

Snipe

BULLETIN



JANUARY 1966

Vol. XV No. 8



- BASIL KELLY -

1966 COMMODORE OF SCIRA

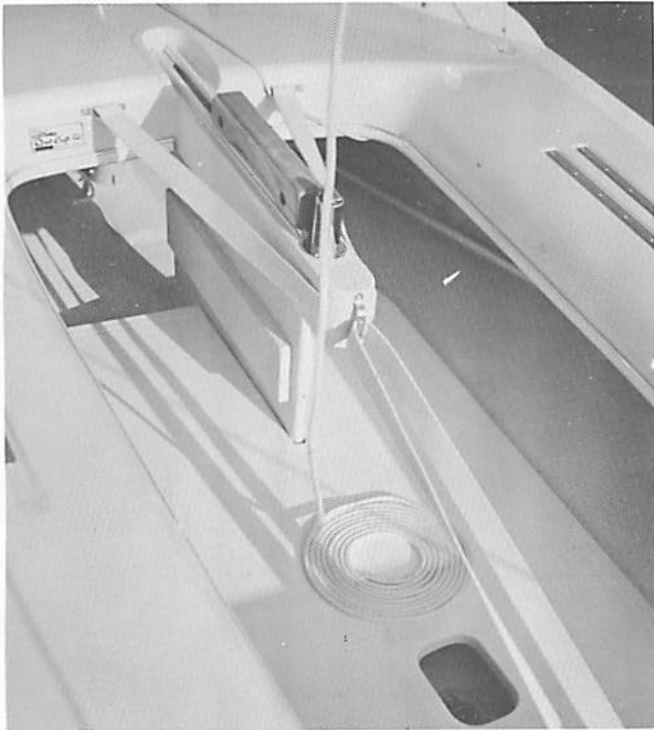


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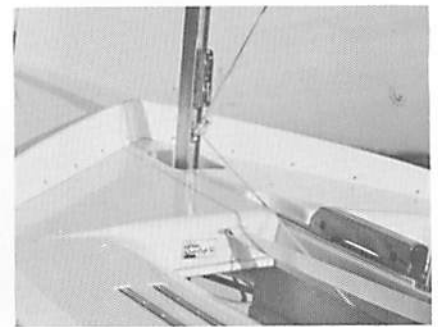
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Voice Of The People

APPRECIATES SNIPE AND SCIRA

"I received your notice that my complimentary issues of the Snipe BULLETIN must now end. You and SCIRA are most kind and generous, for I have been receiving issues for several months now. I have kept every issue, plus the yearbook, and shall continue to refer to these issues for valuable information and suggestions.

You will find a personal check in the amount of \$2.00 to cover cost of continuing my subscription throughout the year 1966. Although I am not a Snipe sailor, it is more for the reason that the class is not too active here in the Washington-Annapolis area. However, in the past year I have seen quite a few Snipes appearing at various events, and it looks as if the "grand ol' class" is not dead hereabouts. Presently, I am a Penguin owner, and active in fleet organization, but never too set or sold on any one class to recognize the merits of another class. The Snipes I had occasion to watch at a recent local event, were handling stiff winds and chop far better than most other classes in attendance, and this is pretty good considering the number of so-called "hot ones" that had to give up in such a wind.

And just in passing, I want you to know that most everyone in my sailing club would agree that Snipe deserves more consideration for Olympic status than they are presently getting. It makes one wonder about the future of such events when they pay so little attention to such truly international membership as has the Snipe Class. Your perseverance will surely win out in the end!" — Ronald L. Beaver, Takoma Park, Md.

ENTHUSIASM AN IMPORTANT FACTOR

"I'd like to thank both you and Dave Babcock of Oklahoma City for the kind words about our 1965 Rocky Mountain Snipe Championship Regatta that appeared in the Nov. BULLETIN. We get a big kick out of putting on our annual Invitational. Since we're lucky enough to have such an exciting regatta location, we feel we'd be remiss if we didn't work hard to make the event successful. We've found that a good regatta results from four ingredients:

1. Enthusiastic guests.
2. Hospitality on the part of the home folks.
3. Well organized races and arrangements.
4. Weather.

We haven't found a way to do much about the weather, and we still produce a few glitches in our organizing (like this year when, as well as we thought we knew Shadow Mountain Lake, a shoal area embarrassingly showed up in one of our race courses). But we can do something about hospitality -- that pleasant business of letting people know we're glad they came -- and we hope that will encourage more of the big No. 1 ingredient each year. (By the way, a good measure of that was provided this year by our sharp-sailing, fun-loving Oklahoma City guests, led by their campground guitarist, Dave Babcock.)" — Bill Scofield, Boulder, Colorado

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— David Watrous, Lt. USN.

SANTA BROUGHT A NICE PRESENT

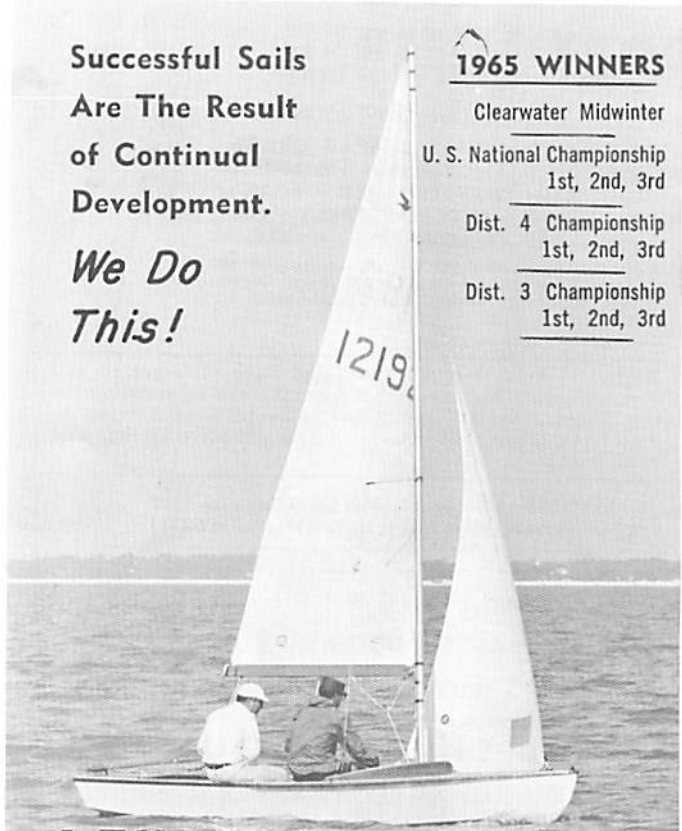
"I would like to be one of the fine readers of the Snipe BULLETIN. I live at Gull Lake, Michigan, and I have a Snipe for the next 40 Christmases (if you know what I mean.) Well, anyways, I would like to take a subscription."

— Dan Pender

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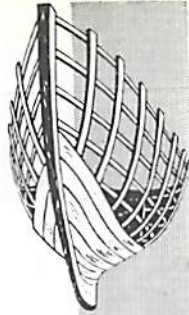
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The SNIPE BULLETIN is edited and produced monthly by Birney Mills, Executive Secretary.

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 655 Weber Ave., Akron, Ohio 44303, U. S. A.
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MEET THE NEW COMMODORE

A recent issue of the Tribune (Nassau) featured a story with headlines: "Sportsman's Greatest Honour. Bahamas Sports Commissioner, Mr. Basil Kelly, has been elected Commodore of the World's Largest Racing Class." Thus his friends were notified that the well-known Bahamian sportsman, businessman, and politician was chosen to head SCIRA, and, needless to say, all fellow Snipers were pleased with his acceptance of the office.

Basil, a descendent of an old Bahamian family, was born there in 1930; attended school in Baltimore, Maryland, and the University of Virginia. Starting work at Kelly's Hardware, Ltd., of Nassau in 1951, he is now the company Vice-President.

He married Joan Paula Closs of Lake Mohawk, New Jersey (home of Snipe Fleet 10) in 1954 and they now have 2 boys and a girl in grade schools. He was elected to Bahamian Government House of Assembly in 1962 for a 5 year term and has been quite active in administration affairs. If you saw a big man in a frock coat and top hat leading the parade and in charge of the ceremonies during the 300th Anniversary of the Islands a couple of years ago, you were looking at our Mr. Kelly.

No one fortunate enough to be raised on a Bahamian island could scarcely avoid getting mixed up with the beautiful water of his surroundings. Basil and his brothers were soon in it. He started crewing in the Star Class in 1949 with World Champion Durward Knowles as teacher and skipper in 1950. In 1951, he bought his first Star, beginning an illustrious career which has led to many national and international trophies in that class.

In 1954, he started actively sailing in Snipes; has been National Champ 4 times and picked up the Royal Nassau Sailing Club King George V solid Gold Trophy for Snipes 5 times. He alternated Stars with Snipes, attending many regattas, not only in neighboring Florida, but has gone all over the world for championship affairs. In addition, he has crewed in 5.5 for Bahamas in the last 3 Olympics; sailed in several Miami-Nassau Ocean Races, Nassau Governors Cup Races in Nassau, and Lipton Cup Races of Miami. As a member of both the Royal Nassau Sailing Club and the Nassau Yacht Club, he has been various Flag Officers in both clubs.

No one can say that the International Snipe Class does not have a sailor in the top spot; the class can feel flattered that such a successful sailor - and busy man - is so sold on the boat and the organization behind it. Following in the footsteps of the indefatigable Bud Hook, his is an admirable hand to have on the tiller. Let's all volunteer to crew for the Skipper!

THE COMMODORE SAYS

I am doubly proud to have been elected by the SCIRA Board of Governors to be your Commodore for 1966.

First, because the International Snipe Class is the largest one-design racing class in the world. Do you realize that an average of 1-1/3 Snipes have been built per day during the last

34 years? Secondly, of the thirty past Commodores of SCIRA, I will be the second non-American Commodore. The other person was Dr. F. V. G. Penman of England, who was our Commodore in 1961.

In my efforts to lead and promote the Snipe Class, I solicit the support of all members of our organization to assist me. Without such support of members throughout the world working for our common cause, a better organization and more activity - it will be impossible for me to achieve our aim - a bigger and better SCIRA!

We will make an effort through the National Secretaries (which, in turn, will depend on your support), to find out the exact number of existing Snipes in the world, whether they are active or otherwise. We would appreciate your co-operation when you are formally requested to give this information.

The biggest single project that I would like to accomplish in my term of office as Commodore will be to get the Snipe Class into the Olympics. I am going to continue as Chairman of our Olympic Committee. Again, we need, and must have, the support of everyone in our organization to achieve this. The information requested in the above paragraph will help us toward this end.

I would like to see more members in our class in different countries throughout the world contribute articles to our monthly Snipe BULLETIN. These articles could be of any nature, preferably pertaining to Snipes. For example, "Why Snipes Are Successful in Our Country"; "What Makes a Snipe Go"; etc. These articles, in my opinion, could increase the interest in the BULLETIN and the class considerably, as we all like to know what people in other countries feel and think of the things that we like or have in common.

In closing, I would like to take this opportunity to wish you and yours a prosperous and happy 1966, as I am sure we all likewise look forward together for a prosperous and successful 1966 for the Snipe Class International Racing Association.

Yours faithfully,

Basil T. Kelly

— SCIRA NOVEMBER MEETING —

HOOK DRUG SERVICE CENTER

Indianapolis Indiana — November 27, 1965

For 34 years, the Annual Meeting of SCIRA has been held shortly after the first of the calendar year; officers were elected in January or February and the official racing season ran from April 1st to March 31st of the following year. That worked out fine as long as the principal groups affected were from the North American continent. But with the international growth and the involvement of other countries in the management of class affairs, some changes became over-due.

The official racing season has been changed to a calendar year of January 1st to December 31st and, for the first time, a meeting was held before the first of the year with new officers elected to take over on the first of January. The Annual Meeting will be held in the future sometime late in the Fall as soon as feasible after the general meetings held at international championships are concluded. The meeting might take place during the bi-ennial World Championship Regatta if held late in the year. Thus recommended action can be taken promptly and rule books published before the actual racing season starts (in most countries).

There was so much on the agenda this year, that the Board of Governors devoted one full day (Friday the 26th) and part of Saturday morning to their work; general class affairs were handled in an open meeting all-day Saturday.

The meeting was called to order at 10:30 A. M. with Commodore Bud Hook presiding. Board members present were General Secretary for Europe Dr. Angel Riveras de la Portilla of Spain; Vice-Commodore Basil Kelly of Bahamas; Paul Betlem, Dr. Robert Schaeffer, Dick Tillman, Ted Wells,

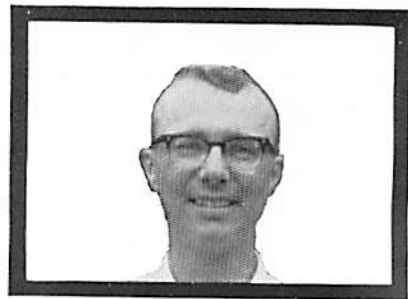
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and Birney Mills. Steve Astephen represented Doug Keary for Canada. Over 100 members including Past Commodores Carl Zimmerman, Harold Gilreath, and Edward Garfield were in attendance, and all gave standing self-introductions, assisted by remarks from Commodore Hook, who displayed his usual good form.

The minutes of the meetings held in Indianapolis in January and in Peoria in August were accepted as read.

Secretary Mills made an annual report for the SCIRA year and highlights are given below:

The year 1965 marks the 34th year of SCIRA and it has been both gratifying and successful. On the whole, it has been one of steady progress and growth, and it will go into the records as another good Snipe year.

9 new fleets were established with Argentina, England, and United States starting 2 each while Okinawa, Canada, and Denmark had 1 each. However, more real progress was made last year in the promotion of Snipe throughout the world than these figures indicate. The new Eastern Europe area laid some ground work in several neighboring countries with the first fruit being the participation of Austria in the 1965 World Championship Races; likewise, Senegal attended as an African representative; Venezuela, Chili, Virgin Islands, Grand Bahamas, and West Germany are all hot prospects for the future.

Numbers went from 15354 to 16081, a net of 727 new boats for the year, which is just 29 less than the record total of 755 issued in 1962. Thus 1965 is the 2nd best year in SCIRA's 34 year history; 1964 had 685; and 1961 - 621. The yearly average is now 473, an increase of 8 over the previous 465. This is about 1 1/3 Snipes every day for 34 years - quite a record!

6 countries accounted for 548 boats with totals of 248 for the United States, Denmark 80 (a record high for them), Spain, Italy, and Japan 60 each, and 40 to France. The other 179 were distributed to 8 different countries.

The BULLETIN was printed in 12 issues of 16 pages each, for the increase in advertising enabled us to maintain the above goal as stated last year. The desirability and advantages of a large and attractive class magazine are well recognized. 4500 copies are printed each month.

The Rule Book, which will be published every 2 years on the even years, will be printed as soon as the Rules Committee submits the final draft of changes adopted at this meeting. There will be an international edition plus an enlarged edition of local items for the United States and Canada. The format will remain the same and all are encouraged to solicit ads for the new book.

The popularity of Snipe continues all over the world and the recent WC Regatta at Las Palmas, Spain, was the largest SCIRA ever held with 25 nations participating. It was larger and better conducted than many similar Olympic events and aroused much enthusiasm for the boat and organization. The national championship regattas in separate countries were most successful in both size and quality. Canada is making great preparations for the Pan-American Games in 1967, and Snipe, being one of the 7 classes entered, is prominent in the news in Canadian Sailing circles. It is a rare opportunity for Snipe and National Secretary Doug Keary has his hand on the tiller. I need not to go deeper into the class activities for 1965 as the BULLETIN has (or will) print most of the details and particulars. Thanks are given to the clubs who organized international events. Snipers travel many miles to participate and their repeat attendance bears testimony to the efficiency of regatta organization.

A campaign to get Snipe into the 1968 Olympics, instigated by Dr. Riveras last year, was well-conducted by a committee under the leadership of Vice-Commodore Basil Kelly. De-

tailed plans made at Las Palmas with all National Secretaries participating made this the best concerted effort SCIRA has ever made in its 30 year struggle to gain such recognition. This promotion has produced much publicity and world-wide interest in Snipe to the eventual benefit of the class regardless of the outcome.

Treasurer Mills reported that financially, SCIRA held its own for the period, which is an accomplishment in these days of rising costs. Both receipts and expenditures were about \$2500.00 above the estimated budget and income was \$291.82 over expenses. Total receipts were \$24,575.25 and this figure, for the first time, did not include any funds rightfully belonging to the U. S. A. Snipe Fund; that SCIRA closed the year with all bills paid with \$2,327.21 cash in the bank and \$2,228.57 in a savings account. BUILDING A PLY-WOOD SNIPE sales continue good and the account has now been reduced from \$5,704.62 to \$924.41; the net equity of SCIRA stands at \$10,691.21, a drop which again reflects the final transfer of U. S. A. Snipe Funds to that separate account. That fund has a cash balance of \$5,787.76 in it. This book-keeping adjustment means the organization has become less provincial and more international as a result.

During the year, we dipped into certain items for class promotion and publicity; however, the \$1200.00 cost for the new 1965 U. S. National film will come out of the U. S. A. Snipe Fund even though it is expected to circulate throughout the world. It is nice to have such money available for non-recurrent or unusual items.

SCIRA has had exceptional leadership with diversification of duties through able standing committees and the results are evident. It closes the year with all affairs shipshape in a position to expand activities and services as needed for the futherance of the boat and class.

The Secretary and Treasurer reports were accepted as read.

Dr. Riveras gave a general report of the progress of Snipe in Europe for the season just ended and praised action of the Board in upholding conclusions reached at the general meeting of the European Secretaries in Zurich, Switzerland, in June. He stated that, in his opinion, the idea advanced by France to produce an entirely new light-weight Snipe hull was absolutely damaging to the forward progress of Snipe throughout the world, as it created too much uncertainty as to the future of the boat and class and that re-affirmation to uphold and continue the firm policy maintained by SCIRA over the last 34 years cleared the way to vigorous promotion of Snipe as it now exists.

Such emphasis on planing characteristics alone meant that one was forgetting what is racing and involved the substitution of planing gymnastics for racing tactics. As sailors, Snipers are interested in an all-around performing boat and since they have one in the top category, they should keep it.

He was quite optimistic about the prospects of growth in the new Eastern Europe District under the leadership of Aleksander Lukez of Yugoslavia; which country now has between 60-70 Snipes. He predicted 3 or 4 more countries would eventually join the SCIRA family of nations. He summed it all up by saying the class development in Europe was quite satisfactory in spite of not being in the Olympic Games.

All U. S. District officers or their representatives submitted encouraging reports, but placed most emphasis on various methods used to get publicity to a local level for their activities; Ellen Horan submitted a list of yachting correspondents; Judy Head gave a detailed process for covering a local event; Dan Williams stressed the importance of getting items with pictures to the papers as soon as possible. Paul Betlem reported on success with local newspapers in New York State and predicted the holding of the 1966 Nationals in his district would help build up the all-important junior program and be a general shot-in-the-arm. He advocated district newsletters when at all possible.

Adjourned for lunch at 12:15. Afternoon session started at 2:00 P. M.

Paul Zent, Chairman of the Emblem Committee displayed a large colored design which had been finally officially adopted,



"WHO IS KIDDING WHOM?" says the new Commodore as Past Commodores Harold Gilreath and Bud Hook extend their felicitations. Table decorations included flags of the 29 SCIRA nations. Here (left to right) Basil inspects them along with Paul and Nancy Betlem, Rochester, N. Y.; Linda and Dick Tillman, Dayton, Ohio; Marge and Lowry Lamb, Jr., Chattanooga, Tennessee.

and announced that it was a compromise of the winning design submitted by R. W. Holsinger of Berkeley, California, and of suggestions received from Osmo Walli of Helsinki, Finland. The combination of ideas was perfected by Marcia Schroeder of Indianapolis, and the result was very satisfying and attractive - a credit to the class.

Mr. Zent received official thanks for the work of his committee.

Chairman Bob Schaeffer reported his committee recommended an established pattern of rotation for choosing sites for future U. S. National Championship Races. By dividing the country roughly into 3 sections (East Coast, Midwest, and West Coast) and having the event everyother year in the middle section and alternating between the coastal areas, one could plan to get to at least 3 out of 4 events without driving more than 1000 miles any one year. Fundamentally, holding a National Championship should be a responsibility of the Districts and they can work together according to the area they are in. At least 50 people should be involved as hosts to insure proper division of the necessary work and financial burden. Invitations should be in by June of the previous year and a strong bid at least 2 years ahead would be most favorably considered. There is still some question as to proper placement of Southern U. S., but it was felt vertical lines should be used in determining the 3 host sections. His report was favorably received.

A letter from Steve Taylor, Chr. of the Rule Book Committee, was read in which he reported that his difficult task was now complete with all final suggestions turned over to the Chairman of the Rules Committee.

Ted Wells, Chr. Rules Committee, gave a necessarily brief report on suggested rule changes and recommended adoption as listed and previously outlined to all National Secretaries and published in the BULLETIN at various times. (See WELLS WANDERINGS Page 14 this issue for a brief synopsis of the most important changes). The Board unanimously adopted his report and the new Rule Book will soon be available with complete changes in it.

Bruce Lockwood reported his committee had instigated an improvement in the system of collecting delinquent dues and that results were encouraging. While Fleet Captains will always have the responsibility of collecting dues and seeing that their members are in good official SCIRA standing and making fleet reports, the SCIRA general office will step in later in the year after such dues are delinquent and attempt to keep the Sniper on the rolls by individual contact.

EMPHASIS AGAIN: This is not a new method for getting in money - it is merely supplementary to what the class requires of fleet officers and has done for years.

Capt. Dick Tillman, Chr. Pan-American Games, recommended that a separate series of races be run between July 22 --Aug. 7 to choose a U. S. team for the 1967 event in Canada. Sailors from other classes could be invited and the districts used as bases for elimination races to pick about 20 sailors (3 from each district) to sail in the main event July 22--Aug. 7 for the final choice. He suggested (1) elimination series could be open to all sailors interested; (2) determine how many could compete in advance and let this list fight it out (3) actual plan must be decided on shortly with schedule announced; (4) new chairman for the committee, as he was assigned to a 3-year tour of duty with the AF in France. He bid all farewell amid thanks and official good wishes.

Vice-Commodore Kelly, Chr. of the Olympic Committee, gave a detailed review of his committee's activities during the year, climaxed with an account of his personal experiences and conclusions derived from attending the November IYRU Meeting in London. (This report was published in full in the December 1965 BULLETIN). Dr. Riveras also contributed his opinions, which were in agreement with the Kelly report, and recommended that an appeal be made directly to the International Olympic Committee in the future. This course was approved and both men were thanked for their leadership and accomplishments in a difficult task.

The nominating committee submitted a report recommending that the office of National Secretary for the U. S. be divorced from the duties of the SCIRA Executive Secretary, thus continuing the move to make a more international organization. The following officers were elected to terms starting January 1, 1966:

Commdore Basil Kelly, Nassau, Bahamas
 Vice-Com Robert Schaeffer, Palos Verdes Ests, Calif.
 Rear-Com. Dr. Angel Riveras de la Portilla, Madrid, Spain.
 Secretary-Treasurer Birney Mills of Akron, Ohio.
 Chr. Rules Committee Ted A. Wells of Wichita, Kansas.

The following men were elected to fill the membership-at-large spaces on the Board vacated by John Jenks and Dr. Robert Schaeffer:

Bruce Lockwood from District 7 for 3 years.
 Louis Nelms from District 2 for 3 years.

In addition, the men listed below will also serve on the 1966 Board of Governors:

General Secretary for Europe Dr. Angel Riveras de la Portilla of Spain; Secretary for Northern Europe Svend Rantil of Sweden; Secretary for Southern Europe Capt. Vieri Lasinio di Castelvero of Italy; Secretary for Eastern Europe Aleksander Lukez of Jugoslavia; General Secretary for the Western Hemisphere

(CONTINUED Top of Page 8)

PERFORMANCE



* For second consecutive year
Howie Richards wins Canadian
National, Maritime and Nova
Scotia Provinces Championships

* **Dan Williams** and **Brad
McFadden** place 1-2 in
Southern Championship
at Chattanooga

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Over the boom - snap closed front - mast collar to keep rain out with boom tip cover
- 2. COCKPIT COVER— **\$25.00**
- 3. COVER FOR ENTIRE DECK— Similar to No. 2. **\$50.00**
Snaps or ties under rub rail including snaps for boat
- 4. TRAILING COVER— Covers deck & sides with mast up or down. Has mast collar which closes opening when trailing **\$50.00**
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NEW OFFICERS FOR 1966: (l. to r.) Past Commodore Bud Hook; Commodore Basil Kelly; Vice-Commodore Dr. Robert Schaeffer; Rear-Commodore Dr. Angel Riveras.

Fernando de Aldecoa of Argentina.

Paul Betlem of District 5; Francis Seavy of District 4; and Immediate Past Commodore Bud Hook. The new General Secretary for Europe to be elected this summer will automatically be a member of the Board, replacing the vacancy caused by Dr. Riveras moving up as a Flag Officer. It will be customary to re-elect Flag Officers for another year of office. There are 17 members on the SCIRA Board of Governors and 8 members constitute a quorum.

The election of Bud Hook as National Secretary for the United States was announced.

Commodore Hook then extended official congratulations to the new Officers, expressing his satisfaction with progress made by SCIRA and urging continued use of the mails in lieu of vocal publicity due to the world-wide location of members. Commodore Kelly thanked all for the great honor bestowed on him and expressed his personal thanks to Bud and to Spain for their roles as hosts during recent months. He urged that all make more international contributions for the BULLETIN in an effort to make the class publication appeal to all Snipers.

Award of the 1966 U. S. National Championship Regatta was made to Fleet 124 of Jamestown, New York, and Red Garfield announced it would be sailed on Lake Chautauqua from July 28 to August 6.

Fleet 94 of Newport Harbor, California, again presented their bid for the 1967 event. Harold Gilreath expressed hopes that a bid would also be submitted from District 4. Action was postponed for future meetings.

The new film of the 1965 Peoria Nationals can be expected for circulation after the first of the year. If demand warrants it, a second copy will be made and a small charge for replacement and upkeep assessed for each showing.

Recognition was given to veteran Commodore Carl Zimmerman, who expressed his thanks and pleasure at the progress of Snipe and SCIRA and congratulated the administration on their accomplishments.

Commodore Kelly announced that the next international meeting of SCIRA would be held in Nassau, Bahamas, during the 1967 World Championship Races which will be sailed in Coral Harbour in November.

Meeting adjourned at 4:30 P. M.

Entertainment consisted of a free beer party Friday night for all SCIRA members and guests in the attractive quarters of the Hook Service Center. Saturday night, Bud entertained all with a cocktail party preceding a lavish buffet dinner. A large audience viewed movies of the 1965 Las Palmas Races taken by Buzz and Winnie Levinson. This meeting will go down as one of the best and most productive ever held by SCIRA.

Sailing a Snipe in a Free Wind

PLANING TECHNIQUE DESCRIBED AND EXPLAINED

by Axel Schmidt of Rio de Janeiro, Brazil

World Champion of the International Snipe Class
for 3 Straight Times.

Now-a-days, there is a lot of comment about planing boats, their hull design and details of their construction, and mainly the stupendous speed they reach when planing.

These boats have appeared recently and as a classic example, we can cite the Flying Dutchman and Five-O-Five, so we can give an exact notion without having to make an enormous list of newer designs with the same characteristics.

All these monotypes offer the excellent qualification of having a big sail area on an extremely light weight boat. These facts, added to the structural design make them plane very easily.

It is for this reason that we dare to say that such boats plane since the moment they left the drawing boards, because they were created almost especially for planing.

All a F. D. or a 5-o-5 needs to start planing is a 12 m. p. h. breeze. And in a strong wind a Scow will plane tranquilly at a speed over 24 m. p. h. on a reach.

For various reasons, we can easily understand that the more conventional boats cannot have the same planing qualities as the ones that were designed just for planing.

Boats like the Snipe, Lightning and so many others plane pretty well and because of their impositions of design, plane with a peculiar noise.

With a view of describing and illustrating the principle points of sailing on a close reach, reach or broad reach, which are the easiest positions you can get a boat to plane if there is sufficient wind. We shall say more details about the Snipe Class, which for various motives, we are partial to and more precisely, because it is the hottest class in our country.

For the meantime, we shall be quite clear that in foundation this theory is general and unique and for this reason from now on what is said for the Snipe is also valid, evidently for other classes so long as the variabilities are considered accordingly to the characteristics of each boat.

First of all, we shall analyze certain parts of the equipment or anything responsible materially for better going on a free wind.

Thus, the rudder must be in a good condition; right at all its length so any movement sometimes energetically applied to the tiller, has a desired answer on the submersed portion. A rudder that is loose or one that bends must always be left aside because it can cost you a race and can give you an undesired swim.

The connection of the rudder with the tiller must also be firm and possibly adjusted not only to give solidity to the steering assembly as well as to avoid the forward end of the tiller to fall in the cockpit where it will be a nuisance to the skipper when he is hiking out, or when weight of the crew is needed in the back.

It is also very necessary to have some kind of gadget to prevent the rudder from jumping up when the boat starts to plane.

The use of a tiller extension with sufficient length, indispensable for hiking out on the beat to windward, is also of great importance for planing in very strong winds and in a close reach.

A boom vang that really works is very important because it gives constant stability to the mainsail and makes all the movements applied to the sheets have an immediate and precise answer.

We would also like to point out the need of a secure and officious means (permitted by the class rules) for the crew to hike out and come back at the exact moment.

Another thing that deserves attention is the question of tuning the boat to better the inclination and position of the mast. It is known that on a reach or run, the boat goes better if the mast is falling slightly forward, but this inclination must be discreet, really. In a boat like a Snipe, we should

say that for the reaches, at the most perpendicular, never falling back, preferably having a slight inclination to the bow.

We have mentioned that the intensity of the wind is an indispensable factor to bring a boat to speed of planing; and as long as water and wind exists, resulting, from their conjugation, there are waves. Evidently, in sheltered waters caused by break-waters or small lakes, waves won't have any effect on making the boat plane.

To know how to ride the waves is something of extreme value because it consists in a true "occult force" to give way on a boat in medium winds, and principally to start planing and keep on it when the wind is strong.

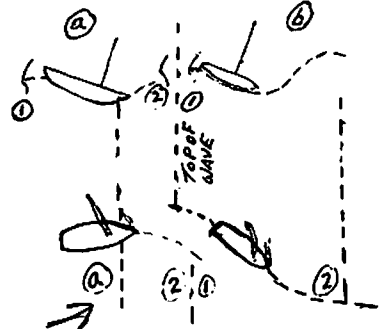
To get advantage of the impulse from a wave, or better, to "surf" is something really simple and shouldn't be confused with planing.

When surfing, only the speed of the boat increases. When planing, although the speed increases, there is less wetted surface of the hull on the water, which we can prove as we see a boat seeming to jump out of the water during a plane.

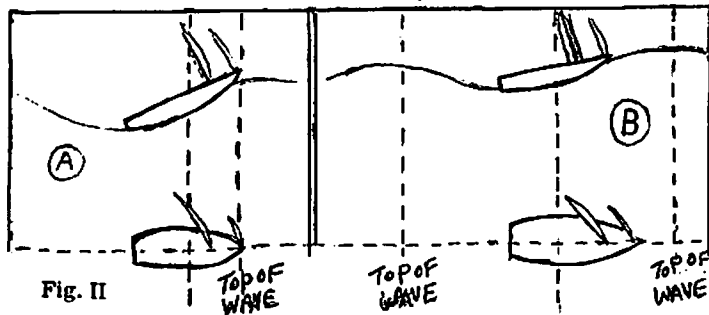
To ride a wave, it is important to be alert at the wave and if the boat has already some speed, it is wise to leave the boat go down it in a course more or less at the same direction of wave propagation until you reach maximum speed and getting closer to the top of the next wave, when we must start to luff gently but progressively until we feel that the stern is being lifted by the next wave astern, then is the time for us to go back to our original course (bear off). (Fig. I).

Fig. I

When the boat gets close to the wave ahead, luff gently, only stopping when you feel that the stern is being lifted again.



We must never let a boat stay on the same course too long while going down a wave, and doing so, we will nose dive on top of the next one, and neither stay mounted on top of it for taking too long to bear off. (Fig. II)



NEVER let a boat, while going down a wave, nose-dive on top of the other that is ahead... ..neither stay on top of the wave for taking too long to bear off.

As the reader can confirm, not only by text as by the figures, this description was elaborated about waves more than anything else to make it easier to understand and better exposing. In conditions where the water is smoother, the tactics suffer evidently, a few repairs and the essential is that the movements described be made faster and the effects although not so pronounced, surely also will be advantageous.

Well, once acquired the necessary firmness and the knowledge of the tactic, we shall see something about planing.

If the wind is sufficient to take a boat to a plane, (which we have mentioned is variable for each class), sailing with wind abeam, the crew has already hoisted the centerboard (daggerboard) half way, tighten the boom vang and concentrate all attention on the jib, making sure that it is as far out

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as possible without flapping.

The crew must also be prepared to hike out whenever it is necessary so the boat can stay upright always.

The skipper observes carefully at the configuration of the waves to windward and will try to get as much out of them doing what was described, always bringing the sails to the ideal point at each moment and counterbalancing the boat together with the crew, and this way it will suddenly lift and start planing.

Having managed to get to this point, the skipper will pull the main sheet further in and the crew (both) will go back a bit to the stern and will take the maximum care to synchronize the maneuvers of paying off and pulling in the sails and hiking out, never letting the boat heel a single bit even if you have to loosen the sails until they flap.

If the wind is really strong, to acquire the ideal angle of the hull, you must, besides hiking out and letting off the sails till flapping, bear off a trifle and after stabling, luff up again, pulling in or out the sheets depending on the circumstances of the wind.

If the wind dies down during a plane, the maneuvers have to be inverted, that means, we shall give a luff which may be extended for quite a while and we shall pull in the sails until the wind blows with more strength again.

We must always bear in mind that the ideal position of the boat in relation to the wind in order to start planing is of 90°, or better broadside to the wind, and this is a rule for a Snipe. A Finn dinghy requires a more free wind (broad reach) to plane; while the boats that use hiking boards or flying trapeze, any angle is good as long as the sheets are well trimmed, for they will even plane on a close reach.

From this, we can see that the best way to plane is to be in a good position in relation to the wind, and after being lifted, we can put the boat on the right course according to the program.

A lot can be said about pumping on the sails before and during the plane. The matter is controversial and the rules are not quite clear. Likewise, there are countries that don't allow pumping the sails, and others think it is rational to do so. Anyways, I can only see the advantage in pumping synchronically the jib and main two or three times at the critical moment just before the boat starts planing, and after, during the plane, it seems to me more advantageous to trim the sails at the exact angle to the wind, not pumping, to further understand the boat, because at this point, it is more important than at any other.

In racing sailboats, there are no mysteries nor secrets that can't be found out. It only requires experience and practice which we acquire sailing, and the sensitivity of the boat, which we experience only by sailing for pleasure and with attention.

Puerto Rico Team Won Inter-Island Snipe Championships at St. Croix

"A six Snipe team from Puerto Rico went to St. Croix at the invitation extended by the St. Croix Yacht Club for competition against the local Snipe Fleet in the Inter-Island Snipe Championships initiated by them this year, and planned to be a regular fixture in years to come. The regattas were held at Tague Bay, site of the Yacht Club under excellent weather conditions and magnificent hospitality from the local hosts. Five races took place during the weekend. The two individual races on Saturday, May 22 were won by Tito and Emilio Casellas, and the first team race by Puerto Rico, with Gary Hoty and Hovey Freeman crossing the finish line seconds ahead of Tito. The two team races on Sunday were both won by Puerto Rico, the first by Eduardo Bruno on the helm, with Emilio as crew, Maria Eugenia, Tito's wife substituted and saved the day for the Puerto Rican team, as they were able to sail their six boats. The last team race was won by Gary and Hovey. Even though the results do not show it, the competition was stiff, and next year expected to be even tougher. The Inter-Island Team Trophy thus went to the Puerto Rican team and we are all very pleased with this inauguration of competitive Snipe sailing in our area. We expect continual growth as more boats become available." - Miguel Casellas, Jr.

Snipe News from Brasil



Mario Andrade Ramos, an executive of Sul America Capitalizacao, Rio de Janeiro branch, presents the Sulacap Cup to Gilberto Carvalho, an ex-Fleet Captain of the Flotilha de Snipes de Recife, (Brazil) a full fledged yacht club exclusively devoted to SCIRA in the palm-fringed beach of Venda Grande, near the city capital of Pernambuco, the Brazilian state famous for its sugar plantations and refineries.

His 1706.8 points in 12 races in Snipe Fleet 211 last year, won for him the much coveted trophy, emblematic of the best score of the year for Snipe fleets regularly established in countries of language originated from the Latin.

Donated in 1946 to SCIRA by Sul America Capitalizacao, this cup of Old English silver with a wood base of jacaranda, a hard Brazilian wood and ornated with silver shields for engraving the winners' names, their countries, and scores.

Since 1946, it has been won once by Uruguay, twice by Cuba and Portugal, four times in a row by Emilio Salvi from Recife (who tied once with Portugal), and nine times won by Brazilian Snipers, too.

— Photo by J. R. Nonato

Harry is Top Man in District 3

Thirty-six Snipe sailors from Ohio, Indiana, Michigan, Illinois and Wisconsin competed in a five race championship regatta for two coveted district trophies. Races were held July 16, 17, and 18 on Green Lake, Wisconsin.

Harry Levinson of Indianapolis, sailing with crew Kenny Kinas of Green Lake won first place in the Commodore Chalmers Burns Trophy. In former years, this was the Great Lakes Championship Trophy.

In the Dunply Consolation series, first place was won by Bruce Shurtz of Gull Lake, Michigan with crew Jeff Graham.

The District III award for the outstanding Junior Snipe Sailor under 18 years old was won by Bruce Shurtz and Jeff Graham from Gull Lake, Michigan.

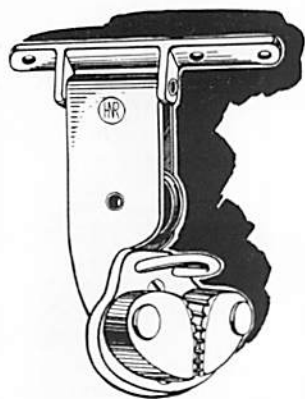
At the dinner meeting Saturday night, Paul Zent of Indianapolis was elected District III Governor for the coming year.

Final Results - DISTRICT 3 CHAMPIONSHIP -(Top 18 Places)

BOAT	SKIPPER	CLUB	RACES	1	2	3	4	5	Pts.	Fin
12192	Levinson, H.	Indianapolis, Ind.	2	1	1	2	4	7	611	1
13020	Levinson, Allan	Indianapolis	3	4	3	5	1	7	753	2
14676	Jenkins, Jerry	Crescent Sail, Mich.	1	9	8	1	3	6	6757	3
15509	Salzenstein, S.	Ivy, Peoria, Ill.	5	5	9	7	10	5	5733	4
13008	Richter, Jim	Indianapolis	6	7	2	dnf	2	5	5448	5
10818	Nieman, P.	Burnham Park, Chicago	17	2	12	3	12	5	5223	6
13858	Schoenberger, M.	Cowan Lake, Ohio	8	12	13	11	5	4	4910	7
14147	Zent, Paul	Indianapolis	4	17	4	23	6	4	4863	8
15082	Vaughn, N.	Portage Lake, Mich.	21	8	24	9	9	3	3286	9
13105	Goldstein, E.	Ivy, Peoria	13	22	16	6	13	5	5779	10
11891	Heaton, E.	Grand Rapids, Mich.	11	18	28	10	8	3	3648	11
12819	Fox, E.	Grand Rapids	32	24	10	4	11	3	3600	12
13023	Probeck, E.	Burnham Park, Chicago	7	3	dnf	12	dnf	3	3547	13
15001	Ver Halen, R.	Burnham Park, Chicago	9	26	6	22	17	3	3411	14
14323	Sommer, K.	Ivy, Peoria	23	14	21	16	7	3	3234	15
12921	Zeratsky, J.G.	Green Lake, Wis.	10	6	22	17	dnf	3	3204	16
13673	Gassler, R.	Crystal Lake, Mich.	24	11	7	18	dnf	2	2955	17
10800	Turner, Jr., R.	Gull Lake, Mich.	16	21	5	26	25	2	2802	18

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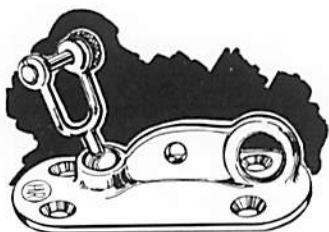
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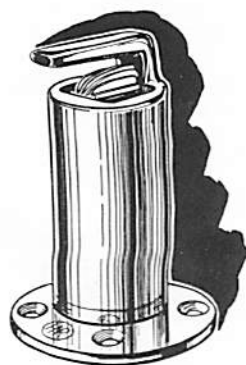
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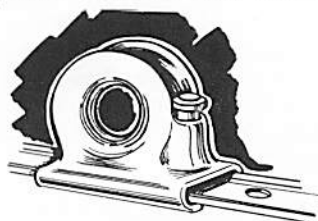


Jiffy Jib Jam

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Made of chrome plated bronze alloy and comes complete with fastenings. Mounts on aft end of centreboard box and takes 5/16" or 3/8" dia. sheet. Weighs 11 ozs., height 3-1/2" with a base dia. of 2-1/2"



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A Full Schedule of Racing for England

Peter Harris would like to see more regatta dates and results from other countries in the BULLETIN along with photographs, general Snipe news, information from boat builders, sail-makers, etc. He would use this information for an all-out Snipe publicity campaign in England. All Snipers visiting there next summer will be interested in the racing dates given below:

May 21-22	International Open Meeting, Stone S. C.
June 4-5	Snipe Open Meeting, Steeple Bay, Blackwater.
" 10-11-12	Nat'l. Championship, Whitstable, Medway Y. C.
July 2-3	Open Meeting, Winsford, Northwich S. C.
" 17	Snipe Team Race, Upnor, Medway Y. C.
" 21-24	Medway Week, 277 Trophy.
Aug. 1-5	European Championship, Karlshamn, Sweden.
" 13-14	S. E. C., Stansgate, Blackwater, Maldon, Y. C.
" 27-Sept. 3	Burnham Week, Mackinlay Trophy.
Sept. 17-18	N. W. C., Budworth, Manchester Cruising Assn.

David Edwards Winner at Muncie

The Hoosier Harvest Regatta was held on September 18 and 19th at the Muncie Sailing Club, Muncie, Indiana. In past years, the wind has always been excellent. This year, however, the wind was not to expectations, and all three races were run in relatively light, shifty air.

This year, Snipe Fleet 557 decided to honor Alan (Buzzy) Levinson by giving a perpetual trophy bearing his name. Fleet 557, in establishing the Alan Levinson Trophy, honors one of the finest sailors, sportsman, and gentlemen in the sailing fraternity. Through the years, he has given generously of his time, money, and energies to establish and promote SCIRA and Snipe sailing in the Midwest. We wish to acknowledge all that he has done for small boat sailing in the Midwest and hope that this trophy will inspire others to emulate his actions. Unfortunately, Buzzy was crewing with his brother, Harry in the World Championships and did not return in time to participate in the races. Happily though, he was on hand Sunday to present the trophy to winner Dave Edwards. Buzzy, no doubt will be around racing for many years to come, so hopefully, he will yet win this regatta.

The first race Saturday was won by Dave Edwards of Muncie, who led at the first weather mark and kept increasing his lead throughout the race. On the first leg, the fleet split and about half way through the first leg, the wind shifted favoring those who had taken a port tack after the start. This put some of the leaders at the start, back in the pack. Stu Griffing, with Mark Schoenberger crewing, followed Dave around the course finishing an easy second place. Tom Head and Bob Jarasek finished third and fourth, in that order.

In the second race, there was a great deal of change in the positions of the finishing boats. The light, puffy wind probably accounted for much of this. Tom Head worked his way to first place sailing an excellent race. Dexter Thede, who had gotten caught in the pack during the first race, demonstrated his outstanding ability in this race by taking a second place. Bill Hancock was third and Jim Richter finished fourth.

Saturday evening, a dinner-dance was held at the Delaware Country Club. A special wedding cake was cut by the newly weds, Bob Bigham and his wife, Peg from Cincinnati. Bob and Peg were married on Friday and spent their honeymoon in Muncie. With men of such dedication sailing Snipes, the class should have a bright future. Bob didn't place in the upper part of the fleet, but with a beautiful new bride as a crew, can anyone really blame him?

On Sunday, the hoped-for steady wind did not materialize in the morning. In this race, Paul Zent took first place and Dave Edwards second. Tom Head, the leader after the two races Saturday, was not able to work out into clear air and finished thirteenth.

— Earl J. Montague

Final Results - HOOSIER HARVEST REGATTA

BOAT	SKIPPER	CLUB	RACES	1	2	3	Fin.
14771	Dave Edwards	Grand Rapids, Mich.		1	8	2	1
13440	Stu Griffing	Cowan Lake, Ohio		2	5	6	2
14907	Jim Richter	Indianapolis, Ind.		7	4	3	3
11220	Tom Head	Columbus, Indiana		3	1	13	4
15161	Bill Hancock	Indianapolis		10	3	4	5
10350	Dick Tillman	Dayton, Ohio		6	6	5	6
13200	Dexter Thede	Grand Rapids, Mich.		11	2	7	7
14732	Bob Jarasek	Pittsburg, Pa.		4	9	9	8
14301	Dick Clark	Indianapolis		5	11	10	9
15713	Berk Duck	Indianapolis		12	7	15	10
14769	Bob Bigham	Cowan Lake, Ohio		14	12	8	11
14147	Paul Zent	Indianapolis	dns	10	1	12	
15322	Heinz Fischer	Muncie, Indiana		9	15	12	13
14333	Jack Montague	Muncie		8	13	17	14
9432	Earl Troeger	South Bend, Ind.		13	14	11	15
15685	John Ellus	Cowan Lake, Ohio		18	19	14	16
13629	F. Dasher	Cowan Lake		20	16	16	17
15697	Arne Lundmark	Cowan Lake		15	20	18	18
14677	Greg Wiseman	Muncie, Ind.		17	17	daq	19
14678	Ron Hamilton	Muncie		19	18	19	20
13071	Phil Ball	Muncie		16	21	20	21

John Murdock Won Revived Rhode Island Regatta

The first Narragansett Bay Invitational Snipe Regatta in many years was held the weekend of July 31 - Aug. 1 by Fleet 17, using the facilities of the Edgewood Yacht Club in Cranston, R. I. As its number would imply, Fleet 17 is one of the oldest Snipe Fleets in the world, but had been inactive for a long time until three years ago when, under the leadership of the present Fleet Captain, Gerry Forman, strong efforts were made to revitalize it. The turnout of twenty-four boats for the regatta is evidence of the success of his efforts, as well as those of the District I Governor, Jim Lawlor, whose help in persuading members of neighboring fleets in Connecticut and Massachusetts to participate was a decisive factor.

The fleet of twenty-four included nine boats from the host fleet as well as sizeable delegations from Quassapaug, Winchester, Wessagusset, and Massachusetts Bay. All races were sailed in the upper reaches of Narragansett Bay, using triangular courses starting to windward followed by a windward-leeward course to the first mark and back. Although the visitors were not exposed to the common Narragansett Bay racing conditions of strong winds and heavy chop, which regularly occur farther down the Bay, they did experience a range of wind conditions, beginning with light air for the first race on Saturday and getting progressively stronger until finally the sixth race had to be cancelled on Sunday because of twenty-five knot winds.

It had been announced in advance that only if all six scheduled races were sailed, each skipper would be allowed to drop his poorest race. However, the cancellation of the final race eliminated that provision, which was hard on the many who were disqualified in one of the earlier races. John Murdock of Massachusetts Bay captured first place by a wide margin, and the best that the home fleet could do was the eighth-place finish of Gerry Forman. One hopeful sign for the locals was the performance of Jim Gibbs, a young man in his first full season of Snipe racing, who, after a bad day Saturday, got a third and a fifth on Sunday and has been doing very well ever since.

On Saturday night a steak dinner and social evening was held around the swimming pool at the home of Cy Joyner, a member of the host fleet. This also proved extremely successful, and the game of water polo enjoyed by some of the young guests probably seemed little different from sailing a Snipe on Narragansett Bay on a windy day. E. T. Kornhauser

Final Results - NARRAGANSETT BAY INVITATIONAL REGATTA

BOAT	SKIPPER	FLEET	Pts.	Fin.
14177	John Murdock	Massachusetts Bay	7321	1
4140	Roger Howell	Winchester	6719	2
15703	Bud Freel	Wessagusset	6327	3
9446	Steve Hurley	Wessagusset	6223	4
13874	Ted Van Dusen	Winchester	5911	5
14692	Charles Loomis	Massachusetts Bay	5779	6
9448	Luke Czarny	Quassapaug	5070	7
14193	Gerry Forman	Narragansett Bay	5001	8
14742	John Quinn	Narragansett Bay	4675	9
14197	Jim Gibbs	Narragansett Bay	4621	10
11297	Peter Carter	Narragansett Bay	4463	11
8151	Jim Lawlor	Quassapaug	4042	12
6996	Geoff White	(Harts, N.Y.)	4041	13
7696	Ray Tyler	Quassapaug	3793	14
13866	John Berger	Winchester	3534	15
9996	Hugh Fisher	Winchester	3399	16
8646	John Judy	Quassapaug	3182	17
13006	Ron Morley	Wessagusset	2655	18
15594	Dick Olney	Narragansett Bay	2090	19
15005	Mike Goll	Massachusetts Bay	1770	20
15596	Cy Joyner	Narragansett Bay	1481	21
14762	Doriane Carter	Narragansett Bay	1421	22
14198	Ed Kornhauser	Narragansett Bay	867	23
10212	Don Harper	Narragansett Bay	834	24

Wells Wanderings



by Ted Wells

JANUARY, 1965

RULE CHANGE SYNOPSIS

The SCIRA Board spent over three hours discussing rule changes on Friday before the general meeting Saturday in Indianapolis.

There will be many changes, corrections, clarifications and amplifications in the 1966 rule book. It would take the whole BULLETIN to print them all, so I will list here only the most important ones. All builders and sailmakers have been informed of these changes. They are as follows:

Bylaws Section 6, Page 51, 1964 Book. The board re-affirmed its decision in its last meeting that no measurement certificate will be issued to a boat built by a professional builder having any discrepancies. A certificate good for local fleet races only may be issued to home built boats having minor discrepancies.

Paragraph 8, Option 10. Omit last sentence, add sentence "The position of the gooseneck may be changed while racing."

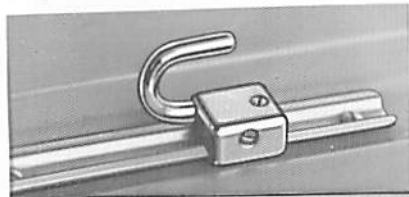
On the drawing.

- 1) Proposals concerning the pivot board and its installation under item (1) of letter of February 5 were adopted.
- 2) Sheer width tolerance increased from $\pm 1/4"$ to $\pm 1/2"$.
- 3) Other clarifications plus changing the note adjacent to the drawing of the rudder to read "This point projected along the line of the bottom of the keel $\pm 1/4"$.

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4) Drawing from both sheet A & B will be reproduced in the Rule Books.

In the fiberglass supplement under flotation: Closed cell urethane foam, and balsa wood enclosed in resin impregnated fiberglass cloth are considered equivalent to styrofoam. Supposedly airtight compartments alone are not adequate.

Paragraph 32. 1" clearance increased to 1 1/2".

Paragraph 33. Maximum mast height deleted.

Paragraph 35. Maximum size of hole in deck after #15000 is 8" x 8" square, or 10" diam round.

Paragraph 41. If a tube projecting in front of the mast is used for the jib halyard, the tube shall be attached to the mast by a strap running from the front of the tube to the front of the mast, the intersection with the mast being between 14'9" and 15'0" above the sheer. The tube shall not project more than 4" from the front of the mast and the forestay and the strap shall form a straight line when the forestay is under tension in its normal position.

Paragraph 58. Boats must carry wearable life preservers for each occupant.

Paragraph 62. (This number previously blank. New paragraph).

A grommet may be installed in the mainsail to permit tightening the luff while racing. This grommet shall be located 6" maximum above the boltrop on the foot of the sail, and 2" maximum aft of the luff rope. A line may be rigged through this grommet in any manner desired in order to tighten the luff.

Paragraph 66. All measurements shall be taken to centers of grommets and no allowance shall be made for mislocated grommets resulting in a sail being smaller than permissible. If a grommet is located farther from the edge of the sail than is permissible, the sail must not be accepted.

All sail makers were notified of the possibility of this change a year ago, and it is actually quite easy to move grommets if desired. In general, it is not necessary to actually measure every dimension locating every grommet as any important discrepancy will be obvious.

The possibility of measuring to outer corners of the sails (or theoretical outer corners where the corners are cut off or not readily located) was discussed but it was decided that this method requires use of jigs or equipment not readily available everywhere, whereas the grommet provides a reference point which anyone can locate easily and accurately and there is really no excuse for grommets not being properly located.

Paragraph 70. In the interests of obtaining uniform appearance in a closely controlled one-design class, and to aid race committees taking down numbers in races with a large number of entries, it was decided that on sails delivered after April 1, 1966, the class insignia, chevrons, national designations and numbers shall be located as follows:

Racing numbers shall be located at different heights on the two sides of the sail, the median distance down from the top of the sail being between one third and one half the distance from the top of the sail to the boom.

The use of letters to designate the country in which the boat is registered is required, and the letters shall be at different heights on the two sides of the sail (except I, M, and U,) and shall be above the numbers on both sides.

The class insignia shall be located immediately above the top batten, and shall be an accurate reproduction of the official emblem which may be obtained from the Executive Secretary.

Honor Award Chevrons may be displayed immediately below the top batten.

The insignia, chevron, national designation, and racing number shall be centered between the leech and luff. The numbers and national designation letters shall be 10" in height and 6" in width (except 1 and 1).

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FOR SALE: Couldn't resist the temptation to buy a new boat when number 16025 came up, so **14025 IS FOR SALE:** Lofland fiberglass; lots of extra goodies. Holt-Allen, Proctor B or E mast. \$1050.00. Ted A. Wells, 6631 E. Kellogg Ave., Wichita, Kans.

WANTED: USED SNIPE MAST. Will not be used for racing. Wood or aluminum. Must be inexpensive. Also want used Snipe cover. Neal Brown, 833 Mentor Ave., Painesville, Ohio.

FOR SALE: VARALYAY SNIPE 13202. Fiberglass Hull-YELLOW; natural finished deck; natural finished mast stepped on deck with built-in winches; all fittings are either stainless steel or chrome plated. Two dagger boards are included, one 80 lbs., the other 30 lbs. The boat weighs 425 lbs.; three suits of sails are included, one suit of Watts mediums, 1961 one suit of Hard fulls, 1964; one suit of Hild fulls, 1965; full cover for hull with mast up or down; new Hullguard trailer. Many other extras are included. Boat has always been dry sailed on fresh water lake; price \$1550.00. Call or write Donald R. Ploetner, 87 Slope Dr., Short Hills, N. J. Phone: 201-379-3702 nights, or 212-375-9505 days.

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LOOK! A BARGAIN! - We have about 150 copies of the 12th Edition of **PRINCIPAL SAILING RULES** left in stock. Would be fine for teaching fundamental sailing rules to beginners for changes in 13th were minor. 12 for \$1.00 from SCIRA.

Nassau

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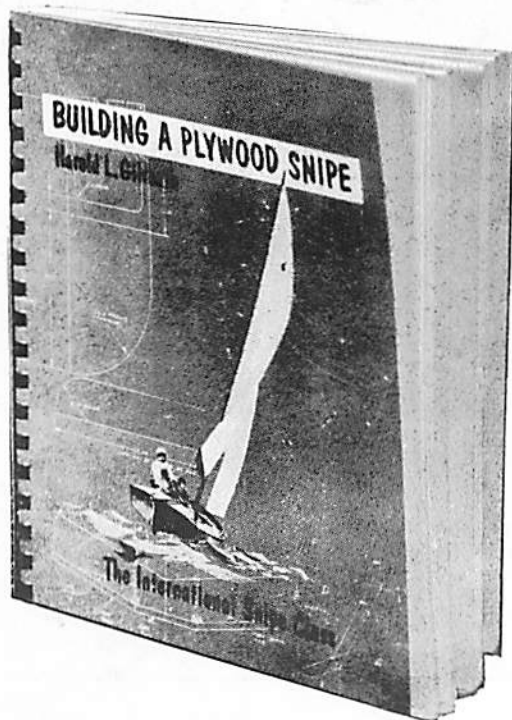
Written and edited by Harold L. Gilreath, 1956 SCIRA Commodore, Champion Snipe, and Lockheed Co. engineer, it is one of the finest DO-IT-YOURSELF construction books ever offered by any one-design class.

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