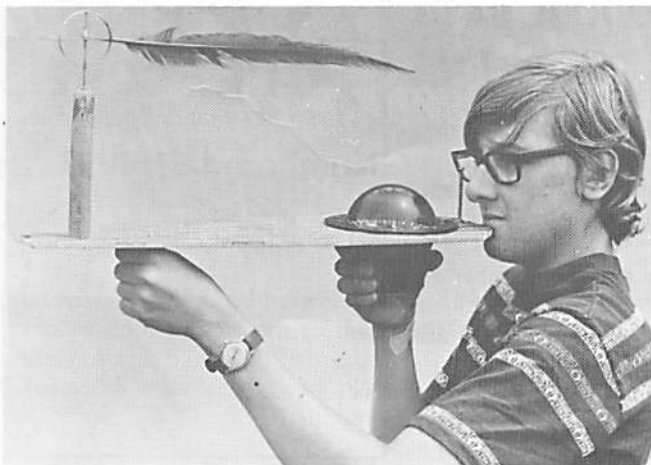
Many circumstances can exist which make setting such a line difficult. It is difficult to determine accurately the exact prevailing wind direction and then to calculate the 85° angle from the committee boat to the buoy at the other end of the line. Sighting with a blowing piece of yarn and a hand-held compass gives a good estimate. I believe this can be improved upon by some such device as the one pictured. Someone in your fleet probably will have a spare compass or one which can be lifted from a boat for the regatta. The wind feather is inexpensive, and the mounting can be as pictured, or perhaps you may know a better way.

In use it is possible to establish quite closely the prevailing wind direction, then swing the 85° to port, lining up the near sighting pin, the proper compass card heading, the slot in the far sighting post, and hopefully the buoy at the other end of the starting line. If your buoy is to starboard, you can make the angle 95°.

We have used this line setter. While I am not sure it sets a better line, the competitors tend to be mightily impressed by the apparent scientific competence and concern of the race committee. Of course, nothing but providence will help you if the wind is shifting about.

*Dr. Robert Schaeffer
Past SCIRA Commodore*

Unique line setter incorporates hand-held compass and wind feather — an inexpensive device that will enable setting a better starting line for your next Snipe regatta.



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...the reason why

On the day of a race, you have a pretty good guess as to what wind strength to expect, but are any of us right more than 2 out of 3 times? Even when we are basically right, what race doesn't have its share of puffs and lulls? Over a season of racing, we feel that a boat with an adjustable, all-weather suit of sails will perform better than one which has a number of special-purpose sails (such as light, medium and heavy weather mains). We love to catch the guys with their light air sails on when the breeze freshens steadily during a race—or even better—get them out there with the flat boards on and have the wind poop half-way up the first leg.

Some people have nightmares about these things—we have dreams about them.

We certainly make special purpose sails but think they should augment an all-weather set, not replace it. Unless you are a very heavy competitor or sail frequently in extreme conditions, you can likely do without special condition sails and just stick with the all-weather suit.

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SNIFE BULLETIN

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

DECEMBER 1972

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THE COVER

The cover was one of the prize winners in last summer's contest. Photographer Carl Anerson caught skipper Jerry Weber and crew Emily Beerden on a beautiful point of sail. They were sailing on Del Valle Reservoir near Livermore, California.

Since this is the Christmas issue, you should be aware that all the trees in the background are Christmas trees.

THOUGHTS WHILE SAILING

One of the things that makes Snipe a great boat is the fact that it can be built and successfully sailed by individuals. The boat was originally designed for the home builder and the conversion to fiberglass has provided a means of sailing to those who do not want to work on their boats.

There are many wood boats around that can be remodeled and still be very competitive. A case in point is presented in this issue. Our good friend Larry White, now sailing in the Miami fleet, acquired Snipe 11900 which was built by Al Kroeger in 1958. He thoroughly re-worked the boat and is now sailing it competitively. His final product is a thing of beauty.

For those of you who have older boats and can use a few hand tools, we recommend this as a course of action. Larry has done a real good job of documenting and writing about his project.. The article should prove a fine guide to those who follow suit.

THE COMMODORE SAYS

As we approach the finish of another year it is time to reflect on the course over which SCIRA has travelled, and perhaps chart a new heading for the year to come.

Of significance are the number of people who have become new members of SCIRA and the new fleets which are a combination of old and new members. Many of the new members are juniors and they are the ones who will be enjoying Snipes for years to come and who

will eventually assume leadership of SCIRA.

Many veteran Snipers have taken a renewed interest in the boat because of the "modernization" of the cockpit and the lighter weight of the boat. It handles easier and performs better; it is easier for the crew to tack and a safer boat to race.

The International Snipe has kept up with technological developments, making changes when necessary but always keeping in mind the best interests of the class. The boat appears to be stabilized at present and there is every reason to believe the class will continue to grow as it has for the past 41 years. An annual growth of 500 boats over this period is a record any class would be proud of.

Quantity should not be the sole determinative of a successful class, however. The prestigious classes are those which have the best competition. SCIRA must continue to attract the top sailors of the world by organizing first rate championships and inviting and encouraging top sailors from other classes to compete with us. We should also make every effort to send our own top junior and senior sailors to other countries for International competition. These are areas where I hope the class can show progress in the future.

I have enjoyed being your Commodore and a part of a large and fine organization. I appreciate the contributions and support of the dedicated and conscientious members of the Board of Governors, and the support of each SCIRA member. Good sailing and best wishes for a happy year to come.

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Great for the beginning Sniper
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THE SCORE

Numbered SNIPES—20307

Chartered Fleets—724

Forty-nine numbers were issued during the month. Finland took 30, U.S. 14, England 3 and Argentina 2. No new fleets were chartered this month.

"of shoes and ships and sealing wax, of cabbages and kings"

During the long winter months when you can't get in actual sailing practice, perhaps you can work on "One Upsmanship" or in modern terminology how to "psych out" your opponents. There are several phases of this technique but most important is verbal repartee. Surfing, skiing, football — all have their own language, and sailing is no exception.

Mastering the cliches and then casting those pearls appropriately will improve your position. Maybe even afloat as well as ashore!

The following terms should be mastered by an aspiring "upsman."

Turkey: a tailender or a boat or skipper easy to beat.

Hole: a place on the course where there is no wind.

Go-fast: (noun) a gadget for increasing speed.

Smoke: to move fast compared to others.

Bomb out: to finish poorly.

Take gas: to be in the backwind or bad air of another boat.

Buried: a hopeless position, particularly at the start.

A goof: a poor tack or maneuver.

Knock: a header.

In phase: tacking in rhythm with wind shifts.

Go fast: (verb) an encouraging greeting or well wish to another sailor.

To be sat on: to be covered tack for tack by an opponent.

Ace: numero uno in a race.

Bullet: an ace.

Tanked: a hopeless position.

Slug: a slow boat.

Chomping: coming up on an opponent.

Example: "I was really smoking that turkey when I had to take gas from some slug who sat on me, after which I sailed into a hole and really bombed out, otherwise I would've had a bullet!"

Amen.

Buzz Levinson

Miami Mid-Winters 1st
 South American 2nd
 North American 1st
 Florida Championship 1st
 Commodore Rasco Regatta 1st, 2nd, 3rd
 Japanese Nationals 1st
 Spanish Nationals 1st
 Swedish Nationals 1st
 Pan American Championship 2nd
 U.S. Nationals 2nd and 4th
 Plus other local and district regattas



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SCIRA

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Variety Spices Indian Summer Regatta

The 7th annual Indian Summer Regatta was held September 16th and 17th on unpredictable 'ol man' Lake Michigan. Thirty boats registered on what appeared to be a beautiful day, but by starting time the S. W. winds had picked up to 20-25 knots and only sixteen skippers ventured to start.

At the end of the first leg of the 4-1/2 triangular course, the wind had picked up to in excess of 30 knots with gusts of 40 knots recorded by the Race Committee Boat. Numerous capsizees followed and even though most boats were able to right themselves, only six boats, led by Frank Pontious, actually finished.

Sunday morning brought signs of the same wind and many of the lighter crews retired to solitude to discuss mutiny. In the end, fourteen boats left the harbor only to be greeted with a dead calm and flat seas. All boats were towed to the starting pin as a 6 knot breeze picked up from the N.E. and the second and third races were run without incident. Don Hite took honors in the second race and John John won the third.

Terry Timm won the regatta with a consistent 5th, 2nd, 2nd. Don Hite followed with 6th, 1st, 5th, and Frank Pontious was 3rd with 1st, 4th, 8th.

*Lou Spencer
Chicago, Fleet # 86*

Indian Summer Regatta Snipe Fleet No. 86

BOAT	SKIPPER	CLUB	RACES (1-2-3)	PTS.	FIN.
19386	Terry Timm	Ann Arbor, Mich.	5-2-2	16	1
19267	Don Hite	Pontiac, Mich.	6-1-5	21.7	2
17163	Frank Pontious	Diamond Lake, Mich.	1-4-8	22	3
20006	John Johns	Ann Arbor, Mich.	DNF-3-1	26.7	4
19447	Dan Wesselhoft	Peoria, Ill.	4-7-7	34	5
19715	John Stanley	Crystal Lake, Ill.	3-9-9	35.7	6
16103	Dick Schmidt	Ann Arbor, Mich.	DNF-5-3	36.7	7
15301	Allen Quirk	Chicago, Ill.	2-DNF-14	43	8
19388	George Drake	Pontiac, Mich.	DNF-6-6	44.4	9
19361	Jim Guthrie	Richmond, Ind.	DNF-11-13	57	10
17395	Steve Orr	Gross Point Farms, Mich.	DNS-8-4	58	11
19718	Brian Sherry	Chicago, Ill.	DNS-12-10	70	12
19618	Lou Spencer	Chicago, Ill.	DNS-10-12	70	12
19278	George Howell	Richmond, Ind.	DNS-13-11	72	14



Just after the start of the first race of the Indian Summer Regatta, winds were about 20 knots and offshore, which accounts for the light chop.

District III Junior Title Held at Muncie

The Muncie and Richmond Fleets were hosts to the District Three Junior Championship July 15 and 16 at the Prairie Creek Reservoir, Muncie, Indiana.

The Skippers meeting was held at 12:00, but the first race was delayed to allow an extremely threatening front, carrying winds and rain, to blow over. Blow over it did. Winds, estimated to be from sixty to seventy miles per hour, blew and the rain poured down for what seemed to be an endless time.

Fortunately, none of the boats there for the regatta were damaged. Finally, at 3:00 p.m., the front had blown over, the helpful young skippers and their crews had righted ten docked club boats, and the imaginative race committee, the spectators, and the sailors were eager for the races to begin.

The first race, a triangular course, sailed under eight miles per hour winds, was won by Jeff Jones from Diamond

Lake. The second place went to Lee Griffith from Acton. Paul Levinson, of Indianapolis, came in third.

The second race (believe it or not, a thirteen leg triangular course) was won by Carl Levinson of Indianapolis. The second place went to Val Simhauser of Springfield, and the third place went to Steve Orr of Detroit.

Both Sunday races were sailed in lighter air. The first race was profitable only to those who stayed on starboard after the start. First place went to Jeff Troegar of Diamond Lake. Dave Wesselhoft, of Peoria, came in second. Tom

Sly, of Decatur, Illinois, won third place.

The second race on Sunday was won by Lee Griffith of Acton. The second place went to Carl Levinson of Indianapolis, and Jeff Troegar, of Diamond Lake, was in third place.

Lee Griffith, First Place Winner, proudly carried home the Hook Traveling Trophy. Other winning skippers were: Jeff Jones, Carl Levinson, Steve Orr, Val Simhauser, Jeff Troegar, Dave Wesselhoft, Tom Sly, Bob Hill, and Paul Levinson. — *Mark Constant, Muncie Fleet No. 557*

DISTRICT 3 JUNIOR CHAMPIONSHIP

BOAT	SKIPPER	CLUB	1	2	3	4	POINTS	FINISH
20004	Lee Griffith	Acton	2	10	5	1	29	1
17470	Jeff Jones	Detroit	1	5	7	4	31	2
19914	Carl Levinson	Indianapolis	10	1	11	2	36	3
17396	Steve Orr	Detroit	9	3	4	6	40.4	4
18039	Val Simhauser	Springfield	4	2	15	7	45	5
16953	Jeff Troegar	Diamond Lake	15	13	1	3	45.7	6
18899	Dave Wesselhoft	Peoria	6	11	2	17	54.7	7
18887	Tom Sly	Decatur	12	12	3	10	57.7	8
18120	Bob Hill, Jr.	Acton	11	4	13	8	58	9
18501	Paul Levinson	Indianapolis	3	6	12	19	60.4	10



Showing hardware and lots of smiles at Governor's Cup Regatta are these winners: from left, standing - Buzz Levinson, Dan Wesselhoft, Don Hite, Terry Timm, Dick Schmidt; kneeling - Carl Levinson, Joann Wesselhoft, Gail Nelson, Marie Lucas, Gwen Gordon.

Governor's Cup Regatta Won by Don Hite

The Governor's Cup Regatta held on June 10 and 11, 1972, by Snipe Fleet 91 at Island Bay Yacht Club, Springfield, Illinois, was acclaimed an outstanding success by the 31 entrants.

Don Hite, of Detroit, and his crew, Gail Nelson, captured the governor's cup and silver trays awarded to skipper and crew for first place. Awards for the next four places were taken by Buzz and Carl Levinson, of Indianapolis; Terry Timm and Marie Lucas, of Ann Arbor, Michigan; Dick Schmidt and Gwen Gordon, of Ann Arbor, Michigan; and Dan and Joann Wesselhoft, of Peoria, Illinois.

Winds of 15, gusting to 20, on Saturday with frequent shifts, resulted in several equipment failures and capsizes. By unanimous consent the third race scheduled for Saturday was cancelled to avoid sheer exhaustion on the part of skippers and crews.

Winds moderated Sunday to 10 to 12, but frequent shifts required constant attention during the last two races.

Visiting contestants were highly pleased with the hospitality of the home fleet in sponsoring a regatta with trophies, beer truck, and club facilities, but with no entry fee other than a \$1.00 donation to SCIRA District 3.

GOVERNOR'S CUP REGATTA

BOAT	SKIPPER-CREW	RACES	POINTS	FINISH
19267	Don Hite-G. Nelson	1-2-2-2	9	1
19914	Buzz Levinson-Carl Levinson	3-3-4-1	19.4	2
19386	Terry Timm-Marie Lucas	5-4-1-4	26	3
16103	Dick Schmidt-Gwen Gordon	10-7-3-3	40.4	4
19447	Dan Wesselhoft-Joann Wesselhoft	4-1-6-17	42.7	5
1886	Bill Coberly-Marg Coberly	9-5-5-6	46.7	6
19400	Bob Rowland-Sandy Rowland	8-6-18-5	59.7	7
20006	John Johns-Pam Johns	6-8-16-7	60.7	8
19715	John Stanley-Ed Schaefer	7-11-14-8	64	9
19271	Chris Stump-Dave Rotz	15-10-10-20	79	10
18926	Lou Dixon-John Dixon	14-14-12-15	79	11
13023	Ed Probeck-Sarah Probeck	16-9-13-19	81	12
13020	Paul Dovey-Crickett Gray	11-NF-7-10	83	13
19844	Frank Vincent-Vera Vincent	17-15-19-9	84	14
15400	Dave Crookston-Kathy Crookston	18-13-8-22	85	15
15509	Dave Congdon-Barb Cox	20-16-20-13	93	16
19388	George Drake-Michele Manning	NF-12-15-14	96	17
19432	Dave Chapin-Paul Presney	NF-18-9-16	98	18
19722	Pat Doyle-Mike Costello	12-NF-21-12	100	19
18887	Bill Buckles-Walt Simhauser	NF-NS-11-11	108	20

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(1/2 actual size)

Red Snipe and white sailboat on light and dark blue background with yellow letters and border. Either on felt or washable cotton twill. Size 3" x 3 1/4".

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A smaller size 2 1/8" x 2 3/4" for caps, etc., but in felt only - \$1.50

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"Flight of the twelves." Scenic landscape frames Snipes in the Third South Brazilian Championship.

Record Fleet Sails in South Brazilian Championship

Seventy-four Snipes, an all-time record for a single one-design class in Brazil, competed for the Third South Brazilian Championship, including entries from seven states of Brazil and Roberto Salvat SCIRA Western Hemisphere Secretary from Argentina, and Jose Torre from Uruguay. Claus Cordes with his wife Hanny as crew won the Championship.

The first race was held on September 7 in very light wind and was won by Joao Pedro Rheinhardt, Pan-American gold medalist, sailing a Bruder "2nd. serial" Snipe (problems noted on the World Championship Bruders have been eliminated in this new model).

On the second day two races were scheduled, but only the morning race was held, again in very light wind, which died completely right after the last boat was in, preventing further sailing that day. The winner of the 2nd race was Waldemar Bier, in a wooden Snipe built for the World Championship in Porto Alegre, with a Bruder mast.

On the last day the wind freshened to 12 to 15, with gusts to 18 and both races were held in the morning — a wise decision since the afternoon winds died again to a drift. The third race was won by Boris Ostergreen and the 4th by Claus Cordes. Both Claus and Boris have wooden Snipes with Bruder aluminum masts.

Claus and Hanny Cordes were first, J.P. Reinhardt, and R. Christian second, Waldemar Bier and J. Schertel were third, Boris Ostergreen and L. Penter fourth, and Paulo Paradedda and Ricardo Ruhl were fifth.

Luckily, the National Secretary for Brazil, Flavio Caiuby, is a member of the fleet and largely through his efforts the event was a huge success. Jose Evaristo San Roman was SCIRA representative, the R.C. was Luiz Chagas, Gastao Altameyer and Walmor Sores. Starting

lines were perfect and took the number of boats into consideration. The protest committee was Clio Guimares, Mario Bandeira and Teodoro Beckman. The main boat hangar was emptied of other classes so that the Snipes could use it. Bruder Spars had a temporary shop and there were also a carpenter and painter at the disposal of the contestants who needed them.

Food and lodgings were provided for everybody and the "Iate Clube Santo Amaro", a nearby club which shares the reservoir with "Clube de Campo" gave precious assistance in the lodging department.

Saturday night a gala dinner was held and prizes were awarded to the first eleven skippers and crews.

*Daniel Sahagoff, Fleet Captain
Sao Paulo Fleet # 448*

South Brazilian Championship

12117	Claus Cordes/Hanny Cordes	3-3-6-1	23.1	1
20191	Joao Reinhard/Ralph Cristian	1-2-9-4	26	2
12109	Waldemar Bier/Jorge Schertel	8-1-5-3	29.7	3
12108	Boris Ostergren/Leo Penter	4-7-1-5	31	4
12120	Paulo Paradedda/Richardo Ruhl	5-17-2-2	39	5
19066	Guilherme Raulino/Rommel Castro	17-8-7-8	58	6
18532	Arnaldo Lopes/Mario Mendes	7-11-15-7	64	7
11551	Iva Pimentel/Roberto Osorio	2-10-29-11	71	8
19000	Ralf Conrad/Wanderley Almeida	27-23-3-6	79.4	9
19710	Antonio Figueiredo/Carlos Escobar	24-5-14-14	80	10
15253	Peter Kratchmer/Paulo Ferras	32-6-11-9	81.7	11
18769	Pimentel Duarte/Paulo Ferreira	16-4-23-24	89	12
11123	Ingo Blank/Hoerst Ramke	9-37-8-21	90	13
12115	Marco Paradedda/Reiner Weiprecht	11-16-13-28	92	14
14414	C.A. Wanderley/Ado Peter Nolte	13-14-28-15	94	15
12114	Geraldo Low-Beer/Manfred Kaufman	22-13-21-20	94	16
19114	Marco Cavalli/Paulo Scheideger	19-9-20-23	95	17
13504	Ricardo Mottim/Matte Luiier	15-26-19-26	110	18
13906	Vicente Brum/Antonio Ferrer	6-36-NF-12	115.7	19
17318	Aldo Peliciotti/Francisco Neto	41-31-10-10	116	20

OLYMPICS

Just as the copy for this issue was being put into an envelope to go the printer the phone rang. Our good friend, Ellen Horan of YACHTING called to give us the news. Snipe did not make it and will not be one of the Olympic classes for the 1976 Olympics in Canada. The boats chosen were Tornado, Soling, Finn, Tempest, 470 and Flying Dutchman. Our congratulations to these classes.

Europe, Africa Junior Races Held at Alicante Bay

The Europe and Africa Junior Snipe Championship races were held in Alicante Bay (Spain) from August 2 to 5.

21 crews took part, of which 10 were from Spain, 5 from Portugal, 2 from Italy and one each from France, Germany, Sweden and Norway.

The first race had to be suspended by the race committee shortly after the start as the wind increased to force 6.

With the improvement in weather conditions, the Championship was resumed and the second race was run with an Easterly wind, force 2.5, and heavy seas. The entire race was dominated by the Spanish Snipe "Grego" which raced alone, followed by the "Spanish Vikingo" and "Olimpo".

The third race was run with the same easterly wind at force 3. The leading positions were alternatively occupied on rounding the buoys by the Spaniards "Olimpo" and "Jorge Juan II", together with the Italian "Mia", which finally won, followed by the Spaniard "Vikingo".

The fourth and fifth races were run

with the same wind, force 2, and in the first of these the Spanish Snipes "Olimpo", "Grego" and "Vikingo" finished in that order, while in the second the winner was the Italian "Mia", followed by the Spaniards "Cesar Porcel V" and "Olimpo."

On the last day, the sixth race was run followed immediately by the first race of the Championship which had been suspended. The sixth race was dominated throughout by the Italian "Mia", with south-easterly wind at force 1.5. The Spaniards "Vikingo" and "Jorge Juan II" finished second and third.

In the re-scheduled first race, with force 2 wind, the Italian "Mia" had the best chance of winning simply by coming in third or fourth, but engaged in a pointless struggle with the Spaniard "Cesar Porcel V", coming in eighth; while "Olimpo" succeeded in winning the race and with it the championship.

All the crews and guests were splendidly looked after by the host club in Alicante, who were warmly congratulated on the successful organization of the regatta.

*Arturo Delgado
National Secretary, Spain*

1. OLIMPO	SPAIN	Sanchez and Alonso
2. VIKINGO	SPAIN	Belles and Fondevila
3. MIA	ITALY	Zaoli and Zaoli
4. JORGE JUAN II	SPAIN	Haenelt and Albadalejo
5. GREGO	SPAIN	Villen and Arribere
6. CESAR PORCEL V	SPAIN	Hermanos Lara
7. ROXANE VIII	PORTUGAL	Moreira and Roquet
8. KIMBOIO	PORTUGAL	Nogueira and Moreira
9. PUNTA SALVORE	ITALY	Godino and Fornaro
10. SANTA CRUZ II	PORTUGAL	Talone and Pichel



*Winners Sanchez and Alonso
receiving their trophies.*

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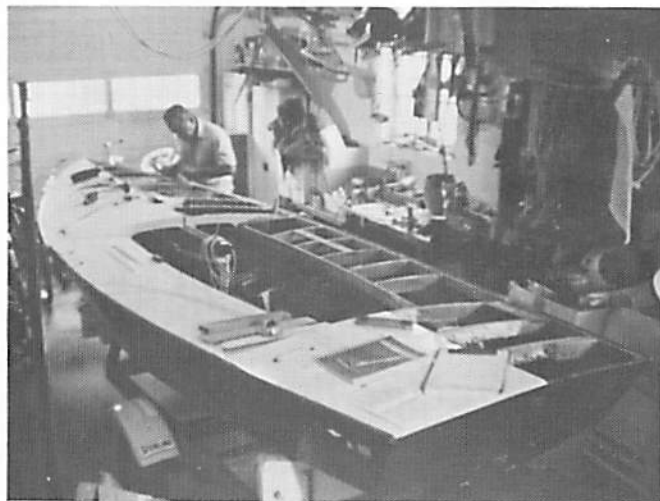
REBUILDING A PLYWOOD SNIPE

Snipe No. 11900 is a very well built plywood boat, constructed fourteen years ago by Al Kroeger. I have had her four years, and am her fourth or fifth owner. Her hull measures in under the old sheet, and we have been gradually modernizing her. She has been heavy and she hobby-horsed badly in a chop. I put off rebuilding her until this last summer. The job took about six weeks of evenings and weekends, and the cost of materials related directly to the removal and replacement of the decks and associated framing was \$121.60. I have no special training in boat building nor do I own any special tools. I borrowed Harold Gilreath's book from Gonzalo Diaz who had encouraged me to do the job. The job was done before distribution of the August 1972 *Bulletin*, in which Harold Gilreath and John Call presented notes and drawings on modifying an older boat to meet the new standards of construction, flotation and weight. I was pleased to find what they recommended was very close to what I had done in framing and redecking. I did not do a rule 56 modification since I was uncertain about how best to provide flotation without inducing rot, retaining water, or using wooden bulkheads. The tragedy of the 1969 Thistle Nationals convinced me that wooden bulkheads are a bad idea. Positive flotation and drainage are required, however, but transverse bulkheads can only act to hold flotation in place and add weight to the boat in the ends. They also complicate the installation of pullers, haulers or whatever, and obstruct drainage. The place for flotation seems to me to be in the sides and bottom, and that's what I'll do if I ever get around to it.

The materials needed and approximate costs are shown in the table below (Table I). Common hand tools were used. The only power tools I needed were a 1/4" drill with flexbar pad (smoothing and sanding), a saber-saw (to cut plywood and frames, does angles well too) and a vacuum cleaner (used mostly as a blower to clean the work).

Probably the worst part of the job is taking the first cut into a boat you love. Removal of decks and frames takes time and patience, so as not to damage the hull, clamp and frames. I removed screws and nails, and used a chisel and hammer to take off decking. Removal of mahogany rails took two nights, be-

BILL OF MATERIALS AND APPROXIMATE PRICES			
Rails	1/2" x 1" x 18'		2 ea
(spruce)	1/2" x 1/2" x 8'		2 ea
Cockpit coamings	3/4" x 2" x 8'		2 ea
Forward deck frames	3/4" x 8" x 60"		5 ea
Forward cockpit frame	(above)		
Aft cockpit frame	3/4" x 5" x 48"		1 ea
Forward deck stringers	3/4" x 1 1/2" x 7'		3 ea
Above "boat cedar"	@ 0.55/ft		
Spruce rails @ \$1.80/ft	framing total wood		\$18.00
Resorcinol (glue)	3 pints		9.00
1/2 pound	1 x 14 bronze boat nails		1.60
150 FH bronze (silicon) screws	1 1/4 x 6		10.00
2" styrofoam sheet (about 4 1/2 cu ft)			7.00
Sandpaper - assorted sheets & discs			3.00
Okumé plywood -	3 sheets - shipped to Miami		
	(\$12.-/sheet + \$12. shipping)		48.00
Paint and varnish			25.00

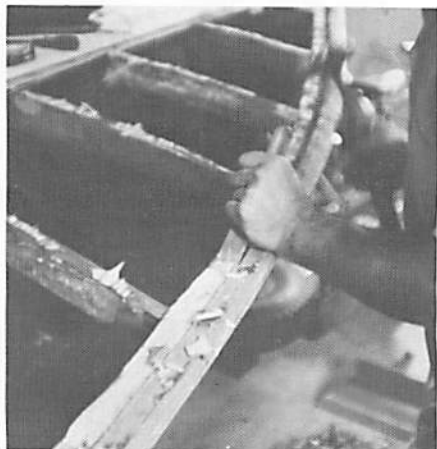


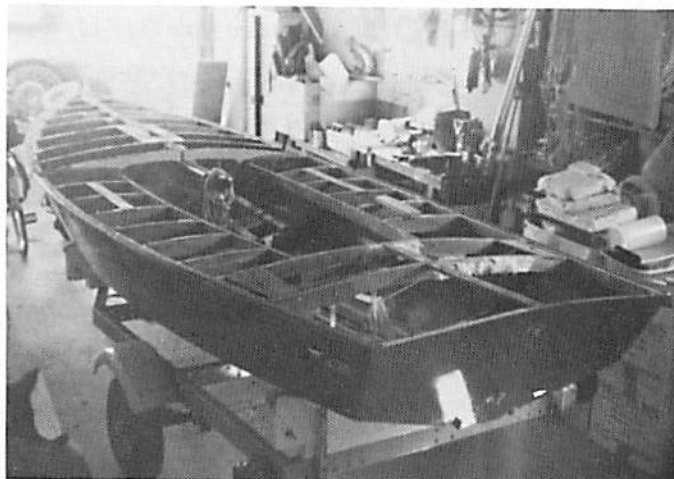
1 - *The visible Snipe*

cause they were well secured. The whole process, unless you built the boat, is one of discovery. I was especially concerned not to lose the shape of the boat. By the time the first picture was taken, I had put in about 40 hours, and was encouraged to find that there could be great savings in weight, not only in materials but by shifting from the full-frame system to the minimum frame and longitudinal. The fore deck I removed was fir plywood (not original) and weighed a little over twenty pounds. The entire okumé deck for all of the boat weighed about twenty pounds.

Larry White
Miami Fleet 7

2 - *What do you mean, oops?*





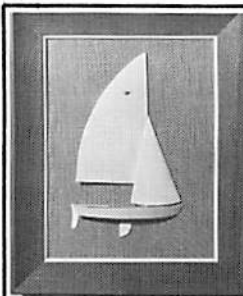
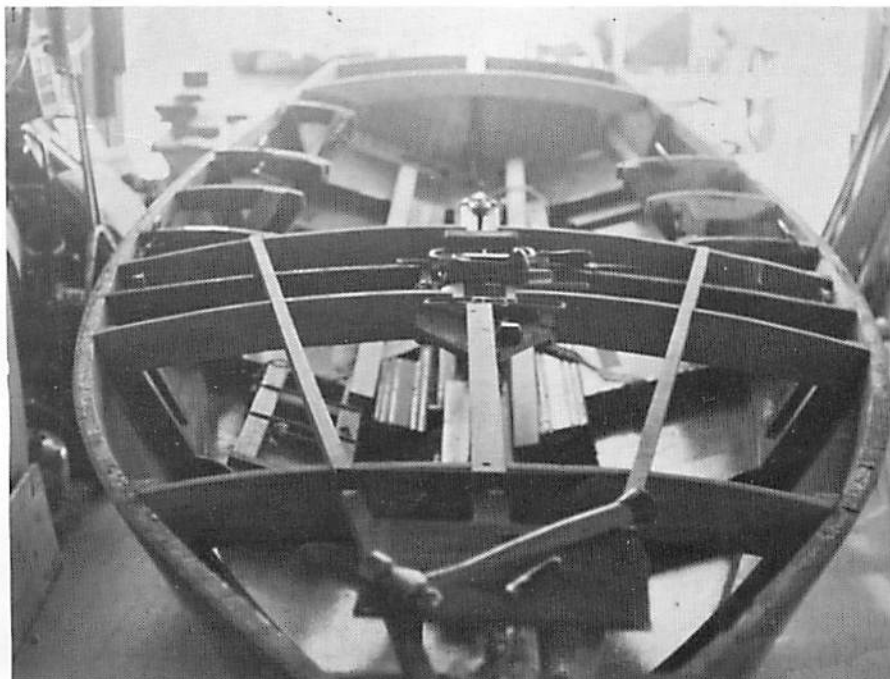
3 - Take it all off!



4 - Cockpit frames were immediately replaced, so as not to lose hullshape

5 - Partially reframed

(Continued on Page 12)



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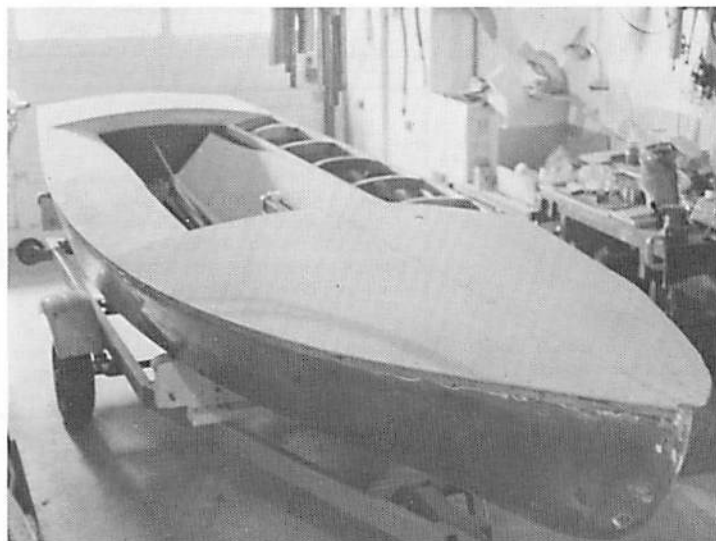
Rebuilding A Plywood Snipe *(Continued from Page 11)*



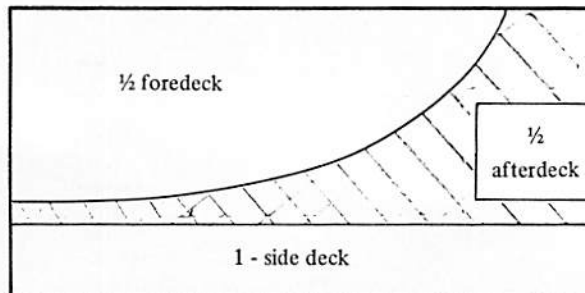
6 - Worm spiles, for every screw and nail hole - be sure there are no places for rot to start.



7 - Completely reframed in spruce and cedar. I used Harold Gilreath's curvature for fore and after deck, but increased roll of side decks.

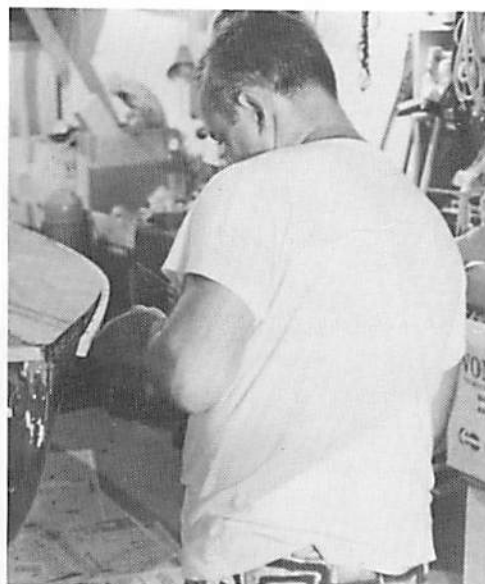
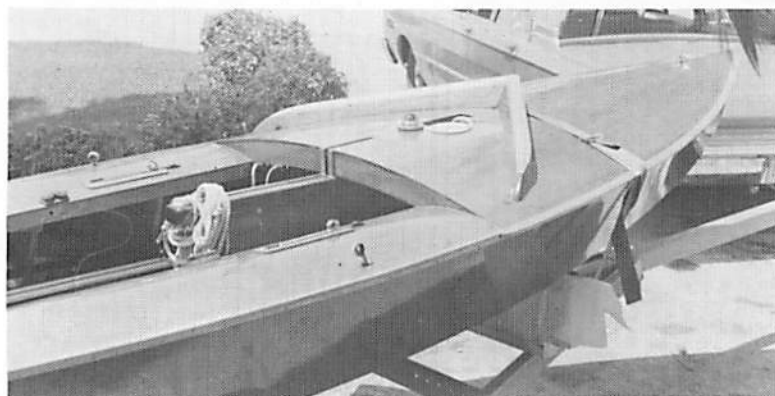


8 - Putting the skin back on - panels were fitted dry, all fastenings set (holes drilled) - then glued. Generous overlaps were allowed, for trimming later.



9 - By having grain on after deck run athwartships, I was able to get decks out of two 4 x 8 sheets.

11 - Fitting the splash rail took us about 8 hours, cut, try and talking about it. But it was worth it!



10 - After trimming the deck panels, the rails went on. These were also fitted dry, screw holes drilled, and then glued. To save crawling around, we left off one panel forward while we installed pullers and things. The panel was then put in place and the rails were done. *(Continued on Page 14)*

Wells Wanderings



by Ted Wells

December 1972

OFFICIAL COMMUNICATIONS:

Going back to work has caused me problems in keeping up with my SCIRA work — so I'm cheating a little on this WW. I should have put out Circular Letter No. 2 long ago and I should have written to the Rules Committee on stuff referred to them by the SCIRA Board of Governors in August — but I haven't. Therefore — this WW will consist of just printing here copies of this belated correspondence.

(Editor's note: Ted's story is that he was having trouble living on his social security for which he qualified in March, so in June he let an unemployed friend of his, who was a bank president by trade, talk him into joining the friend in borrowing some money and buying the Central State Bank of Wichita. He started as Vice Chairman of the Board and in only four months was promoted to assistant mail boy when the bank secured a post office box downtown across the street from the YMCA. After his daily game of racket ball — he picks up the noon mail and brings it back to the bank. Learning the banking business from the top down beats the other way.)

CIRCULAR LETTER NO. 2

November 8, 1972

Pertaining to MDS sheet B dated January 1970 and Rule Changes Effective 1/1/71.

SANCTIONED AND MAJOR CHAMPIONSHIP REGATTA RULES: If severe weather arrives or threatens during a race, the Race Committee may abandon the race at any time.

CHINE RADIUS: No maximum chine radius is specified. Some years ago, Mr. Crosby gave an interpretation that a radius equal to the planking thickness — 3/4" would be permissible. This is still considered a reasonable maximum.

FLATNESS: Cross sections of hull are supposed to produce straight lines on the bottom and sides. Since some deviation from flatness is unavoidable in any type of construction in certain areas, a tolerance of 1/4" concave or convex deviation from flat will be accepted.

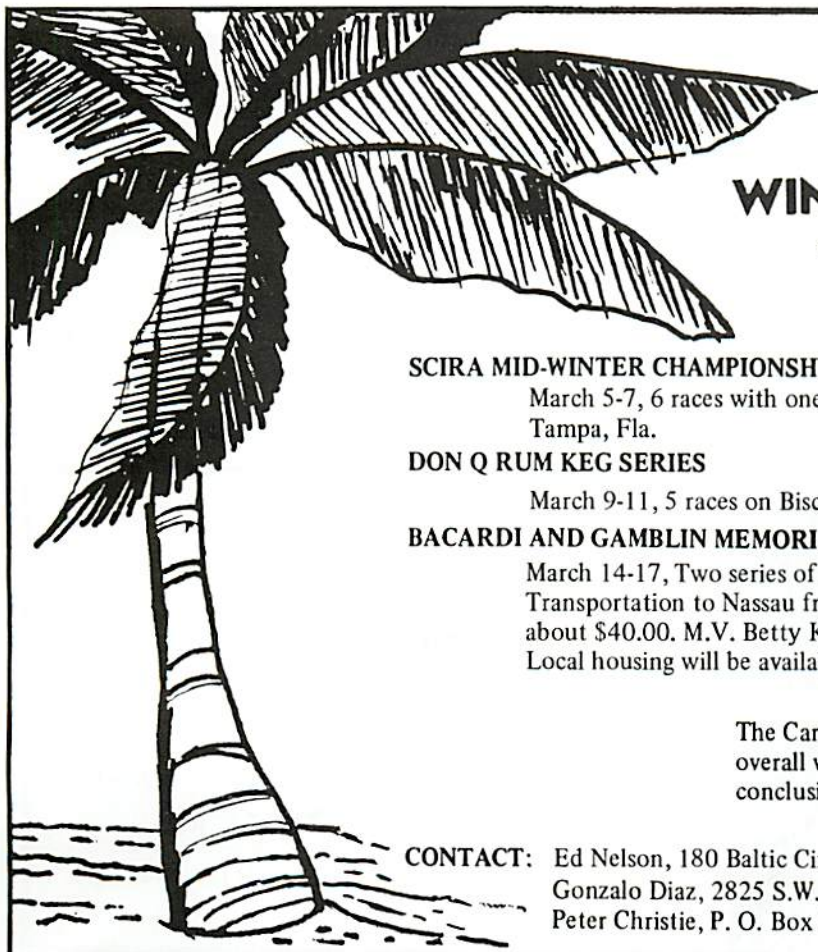
SPACE BETWEEN TRANSOM AND RUDDER: A maximum of 1 1/2" is specified. No minimum is specified and recessed pintles are considered satisfactory.

HAND BAILING EQUIPMENT: A boat complying with paragraph 56 for sail away capability will not be required to carry hand bailing equipment.

WHISKER POLES: Carrying whisker poles on deck where they project out in front of the bow is not a violation of any SCIRA restriction, but may result in arguments under the racing rules. This may be prevented by the sailing instructions if desired.

CENTERBOARD TOLERANCE: A tolerance of $\pm 1/4$ " will be considered satisfactory on 32" dimension locating the top of the cut off.

Ted A. Wells,
Chairman of the Rules Committee



WINTER RACING CIRCUIT

NEW SCHEDULE SO ALL CAN ATTEND

SCIRA MID-WINTER CHAMPIONSHIP

March 5-7, 6 races with one throw-out, Tampa Yacht & Country Club, Tampa, Fla.

DON Q RUM KEG SERIES

March 9-11, 5 races on Biscayne Bay. Coconut Grove SC, Miami, Fla.

BACARDI AND GAMBLIN MEMORIAL SERIES

March 14-17, Two series of 3 and 5 races. Royal Nassau SC, Nassau, Bahamas Transportation to Nassau free for all boats. You pay for return — about \$40.00. M.V. Betty K departs Miami March 13, returning March 18. Local housing will be available. If interested write Peter Christie.

The Carribean Winter Circuit Perpetual Trophy for the overall winner at these 3 regattas will be awarded at the conclusion of the circuit in Nassau

CONTACT: Ed Nelson, 180 Baltic Circle, Tampa, FL 33606
Gonzalo Diaz, 2825 S.W. 92 Place, Miami, FL 33165
Peter Christie, P. O. Box 1628, Nassau, Bahamas

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Rebuilding A Plywood Snipe (Continued from Page 12)



12 - Cockpit rails are straight, to simplify rolling the side decks. For appearance and to prevent scooping at the quarters, we are 33" wide forward and 27" wide aft. The after deck is 20" long. Since we did not do rule 56, the foredeck is still 6'8" as it was. I did not have the 1972-73 Rule Book, wherein rule 19 now seems to permit a shorter foredeck even if rule 56 is not done. Had I known of the change, I would have opened the cockpit to give the

crew more room. Off to weigh in - Our calculations and weights turned out within about 2#.

Photos by Babs White

It was worth it - she's quicker on reaches and goes well to weather in a chop. We now carry 20# of lead, at 400#. Our last weigh-in was 404.

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WEIGHT FACTORS

Actual weight removals were:

cockpit rails - mah	8 #	remove and replace mah.	
foredeck	20 #	rub and spray rails with	
sidedecks	20 #	spruce and cedar	7 #
afterdecks	8-½ #	remove mah. cockpit ends,	
remove 2 deckframes aft	4 #	replace with cedar	3 #
remove and reframe for deck	5 #	reshape & reduce splash rail	2-½ #
			83 #

Transom holes (100 sq. in.) are worth about 2-½#, but I didn't do them.

Weight additions not implicit in the net removals shown above were:

Okume decks	20#
styrofoam	3#
fastenings (net change)	2#
	<hr/> 25#

This represents a net weight reduction of 58#.

A couple of obvious tips, which I almost forgot are:

- (1) to diagram and measure your deck layout from points which will not be removed (such as chain plates and
- (2) (I forgot it again)

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Henry Davis Tops Ramel Memorial Fleet

The second annual Joe Ramel Memorial Regatta was held at the Missouri Yacht Club on September 16-17. Forty-five boats registered, with twenty-three in the top fleet and twenty-two in the Lotawana Series. The surface of the lake, glassy on Friday, changed to whitecaps by sailing time Saturday and by the second race, the wind had increased to 25 knots with gusts of considerably more than that.

The winds must have been to Henry Davis' liking, as he put together two firsts and picked up a third in the final race — enough to edge out Jack Schwindler, who had a 2-3-2. Steve

Sherman, a first-time contender at the regatta, had a 3-5-5 for third place.

Close on his heels were Dick Caspari and Dick Wadlow in fourth and fifth places. Mike Choquette finished in sixth, despite a DNF in the second race. Ted Wells placed seventh.

In the Lotawana Series, Skip Armstrong's 8-1-2 were good enough for a first, with Scott DeArman taking second, Kent Splawn third, Joe Spearing fourth, and Kurt Loveless fifth. Dick Goppert, the top Lotawana sailor in the second fleet, had a sixth.

*Marian Petersen
Lake Lotawana, Fleet # 49*

Standings — MYC Series

19600	Henry Davis	1-1-3	1
19333	Jack Schwindler	2-3-2	2
18502	Steve Sherman	3-5-5	3
20200	Dick Caspari	7-2-7	4
19939	Dick Wadlow	4-4-9	5
17240	Mike Choquette	5-DNF-1	6
16025	Ted Wells	6-7-6	7
19585	Ken Rix	11-6-8	8
14731	Doug Day	15-10-10	9
17624	Eddie Williams	9-11-15	9
19440	Bob Williams	15-18-4	9

Lotawana Series

14690	Skip Armstrong	8-1-2	1
14767	Scott De Arman	2-2-7	2
15580	Kent Splawn	4-3-3	3
19343	Joe Spearing	1-4-8	4
18090	Kurt Loveless	6-5-4	5
19833	Dick Goppert	7-7-6	6
19330	Bob Peugh	DNF-6-1	7
11925	Kim Loveless	10-10-5	8
18333	Doug Goppert	3-8-DNF	9
10605	Ken Frashier	5-12-11	10

Light Airs Plague Canadian Nationals

The usually steady westerly winds were absent during the week of the Nationals at Barrie, Ontario. The three race tune-up Formosa Challenge Cup Series was sailed in 6 to 10 mph winds. Jack Pearce of Barrie won with Ian Brown of Oakville, Ontario and Jamie Storey of Shediac, N. B. second and third respectively.

As the Nationals approached, the wind decreased. The first four races were started after long delays waiting for wind. During the first leg of the fourth race, the wind dropped and then

veered 180°. As a result, the race was resailed the following day.

The light fluky winds caused most of the competitors to lose their cool and become frustrated and short tempered. During the third race, three boats, Evans, Schoenhardt, and Pearce had a full leg lead on every other boat after two and one half legs. A gust of wind caused the entire fleet, including the three leaders to round the mark with less than one boat length between first and last place.

Bill Evans won with Jack Pearce second. Since Pearce will not be able to attend the Western Hemispheres in Columbia, Ian Brown will go in his place as alternate.

*Jack Pearce
Barrie Fleet # 568*

Canadian National

19397	Bill Evans	DQ/1/4/2/3	16.7	1
19396	Jack Pearce	16/7/19/1/1	35	2
16613	John Storey	NF/10/1/10/2	35	3
19421	Jamie Storey	10/19/3/3/8	41.4	4
6106	Erik Saeys	1/13/7/7/12	44	5

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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.

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FOR SALE: Lemke built '67) fiberglass snipe No. 16731, two suits dacrons, two proctor E masts. Trailer included, \$1,050. — V. Van Laanen, P. O. Box 1034, Green Bay, Wisconsin 54305 (414) 435-8835.

FOR SALE: LEMKE NO. 18899 blue hull Mahogany Deck, with proctor Ex Mast and one set of Sails. \$1000.00, Firm; Daniel E. Wesselhoff, 7232 Miramar Dr., Peoria, Ill. 61614.

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

WANTED: Used, all fiberglass Chubasco, large cockpit, cut down board well model. Will pay reasonable price. Milo Vega, 5019 Shore Crest Cir., Tampa, Fla. 33609 (813) 879-7618.

FOR SALE: Irish Snipe 16611, fiberglass, yellow and white, North sails, 2 covers, boat lift, 2 centerboards, tilt trailer. Sid Brown, 224 S. Main, Marine City, MI 48039. Tel: (313) 765-4061.

WANTED: Centerboard for Snipe — Also used set of sails in good condition. Dylan F. Evans, P.O. Box 1177, Englewood, Colorado 80110.



Sanctioned Snipe Regattas

MARCH 5, 6, & 7, 36th SCIRA MID-WINTER CHAMPIONSHIP, Clearwater Fleet No. 46 Tampa Yacht & Country Club, Ed Nelson III, 180 Baltic Circle, Tampa, FL 33606.

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

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