

Snipe

BULLETIN



JANUARY 1967

Vol. XVI No. 8

On Protests

6th European Junior Championship

District VI Activity

Now racing.

LOFLAND

CUSTOM BUILT SNIPES

FOR

1966



* AS OF 6-30-66

Voice Of The People

COVER PHOTO RECALLS OTHER DAYS

"The cover picture on the October BULLETIN really brings back lots of memories to me. I'll bet you a nickel that the photo was taken either in 1951 or 1952 at Santa Monica during the Pacific Coast Championships. There were no other breakwaters like the one portrayed in Southern California at that time where the power boat moorings were so close to shore. I particularly remember that the guys from Newport and Balboa were considered sort of fussy because they didn't want to get their trailers in the salt water. Thus you see them lifting them out by hand. Back in those days, the only hoists in Southern California were in the Balboa-Newport area, and at the Cabrillo Beach YC.

I built my first Snipe in 1950 with the help of the bunch from the Santa Monica Bay Snipe Fleet #34. I lived at Santa Monica then, and the launching facilities were almost nil. There was a blacktop parking lot on the beach which went within about 200 feet of the water, and it was necessary to push the boat and trailer over this much sand to launch. Since I had a new Snipe, I would go sailing after work during the week, seeking only husky fellows for the crew job to help with the trailer through the sand. What exertion!

Back then, the Pacific Coast Championship was always sailed on the waters of the winner, except in 1949, when it was sailed (for the first time) at Avila, near Pismo Beach and San Luis Obispo. Bill Jackson of San Francisco won, and the next year it was sailed at Richmond, where Roger Smyth won. Roger won again in 1951 at Santa Monica, and was leading in 1952, again at Santa Monica, when he rounded the leeward mark in the wrong direction in the last part of the race, thus giving up the title to Len Smith.

There was quite a lot of rule-beating going on in those days, too, and I recall that Bill Crosby wrote our fleet and said if the guys on the Pacific Coast couldn't settle down and fly right, he was going to take the trophy back!

As you can see, your cover photo sure reminded me of my "old days", and I just thought I'd drop you a line regarding it."

— Herb Shear, Jr.
San Diego, California

ANY IDEAS ABOUT HOW TO RUN THE NATIONALS?

"The thought has occurred to me that maybe we should put some kind of a letter in the BULLETIN to the effect that if anyone has any suggestions or constructive criticisms regarding the Nationals, they should communicate with me, and we will see if we can eliminate or add to the Nationals this year. We are mainly thinking about items that would make the sailors more comfortable and the racing better, and these are the ideas we would like to hear about.

We are going to be devoting our time to the event this year to good sailing and fellowship, rather than high-powered parties, but if you have any ideas yourself, please let me hear from you."

— William H. Kilpatrick, General Chr.
P. O. Box 63658
Oklahoma City, OK 73106

WANT TO START A PEN PAL CLUB?

"I'm an Italian Snipe sailor aged 32 and I'll hope to be accepted in your big family of SCIRA, which is for all of us.

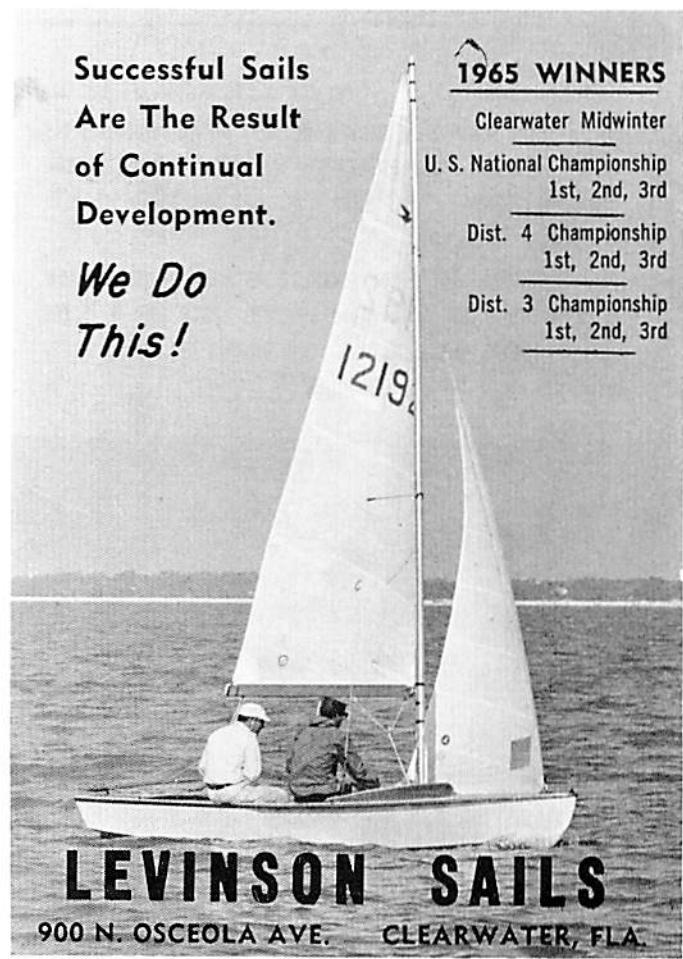
I own a wooden Snipe called "Maria II" and the number is 15792. It was constructed in 1956, but she is still in very good condition and is the fastest boat I have ever sailed. But I must confess I had some trouble with the support of the drift, which I think may depend on the facts of the trimming and the pivot board being under the boat immersion level.

Another question is: I'd like to correspond with several other Snipers with the intent of exchanging impressions other Snipe sailors with the intent of exchanging impressions and more interesting ideas about Snipes as the main subject."

— Renze Ferretti, Via Entella 203/3, Chivari (Genoa), Italy

Successful Sails
Are The Result
of Continual
Development.

We Do
This!



LEVINSON SAILS

900 N. OSCEOLA AVE. CLEARWATER, FLA.

1965 WINNERS

Clearwater Midwinter

U. S. National Championship
1st, 2nd, 3rd

Dist. 4 Championship
1st, 2nd, 3rd

Dist. 3 Championship
1st, 2nd, 3rd

Marc Teurlay

PRESENTS TO YOU HIS NEW
FIBERGLASS SNIPE

- SELF-BAILER
- ELEGANT
- COMFORTABLE

PRICE WITHOUT SAILS ON BOATS —
N.Y., Boston, Philadelphia, Baltimore - \$900
Quebec, Montreal - - - - \$923
Los Angeles, San Francisco - - \$940
Cleveland, Detroit, Chicago - - \$986

AGENTS

PORTO RICO and VIRGIN ISLANDS

SIRENA MARINE CENTER
P.O. Box 562 Hato-Rey, Porto Rico

SCANDINAVIA

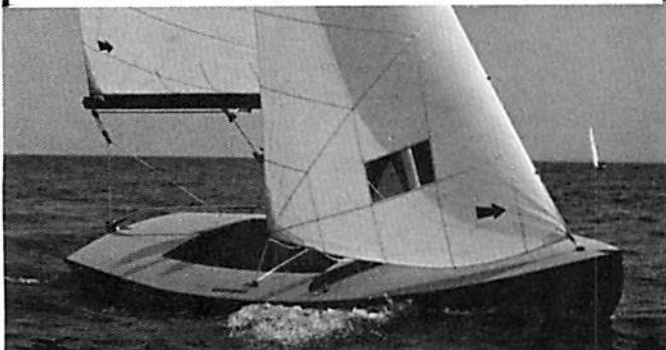
AKTIEB OLAGET ROBERTS
Orebro, Sweden

ETS TEURLAY

Face 103 Quai de Queyries
BORDEAUX, FRANCE

FAST SAILS . . . from the Johnson loft are backed by 30 years sailmaking experience. Our subtle improvements —no gimmicks—keep owners of "Red Arrow" sails in peak competitive form — year after year. Join the happy trend to Johnson!

Good news for Snipe owners: we are now in our new St. Petersburg loft, with more efficient space and a larger staff to handle your particular requirements for racing sails. Write or phone for our quotation.



clinton johnson *Sailmaker*
 13185 49th STREET NORTH
 ST. PETERSBURG, FLORIDA 33732
 PHONE (813) 527-4378

WANT TO IMPROVE YOUR PERFORMANCE
 IN LIGHT AIR RACING?

ATTACH A
TILLMAN - TELLER
 to the bow of your boat

Price \$19.95
 Postage Paid

174 St. Clair Ave.
 Elkhart, Indiana 46514



DON'T BE OUTFOXED

Many races have been won by the superior knowledge of racing rules and their application to tactics.

You, too, can be smart!

Buy a Copy of

PRINCIPAL SAILING RULES of the N. A. Y. R. U.
 by Fearon D. Moore

Graphically Interpreted

This 13th Edition contains 16 pages of diagrams and illustrations of Rules in effect until 1969. Send 50¢ for a single copy or \$5.00 for 20. Include another \$1 for the official IYRU-NAYRU Rule Book, if wanted.

Published and distributed exclusively by the
 SNIPE CLASS I. R. A., 655 Weber Ave., Akron 3, O.

SNIPE BULLETIN

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

Address all correspondence to:

Snipe Class International Racing Association,
 655 Weber Ave., Akron, Ohio 44303, U. S. A.
 Subscription Rates.

\$2.00 Per Year.

\$2.00 of the amount of membership dues in SCIRA are paid for a year's subscription to the Snipe BULLETIN.

Forms close on 10th of month prededing publication. Material received after that date will not appear until a later date. Printed in the U. S. A. at Akron, Ohio. Second-class postage paid at Akron, Ohio. Contract advertising rates on application. Notify Snipe BULLETIN of change in address, giving both old and new addresses complete.

The Cover

It seems like only yesterday that a young man in Turkey - Aydin Koral - wrote in requesting information about Snipe sailing and the class organization. The outcome was that in July, 1955, the first official Snipe fleet was chartered to Kalamis 422 with Aydin as the first Fleet Captain. The young group had many difficulties to overcome in the early years, but now, today, there are seven chartered fleets there and Snipe is really flourishing.

Turkey has always been enthusiastic about international regattas and has sent teams in support of such events. But last summer, they had the privilege of hosting the 6th European Junior Championship Regatta, and they held the event at Karsiyaka, Izmir. The cover photo shows the locale and some of the boats and spectators before a race. Not often do we see a sailing picture from Turkey!

ATTENTION—All Fleet Officers

Now that the time of year approaches when dues are collected and reports sent in to SCIRA headquarters, your attention is AGAIN directed to the fact that this office has a supply of blank forms to use in making up these reports. They have been developed over the years and contain just relative facts required to obtain necessary information. Their use certainly makes it easier for you; from our standpoint some uniformity must be permanently established for the same reason. Here they are:

- (1) Report sheets for payment of fleet fees and member dues. While money is always accepted regardless of how it is sent in, it is more businesslike to have every item on one sheet so future reference will be clear and correct. A copy in your files keeps us in agreement.
- (2) Point score sheets for making fleet reports of season Use them to keep scores throughout the season, then send in copies according to instructions printed thereon. Regardless of years of explanation, many disregard these rules to our great distress; submissions improperly made out are promptly returned. See the December BULLETIN article explaining why these sheets must be used.
- (3) Sanction blanks for regattas. You need 3 sheets for each regatta - fill them out according to the blue instruction sheet furnished. Keep one for your file; send the other 2 to your District Governor; he then approves and forwards a copy to this office; when sanctioned, you will be notified.

It may be that present officers have ample supplies of these forms in their files, but if you are newly elected and do not find any, send in for them at once. Be sure and specify about how many you need of each classification according to size of fleet, number of races, membership, etc. Please don't ask for more than you need. They will be sent promptly.

IF YOUR BULLETIN IS LATE this month, please bear with us. We know now there'll be trouble meeting the new P. O. regulation.

ON PROTESTS

by Bradford McFadden, Jr.

In sailing this summer (if I have learned anything new), it deals with protest and protest committees. Sooner or later, we all get involved with a protest whether we like it or not, and altogether too many protests are lost that should be won.

Protest committees are sometimes made up of people that don't know or understand the rules. This is particularly true of local protest committees and small regatta committees. It is most important for a skipper to know, understand, and be able to explain the rules to others. Too often a season's trophy or a regatta hinges on the outcome of a protest.

The presentation in front of, and to a committee, is sometimes the deciding factor in a protest. This is like a court of law - protests can be won or lost just by how well you know and argue your point. Good skippers that know the rules have lost protests because they were overconfident and complacent. Here are some rules for going into a protest meeting:

1. Know the rules. Know them well and how to explain them.
2. Read and be familiar with the appeals.
3. Have your own rule book and appeals with you when race (keep them in your car). Mark in and underline important rulings in your book. Have a book that interprets the rule as written by an outstanding and successful racing sailor.
4. Never assume the protest committee knows and interprets the rules as you do. Be cautious and make sure you are understood.
5. Be humble - never throw your weight around and make a committee mad at you. Let them know you hate to get into a protest (a foul had occurred and for the sake of the sport you think there should be a hearing). (This is for the protesting vote only).
6. Write a clear, concise explanation of the events which lead to the rule infraction. Be sure to list all rules involved in all events that occurred. Remember no new evidence or argument can be introduced if there is an appeal.
7. Bring witnesses with you if possible (this should be some one other than your crew).

Summing up, people do get mad and their feelings hurt in protest hearings. No one is the real winner when two boats collide or nearly do so. Avoid situations that will bring you in front of the Protest Committee.

This is the 2nd article by Brad lifted bodily from "Snipe Four'ard", that excellent District IV newsletter. Brad not only writes for it, but he is also the editor.

New Sails \$105.

4oz Dacron Main & Jib, Bag, Battens, Jib hanks



\$4.50 pair
TEL-O-TAILS attached to port and starboard sailboat stays. Excellent in light air or a blow. Better than cigarette smoke in a drifting match.



GYRO-WINDFEATHER
FOR SPAR TOP MOUNTING



VANE IS BRIGHT RED PHEASANT TAIL \$5.95

LAMINATED FIBER GLASS
SAIL BATTENS
4 OZ. PER SET — UNBREAKABLE
SET OF 3 — \$10.50



\$5.95 pair
WIND-TELS-Red and green plastic vanes. Attach to port and starboard stays. Fine needle bearing for sensitivity. Balanced and accurate

Shamrock Sails

BOX 659, VENICE, CALIF. 90293

DEXTER THEDE

Grand Rapids Yacht Club
Michigan State
Champion
'64 and '65



Two Snipe Class Champions

JERRY JENKINS

Crescent Sail Yacht Club
Grosse Pointe, Mich.
'64 National Champion
'64 Dist. #3 Champion
'64 Ind. State Champion
'65 Slauson Memorial
Trophy Winner
Runner-up '65 Ohio State
Championships



BOSTON

Sailmaker for the Champions

BOSTON YACHT SAIL CO.

38807 HARPER AVENUE
MT. CLEMENS, MICHIGAN 48044
PHONE 313 — 468-1488

Both Champions
used Boston-developed
sails exclusively

ARE YOU IN THE WINNING CIRCLE?

A "Sailand" Snipe will help get you there!



LEON F. IRISH CO.

4300 Haggerty Rd. Walled Lake, Mich.

WRITE FOR FULL INFORMATION AND PRICES

Turkey Host to European Junior Championship Races

Izmir Team Takes First—Finland Second—Italy Third



Turkish, Italian, Finnish, Spanish, Belgian, Danish, and Norwegian Teams Participated in the Junior Championship.



OPENING CEREMONY - Norwegian, Turkish, Belgian, and Danish gather around Macit Buluc (and the girls!) at the reception given to all contestants. -Photo by Y. Pakman



CHAMPION TEAM after receiving their trophies. (l. to r.) Macit Buluc, District Secretary; crew Altan Yalman; the Governor; champion skipper Hayri Karabilgin.

Turkish Snipe sailors may long remember the year 1966, for, (1) they organized and conducted their first big international regatta for Snipe sailors; (2) they had the pleasure of seeing a Turkish team win an important international championship in the International Snipe Class for the first time.

Seven different countries sent eleven teams to the 6th European Junior Championship Regatta held September 22-24-25 at Izmir, the home of Fleet 553. Five races were sailed under the direction of District Secretary Macit Buluc, and Hayri Karabilgin, with Altan Yalman as crew, compiled a most consistent score of 2-1-3-2-1 and 7876 to lead his closest competitor, T. Jokinen of Finland (who got 6-3-2-1-2 for 7311) by 375 points. They had exactly the same scores for 4 races, but the margin was established when Jokinen got a 6th place to put up against a 1st by Karabilgin.

The lads, all 18 or under, had a most favorable impression of their week of sailing. Below are a few comments:

Finns: Nowhere have we met such perfect organization. Everything was simply fine. Races were well-conducted; we are glad we came.

Italians: Our hosts were wonderful; servicing and transportation fine; organization above all criticism. The sea was good, but choppy whenever there was no wind.

Belgians: Races were superb; our hosts did everything possible to make our stay enjoyable. Winds were quite similar to ours.

Ismir is sure a nice place to conduct such a regatta. As Belgian sailors, we express herewith our best wishes.

Danes: A good organization with good races. The weather cooperated (no "Old Joe" around the corner as in Atlanta, as Ted Wells would say!!) Thanks for the hospitality shown. The race committee was very good. We'll be happy to meet the Turks in our country as guests. Again, thanks for everything.

It is evident that this annual regatta is well-established now in SCIRA. The Eastern Europe District will be host for the event in 1967 with country and dates to be announced shortly.

Likewise, since Turkey will be host to the next European Championship in 1968, it forms a good background with assurance of the success of that important event. May Turkey continue to foster Snipes!

Final results - 6th EUROPEAN JUNIOR CHAMPIONSHIP 1966

BOAT	SKIPPER	CREW	COUNTRY	Race	1	2	3	4	5	Pts.	Fin.
15200	H. Karabilgin	A. Yalman	Turkey		2	1	3	2	1	7686	1
4531	T. Jokinen	J. Paatel	Finland		6	3	2	1	2	7311	2
11853	M. Savelli	F. Sellari	Italy		1	2	1	dsq	4	6990	3
13989	R. Sorensen	E. Sorensen	Norway		4	7	6	5	6	6271	4
15969	A. Baydar	A. Baykal	Turkey		8	dsq	4	3	3	6187	5
15983	G. Bayar	B. An	Turkey		9	6	7	4	7	5930	6
16514	A. Ruiz Gilde	J. Vial Quero	Spain		5	9	5	dnf	9	5601	7
12731	A. Boernaert	J. Tollenboom	Belgium		7	5	8	8	10	5591	8
13825	H. Etler	Y. Zaptcioglu	Turkey		11	4	10	6	8	5544	9
13138	B. Pedersen	F. Horsten	Denmark		10	8	9	7	5	5526	10
15197	R. Yilmaz	E. Sengun	Turkey		3	dnf	-	-	-	2344	11



THE JUNIORS GET AWAY TO A GOOD START in the Fifth Race at Izmir

Perfect Score Wins Championship

In the 1966 Midwinters at Clearwater, Francis Seavy garnered a 1-1-1-1-1-4 series, and after dropping his worst race, ended up with 5 firsts and a perfect score of 8000 points. A proper fuss was made at the time, and this looked like an all-time record, but now comes a Turkish team with a series of 1-1-1-1-1-1, which gives them a perfect score of 8000, too. But they had to drop a first place! Thus records are made to be broken!

Competing at Izmir in the Turkey National Snipe Championship Regatta July 12-13-14, Rasit Yilmaz and Ergun Sengun established this remarkable record when they defeated 20 other top sailors from 6 fleets for the coveted title. The competition really was closer than it looked, for David Franko scored 7303 with 2-3-2-2-5 and Ibrahim Selamioglu 7222 with 3-2-3-4-3, both very consistent and competent sailing good enough to win in normal regattas, but still 697 points (about 9 boats) behind perfection.

These National Champions represented Turkey in the European Championship at Karlsham, Sweden, later in the summer. Perhaps we'll see them in Nassau in the World's this November?

Final Results - 1966 NATIONAL CHAMPIONSHIP OF TURKEY

Boat	SKIPPER - CREW	Club	Races	1	2	3	4	5	6	Pts.	Fin.
15197	Rasit Yilmaz-Ergun Segun	Izmir	1	1	1	1	1	1	1x	8000	1
15198	David Franko-Haluk Kalkis	Izmir	2	3	2	2	5	dnfx		7303	2
15982	Ibrahim Selamioglu-M.Yanik	Izmir	3	2	3	dnfx	4	3		7222	3
15970	Vural Suveren-Goven Sun	Fenerbahce	6	4	dnfx	3	3	2		7013	4
14917	Erhan Ozeray-Faik Serefhan	Kalamis	5	8x	5	8	7	5		6133	5
13825	Aydin B.Kaya-Ersan Soglu	Kalamis	dnfx	9	4	4	2	dnf		6012	6
15983	Serdar Zenger-Izzet Gucceli	Izmir	8x	6	7	7	6	6		5987	7
14595	Ahmet Baydar-Azad Baykal	Istanbul	4	5	dsqx	5	4	4		5595	8
15199	Mete Tunay-Yusuf Zaptgl	Izmir	10	10	12x	6	8	7		5392	9
14572	Gurhan Toker-Elpi Getinkaya	Fenerbahce	9	12x	8	9	11	8		5126	10



Turkish Champs - Skipper Rasit Yilmaz (l.) and Ergun Sengun

Personal vs. Public Relations

The old saw goes "you must creep before you can walk." Perhaps we should look into our personal relations before we get too far into the field of Public Relations. The personal relations I'm referring to are the relations in your fleet, the grass roots of SCIRA. Fleets have a tendency to grow, prosper — stagnate, then decline. I have watched our home fleet (#442 at Cuba Lake, NY) in 10 years go from 0 to 25 Snipes. We are in the period of prosperity, and enjoying every moment of it.

To cultivate the new Snipe owners, our Fleet Captain, Dick Edwards, makes a personal call, takes a copy or two of the BULLETIN, a Rule Book, and a copy of Fearon Moore's racing rule book. With this attention, the new owner feels that he is not alone in the sailing world. The next step the new Snipe takes is a big one — going out to face a starting line with 18-20 Snipes, all of whom feel here is the one guy I can beat. This fellow who just bought his Snipe is worth many, many newspaper articles extolling the virtues of the Snipe class. We have him — let's try to do the most we can with him! (That sentence sounds like your wife talking about you, doesn't it?)

From the grass root fleet we go to our District. Our District V is encouraging new sailors to participate in the District Regattas. We try to spread the regattas geographically so that the first thought of going too far for a weekend doesn't enter into the picture, so, by constantly changing areas of the regatta, this is accomplished.

To the wet pants, burned nose, ordinary Snipe I would ask this: Be the tough competitor you are on the water; on shore give the new faces you see a little bigger smile; a little kinder word; a bit more helpful when asked a question. Remember you're not going to quit — you're going to the next regatta; if they are not given decent treatment, they won't be back. This philosophy from the individual will lay the groundwork for continuing personal relations, and make the subsequent Public Relations much easier.

We must also drop a word to the dyed-in-the-wool Stay-at-Home. On occasions your club will be host to the aforementioned veteran sailors. Sometimes they don't act it, but they are guests, so every effort should be made to treat them as guests.

— Bob Perrigo, Lt. Governor District V
Chairman of Public Relations

For Sale —

TWO BRAND NEW LOFLAND SNIPIES at 66 Prices!
Both have keel-stepped E Section aluminum masts and bailers. One coral with white deck and one all white.

CHASE MARINE SALES

Olean, New York 14760 Tel: 716-372-0328

BOAT LUMBER

For Fine Boat Building and Repairs

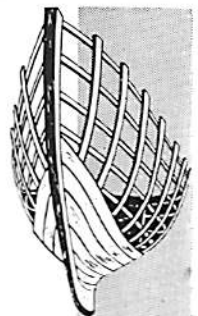
SITKA SPRUCE • MAST & SPAR GRADE
• PHILIPPINE MAHOGANY • HONDURAS
MAHOGANY • WESTERN RED CEDAR •
WHITE CEDAR • TEAK • CYPRESS • OAK
• LONG LEAF YELLOW PINE • ETC.

Fir and Mahogany Plywood for marine use—lengths up to 16 feet: Bruynzeel Marine Plywood, solid Regina Mahogany throughout. Quality unsurpassed. Most all 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
278 Ferris Avenue, White Plains, N. Y. WHite Plains 6-4111

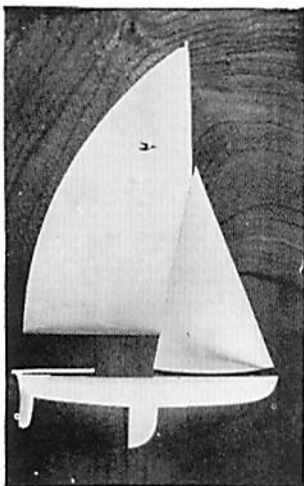


watch for this new emblem!

ELMS SAILS

Phone (714) 295-8887

4035R Pacific Highway San Diego, Calif. 92110



SNIPE MODEL

Half model in gleaming white epoxy, mounted on 6"x9" solid mahogany wall plaque, in clear or stained finish. Snipe inlay in main-sail.

\$8.00 Postpaid

Personalize Your Model!
Your own Registration
Numbers on the Sail—
Add \$2.00

Handcrafted Exclusively By

Richard Porter, Jr.
R.F.D. 3 Preston, Conn.

Sorry, No C.O.D.'s

CUMMINGS SPARS

1966 DESIGN - FLEXIBLE

DECK OR KEEL-STEPPED

COMPLETE — \$150.00

CUMMINGS SAILING EQUIPMENT

7362 WALLING CIRCLE, DALLAS, TEXAS

Phone 214-348-8717

Northeastern Invitational a Good Regatta

Buzz Levison, Jerry Jenkins, and John Glenn Take Top Honors

Buzz Levinson took the 1966 Northeastern Invitational Snipe Championship with two 1sts and a 2nd to mark the second time he has won the event. John Jenkins of Detroit and John Glenn of Rochester, N. Y., were Levinson's chief threats in the field of 24 entrants. Jenkins with a 1-5-2 was second and Glenn with 3-2-7 took third place.

The three-race regatta was sailed on Onondaga Lake with ideal spring weather and winds. Each race sailed was around a modified Olympic course of 7 miles with westerly winds ranging from 5-15 mph.

While Levinson's 4721 points was clearly a decisive performance, each race had contenders for the lead and the regatta winner was in doubt until the finish of the last race.

As sails went up for the first event, the wind slowly rose to 15 mph and threatened to increase with moderately heavy weather. At the gun, Buzz and Jenkins crossed in the midst of the fleet and pulled away as they sailed the middle course to the mark. Jenkins led by a 3-boat margin and widened it over the next 2 legs. Levinson was unable to break Jenkins' covering tactics over the remaining route. The next 5 positions remained in doubt until the finish with Jim MacKenzie, Doug Keary, Harold Lyness, and John Glenn rounding the mark in order and parading around the next 2 legs before fighting for the advantage. Glenn grabbed a 3rd place from MacKenzie while Keary got 5th.

Fritz Gram, the 1965 defending champion, was unable to get his boat going as the wind diminished.

That afternoon the winds dropped to 5-10. At the start, Poulsen and Glenn started upwind with a private breeze, and pulled away to a lead sailing a middle course. Levinson, Jenkins, and MacKenzie hit the line at the mark end, went over to shore, but soon came back to the middle. Thede started in the middle, went for shore, stuck to his decision, and ended in disaster.

On the rest of the legs, the lead shifted several times. Levinson crowded Poulsen out of first place; then downwind the fleet overhauled him in a dying wind. Kroeger caught him, but made a mistake by splitting tacks after rounding the mark. He sailed into nothing while Buzz went on to win by a narrow margin over Glenn and Poulsen.

The Onondaga Yacht Club members gathered at the Liverpool Country Club for a Saturday night dinner-dance. Levinson was leading with a 2-1 over Glenn's 3-2. Jenkins with 1-5 was a close 3rd followed by MacKenzie and Thede.

Sunday morning rolled around too early for some, but not for Levinson, Jenkins, and Thede. The wind was crisp at 5-10 mph and they stuck to the middle route. Glenn sailed out into the lake and gradually ran out of wind. Levinson lost the lead on the next leg, but regained it again by sailing up the middle. The others changed places rapidly with many wind shifts and on the final upwind leg, Levinson stuck to the middle as the rest split to either side. Those taking the east side went out of contention when a big shift lifted the west siders up to the mark. Jenkins thus got a 2nd place as Glenn got a 7th and so the final race left the winners in the same order as at the start.

— Jackson Cummings

NORTHEASTERN REGATTA - May 21-22, 1966 - (Top 10 of 24 boats)

Boat	SKIPPER	CLUB	RACES			Pts.	Fin.
			1	2	3		
13020	A. Levinson	Indianapolis	2	1	1	4721	1
14676	J. Jenkins	Crescent Yacht Club	1	5	2	4417	2
10870	J. Glenn	Newport Yacht Club	3	2	7	4121	3
14505	J. MacKenzie	Kuka Yacht Club	4	7	8	3614	4
13200	D. Thede	Grand Rapids	6	10	4	3555	5
15819	D. Keary	Oakville Yacht Squadron	5	14	3	3469	6
8459	H. Lyness	Onondaga Yacht Club	7	11	6	3281	7
13437	A. Blodgett	Onondaga Yacht Club	8	12	5	3226	8
15114	B. Poulsen	Oakville Yacht Squadron	15	3	9	3144	9
15184	J. Panlan	Oakville Yacht Squadron	11	9	11	2824	10

THE CHOICE OF CHAMPIONS*

Varalyay Built[®] SNIPES

The famous Varalyay hull NOW AVAILABLE in 3 versions!



Complete



Semi-finished

■ **WOOD** Red Cedar for traditional beauty and performance. 'Varalyay Built' wooden snipes have a proven record — 12 National Championships.

■ **FIBERGLASS** for low maintenance. Permanent locked in colors. Hull lines identical to our world famous wooden snipe. Unsinkable, positive flotation.

■ **SANDWICH CORE** (optional extra) for wood hull stiffness, but with the low maintenance of fiberglass.

Featuring the 'Varalyay Built' super deck for easy hiking. Choice of varnished Philippine mahogany or molded fiberglass with natural teak trim and a white rubber rub rail.

Stainless hardware. Stainless plastic coated rigging. Aluminum dagger board — 3/8" thick for extra stiffness. Boom Vang. Nylon Hiking Straps.

Round spruce hollow slotted mast with built in wire halyard winches for inside halyards stepped on keel or deck. Proctor aluminum mast optional extra. Boom and whisker pole of spruce.

'Varalyay Built' snipes will meet all requirements of the Snipe Class Racing Association. Weight 425 lbs.

Varalyay BOAT WORKS
1868 W. 166th St., Gardena, Calif. 90247

*'Varalyay Built' Snipes won the National Championship 12 times from 1939-1965



SITE OF 1967 NATIONALS - Those who attended the 1959 Nationals at Ft. Gibson, Oklahoma, do not need to be urged back. Here is a bird's eye view of Western Hills Lodge, SCIRA headquarters for the event. The river is at top of the picture, while the lake where the sailors cavort, is in front of the lodge (lower

right); cottages available for rent are on the left. We'll admit we are puzzled by the 6 airplanes parked so close to the swimming pool, for the private landing field is 3/4 mile away. Why not fly down for a nice vacation? Let your crew trail your boat down!

IS IMPROVING RACING RESULTS YOUR GOAL?



We introduced our NEW SNIPE early this year for those who consider racing performance the only criteria of value. The results have been very gratifying to us and to those who chose our Snipe. Ours were the winning boats in the following 1966 Regattas:

- 1st & 2nd Hoosier Harvest Regatta - Ted A. Wells
- 1st & 2nd Indiana Open Championship - William Hancock
- 1st U. S. National Championship - Wells Series - Berkley Duck III
- 1st Muncie Spring Regatta - Gene Lemke
- 1st Northeastern International Championship - Buzz Levinson
- 1st Chicago Indian Summer Regatta - Gene Lemke
- 2nd District III Championship
- 2nd Ohio State Open Championship
- 2nd Decatur Labor Day Regatta
- 1st Jackson Hospitality Regatta - William Hancock

If you are looking for a little extra speed for next year, drop us a line.

LEMKE ENGINEERING & BOAT CO. INC.
9226 Gleannloch Dr. - Indianapolis, Indiana 46256

Lots of Activity in California District VI

By Arch Higman

District VI includes the states of Utah and Arizona plus that portion of California south of Monterey. We know of only one active Snipe in Utah, though it is rumored Snipes have sailed on Salt Lake. Phoenix has a small but active fleet, but the bulk of activity is in Southern California.

Racing is in three categories: Fleet racing is usually done in the series races promoted by the fleets' home clubs in the in the Spring, Summer, Fall, and even Winter. Mission Bay fleet with their water and climate probably leads all District VI fleets in number of races.

The second category is the series at All-Snipe Regattas for the Travelling Trophy with each fleet promoting a regatta. Including the Governors Cup Regatta, a promotional affair to increase interest in Snipe class, 1967 will see eight regattas with probably the best five being counted.

There are also the major regattas where Snipe is one of the

invited classes. These are staged at various clubs and throughout the year there are nine or ten such events. Also there are two really big regattas - the Midwinters and the Midsummers where the total entry is 600-800 boats with several clubs going together to each host as many as a dozen classes.

One of the fleets in the area has a regular program of instruction for the less experienced sailors to help them get into the regular racing program. This fleet also holds a "Fun Week" Regatta each summer in the Sierras at Huntington Lake where families can camp, hike, fish, and sail, climaxed by a week of regular racing, single handed racing, and two variety races - a "backwards race" in which the boats sail the downwind legs backwards, and a crews' race.

Snipe interest is high in District VI with everyone looking forward to the '68 Nationals on the Pacific Coast. Without a doubt, the fleet captians are the most important person in the development and maintenance of this enthusiasm for the class.

Dave Peterson Pacific Coast Champ



HERB SHEAR, with former Pacific Coast champ Roger Smyth as crew, prepares to set the whisker pole. This one is really worth some study! His left hand is pulling the jib sheet to help the jib come over to the other side, and he holds the pole in the ready position with his right hand - all the time doing his job as skipper by holding the tiller between his legs and keeping the boat on course. What is the crew doing, Herb? -J. Newcomb

With Earl Elms temporarily without a boat, Dave Peterson of Mission Bay sailed a steady series to become the new Pacific Coast Snipe champion at Cabrillo Beach YC, Sept. 17 - 18, 1966. "Hurricane Gulch" lived up to its reputation with strong winds that caused some knockdowns and withdrawals due to rigging failures.

Four boats from the San Francisco area made the trip, with John Jenks being the hard luck guy of the regatta. After a 1-1-3 record on Saturday, he had a DSQ for hitting the committee boat on Sunday, followed by a DNF due to damage suffered in the collision.

Among the 35 boats entered were three skippers, Ken Croan, Ted Varalyay, and Bob Walters, who started sailing Snipes over 25 years ago!

PACIFIC COAST CHAMPIONSHIP Results - (Top 10 of 15)

SKIPPER	Races	1	2	3	4	5	Fin.
Dave Peterson	2	3	1	8	2		1
Jerry Thompson	8	4	3	5	1		2
Stan Swartz	3	5	5	4	7		3
Ken Karnes	4	6	6	12	4		4
Dave Ullman	12	12	7	1	6		5
John Jenks	1	1	3	dsq	dnf		6
Herb Shear	15	11	13	6	5		7
John Thorne	7	2	14	11	dnf		8
Lew bedford	9	9	16	10	9		9
Dave Crockett	10	18	2	14	11		10

Tom Nute Takes Higman Trophy



HIGMAN TROPHY WINNERS - "Bix" Bixby, Commodore of Alamitos YC, presents trophies to (l. to r.) Jerry Thompson, 3rd; Dave Ullman, 2nd; and Tom Nute, 1st place.

Sailmaker Tom Nute, of the Mission Bay Fleet, took top honors at the Arch Higman Regatta, sailed at Alamitos Bay YC, October 21-23, 1966. This was the last of the Travelling Trophy series and was attended by 28 boats.

A District VI meeting was held Saturday night for the election of officers. It also appeared that the Southern California boats would support the Arizona Invitation in January at Phoenix.

A sudden fog on Sunday threatened the last race, but fortunately the weather cleared enough to allow the race to be run on a shortened course.

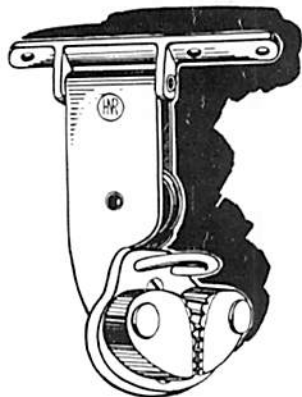
Final Results - ARCH HIGMAN Regatta - (Top 10 of 24)

SKIPPER	RACES	1	2	3	Fin.
Tom Nute	8	1	6		1
Dave Ullman	11	2	4		2
Jerry Thompson	17	3	1		3
Norm Ahlquist	5	10	3		4
Stu Robertson	1	18	5		5
Fran Gray	4	7	8		6
Herb Shear	3	12	7		7
Dan Elliott	2	8	15		8
Earl Elms	ddf	4	2		9
A.Campbell	10	6	11		10

It is evident from the scores printed above that some other system rather than SCIRA scoring must have been used in determining final standings for these contestants. Don't know what it is, but that is the way they were submitted by Jerry Thompson, so that is the way they are printed.

HOWARD N. RICHARDS

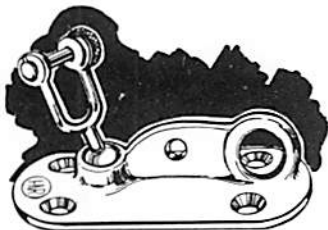
508 Morrison Road - Oakville, Ontario, Canada



Boom-mounted Mainsheet Jam

PRICE \$18.00 POSTPAID

Smaller, neater, more efficient and weighs less than any comparable fitting on the market. Made of high-tensile bronze, chrome plated, with fibre jam cleat. Takes 1/4", 5/16" or 3/8" sheet. Nylatron sheave. Comes complete with fastenings. Weight 6 oz., width 1-1/4" and extends 4" below boom.



4 in 1 Forestay Fitting

PRICE \$12.00 POSTPAID

This is the fitting that makes anything else up forward, superfluous. Incorporating four fittings in one, you have a mooring eye for up to 1/2" dia. rope, forestay anchorage hole for jaw type rigging terminal, jib tack attachment with no-lose pin, and a ball-joint swivel allowing the jib to swivel freely, eliminating wrinkles, giving your jib the efficiency it was designed to deliver. All this in one small fitting, made of chrome plated bronze alloy, 3" long, 1 1/4" wide, and weighing but 3 ozs. Comes complete with thru-deck fastenings.



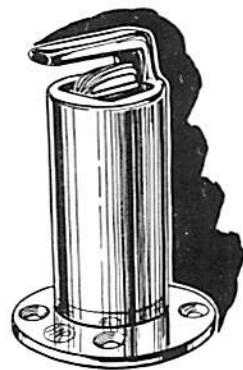
QUALITY FITTINGS



QUALITY FITTINGS

for the discriminating yachtsman

If your fittings just perform well, you only have half a Snipe. When your boat is equipped with Richards fittings, you have the complete Snipe. To be truly "with it" in Snipe racing you need hardware designed by a Snipe sailor, for Snipe sailors. Take the Jiffy Jib Jam, for example. The Schmidt brothers of Brazil used it in winning the 1963 and the 1965 World's Snipe Championship, as did the runners-up, the Levinson brothers of the United States. The Conrad brothers of Brazil used one in winning the 1964 Western Hemisphere Championship. To win, you don't need your brother as crew, but brother, you need a Jiffy Jib Jam. In fact, in 1965 the National Championship of eight countries was won by Snipes so equipped. Could a record such as this leave any doubt as to what is needed to get you up where the action is?

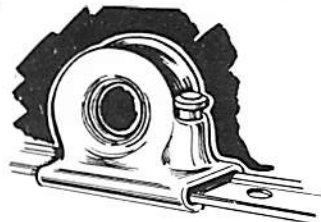


Jiffy Jib Jam

PRICE \$18.00 POSTPAID

The fitting most of the top skippers have come to realize as being the ultimate in jibsheet control. Fast and efficient, eliminates fumbling and is a boon to your crew. Double acting cam works both ways, making only the one fitting necessary. Releases instantly with a simple flip of the wrist, saving precious seconds every time you tack. Sheet automatically slides up the tube, engaging the cam, and is held positively and firmly in the desired position. Your crew can even hike-out with the jibsheet as support without it coming unjammed. Adopted as standard equipment by many builders of the Snipe class.

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"



Jibsheet Fairleads

PRICE \$14.00 A PAIR POSTPAID

The new low-profile streamlined fairlead that you can actually hike-out over without feeling a thing. No protrusions to catch your clothing or you. Only 1" high by 1 1/2" long and weighs but 2 oz. Takes up to 1/2" rope and fits standard 3/8" external type track. Adjusts in seconds with spring-loaded plunger. Made of high-tensile bronze, chrome plated.

(Stainless steel track, polished and drilled for plunger, available on request at \$2.50 per foot.)

Snipe and the Pan-American Games —

The sailing events of the 1967 Pan-American Games will be sailed on Lake Winnipeg in the vicinity of Gimli, Manitoba. Races will be held on July 25-26-27-28-29-31, and August 1-2. In the event any races have to be abandoned, the committee may schedule additional races July 30, August 3-4-5.

Races will be held for the following international classes of sailboats - Flying Dutchman, Lightning, Snipe, and Finn.

Each country entering the Games may enter one crew in each class. Entries to be submitted through your National Olympic Committee to the Pan-American Games (1967) Society, P. O. Box 1435, Winnipeg 1, Man., Canada before the June 23, 1967 deadline. The names of the competitors selected are to be submitted by your National Olympic Committee before the July 7, 1967 deadline. Each country is allowed to enter one crew in each boat class, with no substitutes.

Boats will be provided for each class by the Pan-American Games (1967) Society. Only these boats will be used in the races. Competitors must provide their own sails within the

respective class rules and such personal items as trapeze belts and life jackets. Compasses will not be provided with the boats, but may be brought by the competitors. In the case of the Finn class, competitors may use their own mast and boom, provided these meet the class specifications. A maximum of two such masts and booms will be allowed.

The scoring system will be that approved by the International Yacht Racing Union (1967). Boats will be drawn for and available to competitors on Wednesday, July 19. The official opening ceremony of the Games will be held Sunday, July 23, 1967, at the Winnipeg Stadium. Measurement of sails will be held at Gimli Friday, July 21 and Monday, July 24 up to the hour of 1700. Informal practice races will be held on Monday and Tuesday, July 24-25.

A meeting for clarification of sailing instructions will be held at Gimli on the afternoon of July 25, 1967.

1967 PAN-AMERICAN GAMES ORGANIZING COMMITTEE EL COMITE ORGANIZADOR DE LOS JUEGOS PAN-AMERICANOS (1967)

Bajo la jurisdicción de la Asociación Olímpica Canadiense

FITTED SNIPE COVERS

Proven designs of heavy Army Duck treated with the best mildew water repellent obtainable. Extras include a bolt rope around edges for added strength, brass grommets, and snaps with double thickness stress points. Satisfaction guaranteed!

1. **COCKPIT COVER**— Over the boom-snap closed front - mast collar to keep rain out with boom tip cover **\$25.00**
2. **COVER FOR ENTIRE DECK**— Similar to No. 1 Snaps or ties under rub rail including snaps for boat **\$50.00**
3. **OVER BOOM, FULL DECK AND SIDES COVER**— With draw rope in bottom edge **\$75.00**
4. **TRAILING COVER**— Covers deck & sides with mast up or down. Has mast collar which closes opening when trailing **\$50.00**
5. **WINTER COVER**— Covers deck and sides but with no openings. **\$50.00**
6. **TRAILING COVER**— Choice of styles, similar to No. 4 or 5, with separate bottom cover **\$85.00**
7. **BOTTOM COVER**— Overlaps deck with draw cord **\$35.00**
8. **MAST COVER with Red Flag**— For protection when trailing **\$10.00**

K & D Supply Co.

Shipped Postage Paid

Phone EM 6-3167 501 Ashworth Rd., Charlotte 7, N. C.

— Every Sailor Needs It — SCIENTIFIC SAILBOAT RACING

— by Ted Wells —

The "SNIPER'S BIBLE" has very recently been thoroughly revised, completely reset and enlarged by some 20% of new material. This new edition includes all the fruits of Ted's experience since he wrote the first one, a matter of an additional eight years of mighty rewarding sailing.

SIX DOLLARS direct from SCIRA or any book store

DODD, MEAD & CO., 432 Fourth Ave., New York 16, N. Y.

SNIPE BOAT KIT

Send for new free 70 page boat kit and accessory catalog including the SNIPE.

Complete ready-cut Snipe Boat Kit Everything except sail & hardware— **\$349**

Ready-cut Snipe Frame Kit includes frames, rails, deck beams, etc.— **\$165**

Semi-finished round hollow Snipemast, **\$60**

Semi-finished Snipe boom— **\$17.00**

TAFT MARINE WOODCRAFT

Department SBD • 636-39th Ave. N. E.
Minneapolis 21, Minnesota

NEW SNIPE FILM

NOW AVAILABLE FOR DATES OF YOUR CHOICE

Made at the 1965 U. S. National Championship Races at Peoria, it is an excellent presentation of Snipe sailing in particular, and is also a fine promotional feature for all sailing as a hobby. **EVERYONE SHOULD LIKE IT!**

A 16 mm. color-sound 26-minute show for \$10.00

You pay transportation charges one way.

Write to SCIRA and ask for

"AND ONE BOAT FOR ALL" By John Biddle

(All music and TV rights cleared and owned by SCIRA)

SNIPE WINTER RACING CIRCUIT

NASSAU — MIAMI — CLEARWATER

Come Join Us And Race Your Snipe

IN THESE THREE SCIRA SANCTIONED REGATTAS
IN BEAUTIFUL WEATHER DURING YOUR WINTER

1. **SCIRA WINTER CHAMPIONSHIPS AND BACARDI SERIES**
Nassau, Bahamas - sailed in Montagu Bay
2. **SCIRA BISCAYNE BAY SERIES**
Miami, Florida - sailed in South Biscayne Bay
3. **SCIRA MID-WINTER CHAMPIONSHIPS**
Clearwater, Florida - sailed in Gulf of Mexico

DATES

BACARDI SERIES—February 26, 27 - 3 races

WINTER CHAMPIONSHIPS—February 27, March 1 - 5 races

BISCAYNE BAY RACES—March 4, 5 - 3 races

MID-WINTER CHAMPIONSHIPS—March 7, 10-6 races

"FREE" BOAT TRANSPORTATION FROM
MIAMI - NASSAU - RETURN - COMPLIMENTS S. S. NILI
BOATS DRIVE ON UNDER COVER SAME AS A CAR FERRY



You can attend all three regattas in the short space of two weeks and have a wonderful unusual vacation the same time!

FOR FURTHER INFORMATION, CONTACT:

1. Peter Christie, Box 1628, Nassau, Bahamas
2. Neal C. Owings, 567 E. 11 St., Hialeah, Florida 33010
3. Regatta Chairman, Clearwater Yacht Club, Clearwater Beach, Florida

Wells Wanderings



by Ted Wells
January 1967

LITTLE KNOWN FACTS WORTH REMEMBERING

Paragraph 47 of the SCIRA Rule Book says there is no restriction on the length or location of the whisker pole. Any good sea lawyer can point out that NAYRU rule 54.3 seems to conflict. It really doesn't - it just adds some restrictions. As far as SCIRA is concerned, you can make the pole as long as you want it and put it in any vertical location on the mast that you please. NAYRU adds that you can use it only on the side opposite the boom and you must rest it against the mast - not the stay or the crew's hand.

SCIRA paragraph 8 (6) says you can use any kind of jib fairleads and put them anywhere you wish. It probably should say subject to the NAYRU prohibition of the use of outriggers as defined in their paragraph 54.2.

RANDOM REFLECTIONS ON 1966 REGATTAS.

I still much prefer the "Snipe Only" regatta no matter how large or small the club house, lake, or fleet is. Some clubs like Shreveport have lots of active classes and probably have to have multi-class regattas.

Fort worth has large facilities but not much local racing in small boats in any class so they have a Texas size regatta which is probably the largest inland regatta. I go to Shreveport because it is early in the season, and they run the races well with Snipes on a course close to the club so you can get out of the water early on Sunday. I go to Ft. Worth because the wind generally blows there; they run Snipes on their own course close to the club; and SCIRA Past-Commodore George C. McGown lets us stay in his "cabana" on the club grounds. (Any-

where but Texas it would be classed as a four-room house. Air-conditioned, of course!) The fact that they don't get the trophies awarded until 4:30 doesn't bother me because I don't plan on leaving Sunday anyway.

I went to the Jackson, Mississippi, regatta this year as their Snipe fleet was trying to make a good showing in their first regatta at their new club house. They have a very fine club on a large lake and had everything beautifully organized, but it was just too big. Their Snipe fleet is talking about getting together with their Thistle fleet and each fleet will help the other fleet put on its own regatta, which is an excellent solution to the problem where it can be worked.

Which brings up another thing I'm agin - the "entry fee" or "registration fee". To me, this smacks of a PGA golf tournament. If the club means simply that you have to pay for your meals, this is fine, but just say so. If it means you are paying for the trophies and souvenirs (if any), I'm against it. If the club can't afford trophies, there is nothing against just giving ribbons. Quite a few souvenirs are of questionable utility and could just as well be dispersed with. People come to the regatta for the racing and socializing - not for the monetary value of the hardware that a few skippers take home.

All the business forecasters are predicting labor unrest for 1967. I predict a renaissance of the Crews Union in localities where they don't give crew trophies. I'm agin this, too! Whenever the skipper gets a trophy, the crew should get one. At several regattas this year they didn't even list the crews on the registration sheet. Skippers! You have been warned! If you don't want to shift to Finn or Sailfish, better do something before the Crews Union strikes.

Speaking of crews: perennial Nationals Race Committee Chairman Steve Taylor took his annual refresher course in How the Other Half Lives, crewing for me in the CSSA Frostbite regatta again this year. Further on the subject of Nationals Race Committees (and crews), Bob O'Brien has agreed to be R. C. Chairman for the Wells Series at Fort Gibson this year. He and his brother Jack ran the R. C. at Fort Gibson in 1959. He will be assisted this year by SCIRA Past-Commodore Floyd Hughes, Jr. Bob is well qualified by having crewed for Jack for many years. Floyd's only crewing experience, to my knowledge, was with me in Nassau a few years ago. We won the regatta, so he must have been good.



Snipe Building Plans
BLUEPRINTS . . \$5.00
REVISED FEBRUARY 1962
SCIRA 655 WEBER AVE. AKRON 3, OHIO

An ad this Size Costs
FIVE BUCKS
one time only

SNIPE BULLETIN 655 Weber Ave., Akron 3, Ohio.

LOFLAND

NEW FIBERGLASS SNIPE
DELIVERY FROM STOCK
SABOT PRAMS
DN ICE BOATS - SARNS FITTINGS
The Dinghy Float
71 NORWOOD AVE., UPPER MONTCLAIR, NEW JERSEY 07043
201 - 744-0970

Put the BITE on slippage!

Doesn't it make you mad when sheets start slipping from plastic cam cleats? Why not do something about it? After all, your boat deserves the best. Replace the culprits with Roledge Stainless Steel Cam Cleats. (Give the plastic jobs to junior to play with.) Roledge gave up using plastic cams long ago because they did not prove satisfactory. Sure, stainless steel precision-cast cams cost more. But isn't it worth it to know they will hold, and that they will continue to do so for years?



SEND FOR COMPLETE CATALOG AND PRICES

Rig or re-fit from the complete line of Roledge Racing Fittings!
BLOCKS • SHACKLES • CLEATS
• SWIVELS • SYNCRO-CLEATS •
TURNBUCKLES • BRACKETS •
RUDDER AND BOW FITTINGS

ROLEDGE RACING FITTINGS
I.L. STEPHAN
Beverly 7, N.J.

WANTED AND FOR SALE DEPARTMENT
CLASSIFIED ADS. Used Boats and Equipment

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.

RUGGED ALUMINUM WHISKER POLES - buoyant, light, strong. Shaped half-moon rubber pad clings to the mast, yet cannot gouge or scratch the varnish. Large, clothes-pin type jaws grasp the jib sheet hard enough to jibe the pole, yet release instantly. \$20.00 Postpaid.

We also make buoyant, light, aluminum tubing **UPHOLDERS** for dagger boards. 18" uplift, enough to retract the point of the board within the trunk. \$3.50 Postpaid.

Clarence Borggaard, The Boat Shop, 391 Riverside Ave., Medford, Massachusetts 04416.

LOOK! LOOK! - You can win a beautiful Custom Built laminated Vee Plank Snipe Boom. Furnish us with proof you have placed First or Second in a District or National Regatta during 1965 or 1966 while sailing with a Psot Mast, laminated of clear sitka spruce. Our new mast is furnished with Holt-Allen shive cages, a string to pull your halyards through, and loose stay tangs. Average weight of deck-stepped mast is 15-1/2 pounds with 2" deflection. Priced at \$121.50 F. O. B. Post Woodworking Shop, 2020 East 1st St., Tempe, Arizona. 85821. Phone: 967-6751

FOR SALE: JIB SHEET AND MAINSHEET ROPE - Having trouble with your sheets not holding in your jam cleats? Marlow Pure Anchor Braid is made especially for the racing sailor. **FUZZY FINISH** (not the slick-finish braid). It will not slip in cam cleats. Will outwear all other types - easy on the hands. 1/4" @ 14¢ ft; 5/16" @ 21¢ ft; 7/16" @ 32¢ ft. Imported from England and exclusive with **LEVINSON SAILS**, 900 N. Osceola, Clearwater, Florida.

FOR SALE: SNIPE SAILS USED. Flat suit (2 seasons) @ \$75.00. Medium suit (1 season) @ \$75.00. Full suit (nearly new) @ \$95.00. **ALSO:** One 78 lb. bronze daggerboard with handle for \$80.00. One Proctor B section mast @ \$100.00. All C. O. D. Dan Elliott, 5275 Cherry Ave., Long Beach, CA 90807.

FOR SALE: SNIPE 11862 LOFLAND - excellent condition. 1965 North sails with new bendy mast; ready to race with a good record. \$950.00. Contact Steve Hazeltine, 177 Lynn Fells Parkway, Melrose, Mass. Phone 617-665-5503.

WANTED: SET OF USED SNIPE SAILS. Will not be used for racing. State approximate age, fabric, and condition. Also looking for boat cover. Contact: Neal Brown, 833 Mentor Ave., Painesville, Ohio.

FOR SALE: SNIPE 15353 - Varalyay fiberglass. Wooden deck; excellent condition; 2 large Elvstrom bailers. SCIRA green card; all racing equipment; deck-stepped mast. \$1200.00 Andy Zeratsky, Inlet Rd., Green Lake, Wisconsin 54941. Te 414-294-6910.

FOR SALE: 1963 LOFLAND FIBERGLASS SNIPE 14374 Barely used - proven in racing - all gear included. No trailer Russ Oldfather, Rt. 2 Box 304, Goshen, IN. Tel: 219-533-2291

WANTED: USED SNIPEs for Lincoln's fast growing fleet. Approximately 500 miles radius. Price range up to \$700.00 Write particulars as to hull, sails, and trailer. Jack Wagener 1560 Ridgeway Rd., Lincoln, Nebraska.

LOOK: A BARGAIN FOR DECK-STEPPED MAST. 1 suit North, 1966 excellent racing condition. 1 suit Milgram/Hopkins, 1965, excellent light-air. 1 North main 1964, excellent condition. Both jibs complete with windows and adjustable luff wire. Mains with Cunningham holes. Asking \$200.00. Must sell - make offer. Russell S. Cook, 68 Fletche St., Winchester, Mass. 729-3333.

FOR SALE: TWO RATSEY NYLON SPINNAKERS. 11 ft wide and 15 ft. leeches. One white with few patches for \$35.00. One blue and white never used for \$85.00. **TRADE?** P. Nichens 1202 Waukazoo, Holland, Michigan ED5-5505 phone.

FOR SALE: 16155 LOFLAND SNIPE - fiberglass 1966 model. North sails; Proctor E mast, keel-stepped. Elvstrom bailer. Lots of extras. Blue hull and white deck. Price \$1150.00. Bryson Lesley, 4365 Ridgewood Rd., Jackson, Miss. 366-3921.

FOR SALE: SNIPE 4177 rebuilt in 1963. Epoxy covered hull with molded-in bailer. 3 suits sails (cotton, orlon, dacron); Racelite hardware. Deck, mast, rudder, and tiller from Gerber, of New York. Aluminum daggerboard. Trailer - equipped to travel. \$650.00 or make an offer. Tom Dugan, West River Rd., Olean, New York. 716-372-6077.

FOR SALE: SNIPE 4067 by Varalyay. New Becker mast 1966. **HARD** shelf dacron main and jib 1964 (used very few times) \$650.00. John S. Thomson, 203 Main St., Port Washington, New York 11050. Phone 516-PO 7-3737.

Official Pocket Patch



Red Snipe and white sailboat on light and dark blue background with yellow letters and border. Either on felt or washable cotton twill. Size 3" x 3 1/4" **SPECIFY MATERIAL** when ordering - \$2.00.

SAME EMBLEM ALSO AVAILABLE ON

Decals and pressure stickers @ 35¢ each, 3 for \$1.00. Bottle caps @ 25¢ each, 5 for \$1.00. Box of matches - 50 books - \$1.50 per box

SAVE \$1.50 by getting a special kit containing 1 box matches, 3 decals, 3 stickers, 5 bottle caps, 2 patches.

ALL FOR \$7.00

Send Payment with order to

SCIRA 655 WEBER AVE. AKRON 3, OHIO

SNIPE SPARS

\$72⁰⁰ and up

ORDER NOW AND BE READY
VARALYAY BOAT WORKS

1868 W. 166th Street

Gardena, Calif. 90247

Lowry Lamb, Jr.
871 McCallie Ave.
Chattanooga, TN 37403

BUILDING A by Harold L. Gilreath PLYWOOD SNIPE

NOW is the time to start a WINTER PROJECT!

Be ready to sail next Spring

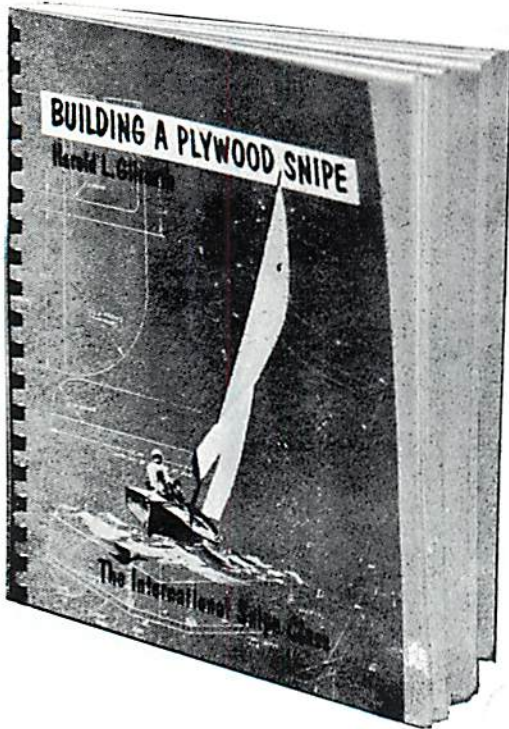
Written and edited by Harold L. Gilreath, 1956 SCIRA Commodore, Champion Sniper, and Lockheed Co. engineer, it is one of the finest DO-IT-YOURSELF construction books ever offered by any one-design class.

Consisting of 99 pages size 8 1/2 x 11, it contains 98 pictures, 47 plates of diagrams and sketches, and plans along with a text giving complete instructions for building a champion hull and finished Snipe with all outfitting and rigging details. Mr. Gilreath constructed Snipe #12345 as he wrote the book, so nothing is overlooked.

ORDER DIRECT FROM SCIRA — \$7.95

A set of blue prints included for \$10.00

SCIRA 655 WEBER AVE. AKRON 3, OHIO



A SCHOCK built SNIPE placed 3rd in International competition . . . at the Canary Islands!

Champions hoist SAILS by SCHOCK



For perfection in entire fiberglass construction, Buy the SCHOCK built Snipe.

501 29th Street
Newport Beach,
California

SAILS
BY **Schock**

Write for brochures
and our dealer
nearest you.

BOAT BUILDERS
Schock Co.

3502 Greenville
Santa Ana
California