

SNIPE
.....
BULLETIN



FEBRUARY 1976

Service Announcement From Mueller/Eichenlaub :

The Snipe that won the following events:

- 1st SCIRA Mid-Winter Regatta
- 1st Dallas Southwestern Regatta
- 1st Cuba Lake Inter-Galactic Championships
- 1st Crosby Series U.S. National Championship
- 1st Heinzerling Series U.S. National Championship
- 1st Canadian National Championship
- 1st Ohio Open Regatta
- 1st Decatur Ice Breaker Regatta
- 1st 2nd, 3rd - Sou. California Dist. Championship

Is in limited production. If you want the design that had a perfect score in the PAN AMERICAN GAMES, contact Mueller/Eichenlaub immediately.

Note: We have a few used boats available.

WRITE OR PHONE:

Mueller / Eichenlaub
13945 Triskett Road
Cleveland, Ohio 44111

(216) 671-0033

Junior Yachting Chairmen

We have on hand, a small supply of JUNIOR YACHTING, edited by Ellen Horan. These books, subtitled The Program and The Student, were donated to us by YACHTING, and will be sent on a first come, first served basis, to those who request them from the office. Since we don't have enough to go around, no more than one will be sent to any fleet.

The books cover the basics of the program itself from boat handling to safety requirements, and go into several different programs designed to meet the needs of different groups.

The class owes a special thanks to Ellen, and to YACHTING, for this contribution.

'77 World Championship Slated

The Board of Governors has just completed sending in their ballots and has chosen Denmark as the site for 1977. After hearing bids from both Denmark and the U. S. at the National Secretaries' meeting in Punta del Este, the secretaries

overwhelmingly chose Denmark and the Board followed their wishes. There were two primary reasons for the choice in both cases. The first was that the class stood to gain more by holding the championship in Denmark — it has never been held in Northern Europe. The other reason was the fact that this followed the tradition of alternating between Europe and the Western Hemisphere.

The regatta will be held in late August of 1977 at the Skovshoved Sailing Club near Copenhagen. Nils Toftgaard-Hansen, North European Secretary for SCIRA will be in charge. Now is the time to make your plans — tune up this year and win your nationals next year. See you there.



Snipe Building Plans

BLUEPRINTS — \$10.00
Revised January 1976

SCIRA
Privateer Road, Hixson, TN 37343

NOW! PRINCIPAL SAILING RULES OF NAYRU GRAPHICALLY INTERPRETED

33.3 Tacking and Jibing.

3a While Tacking:

Until Head to Wind A →
is a yacht on a tack.

MUST KEEP CLEAR

of any yacht on a tack!

Now a →

is a yacht on a

course.

Again is a

yacht on a tack.

When the new course is a beat to windward.

Hot off the press... this 15th edition Fearon D. Moore contains 16 pages of diagrams and explanations of Rules to be used until 1977. Send 60c for a single copy or \$7.50 for 20 copies. Include another \$2.50 for the official IYRU-NAYRU Rule Book, if wanted (one universal price for this book).

FOR SALE ONLY BY

SCIRA

Privateer Road, Hixson, TN. 37343

Ullman Sails

THE WORLD'S FASTEST SAILORS USED ULLMANS IN '75

WINNING - MIDWINTERS (FLA.)

MIDWINTERS (CALIF.)

SOUTHERN CIRCUIT (FLA.)

PACIFIC COASTS (CALIF.)

PAN AMERICAN GAMES (MEXICO) AND

SOUTH AMERICANS (CHILE)

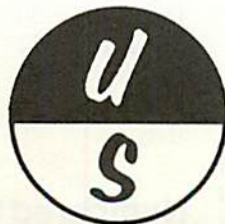
U.S. NATIONALS (WIS.)

CROSBY SERIES

HEINZERLING SERIES

WORLD CHAMPIONSHIPS

Fleet
Discount
Inquiries
Invited



WE CAN MAKE YOU FASTER IN '76

CONTACT DAVE ULLMAN OR JEFF LENHART

Ullman Sails

410 29TH STREET • NEWPORT BEACH, CALIFORNIA 92660 • (714) 675-6970

SNIFE BULLETIN

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

FEBRUARY 1976
Vol. XXV No. 2

S.C.I.R.A. OFFICERS

Commodore

Svend Rantil
P. O. Box 7070
S-37107 Karlskrona 7
Sweden

Vice Commodore

Dan N. Williams, Jr.
108 Wilder Drive
Signal Mountain, Tenn. 37377

Rear Commodore

Bruce Colyer
2901 N.E. 26th Place
Ft. Lauderdale, FL 33306

Executive Secretary and Treasurer

Lowry Lamb
Privateer Road
Hixson, Tenn. 37343

RULES COMMITTEE

Chairman: TED A. WELLS
755 Edgewater Rd.,
Wichita, Kansas 67230

EDITOR

Lowry Lamb

EDITORIAL & BUSINESS OFFICE

Address all correspondence to:
Privateer Road, Hixson, Tennessee
37343, U.S.A.

PUBLICATION INFORMATION

Published monthly by Snipe Class
International Racing Association, In-
corporated, (not for profit).
Forms close on the 1st of the month
preceeding publication. Material re-
ceived after that date will not appear
until later month.

Printed in the U.S.A. at Chattanooga,
Tennessee. Second-class postage paid
at Hixson, Tennessee and at addi-
tional mailing offices.

ADVERTISING

Contract rates furnished upon appli-
cation.

SUBSCRIPTION

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

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

Introducing The New Commodore

1976 SCIRA Commodore Svend Rantil is well known for his colorful collection of headgear. He is shown on our cover in his newest yachting cap which was presented to him as SCIRA representative for the Junior World Championship at Kokola, Finland in 1975. The cap is a replica of one which the club officers wore at its founding over 100 years ago.

Svend is already well known throughout the Snipe world, having served as Secretary General for Europe and Africa, as well as SCIRA Rear Commodore and Vice Commodore. He has attended championships in Africa, South America, the United States, and all over Europe, sometimes as an official and sometimes as a contestant.

Svend, born in Elsinore, Denmark, grew up in Denmark and Sweden, where he began sailing in popular local classes at an early age. In 1949, Snipe was introduced in Sweden, and Svend started to sail Snipe. He has won many Snipe Championships including the Danish Championship which he has won 4 times. He was third in the European Championship in England in 1958. Svend started Snipe Fleet No. 324, and has been Sweden's National Secretary, Chairman of the Karlskrona Yacht Club and Chairman of the District Sailing Association.

He is particularly interested in Junior activities and helped to promote the first Snipe World Junior Championship. He officiated at the World Optimist Pram Championship in 1972, and was SCIRA representative at the World Junior Snipe Championship in Kokola, Finland in 1975.

Svend began working for Hempels Marine paint and later started his own company, Rantil Plast. He and his wife Fia, live in Karlskrona, Sweden, in a house overlooking the water. They have two daughters, Pernille and Susanna.

North Americans May 21-23

May 21-23, 1976 are the dates announced for the North American Championship to be held at the Royal Nassau Sailing Club in Nassau, Bahamas. Two races are to be held each day, for a total of 6 races. Boats will be shipped on

the BETTY K and leave Miami on Wednesday May 19 and a practice race will be held the following day. The BETTY K will return on Monday, May 24 and arrive in Miami the following day. The cost of transporting will be \$110. If you need any further information, write to Godfrey K. Kelly, P. O. Box N 113, Nassau, Bahamas.

New National Secretaries

Raymond Lippert who has been national secretary for Belgium for over 15 years resigned effective the first of January. His replacement will be Henri Hine, Avenue Van Becelaere, 24 - Bus 3, 1170 Brussels, Belgium.

F-H. Guenther, Sec. Bangalore, S. C., c/o MICO, Hosur Road, Adugodi, Bangalore 5600 30, S. India, will be the new secretary for India following the resignation of Col. Sadish Chandra.

We extend a welcome to these two new secretaries and appreciation to the outgoing secretaries who served SCIRA long and well.

THE SCORE

There were only 5 numbers issued in the last month of 1975. Three went to the U.S. and 1 each to Colombia and England. However, the total for the year was 660, just a few more than last year. This brings our 44 year average to 508. No new fleets were chartered in December but the total for the year was 12.

For the fourth year in a row, Japan led the list with 200 new numbers followed by the U. S. with 135. Spain's 100 was the largest in Europe and Argentina was the leader in South America with 57. The numbers assigned to each country for the year are shown below.

Japan	200	France	15
U.S.	135	Uruguay	10
Spain	100	England	8
Argentina	57	Chile	7
Denmark	30	Belgium	5
Sweden	22	Paraguay	5
Brazil	20	Canada	3
Finland	20	Colombia	2
Italy	20	Norway	1

Numbered SNIPES— 22359

Chartered Fleets— 750

Board of Governors Meeting

Present: Stuart Griffing, Commodore; Arturo Delgado, Secretary for Europe and Africa; Roberto Salvat, Secretary Western Hemisphere; members-at-large Gonzalo Diaz and Chuck Loomis, and Buzz Lamb, Executive Secretary.

The Commodore served as chairman and announced that since not enough members were present to constitute a quorum as required by the Constitution (Section 23), the meeting would be unofficial. It would be helpful, however, to discuss items subsequently to be mailed to the entire Board for a vote.

Arturo Delgado stated that it is as vital to have Board meetings on the occasion of the World Championship as to have the championship itself. He proposed that the Constitution be amended to permit proxies to count toward a quorum. However, these proxies should only be allowed if given to another member of the Board. There was general agreement on this and Arturo agreed to prepare the necessary amendment to the Constitution, which would be voted on next year.

Minutes of the previous meeting were accepted as printed in the January 1974 BULLETIN.

Buzz Lamb reviewed the financial statements of SCIRA.

Development in new countries and reactivation in others was extensively discussed. Various methods of stimulating growth were examined but no definite conclusion was reached.

Delgado asked that the minutes reflect the thanks of the Board to those who supplied boats and transported them to Mexico for the Pan American Games.

OLD BUSINESS

Commodore Griffing announced that the rules changes have been approved by the IRYU and he would like to go on record expressing thanks from the Board to the Rules Study Committee: Flavio Caiuby, Nils Toftgaard and Dan Williams.

The IYRU has asked SCIRA to supply metric measurements and we have plans to produce another measurement data sheet in metric measure.

The deed of gift for the World Junior

Championship needs to be formalized and Henry Ericsson has agreed to volunteer to Svend Rantil to take responsibility.

Blueprints are now available, conformed to the new rules.

NEW BUSINESS

MINIMUM NUMBER OF RACES FOR CHAMPIONSHIPS

The specification of minimum number of races for regattas was discussed. The minimum should be 1 for sanctioned regattas and 3 for National and International Championships. All were in agreement that this should be specified but felt that the rule should not take precedence over national custom or requirements of yachting organizations.

REPORTING IN AT STARTS

The proposal to require reporting in at starts as a part of the Rules for Conducting National and International Championship Regattas was discussed thoroughly and it was felt this provision is desirable. However, in some major championships in Europe there can be 80 to 100 competitors on one line, therefore making it virtually impossible for all to check in. Accordingly, the proposal was withdrawn. However, the check-in provision is recommended, and remains in the suggested sailing instructions.

MEASURING

The book on measuring was discussed. Delgado offered his thanks to Stu Griffing for the work done. It was agreed to recommend this procedure to all countries.

EUROPEAN CHAMPIONSHIP

The proposal from the meeting of European Secretaries to use a quota system for the European Championship was discussed and it was agreed to put the proposal out for a vote. The system would permit the present 3 skippers per country plus one additional for each 25 boats on which dues have been paid up to the maximum of 7 skippers.

MAST LENGTH

Arturo Delgado discussed the proposal to require a standard mast length. This would permit interchange of masts between boats. Since this is a measurement rule, it could not take effect until 1980, but Arturo felt we

should get some exposure on it now.

Standardization of mast steps and of rudder fittings was also discussed and everyone agreed that this is desirable, but felt it might not be possible to get co-operation from all builders.

Roberto Salvat stated there is an increasing problem of trying to keep experienced officers and secretaries involved, after their terms of office have expired.

WORLD CHAMPIONSHIPS

It was agreed to recommend to the Board that the World Junior Championship be awarded to Argentina for 1977. The age limit would continue to be that of the IYRU.

Bids for the World Championship from Denmark, and the US were acknowledged and it was agreed to forward them to the Board for their decision along with the sentiments expressed by the secretaries at their meeting. Their conclusion was that Denmark's bid should be accepted for the good of the class, as reflected in their vote of 13 to 1 in favor of Denmark.

There being no further business the meeting was adjourned.



Scientific Sailboat Racing

First appearing in 1950, this fine sailing book has become the "Sniper's Bible" and has proven so popular throughout the world it was revised and enlarged for a third printing. Not only does it tell how to rig your boat, but how to sail it — and win — as well.

From any book store or direct from
SCIRA — \$7.95

DODD, MEAD & CO.
79 Madison Avenue
New York, N.Y. 10016

World Secretaries Meeting

Present: Commodore Stuart Griffing; Western Hemisphere Secretary Roberto Salvat; Europe and Africa Secretary Arturo Delgado; Vice-Secretary for the Western Hemisphere Flavio Caiuby, who was the interpreter; members of the Board Chuck Loomis and Gonzalo Diaz; Executive Secretary Lowry Lamb. Secretaries present or represented included: Argentina, Belgium, Brazil, Canada, Chile, Denmark, Ecuador, England, Finland, Norway, Paraguay, Spain, Sweden, U. S. and Uruguay.

OLD BUSINESS

Rules Changes

The first item of old business was the announcement that the proposed rules changes have been approved by the Board of Governors and a new Measurement Data Sheet reflecting these changes has been printed and is in the mail to all secretaries.

Questions from the floor: Why is the new board not to be required in the National Championships? Commodore Griffing answered that this is to be left to each country which may make this requirement for its own championship or not as the country sees fit. Caiuby commented that Brazil will require the new board for the Nationals in 77, Districts in 78 and at fleet level the following year.

Salvat asked if the new rudder tolerances will also be required for all boats at the World and Hemisphere Championships. Answer: The newer tolerances will not be required for older boats in those championships.

Moment-of-Inertia Test: Dan Williams is making 50 sets of springs for distribution. The cost per set will be about \$8. Caiuby said it is simple to calculate the spring constant so that it will not be necessary to have the special springs. Chuck Loomis and Horacio Garcia Pastori will set-up and show the moment-of-inertia test procedure later in the week.

Metric Conversion: Henry Ericsson asked if the new Measurement Data Sheet will be available in metric measure. He offered to make the conversion of the figures for the printing. The Data Sheet will be available in both English and Metric measure.

Junior Sailing

Henry Ericsson, Finland, reported on the success of the World Junior Championship held in Kokkola. Nine countries and 14 boats were present for the championship. All contestants were housed in local homes.

Caiuby wanted an interpretation of the age requirements for the Junior Championship. The IYRU requirement is the one which is used. Ericsson agreed to help Svend Rantil in the formulation of the rules for the Junior Championship.

NEW BUSINESS

Races Required for a Regatta: The following is suggested

1. For National and International Regattas: Unless otherwise stated in the deed of gift, a minimum of three races shall be required to constitute a championship.

2. In other Sanctioned Regattas: Unless otherwise stated in the deed of gift, a minimum of one race shall be required to constitute a championship.

Check-in at Starts: Make check-in for all boats at the start a requirement for all National and International regattas was discussed as an important safety measure as well as a way for committees to check bands, decals, etc. There was a feeling that for some championships with many entries this would be an impossible requirement. Since it is possible to require this check-in procedure in the sailing instructions for specific regattas, this should not be written into the Rule Book as an absolute requirement.

PLANS

The Snipe plans have been revised in the past year and are now available. They conform to the rules changes which go into effect at the beginning of 1976. Commodore Griffing did the work for this revision.

MEASUREMENT

Pictures have been made of the rigid metal measurement jig now used in the U. S. and Stu Griffing has put a book together with these pictures and text showing how to use the measuring instruments. These manuals will be made available for measurements throughout the world. Flavio Caiuby expressed the thanks and appreciation of the Class to Commodore Griffing for this important contribution.

CHAMPIONSHIP REGATTAS:

Western Hemisphere Championship: Will be at North Sydney, Nova Scotia, Canada, beginning August 22, 1976.

European and African Championship: Will be at La Harve, France between August 20 and September 10, 1976.

World Junior Championship: Two bids were presented: Rio de Janeiro, Brazil and Olivos, Argentina. Because Argentina has been concentrating on improving their junior sailing program and is showing much success in these efforts, Brazil withdrew its bid in favor of Argentina's bid. The Championship will be for the year 1977 with the date to be announced later.

There is no rule about how often the championship is to be held. For the present Ericsson suggested that it should continue on the every-other-year basis which has been in effect. This will be determined when the deed of gift is completed for the championship.

World Championship: Two bids were received for the next world championship. Due to the absence of the Danish and USA National Secretaries, Commodore Griffing read bids from both countries for the 1977 World Championship:

Denmark, from Fleming Rasmussen, late August—early September, Skovshoved.

USA, Ralph Swanson, for mid October, Mission Bay YC, San Diego.

Discussion among the National Secretaries brought forward the following points:

1. Starting with 1965, the World Championship site has been alternated geographically between the Western Hemisphere and Europe-Africa. Accordingly this would recommend Europe for 1977.

2. There has never been a Snipe Worlds in North Europe.

3. Money is difficult to obtain for Europeans to travel to the Western Hemisphere for two worlds in a row.

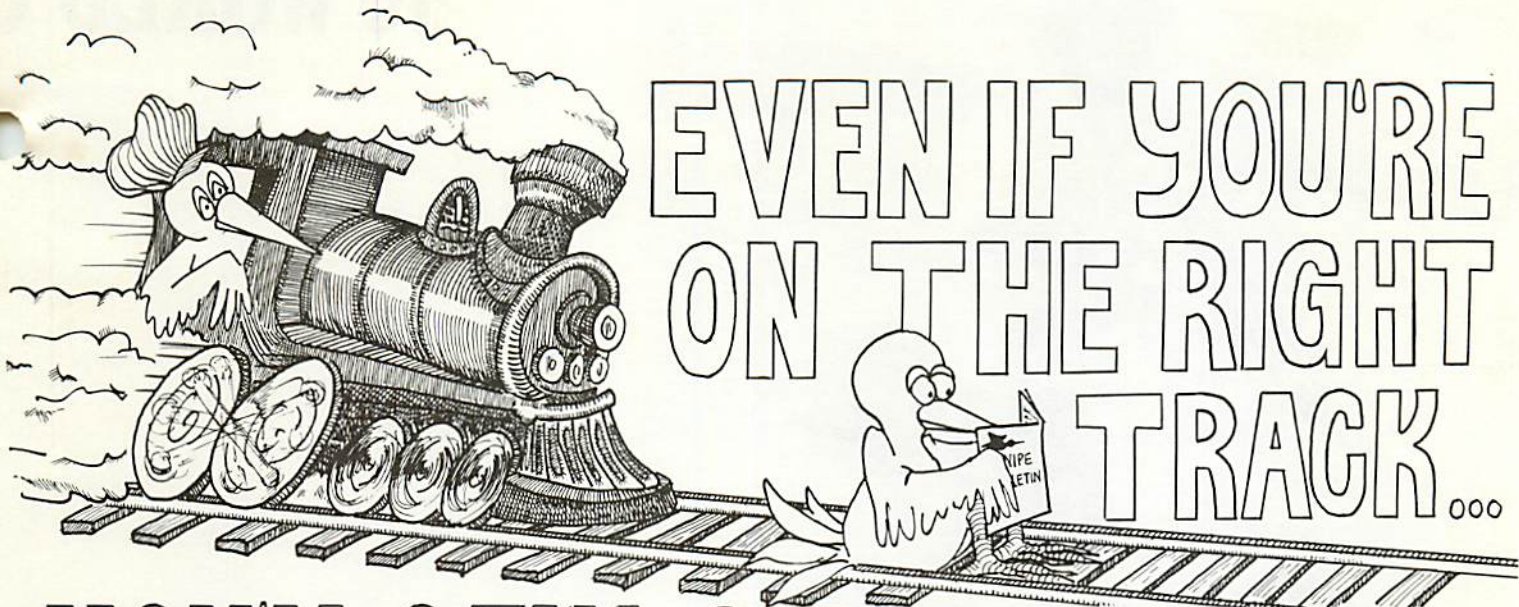
4. Neither country has offered to delay to 1979.

5. Scandinavia is a strong Olympic Class area, causing pressure on Snipe growth.

6. Svend Rantil was quoted, "A worlds in Scandinavia is crucial to Snipe in Europe".

7. Flavio Caiuby: "It is hoped that the Board, with its U. S. majority, will vote on the basis of what's right for the class, and not on geographic lines".

8. An informal vote among the National Secretaries showed 13 for Denmark in 1977, 1 for USA, with USA not voting.



**YOU'LL STILL GET RUN OVER
IF YOU JUST SIT THERE !!**

IT'S NOT ENOUGH THAT SINCE 1967 WE'VE PIONEERED SNIPE DEVELOPMENT WITH:

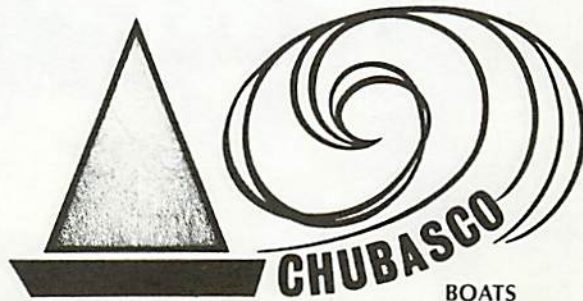
- Vacuum molding with fiberglass roving-wrapped foam from our patented machine.
- Air tank false bottom eliminated massive amounts of water absorbing foam.
- Positive action levers for fore and aft mast control.
- High lift "fat" rudders and straight cut daggerboards.
- Continuous comparative measurement of moment of inertia.

THE CHUBASCO SNIPE IS STILL IMPROVING. NEW FOR 1976:

- One piece "false bottom" which offers more bow flotation and eliminates standing water. All water flows to the bailer well.
- One piece gel coated daggerboard trunk eliminates small leaks.
- Stainless steel mast step.
- Shorter floorboard and maximum weight in center of hull to insure minimum allowable moment of inertia.
- Plywood keel stringer for added hull stiffness.

CHUBASCO – the Snipe which has won:

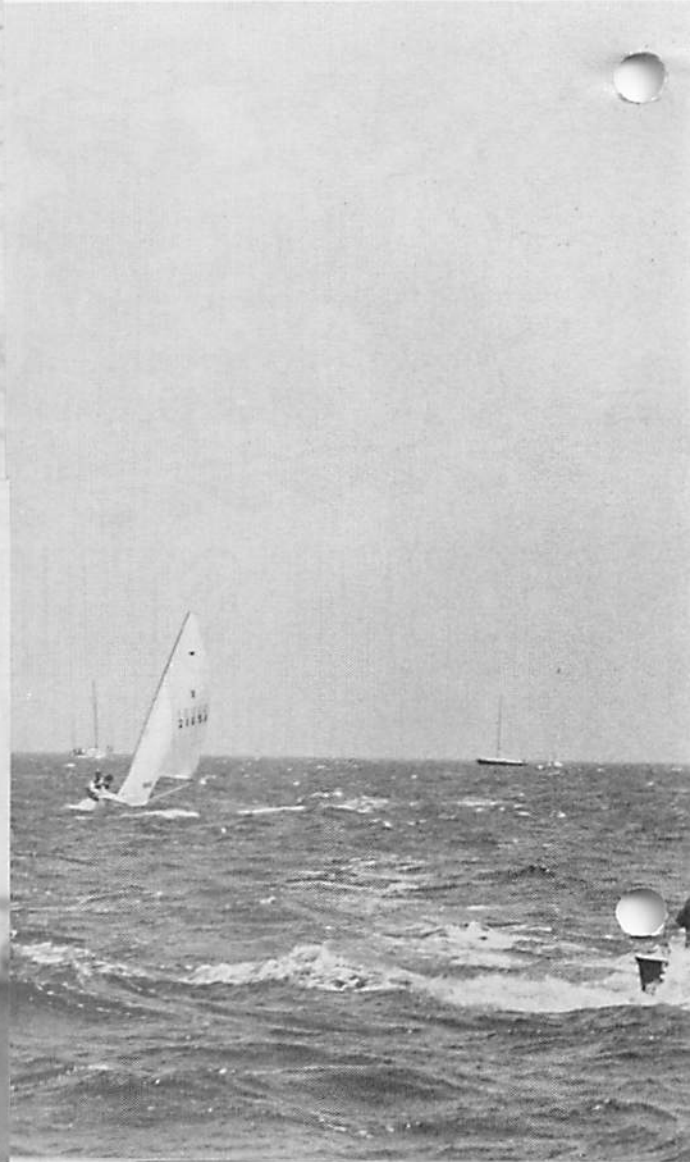
- 1 North American Championship
- 1 South American Championship
- 6 U.S. National Championships
- 2 World Championships



821 Fesler St., El Cajon, CA 92020 / (714) 442-4266
Dallas, Texas / (214) 630-1991

We Build the Fastest Snipes. . . in the World!

'75 WORLD CH



Clockwise from the top left: 1. 4th place winners Felix Leborne and Horacio Garcia Pastori lunch, 4. Solution to the problem of forgetting the plug, 5. Swimming during the last race, 6. Chuck Loomis measuring the rig for the race, 8. Chuck Loomis is smiling because measuring is over! 9. Finland's

CHAMPIONSHIP



2. Sweden's Gothlin Brothers demonstrate flying technique, 3. Felix entertains friends at 6. Jeff Lenhart eyeballs the forestay fitting, 7. Brazil's Marco Paradedada and Nils Osterg Matti Nieminen gets sunburn protection. 10. Proud father and son, Augie and Gonzalo Diaz.

BOAT LUMBER

For Fine Boat Building
and Repairs

SITKA SPRUCE MAST
& SPAR GRADE

PHILIPPINE
MAHOAGANY

HONDURAS
MAHOAGANY

WESTERN RED
CEDAR

WHITE CEDAR

OAK - TEAK - CYPRESS

LONG LEAF YELLOW
PINE - ETC.

Fir and Mahogany Plywood for marine use -
lengths up to 16 feet; Bruynzeel Marine Plywood,
solid Regina Mahogany throughout. Quality un-
surpassed. Most sizes in stock.

Ripping and planing to order.

We are specialists in all types and sizes of
imported and domestic boat lumbers. We
ship anywhere - at surprisingly low prices.
Send 10¢ today for valuable manual "How
to Select the Right Boat Lumber" plus
complete lumber and price list.

M. L. CONDON CO.
BOAT LUMBER SPECIALISTS SINCE 1912
236 Ferris Ave., White Plains, N.Y. 10603
(914) 946-4111



ULLMAN REPORTS —

THE FINE ART OF TUNING

Mast rake? Jib leads? "Pinching strings"? Main trim?

At the Pan American Games in Valle de Bravo there was time between racing, frontennis, and the daily volley ball matches for a lot of talk. Dave Ullman agreed to give some answers on Snipe rigging for the BULLETIN readers.

Q: Dave, I think there is always a need for basic tuning. New sailors are looking for something along this line and there is enough change to interest the older sailors. Let's assume that we have a good fast boat and we need you to tell us how to set it up to go.

Dave: Okay, let's start with mast rake which is important. Using the tape measure method of measuring the top of the mast to the top of the transom and assuming 1½" crown, and a cut board, we are sailing 21'2" with the mast aft and 21'11" with the mast forward. We suggest for the average sailor using a cut off board, 21'4" and 22'1", still maintaining the 9" difference.

Q: Why do you recommend a lesser rake than you are using?

Dave: When you have the mast aft, you have to hold the boat flat or you develop quite a bit of weather helm and for a new sailor it is a little hard to hold the boat flat all the time in each puff.

Q: Or a little sailor too?

Dave: No, size has nothing to do with it. It has to do with ability. If you are overpowered, you should pinch.

Now, the dimensions for a radius board are 21'6" and 22'3". Here, we practiced one day with the cut board and then used the radius board the next day without changing the rake. It was interesting that we had less helm with the radius board.

Q: What sort of rake do you think the new 11" cut board will take?

Dave: I believe it will take the same rake as the present cut board.

Q: How about jib leads?

Dave: Jib leads should be 15" from center line.

Q: Is it not more tricky to trim the jib when the leads are in that far?

Dave: No, jibs are being cut flatter. For example, our current jib is pretty flat and it seems to be no problem on

trimming. We did have a fuller jib and it could have been inboard even more but it was very tricky how you trimmed it. We have now developed a newer jib that is a little fuller than our flat one and it seems to have no problem in trimming.

Q: How about the fore and aft adjustment?

Dave: Use the trim lines. Most manufacturers are putting them on the jibs and they are basically 1/3 down the leech and 2/3 from the foot. When it blows quite hard, you should go back one notch on your fairlead.

Q: Is that not quite a bit further forward than jibs built, say 5 years ago?

Dave: Yes. The jibs are now flatter at the top and you trim down the leech. With the fuller jibs you trim down the foot and let the jib open up at the top. The new jibs, being flatter at the top, will automatically open up. Trimming down the leech seems much less tricky how hard you sheet. We are trying to take some of the guess work out of it without affecting boat speed.

Tighten the jib luff to just barely take the wrinkles out of the luff — as loose as possible without having any wrinkles.

Q: What do you do on trimming the main?

Dave: Use a centering device (pinching strings) until you start to hike. Do not center completely, leave the block about halfway between the center and the sheer. When you start to sit out, release it all the way.

Q: No in between?

Dave: Maybe slightly, but basically there doesn't have to be.

Tighten the Cunningham to just barely remove the horizontal wrinkles from the luff. Tighten the outhaul to just remove the vertical wrinkles from the foot. Don't tighten enough to get a hard spot or fold along the boom until it blows hard enough, then it should be band to band. Tension on the mainsheet should be just enough to get the top batten parallel to the boom. If you oversheet, the top batten hooks to weather and if you undersheet, the top batten falls off to leeward.

Q: How do you judge this?

Dave: You have to practice looking at the top batten and boom. In light air you can lean under the boom and look up.

DO YOU KNOW

Snipe Sails Are
Brokered Regularly Thru
Bacon & Associates, Inc.?

If you need one right now, walk in, buy it, and carry it out in a few minutes. Or we can ship it to you in a matter of days.
Give us more time, and we can sell one for you.
We also have sails for anything from a Sailfish to a 60-footer.

To purchase or sell sails, write:

BACON & ASSOCIATES, Inc. SAIL BROKERS for
528 Second St., P.O. Box 3150 New, Used & Damaged Sails
Annapolis, Maryland 21403 Phone: (301) 263-4880

SNIFE BULLETIN ADVERTISERS
DESERVE YOUR SUPPORT

Official Pocket Patch

(1/2 actual size)

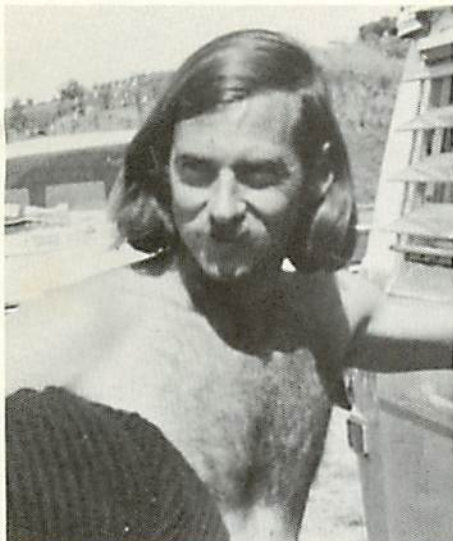
Red Snipe and white sailboat on light and dark blue background with yellow letters and border. Either on felt or washable cotton twill. Size 3" x 3¼"

SPECIFY MATERIAL when ordering . . . \$2.00

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

Send Payment with Order to

SCIRA
Privateer Road, Hixson, TN.-37343



Dave Ullman, at ease at Valle de Bravo.
(Photo by Buzz Lamb)

This will give you about 5 degrees off the center line since that is the location of the boom. When the wind blows harder it falls off more than that. In heavy wind, you sheet as hard as you can until you can't hold the boat flat, then you have to sheet a little looser.

The mast should be unrestricted until the wind blows about 9 knots. Then the mast should be blocked to have the same

bend as it would at 9 knots. It should not be blocked in light air; you want the mast to match the luff curve in the sail. If it is abnormally choppy you should block it slightly more to give you more power. When the skipper is sitting on the rail and the crew is just starting to sit on the rail is the approximate point — restrict the mast at that bend. If you can't hold the boat down, let the mast bend more. When the sail turns inside out, you'll have to put the mast puller on again. At this point you have to sail on the battens.

Spreaders should be blocked to about 24" between tips. This is on a Cobra with the chain plates located in about the same place as on the Chubasco. For a lighter crew the distance should be less and vice versa.

Q: On my wooden boat the chain plates are out and about 3" further forward than on a Chubasco. Does this not restrict the bend?

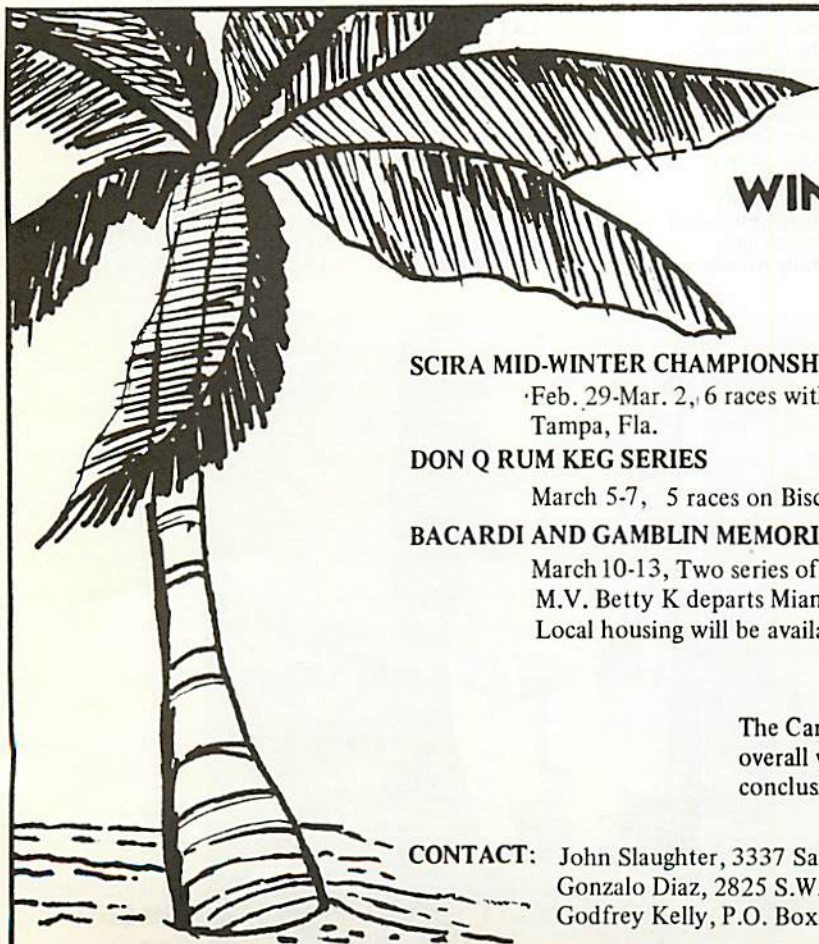
Dave: Yes, the further forward you have the chain plates the less mast bend. The spreaders are resisting bend rather than inducing bend — they are pushing the mast sideways instead of forward.

Q: The more mast rake, the more difficulty you have going downwind. Correct?

Dave: Yes, but now we are not letting our masts go forward when straight downwind. We pull the mast back in order to let the boom go out further. However, when the wind gets over 15 knots, you should let the mast go forward, otherwise you might break it. Besides, in this kind of wind you don't let the boom go all the way out. In reaching with a whiskerpole, we are letting the mast go forward. The mast should be back when on a reach without a pole.

Q: What would you think about Snipe as an Olympic boat?

Dave: I don't think you ever have to worry about that. In fact, I don't see that as something you should want. Having gone through the 470 experience, I think that would be the worse thing that could happen to the class. Class growth would be cut in half. Growth for the first year would spurt then it would die. The worse thing that can happen to a class is to have an influx of top sailors that have Olympic fever. Snipe is perfect for man and wife, kids; it is the boat anybody can sail. It is highly competitive, the numbers you get out are excellent, yet it is not crazy-competitive. It's excellent, just perfect for what it is. Nothing more should be made out of it.



WINTER RACING CIRCUIT

NEW SCHEDULE SO ALL CAN ATTEND

SCIRA MID-WINTER CHAMPIONSHIP

Feb. 29-Mar. 2, 6 races with one throw-out, Bay Harbor Inn, Tampa, Fla.

DON Q RUM KEG SERIES

March 5-7, 5 races on Biscayne Bay. Coconut Grove SC, Miami, Fla.

BACARDI AND GAMBLIN MEMORIAL SERIES

March 10-13, Two series of 3 and 5 races. Royal Nassau SC, Nassau, Bahamas
M.V. Betty K departs Miami March 8, returning March 15.

Local housing will be available. If interested write Godfrey Kelly.

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: John Slaughter, 3337 San Pedro St., Clearwater, FL 33515
Gonzalo Diaz, 2825 S.W. 92 Place, Miami, FL 33165
Godfrey Kelly, P.O. Box N 1113, Nassau, Bahamas

A Welcomed Wind In 'Old Chicago'

Beautiful weather welcomed the Snipe sailors to our Old Chicago Regatta, sailed Saturday and Sunday, August 9th and 10th. The wind on the two days was predominantly out of the Southwest, being stronger on Saturday, ranging from 14 to 17 knots, than on Sunday morning, which ranged from 8 to 20 knots. This Regatta is held on Lake Michigan, sailed on an Olympic course run by the combined Burnham Park Yacht Club and Columbia Yacht Club.

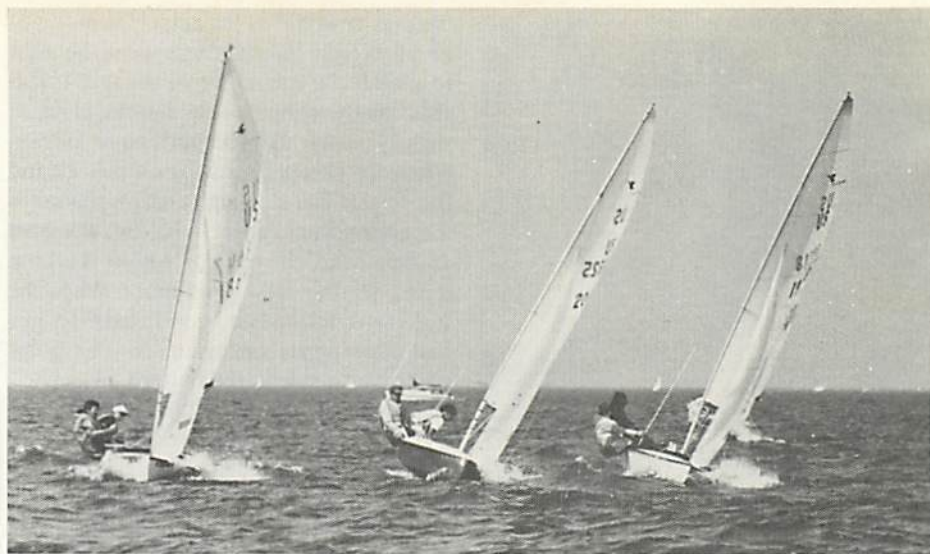
The first five boats sailed very consistently, with Dan Wesselhoft from Peoria taking top honors. He was followed closely by Harry Levinson of Indianapolis, Don Casey of Green Lake, Wisc. was third, Buzz Levinson, our defending champion, was fourth, Dave Wesselhoft of Peoria was fifth, and Lee Brahos of Burnham Park was sixth.

Two races held on Saturday were under similar conditions, with the leeward end of the starting line being favored. Those who could work their way down to that end of the line and then be in a position to tack to port, fared very well. A quick tack to port freed them from the balance of the fleet and then brought them quickly into clear air and allowed them to work their way down to the windward mark. Buzz Levinson took the first race and Dan Wesselhoft won the second race.

Saturday night our fleet selects an ethnic restaurant to hold our Regatta party. This year we reserved a large dining area in the very fine Greek restaurant, Diana's. We had a marvelous time, with a 12 course meal, complete with excellent Greek wine.

Sunday was another beautiful day. The wind was again out of the southwest, but the puffs were shifting more westerly. It favored a start at the windward end of the line to be in a position to tack to port. Boats which sailed towards the puff coming out of the West and then tack back to starboard to ride the puff up to the windward mark did best. This third race was won by Harry Levinson.

We had a super time and it was a wonderful regatta. We wish to thank Brian Sherry, his wife Lolli, John Stanley, Lee Brahos, and Ray Schmit, for doing a fine job in running and organizing this event. Two films were taken of our sailing



Reaching leg: Jim Pyott, outside; Dick Jones, middle; and Brian Sherry, inside.

and shown at subsequent fleet parties. We sail on an outstanding course in front of the skyline of the City.

Next year this Regatta has been sanctioned for Saturday and Sunday, July 24th and 25th. This is the weekend before the Nationals. We hope to have

some of the West Coast sailors be able to stop by and sail with us. The conditions are very similar to what you find at Association Island and should offer a fine tune-up for our National Championships.

Jim Pyott
Chicago Snipe Fleet No. 86

OLD CHICAGO REGATTA (Top 15 of 24 Entries)

Boat	Skipper	Club	Races	Points	Finish
18269	Daniel Wesselhoft	I.V.Y.	2-1-3	8.7	1
12192	Harry A. Levinson	I.S.C.	4-2-1	11	2
20666	Don Casey	Green Lake	3-3-2	14.4	3
20551	Buzz Levinson	I.S.C.	1-4-4	16	4
19447	David Wesselhoft	I.V.Y.	6-6-6	35.7	5
18324	Lee Brahos	Burnham Park	7-12-8	45	6
19618	Lon Spencer	Burnham Park	11-15-5	48	7
19062	Michel Zalzal	Hueston Woods	10-7-15	50	8
19715	John Stanley	Burnham Park	12-11-11	52	9
19718	Brian Sherry	Burnham Park	9-14-12	53	10
18647	Jim Pyott	Burnham Park	8-10-18	54	11
20659	Ray Schmit	Burnham Park	13-9-16	56	12
20869	Richard Brackett	Burnham Park	14-8-17	57	13
20821	Lee Shames	Burnham Park	17-13-10	58	14
18645	Wally Broadhead	Crystal Lake	5-16-21	59	15



Mike Zalzal sets pole, Dick Bracken is to leeward, during 'Old Chicago' Regatta.

MURPHY & NYE SAILS IN ANY WEATHER

Murphy & Nye has become one of the most respected names in sailmaking because our sails are fast, no matter what the weather. When you're sailing against the best competition in national, international or local events, this is important. You don't want to be handicapped just because your sails perform better in light air and it's blowing 12 knots.

This all-weather performance capability of Murphy & Nye sails has been proven time and again. The same sails that won the 35 knot gear buster in the World Championships also finished second overall in the medium airs encountered in this year's Nationals. That's all weather performance. And that's the kind of sails that Murphy & Nye guarantees — for two years!



If you want to talk about performance design or would like a sail quote call collect or write the Clearwater loft.

MORE THAN FAST . . .

MURPHY & NYE SAILMAKERS

1211 N. Betty Lane • Clearwater, Fla. 33515 • 813-441-4731



Urethane coated **NYLON** • Stronger than canvas • More compact for storage • Quick drying • No shrinkage
Bainbridge YACHTCRILLIC • The very best fabric made for boat covers • Will not rot, mildew, shrink, fade, or stiffen • Longest lasting of all boat coverings.

Full Deck Trailing AND Mooring Cover (above)

- Lies flat for trailing • Draws up for good water run-off while mooring • 5/16" shock cord under rubrail • Extra reinforcement at all stress points • Heavy duty nylon zipper • Loops for under the hull straps
- Coated **NYLON** or 13 oz. canvas \$80.30 ppd.
- Bainbridge **YACHTCRILLIC** \$94.60 ppd.
- Specify make and year Snipe

Bottom Cover \$75.90 ppd.

- Flannel lined grey vinyl canvas (Napbac) • Fits with shock cord over deck

Rudder Cover \$11.00 ppd.

- Napbac • No zippers or snaps to scratch rudder

Football shape cockpit bag \$6.50 ppd.

- Hangs in cockpit & zips closed

Daggerboard Cover \$15.40 ppd.

- Napbac • Specify size & shape

Satisfaction guaranteed. Send check to:



THE SAILORS' TAILOR
 191 Bellecrest • Bellbrook, Ohio 45305
 Bob Rowland • 513-848-4016

Also: skirted covers, duffie, ditty, and floor length clothes bags

Wally Lineburgh's Insurance Is Different!

1. Every Snipe is insured for \$2500 regardless of age.
2. Every Trailer is automatically insured for actual cash value up to \$250.
3. Coverage includes hull, spars, sails, covers and all miscellaneous equipment except personal effects.
4. Insuring Agreements are "all risks" of direct physical loss or damage and sailing is year round.
5. Reimbursement for loss is "New for Old" with a \$50 deductible. No depreciation taken even on sails and covers.
6. Damage to another boat up to \$2500 applies while racing or day sailing.
7. Medical payments of \$2000 automatically apply.

This policy is available in most states where Snipes are sailed. Send your Name, address, class, sail number, age of boat & trailer, and Home Port. Your premium depends on your Home Port location. Select your area. Make your check payable to Lineburgh & Co.

AREA 1: \$46.00 per year. Inland lakes and rivers of the U.S. including the Great Lakes and Chesapeake Bay.

AREA 2: \$75.00 per year. South Atlantic Coastal and tributary inland waters below the North Carolina/South Carolina state line including Gulf coast.

AREA 3: \$57.00 per year. North Atlantic coastal and tributary inland waters above the North Carolina/South Carolina state line.

AREA 4: \$52.00 per year. Pacific coastal waters and inland waters for the states of California, Oregon and Washington.

LINEBURGH & COMPANY
 850 Norman Street, P.O. Box 3312
 Bridgeport, Connecticut 06605
 phone: (203) 334-3151



Sanctioned Snipe Regattas

FEBRUARY 28-29 SNIPES AU CARNAVAL and MEDITERRANEAN CHAMPIONSHIP, Yacht Club Beaulieu (French Riviera), M. Celerier, Les Coqa, 06360 Eze sur Mer, France.

FEBRUARY 29-MARCH 2, MIDWINTER CHAMPIONSHIP, Clearwater Fleet 46, John Slaughter, 3337 San Pedro St, Clearwater, FL 33515.

MARCH 5-7, DON Q REGATTA, Miami Fleet 7, Gonzalo Diaz, 2825 S.W. 92 Place, Miami, FL 33165.

MARCH 10-13, BACARDI SERIES and GAMBLIN MEMORIAL SERIES, Nassau Fleet 391, Godfrey Kelly, P. O. Box N 1113, Nassau, Bahamas.

APRIL 11-17, VII CAMPEONATO DEL ATLANTICO SUR DE CLASSE SNIPE, Club Uruguayo Fleet 506, Jose Luis Murguia, Luis de la Torre 423, Montevideo, Uruguay.

APRIL 24 REDNECK REGATTA, Magnolia Fleet No. 604, John Whitfield, 103 Bailey Ave., Jackson, MS 39216.

MAY 21-23, NORTH AMERICAN CHAMPIONSHIP, Nassau Fleet 391, Godfrey K. Kelly, P. O. Box N 113, Nassau, Bahamas.

JULY 31-AUGUST 1, U.S. JUNIOR NATIONAL CHAMPIONSHIPS, Association Island, Dr. Graham Hoffman, 149 Ontario St., Honeoye Falls, NY 14472

AUGUST 2-6, U.S. NATIONAL CHAMPIONSHIPS, Association Island, Dr. Graham Hoffman, 149 Ontario St., Honeoye Falls, NY 14472.

AUGUST 13-17, MARITIME SNIPE CHAMPIONSHIP, Northern Y.C. Fleet 220, Steve Astephen, c/o Northern Y.C., North Sydney, Nova Scotia, Canada.

AUGUST 17-20, CANADIAN NATIONAL CHAMPIONSHIP, Northern Y.C. Fleet 220, Steve Astephen, c/o Northern Y.C., North Sydney, Nova Scotia, Canada.

AUGUST 20-29, WESTERN HEMISPHERE CHAMPIONSHIP, Northern Y.C. Fleet 220, Steve Astephen, c/o Northern Y.C., North Sydney, Nova Scotia, Canada.

Spooks Spooked At Windless Halloween Regatta

Ninety boats participated in the 1975 Snipe Halloween Regatta held on Lake Allatoona, Northeast of Atlanta, Georgia, and hosted by Snipe Fleet 330 of the Atlanta Yacht Club. For the second year in a row it was a flat-out drift contest. The championship division Spooks managed to complete one race on Saturday and another one on Sunday for a two race series. Young Matt Gregory of the host club won the regatta with two firsts, and second place was Van Wesley of Privateer Yacht Club with two seconds, followed by Pete Duvoisin and Steve Cooper, also of PYC.

In the Goblin fleet, the race on Saturday was cancelled when the first place boat failed to finish within the time limit even on a shortened course. One

race, however, was completed on Sunday. Felicia Bamer of Manchester, Missouri, was first, followed by Jody Hearn of PYC and Charlie Bogle of AYC.

Harold Gilreath
Atlanta Fleet 330

Goblin Fleet - Top 20 of 41 Entries (Only one race sailed)

Skipper	Club	Finish
Felicia Bamer	Lake Carlyle	1
Jody Hearn	PYC	2
Charlie Bogle	AYC	3
Emmie Kohler	AYC	4
Hal Gilreath	AYC	5
Bill Williams	Clearwater	6
Frank Briggs	AYC	7
Marc Duvoisin	PYC	8
Bill French	AYC	9
Bill Humphreys	PYC	10
Jeff McCowan	BFSC	11
Mark Jarrell	Chattahoochee	12
Lee Burnup	AYC	13
Jerry Humphreys	PYC	14
Orie Wade	AYC	15
Carl Lieberman	BFSC	16
Steve Guebert	AYC	17
Goetz Siebrecht	AYC	18
Clay McCowan	BFSC	19
John Friis	Valdosta	20

HALLOWEEN REGATTA (Spook Fleet - Top 30 of 50 Entries)

Skipper	Club	Races	Points	Finish
Matt Gregory	AYC	1-1	0	1
Van Wesley	PYC	2-2	6	2
Pete Duvoisin	PYC	1-5	10	3
Steve Cooper	PYC	5-3	15.7	4
Bruce Colyer	Ft. Lauderdale	10-1	16	5
Don Hite	Lake Angelus	8-2	17	6
Brad McFadden	AYC	4-5	18	7
Don Blodgett	Indianapolis	3-7	18.7	8
Lloyd Cox	PYC	9-3	20.7	9
Ted Wells	Wichita	2-14	23	10
Francis Seavy	Clearwater	6-6	23.7	11
Means Davis	AYC	5-8	24	12
Buzz Lamb	PYC	7-6	24.7	13
Ralph Swanson	Winchester	4-11	25	14T
Bill Simons	PYC	11-4	25	14T
Bill Buckles	Cleveland	3-15	26.7	16
Mike Zalzal	Cowan Lake	16-4	30	17
Dan Williams	PYC	6-13	30.7	18
Tony Abbott	AYC	8-12	32	19T
John Akins	Valdosta	11-9	32	19T
John Muhlhansen	AYC	12-9	33	21
Ray Schmidt	Chicago	14-10	36	22
Cliff Hogg	Chattahoochee	7-18	37	23T
Delkin Jones	AYC	17-8	37	23T
John Slaughter	Clearwater	18-7	37	23T
Sterling Beimfohr	Chicago	9-17	38	26T
Wilby Coleman	Valdosta	10-16	38	26T
Randy Nord	Pine Beach	13-13	38	26T
Carl J Owens	AYC	13-16	41	29T
Jim Smither	BFSC	18-12	42	30T
Derek Peters	AYC	19-11	42	30T

SHOW YOUR GRATITUDE

Here's a RATING AWARD for those guys and gals you've been abusing all season.

Attractive blue seascape background with message in script on parchment paper. 8½" by 11" IDEAL FOR FRAMING. For recognition of any nautical duties and occasions. Fill in the awardee's name, duties, boat, event, and sign your name. Ideal for special events.

BETTER THAN A TROPHY

Five for \$2.00, 25 for \$7.00. Send check or money order. Immediate delivery.

AWARD CERTIFICATES

5230 N. 23rd Street Phoenix, Ar. 85016

Basic Snipe Sailing Manual

Intended for beginning Sniper, crew, and wives, this excellent manual (6" x 9") is a glossary of nautical terms with a sketch applicable to Snipe; knots with illustrations; handling the boat; tacking; running; reaching; jibing; heave-to; capsizes; 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.

Support your Bulletin advertisers!

The Dinghy Float

71 MORWOOD AVE. UPPER MONTCLAIR, NEW JERSEY 07043

201-471-0204

NEW AND USED SNIPES
RIGGING AND SWAGING
SAILS, SPARS, HARDWARE
AND EQUIPMENT

Italian Title Sailed at Sanremo

The 34th Italian Snipe Class Championship was held at Sanremo, September 14 through 19. The winners in the 31 boat fleet were Sergio Morin and Sergio Michel in their boat Macio. Mauro Ciopoli and Guisepe Magliocchetti of Yacht Club Sanremo, who were in 9th place over all, won the Junior trophy.

ITALIAN NATIONAL CHAMPIONSHIP

Boat	Skipper/Crew	Boat Name	Finish
19153	Morin/Michel	Macio	1
19690	Brezich/Napp	Lille	2
12802	Solerio/Gismondì	Donatella II	3
21940	Zoppi/Baruffaldi	Oera Bepa	4
18623	Rabbo/Dodero	BinBin	5
17404	Zaoli/Zaoli	Mia	6
19804	Ballarin/Raule	Bertevela	7
19931	Orlando/Orlando	Medolin II	8
16450	Cipolli/Magliocchetti	Mizar	9
19145	Zambonin/Zambonin	Speedy	10
19142	Gaia/Gaia	Silvia	11
20833	Arodio/Franzetti	Greta Garbo	12
20958	Suttora/Sandriani	Mayra III	13
19146	Bragantini/Bragantini	Ambra II	14
20944	Perini/Venerucci	Robel - A	15
19809	Campari/Gaia	Geraldine II	16
9193	D'Isiot/Godino	Puntasalvora	17
20961	Torielli/De Lorenzi	Magaele III	18
20947	Bellemo/Bragantini	Bube	19
11022	Rossetti/Vergani	Eolo II	20
16434	Huber/Huber	Sayonara	21
15787	Vanetti/Martinoli	Pasticcio	22
18609	Tua/Amoretti	Tua	23
20959	Donaggio/Ballarin	Limpiao	24
13540	Lipani/Tua	Alkatras	25
20951	Beltrame/Beltrame	Pola IV	26
10611	Armela/Armela	Tancin	27
12790	Gardella/Consigliere	Mister Yack	28
17979	Marzagalli/Vallebona	Lem	29
17991	Viali/Peragallo	Tremal Naik	30
20360	Bisetti/Fasola	Cica	31

PUT THE HEAT ON YOUR COMPETITION



SOUTHERN YACHTS

SNIPES

DESIGNED WITH THE SKIPPER IN MIND



- * Years of trouble free maintenance.
- * Controlled production - insuring boat to boat performance consistency.
- * Minimum Moment of Inertia.
- * Base price fully rigged for racing.

Phone 316-685-8611 / 3550 S.E. Blvd. / Wichita, Kansas 67216

PRINCIPAL SAILING RULES OF NAYRU GRAPHICALLY INTERPRETED

15th Revised Edition by Fearon D. Moore
Single copy, 60c; 20 for \$7.50

For sale only by SCIRA

CLASSIFIED

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

FOR DAY SAILORS ONLY - Stiff fiberglass covered, plywood center, keel-stepped spruce masts and vee-shaped spruce boom. Prepaid to nearest terminal - both for \$80.00 Only a few left. Fred Post, Jr., 7026 E. Latham St., Scottsdale, Arizona, 85251.

NEW SHAPE 11" centerboards FOR SALE - \$100.00. All edges machine tapered. Length to fit 10" to 12 1/2" trunks - 3/8" thick. High trunks by special order. Bill Simons, 4106 Hamill Road, Hixson, TN 37343. (615) 842-6598.

WINTER DISCOUNT 10% off until April 1. New 11" aluminum boards 3/8" thick with taper and radius for low trunk boats. Send in trunk measurement. Reg price \$100 FOB Atlanta. Terms cash, immediate delivery. 11" board for high trunk boats available. Send measurements of trunk - we will quote price. Whale sales, Matt Gregory, 6990 Brandon Mill Rd., NW, Atlanta, GA 30328. Phone night (404) 255-8020.

SNIPES - WANTED TO BUY. Prefer Boat 2-6 yrs. old; with trailer and sail set; within 250 mi.; little renovation required. Dax Taylor, No. 13 Whippoorwill, RR 6, Springfield, Ill. 62707. (217) 546-6202.

EICHENLAUB 21703 - one season, excellent condition, including sails, compass, new trailer, cover, 2 - \$40.00 life jackets, paddle, folding anchor, light green with racing stripes across white deck, will deliver to Buffalo. \$2,500. Tim Smye, 117 Collier Street, Toronto, Day (416) 928-4492, Night (416) 964-0102.

SNIPES - CUSTOM SWAGGED SHROUDS AND HALYARDS, immediate delivery, competitive prices. Specify wire length (eye to eye), wire size & terminal requirements. WIRE WORKS, P. O. Box 99898, San Diego, CA 92109. Phone 267-5332.

FOR SALE: Varalyay Snipe 17169, cherry red fiberglass hull, mahogany plywood deck, Proctor E mast, full round board, one suit North sails, very good condition, \$1,300. Dick Hand, Apt B 4, 727 Hancock Ave., Akron, OH 44314, (216) 494-7610 work.

FOR SALE - Snipe 19268, Call built, all glass, white with red trim, minimum weight, legal, always dry sailed, Rowland sails, Harken blocks, top and bottom covers, heavy duty trailer, \$1,500. John Braun, 128 Wilmuth, Cincinnati, OH 45215, (513) 821-0621.

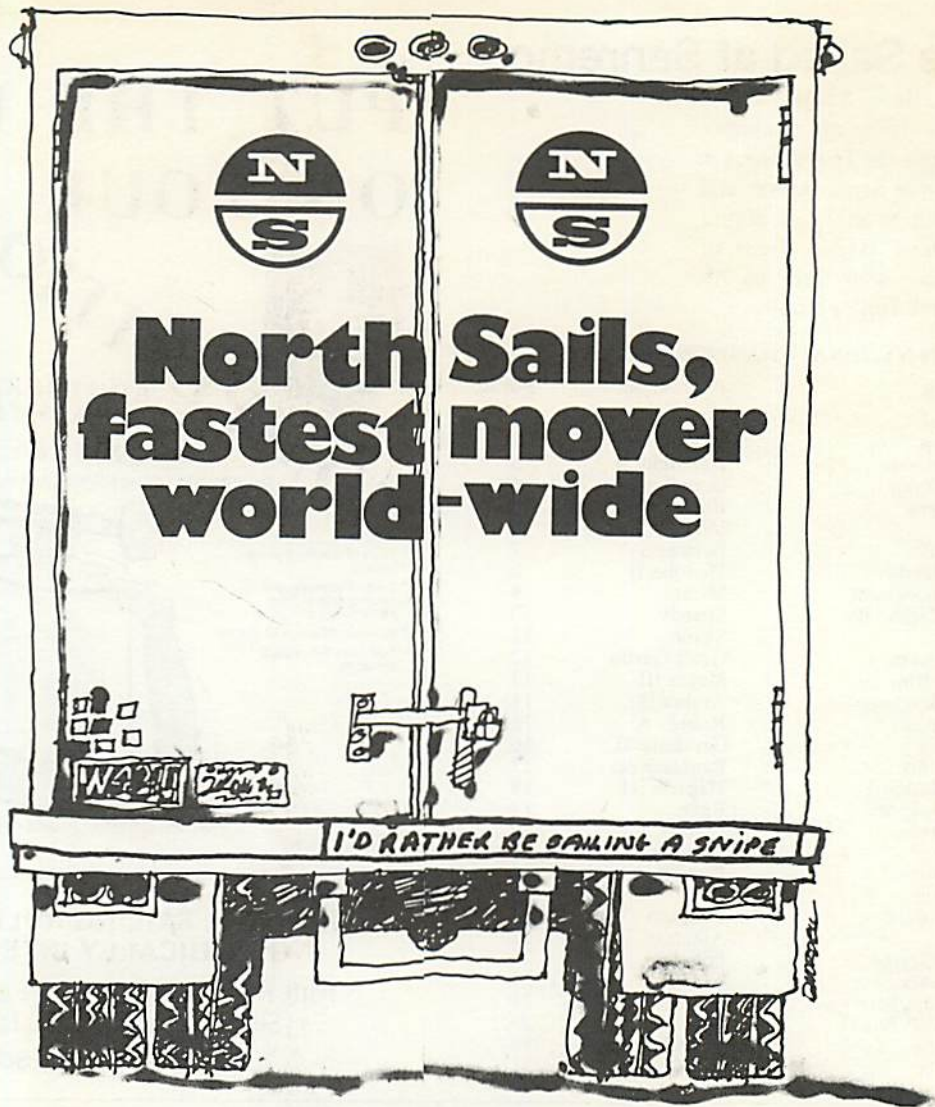
ACRILLIC SNIPES DRYSAIL COVERS Bainbridge Yachtacrillic will not rot, mildew, shrink, or become brittle. Best cover material available. Outstanding workmanship. 1. Full deck/6" skirt, mast up, boom off - \$79 ppd. 1a. Full deck/6" skirt, mast up, boom in centerline boom crutch - \$89 ppd. Above prices are for white, add \$4.50 for Blue, Gold, or Pearl Gray. It's your move, contact: Chris Rooke, ROOKE SAILS, 3000 Vantage Dr., Memphis, Tenn. 38131 ph 901-398-3140 or 683-3962.

FOR SALE - Snipe 10224. Gerber-built, hull sound but rigging needs minor work and new deck. North sails, trailer. \$325. Phone 1-203-263-3010.

FOR SALE - Chubasco, excellent condition, 19723, white hull, light green deck, Cobra spars, racing equipped, Levinson sails, new Gator trailer, covers, extras, all for \$1,600. Will deliver to Miami or Palm Beach, or buyer can race here in Mid-Winters, and/or North Americans and take home. Bob Bigham, Box N-3446, Nassau, Bahamas, Tel - 42704.

LEMKE 16728 - Green hull - mahogany deck, aluminum board, Proctor mast, Lofland trailer, deck cover, extras. \$1,500. 1-317-839-9405 - evenings please.

FOR SALE: Spreaders specially built for Cobra Masts \$25.00 pair. Also, used Snipe gear, Cobra masts and booms, wood booms, etc. Write for information. Gonzalo Diaz, 2825 S.W. 92nd Pl., Miami FL 33165. Nights (305) 226-4136.



1975 Results

SWEDISH SILVER SNIPE.....	1st	JUNIOR NATIONALS, DUFFY SERIES... 1, 2, & 4
NORWEGIAN CHAMPIONSHIP.....	1st	SENIOR NATIONALS, WELLS SERIES... 1, 2, & 3
FINNISH NATIONALS.....	1st	SENIOR NATIONALS, CROSBY SERIES... 2nd - 6th
YUGOSLAV OPEN CHAMPIONSHIP.....	1st	SENIOR NATIONALS, HEINZERLING SERIES... 9 of top 15
GOTHENBURG MAYSNIPE.....	1st	CHILEAN NATIONAL CHAMPIONSHIP..... 1st
WHITSUN REGATTA, HELSINKI.....	1st	RACE WEEK DE PALMA..... 1st
INT. OPEN FRENCH CHAMPIONSHIP... 1, 2, & 3		MASSACHUSETTS BAY OPEN..... 1st & 2nd
FRENCH CHAMPIONSHIP..... 1, 3, & 4		DISTRICT 1 CHAMPIONSHIPS..... 1st & 2nd
NASSAU: BARCARDI..... 1st		U K NATIONALS..... 1st
NORTHEASTERN CHAMPIONSHIP.... 1st & 2nd		SPANISH NATIONALS..... 1, 2 & 3
NORTH AMERICAN CHAMPIONSHIP... 1st & 3rd		
DISTRICT 3 CHAMPIONSHIPS..... 1st & 3rd		

1111 Anchorage Lane
San Diego, CA 92106
(714) 224-2424



Traubingerstr. 24
8132 Garatshausen
West Germany
0 8058-8676

We make more sails that win more races than any other sailmaker in the world.