

SNIPE
.....
BULLETIN



JANUARY 1974

Cobra Masts

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PHONE (714) 295-8887



Cobra Masts have been out since 1969, since then they have been used on Snipes that have captured almost every major Snipe regatta in North America. They were used by the 1969 and 1971 world champion. In 1971 they dominated with 1st, 2nd, 3rd and 4th places.

They were used in winning the 1969, '70 and '71 U.S. Nationals. In '71 they were 1st, 2nd, 3rd, 4th, 5th and 6th.

They were used by the winners of the last 2 Jr. Nationals, in '71 they were 1st, 2nd, 3rd, 4th and 5th.

They were used by the 1970 and '71 North American Champ (Cork).

They were 1st, 2nd, 3rd, 4th and 5th in the 1971 Midwinter Circuit (Nassau, Miami and Clearwater).

In 1972 we are introducing the Cobra Boom. It is very light and provides the stiffness required to keep the leech of the main tight on a reach. Bandy booms waste power.

The 1972 Cobras will also have some new equipment —

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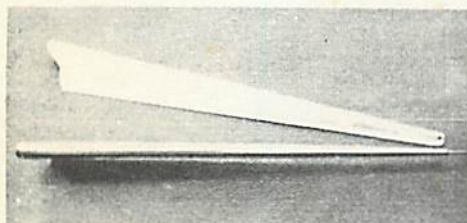
Unrigged with Hardware — Hardware includes goose neck, spreaders and bands. Bottom cup, main halyard sheave and hound fitting with jib halyard sleeve.

\$200.00

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

\$255.00

Boom with end plates **\$32.00**
Rigged Boom **\$75.00**



The spreaders are now of polished stainless steel, they weigh under 8 oz. per pair as compared to 17 oz. of the aluminum type we used before.

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

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ELMS SAILS

Can you buy one set of sails to cover all racing conditions?

Yes if it's an Elms. The new sails that we have been manufacturing the last part of 1971 have proved to be excellent all weather sails. Our 1971 No. 1 model seemed to get faster as the wind increased, so we went to work on it and tried to improve it's light air performance.

We were able to make them considerably faster in light air without hurting the medium and heavy air performance.

The proof comes from the World Championship in Brazil. The conditions were from 45 MPH down to a vacuum. Elms Sails consistently were the best, winning 5 of the seven races and getting 5 of the seven seconds. The over all performance for us was 1st, 3rd and 4th. The second boat used a combination of two sailmakers, main by one, jib by another.

This last year we also got our 5th straight U.S. National Championship. Together with a 4th showing, made our sails the most consistent there. This regatta was very light.

The Juniors had wind up to 20. Elms Sails got 1st, 2nd and 4th.

The Nassau Midwinters were heavy. Elms Sails got 7 straight firsts, capturing 1st and 2nd in the championship.

These sails were all 1971 No. 1's except for the 3 boats that did well in the Worlds. They had 1972 models. Their performance would warrant you buying the new all purpose Elms Sails in 1972.

We are calling them the 1972 No. 1.

PRICE — \$185.00 with window and glass battens, bag and no.

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

ELMS SAILS

4035-R PACIFIC HIGHWAY SAN DIEGO, CALIFORNIA 92110

PHONE (714) 295-8887

New Officers for SCIRA

The Board of Governors has elected officers for 1974. They felt that the present officers had done an outstanding job and persuaded them to stay on for another year. There will be no need for introductions this year.

A two-year term of office was tried several years ago but the general feeling was that it required too long for a man to be flag officer — six years. It was changed back to one year but with option of re-election.

We do welcome three new members of the Board. Enrico Rosso from Italy has been elected as Secretary for South Europe which automatically makes him a member of the Board. Enrico has been a Snipe sailor for many years and has been National Secretary for Italy for 10 years.

Ted Hains from Oakville, Ontario, Canada has been elected to a three-year term on the Board. Ted is one of the younger members and is an excellent

sailor. He has represented Canada in the past three Snipe World Championships as well as sailing in the Olympics at Kiel.

Also elected for a three-year term was Chuck Loomis from Boston, Mass. He is chief measurer for the U.S. and has done an excellent job in setting up the system. Chuck is also a devoted Snipe sailor, having been a member for about 14 years.

Congratulations are in order for these three men and a hearty thank you for the two men whose terms expired in 1974. They are Stovy Brown from Annapolis and Bruce Colyer from Florida. Please accept SCIRA's appreciation for a job well done.

The Board has approved the new office of Vice Secretary General for the Western Hemisphere and Orient. Shortly afterwards, the National Secretaries of these countries met and elected Flavio Caiuby to this office. Flavio has just completed his term of office as National

Secretary for Brazil and is currently chairman of the Rules Study Committee. He is an ardent Snipe sailor and a most articulate gentleman. He should fit in well in this needed position.

Regatta Dates

Regatta dates that have been announced are as follows:

South European Championship, La Havre, France 29-30 June or 5-7 July

Silver Snipe Cup, Sweden, 3-4 August

European and African Championship, Hango, Finland, 5-11 August

U.S. National Championship, Jacksonville, Florida, 11-21 August

Snipe Gold Cup, Denmark, 15-17 August

Blue Circle, England 21-22 September

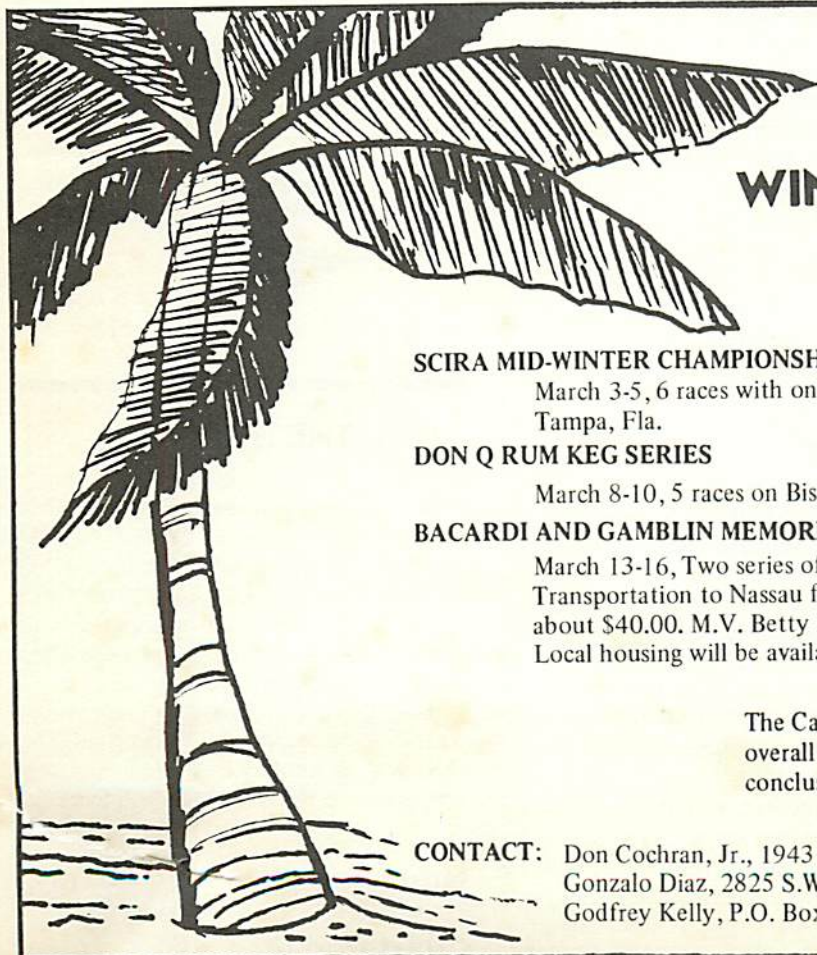
Western Hemisphere Championship, Buenos Aires, Argentina, October

BASIC SNIPE

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WINTER RACING CIRCUIT

NEW SCHEDULE SO ALL CAN ATTEND

SCIRA MID-WINTER CHAMPIONSHIP

March 3-5, 6 races with one throw-out, Tampa Yacht & Country Club, Tampa, Fla.

DON Q RUM KEG SERIES

March 8-10, 5 races on Biscayne Bay. Coconut Grove SC, Miami, Fla.

BACARDI AND GAMBLIN MEMORIAL SERIES

March 13-16, Two series of 3 and 5 races. Royal Nassau SC, Nassau, Bahamas Transportation to Nassau free for all boats. You pay for return — about \$40.00. M.V. Betty K departs Miami March 12, returning March 18. Local housing will be available. If interested write Godfrey Kelly.

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

CONTACT: Don Cochran, Jr., 1943 Drew St., Clearwater, FL 33515
Gonzalo Diaz, 2825 S.W. 92 Place, Miami, FL 33165
Godfrey Kelly, P.O. Box N 1113, Nassau, Bahamas

SNIFE BULLETIN

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

JANUARY 1974
Vol. XXIII No. 1

S.C.I.R.A. OFFICERS

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Winchester, Mass. 01890

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Stuart L. Griffing
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Cincinnati, Ohio 45231

Rear Commodore

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S-37107 Karlskrona 7
Sweden

Executive Secretary and Treasurer

Lowry Lamb
Privateer Road
Hixson, Tenn. 37343

RULES COMMITTEE

Chairman: TED A. WELLS
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Wichita, Kansas 67230

EDITOR

Lowry Lamb

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subscription to the SNIFE BULLE-
TIN.

CHANGE OF ADDRESS

Notify Snipe BULLETIN of any
changes, both old and new addresses
complete with zip code. Allow a
month to become effective.

THE COVER

The cover photograph shows Snipes
sailing at the World Championship

THOUGHTS WHILE SAILING

Writing an editorial every month is not
always easy. True, the opinions are not
necessarily SCIRA's official policy but
you do have to exercise some discretion. I
am not often at a loss for words but they
should be pertinent. This month's topic is
not only pertinent but a real joy to write.

We have no new commodore to
introduce so I thought I would describe
Commodore Swanson's activities last
year. Ralph has been on the go for the
entire year. He was extremely active as
Vice and Rear Commodore but he was
just getting warmed up. In addition to the
many administrative duties which he
fitted in somehow, he has been going to
more regattas than you can shake a stick
at. He started off by going to Florida for
the Winter Circuit in March followed by
the Bermuda Race Week in April. Being a
true Yankee he invaded the South for the
Southern Championship Regatta in May.
Sweden was the site for June with
regattas in Landskrona and Hjo with side
trips to Karlskrona to visit Rear
Commodore Rantil, Stockholm and
Denmark, meeting Snipe sailors all the
way.

Every weekend in July was taken up
with "local" regattas; that is, within 300
miles of Boston. Half of August was spent
in San Diego for the U.S. Nationals and
September's weekends were taken by the
Call-of-Fall circuit in District 1. Do you
think he wound up the year with two
weeks in Malaga? Nope, two weeks later
he was in Atlanta for the Halloween
regatta. How would you like to try that
pace? I certainly would not recommend it
for any future commodores — its too
rough.

Devotion would not be an accurate
term to describe Ralph's feeling for the
Snipe Class. I cannot think of a good one
but absorption comes as close as any. In a
casual comment that I made about a
Snipe builder being out of resin Ralph

scurried around and found him some.

Behind every successful man is a
woman. Ralph is certainly no exception.
Mrs. Swanson — Berta, is the one who
keeps a steady hand on the hand that has
the tiller. She always goes with Ralph and
in fact, many times drives the car and
trailer to a regatta so Ralph can stay
home and work, later flying to the
regatta. Berta is most charming and the
Swansons are a most delightful couple.
The Lambs had the pleasure of taking a
side trip in Spain with the Swansons and
found it to be one of the most enjoyable
trips in many a year. If, perchance, you
have not met the Swansons, make a point
of doing so in the forthcoming year; you
will not be disappointed.

Rule Book Readied

The 1974-75 Rule Book has gone to
press. The Rule Book will be mailed
DIRECTLY to YOU on receipt of your
1974 dues, rather than have the Fleet
Captain distribute them as was done in
the past. Please MAKE SURE that your
Fleet Captain has your entire address
including ZIP code, apartment number
etc. when you give him your 1974 dues.



THE SCORE

We passed another milestone last
month when we exceeded 21000
numbers for Snipes. This was done in an
18 month period. Our growth does not
match the geometrical progression of
population growth (thank goodness), but
it is at a good steady rate.

Last month 51 numbers were issued
with Finland leading the list with 30. The
U.S. was second with 18 and one each
was issued to Norway, Spain and Sweden.

Numbered SNIPES — 21038

Chartered Fleets — 730

Minutes of European Secretaries Meeting

— 15 October 1973, Malaga, Spain

List of Those Present:

Arturo Delgado, Spain, Chairman
Enrico Rosso, Italy
Peter Davies, Great Britain
Erling Olsen, Denmark
Raymond Lippert, Belgium
Peter Lundh, Sweden
Eva-Karin Wilkko, Finland
Ruben Da Silva Domingos, Portugal
Carlos Carvalho, South Africa
Yves Le Bour, France
Monten Jensehaugen, Norway

The following proposals were passed unanimously to be submitted to the World Secretaries for discussion, endorsement and action:

- 1) a. Jr. and Sr. World Championship held in alternate years.
b. Jr. and Sr. European Championship be held in alternate years.
- 2) The measurement rules changed to

allow for:

- a. Only one center board type with strict dimensions.
 - b. Only one rudder type with strict dimensions.
 - c. Only one stem shape from frame 1 to top of stem.
 - d. Dimensions of mast above hounds to be fully investigated with a view of reducing the present minimum measurements.
 - e. Abolish carrying of anchors.
- 3) Increase the time allowance in World Championship to 1½ hours for the first lap and 3 hours for the race.
 - 4) Ballast in the boat to be investigated particularly that the centerboard weight is not a factor determining allowable ballast. Ballast should be fixed, but so as to be removable at short notice.
 - 5) Information urgently required on the whole question and attitude on the moment of inertia problem.

SHOW YOUR GRATITUDE

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

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AWARD CERTIFICATES

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Basic Snipe Sailing Manual

Intended for beginning Sniper, crew, and wives, this excellent manual (6" x 9") is a glossary of nautical terms with a sketch applicable to Snipe; knots with illustrations; handling the boat; tacking; running; reaching; jibing; heave-to; capsizing; all simplified rules; thumb nail tactics; check list; important Snipe measurements. A most valuable handbook — still not complicated. 75c @ copy — 10 for \$6.00. From SCIRA only.



Ullman Sails

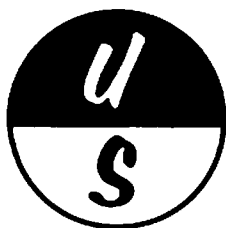
DOMINATES

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

Minutes of World Secretaries Meeting

16 October 1973, Malaga, Spain

List of those present:

- Commodore Ralph Swanson, Chairman
- Raymond Lippert, Belgium
- Godfrey Kelly, Bahamas
- Flavio Caiuby, Brazil
- Arturo Delgado, Spain
- Yves Le Bour, France
- Enrico Rosso, Italy
- Peter Davies, Great Britain
- Bill Porter, Canada
- Morten Jensehaugen, Norway
- Peter Lundt, Sweden
- Nils Toftgaard-Hansen, Denmark
- Carlos Carvalho, South Africa
- Roberto Londono, Colombia
- Roberto Salvat, Argentina
- Eduardo Queiroz, Portugal
- Francisco Alvarez, Uruguay
- Bengt Rosenquist, Finland
- Cervenik Marjan, Yugoslavia
- Stuart Griffing, United States
- Lowry Lamb, Executive Secretary

Francisco Alvarez presented Uruguay's bid to hold the World Championship regatta at Punta del Este in 1975. It was approved and recommended to the Board of Governors.

It was agreed that the World Junior Championship should be held every other year beginning in 1974 and limited to five boats per country except for the host

country which should be allowed ten.

There was a unanimous approval to allow only one centerboard type, one rudder type and only one stem shape from frame 1 to top of stem, all with strict dimensions. The feeling was that the first two should apply to all boats but the stem shape only on new boats.

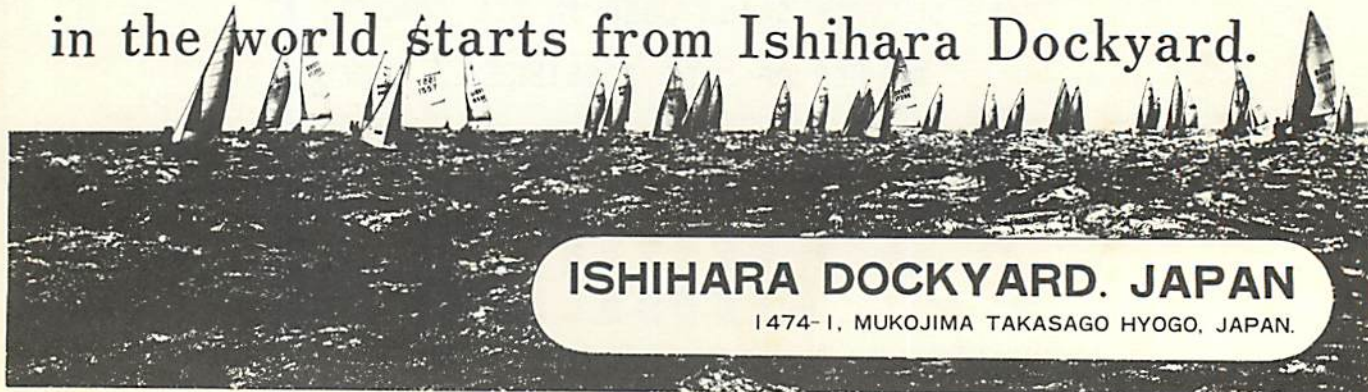
Further investigation on the measurements of the mast were recommended but the proposal to abolish carrying of anchors was turned down. Increasing the time allowances for races in the World Championship was approved.

Ballast and moment of inertia were discussed and Commodore Swanson announced that the Rules Study Committee is studying these questions. He also stated that plans will be available shortly after the first of the year.

Adopting the metric system for all measurements was discussed. It was pointed out that the Rules Study Committee was considering this point. A recommendation that the new Rule Book contain a metric conversion table was approved.

The Commodore also announced that a committee of the 6 immediate past commodores has been appointed to study the organization of SCIRA.

The nicest and the most popular "SNIPE" in the world starts from Ishihara Dockyard.



ISHIHARA DOCKYARD. JAPAN

1474-1, MUKOJIMA TAKASAGO HYOGO, JAPAN.

Minutes of Board of Governors Meeting

- 18 October 1973, Malaga, Spain

Members Present: Ralph Swanson, Commodore; Stu Griffing, Vice Commodore; Svend Rantil, Rear Commodore; Ted Wells; Eduardo Queiroz; Roberto Salvat; Arturo Delgado; Enrico Rosso; Dan Williams. Others present were Past Commodores Terry Whittemore and Dr. Angel Riveras, Buzz Lamb and Past Spanish National Secretary Fernando Bolin who served as interpreter.

Commodore Swanson opened with a welcome and made introductions. He commented that this was probably the best attended meeting in a number of years.

Horacio Pastori was requested to appear before the Board regarding Uruguay's bid to hold the World Championships in 1975.

He described their plans and stated that the regatta would be held in the first week of December.

Minutes of the previous meeting were approved as published in the October 1972 issue of the BULLETIN.

FINANCIAL.

Treasurer Lamb presented financial statements for 1972 showing receipts of \$34,380 and disbursements of \$32,582 with the comment that the financial affairs of SCIRA had greatly improved.

The problem of blocked currencies was discussed at length. It was decided that development of the class was important and that credit should be given to countries that actually are unable to fulfill their financial obligations. The Board felt, however, that each National Secretary was expected to solve his own problems. It was also decided that any country attending the World Championship, European and African Championship or Western Hemisphere Championship would be expected to pay their dues for the current and immediate past year.

RULES COMMITTEE

Ted Wells, Chairman of the Rules Committee made a report. (This report was published in full in Mr. Well's column

in the December issue of the BULLETIN).

The consensus was that exact placement of ballast location should be given further publicity and further study should be made on moment of inertia measurement. Mr. Wells stated that a letter should be sent to all National Secretaries outlining ballast location along with a copy of the moment of inertia article in the February 1972 issue of the BULLETIN.

Enrico Rosso brought up the difficulty with measuring the roach on the jib and recommended a measurement taken from the head to the center of the foot. Mr. Wells stated that this could be done very easily but this change could not be made until Jan. 1, 1976

AMENDMENT TO CONSTITUTION

The following amendment to the Constitution was approved unanimously: "Be it resolved that Section 23 of the Constitution be amended to include the Vice Secretary of Europe and Africa as a member of the Board of Governors."

RULES STUDY COMMITTEE

Commodore Swanson stated he had appointed a committee to study the measurement rules with a view to simplification and to recommend changes if needed. He pointed out that they had no authority to make changes. Their report would have to be submitted to the Rules Committee who would then submit the report, with their recommendations, to the Board for final disposition.

COMMITTEE FOR STUDY OF CONSTITUTION AND ORGANIZATION

Commodore Swanson announced he has appointed a committee of the immediate 6 past commodores to study, recommend and rewrite, if possible, the constitution and organization of SCIRA. This is a study committee to make recommendations to the Board.

NOMINATING COMMITTEE

The Commodore announced that he had appointed a nominating committee consisting of Ted Wells, Chairman, Dick Tillman and Buzz Levinson. The

committee will make a report as soon as possible and a ballot will be sent by mail.

WORLD CHAMPIONSHIP SITE
Stu Griffing moved that SCIRA accept the very kind bid of Uruguay to hold the World Championship Regatta during the first week of December 1975. Svend Rantil seconded the motion which was passed unanimously.

WORLD JUNIOR CHAMPIONSHIPS

It was decided that this championship should be held every other year starting in 1974, entries be limited to 5 per country except 10 for the host country and that the host country be responsible for meals and lodging for only one per country. The racing rules should follow the senior championship except the maximum wind force should be reduced to 20 knots. The Board appointed Rear Commodore Svend Rantil to write the deed of gift and submit it to the Board for approval.

RECOMMENDATIONS FROM NATIONAL SECRETARIES

The Board Approved recommendations that rules be revised to allow only one center board type, one rudder type and one stem shape as soon as permissible under the constitution. They also agree that further study should be made of the present mast dimensions.

Lengthening the time limits for races was discussed but the Board felt no change should be made.

WORLD CHAMPIONSHIP QUALIFICATION

The Board approved the motion that each nation be allowed to send two skippers regardless of whether the defending champion was from their country.

VICE SECRETARY FOR THE WESTERN HEMISPHERE

Roberto Salvat requested that the Board establish a new office of vice secretary to assist the secretary general. The board gave its approval but pointed out that the office would not carry automatic membership on the Board since this would require a change in the constitution.



Felix Gancedo, SCIRA World Champion, in his trophy room. (Per and Mats Gothlin photo)

AN INTERVIEW WITH FELIX

(The following interview of Felix Gancedo, SCIRA World Champion, is by Per and Mats Gothlin, Nordisk Snipe BULLETIN. Per and Mats are generous in sharing it with us.)

Felix Gancedo, 33 year old European Champion 1972, and World Champion — 1973, started sailing Snipe at 15. He is now racing a Skipper with Bruder mast and North sails. He crews for Prince Carlos in Soling and Dragon, and raced FD in the Olympics in '68 and Dragon in '72.

There are still two days to go in the championship. Felix has a slight lead.

The rain pours down while his beautiful wife drives us to his home 4 miles outside Malaga. (A house which we have been told is a Snipe sailor's dream.) Felix is not driving because of an injured foot received in a motorcycle accident just before the World Championship. U.S. pop hits roar from the tape recorder. Felix is rather tired — he has a bad cold, but is recovering since yesterday.

First he shows us his garage. At first sight Felix seems more interested in motorracing than in Snipe racing — 4 cycles and 1 scooter. He tells us that every week-end after the races everyone goes out driving motorcross on some field, sometimes on his father's property

outside Malaga.

The walls of the garage are covered with shelves and cupboards. OK — nothing special about that — but here is everything in perfect order: 1 shelf for booms (4), 1 for each mast (4), 6 or seven for sets of battens, stands for tillers, rudders and so on, one hook for each sheet, stay, and halyard. In the cupboards every sail has its own shelf — Felix has 7 suits — North, Elms, and Levinson.

Q. "Is it easy for you to sell your sails? You're the king here and all that."

A. "No not that — its easy because I sell them before they are worn out."

Sweaters and rainwear have their own shelf. While we are talking his wife puts everything in its place. Below these shelves there are drawers a la hardware store. Each drawer marked: goosenecks, blocks, whiskerpole fittings and so on. On the other side are the tools; a Nicopress etc. Many of them are for the bikes.

We walk into his trophy room. One thinks about pictures from Ingmar Johansson (the boxer), or some ski-runner. The whole room is loaded with enormous trophies. They are all very beautiful. Felix jokes that he soon must build a bigger room.

Q. "What is the secret of your success?"

A. "When I raced in the world championship — '67, I saw how easily Elms and Piccolo won. I then decided to do everything to become better, tried to find out everything of importance in Snipe racing. I hate to lose! In Rio I could have won with my own boat."

Q. "The trick seems to be plain hard work?"

A. "Yes, hard work."

Q. "What's your advice to a greenhorn in Snipe?"

A. "Don't be afraid if you are doing bad at first. It takes 5 years to become good."

Q. "What is most important in sailracing?"

A. (Felix counts on his fingers.) "There are six things: Helmsman, crew, boat, mast, main, jib. If you are not moving fast, one of these things is wrong. I am always surprised when people come up to my boat and start taking measurements. Jib fairleads, lee vang, mast hole etc. are of no importance if one of these 6 things is wrong.

Then you've got to have inspiration. If you've got that, you'll make the right tacks — you do everything so right. Yesterday, I began to feel better from my cold, my guts are coming back. I think my chance of winning is growing. The

first day I felt lousy. At our Nationals, just before the WC, I sailed very bad – I won still – but I was completely out of inspiration. But I will remember the races with all my mistakes.

I don't have a notebook for my mistakes, trim and so on. I used to, but now I keep a lot of things in my head. I remember details and situations. Today, I have a sort of feeling where its bad or good to go. (Felix tells us how he and Ullman had a very close fight today)

Felix feels that he and the Brazilians are better than the U.S. in tactics: "That's a good advantage for me. I should say that normally my starts and tactics are correct most of the time. I think that my boat is as fast as the others."

Q. "The blue hat? Is it your lucky hat?"

A. "No – I suffer a lot from headache. That's why I wear it. But when I am in a jam, I take it off. Juan Costas (my hardest rival in Spain) knows it and then he becomes very nervous."

Q. "Does your injured leg trouble you?"

A. "Not so much in light wind. In heavy wind I have to hike with 60 KG in one leg and 20 KG in the other."

Q. "You sailed a borrowed Skipper in

the Snipe Gold Cup this year, and finished 6th. How was that boat compared to your own Skipper?"

A. "Not the same at all. I had to sit 70 CM further back than in my own, otherwise the boat moved too deep in the bow. Too heavy in front.

Q. "How about the Chubasco you had last year?"

A. "I think it was not as good as others. The Costas Brothers' Chubascos are much faster." (Earl Elms' World Championship boats in '69 and '71.)

Q. "Do you get any money from the Spanish Sailing Federation?"

A. "No! During all these years I have only got 2 suits of sails free! In the Olympics its completely different. It has been very good to know Prince Carlos!"

Q. "What's your occupation?"

A. "I run a big store and have to work hard. I should like to race in the Olympics in 1976 but my work takes too much time. I really had to consider if I could go on racing. If I am in the racing circus, I really want to go for the gold, don't want to be 15th or 20th in the Olympics. Then I can just as well let it be."

Q. "Are you well known in Malaga?"

A. "Yes, so and so. Almost every week

there is some article about me in the Malaga papers. I have been No. 10 on The List of the Top Sportsmen in Spain, elected by our journalists."

Scientific Sailboat Racing

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

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Winners in A Fleet or Levinson Fleet, are from left to right, and in order of finishes, Bob Rowland and crew Sandy Rowland, Marvin Lee and Cindy Lee, Steve Sherman and David Sherman, William Collins and crew Jean Vollrath, and Tim Prince and Liz Prince.

Bob Rowland Tops Hoosier Harvest Fleet

The Muncie Snipe Fleet held the Hoosier Harvest Regatta August 18th and 19th on Prairie Creek Reservoir. The Levinson Trophy was won by Bob Rowland, the defending champion. Second place was taken by Marvin Lee, and third by Steve Sherman, both local

sailors.

The first race was in light wind conditions. Rowland and Lee tacked onto port at the start leaving the rest of the fleet behind. Rowland took the lead at the first mark and was never challenged. Lee was second, and Collins third. The

wind died near the finish line causing a shake up of finishes.

The second race was dominated by Rowland with outstanding boat speed. Paul Zent was second and Steve Sherman, local fleet captain was third.

The third and fourth races on Sunday morning were sailed in steady 8-12 mph winds and both were won by Bob Rowland.

B fleet was won by Pete Keen of Cowan Lake. James Hill was second and Lou Spencer was third.

Best Junior skipper was James Hill, son of District Governor Bob Hill. Best female performance was won by Judy Corliss.

The social activity on Saturday evening after the race consisted of a hamburger fry at the club and a discussion by Bob Rowland and Buzz Levinson on advanced techniques of Snipe sailing and rigging.

*Marvin Lee
Muncie Fleet No. 557*

1973 HOOSIER HARVEST REGATTA A Fleet - Levinson Fleet

Boat	Skipper	Home	Finishes	Points	Fin.
20007	Bob Rowland	Cowan	1-1-1-1	0	1
19794	Marvin Lee	Muncie	2-6-9-3	35.4	2
18502	Steve Sherman	Muncie	5-3-6-5	37.4	3
17693	William Collins	Indpls.	3-7-15-4	47.7	4
19487	Tim Prince	Cowan	10-9-10-2	50.0	5
16797	Paul Zent	Indpls.	16-2-8-7	52.0	6
19269	Steve Barb	Muncie	6-8-7-8	52.7	7
17470	Skip Remter	Gross Pointe, Mich.	9-13-2-13	56.0	8
19914	Mike Kinghorn	Indpls.	7-4-11-6	57.7	9
20881	Robert Borer	Ann Arbor	15-17-16-10	58	10
20307	Judy Corliss	Lansing	4-5-18-11	59	11
7192	Hy Finegold	Cowan	8-16-3-12	59.7	12
18067	Dick Madden	Indpls.	11-11-4-20	68	13
20305	Fritz Goulding	Indpls.	17-14-5-14	73	14
19715	John E. Stanley	Crystal Lake	13-10-12-17	76	15
17607	Nick Longworth	Memphis, Tn.	12-ns-13-16	84	16
17395	Greg Orr	Lansing	19-15-20-9	87	17
19718	Brian Sherry	Chicago	18-12-14-19	87	18
6290	Jerry Makela	Richmond	20-19-17-18	88	19
17688	John Dottenwhay	Eagle Creek	14-18-19-15	90	20

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1973 HOOSIER HARVEST REGATTA
B Fleet - Harvest Fleet

Boat	Skipper	Home	Finishes	Points	Fin.
18104	Pete C. Keen	Cowan	4-1-2-2	14	1
18120	James Hill	Acton Lake	1-4-4-5	26	2
19618	Lou Spencer	Chicago	10-3-1-6	33.4	3
20822	Bill Snowden	Atlanta	6-7-3-3	36.1	4
17637	R.P. Mackenzie	Muncie	10-17-16-0	43	5
16402	Kevin Lee	Muncie	3-5-9-11	47.7	6
19362	Stu Spencer	Richmond	2-2-ns-ns	48.0	7
18913	John Meredith	Richmond	9-9-5-9	55	8
16657	Bill Pye	Springfield, Ill.	12-8-12-4	59	9
17224	Steve Holdeman	Muncie	nf-6-7-8	59.7	10
11795	Earl Purtee	Richmond	7-12-6-12	60.7	11
19345	Paul Porter	Muncie	8-13-8-10	63	12
19890	Don St. Lawrence	Springfield	13-14-11-7	69	13
19278	Dean Spencer	Richmond	11-10-ns-ns	75	14
18408	Mark Wilson	Richmond	14-15-13-13	79	15

Winners in B Fleet or Harvest Fleet in the 1973 Hoosier Harvest Regatta, are from left to right, in order of finish, first place Peter Keen and crew Christine Keen, James Hill and crew Bob Hill, Lou Spencer and Diana Schuette, Bill Snowden and Nancy Donald, and R. P. MacKenzie and crew Patricia MacKenzie.

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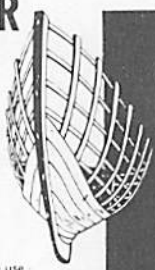


Felix Gancedo, Skipper
Rafael Parga, Crew

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Ted Wells and Fernando Masso discuss the Bow of the Lagos boat. (Per & Mats Gothlin photo)

Statistical Profile 26th World Championship

(by Per and Mats Gothlin)

Finishes in order

BOAT	MAST	SAILS	Total Crew Wt. (Kg.)	Age of Skipper
Skipper	Bruder	North	145	33
Skipper	Proctor EX	Green	155	30
Skipper	Cobra (Skipper)	North, Johanson	150	24
Chubasco	Cobra	Elms	137	32
Linenburger	Bruder	Ostagen	145	34
Eichenlaub	Cobra	Ullman	127	27
Linenburger	Bruder	Ostagen	153	31
Skipper	Bruder	North, Morin	138	33
Chubasco	Cobra	North	135	35
Skipper	Morin	Morin	140	42
Skipper	Skipper	Elms	140	30
Chubasco	Cobra	Elms	141	35
Eichenlaub	Proctor EX	North, Johanson	135	23
Halen	Needlespar	Ned	145	26
Bruder	Bruder	Piccolo	136	42
Persson	Proctor EX	Piccolo, Elms	155	29
Skipper	Bruder	Levinson, North	145	37
Skipper	Skipper	North, Elms	140	31
Nautor	Skipper	Johanson	153	22
Botini	Bruder	Piccolo, Ostergren	135	36
Skipper	Cobra (Skipper)	North	141	25
Skipper	Skipper	Elvstrom (Brazil)	135	24
Skipper	Cobra (Skipper)	North	135	30
Skipper	Cobra (Skipper)	Elms	134	43
Chubasco	Proctor EX	North	145	32
Skipper	Skipper	Elms	140	31
Skipper	Cobra (Skipper)	North, Elms	138	25
Skipper	Skipper	North	150	40
Skipper	Skipper	North (Wagner), Skipper	137	45
Skipper	Skipper	North, Piccolo	120	28
Hendriksens	Proctor EX	Johanson	162	44
Skipper	Skipper	North, Ostergren	150	38
Skipper	Skipper	Elms	145	33
Skipper	Cobra	North	140	41
Skipper	Skipper	North, Piccolo	125	34
Skipper	Skipper	North, Elms	145	26
Skipper	Proctor EX	North (Wagner), Elms	145	37
Skipper	Skipper	Elms	125	
Skipper	Skipper	North	165	34
Skipper	Skipper	Elms	140	47
Skipper	Skipper	Levinson	145	16
Skipper	Skipper	North	150	40

Wells Wanderings



by Ted Wells

JANUARY 1974

MALAGA MISCELLANEOUS

All the official stuff pertaining to the World Championship has been covered in the BULLETIN by now – this is the Jack Anderson – Temple Fielding coverage, varying from the top secret items to those of no importance really not worth reporting.

First – the weather. Why ask? It was an important regatta, so it was regatta weather. Too much wind or too little. First rain in ten months. Catastrophic floods a few miles away. Wild wind shifts. Five races completed out of seven scheduled. Any more questions?

Next – Committe de Reglamentaciones. I was el Presidente. I had agreed to go if they would provide a measuring rig identical to that described in the year book, and an experienced measuring crew. They did provide the fore-and-aft base line gadget, a couple of plumb bobs, a more or less straight straight edge, and a crew that had never measured a boat. Since I don't think anyone else in Europe has ever measured a boat, this shouldn't have surprised me but I still had a few illusions. They also spoke no English and my Spanish was anything but adequate.

About that time, Horacio Garcia Pastori from Uruguay showed up wondering when he would get measured. Since the programme said measuring in alphabetic order – his chances didn't look so good – but since I had known him from way back – he is an M.I.T. graduate and speaks a perfect U.S.A. version of the King's English – we made a deal. Chuck Loomis (Chief Measurer of SCIRA in the U.S.A. whom I had conned into coming over) and I agreed to teach him and the Spanish measuring team how to measure a hull (with him translating) and after two hulls, he was to take over with the local team until they could go on their own. The payoff was that "U" would move up quite a bit in the alphabet.

We next organized two, two man U.S., measuring teams comprising Chuck Loomis, Dan Williams (who had come over for the Board of Governors Meeting and got stuck on the Protest Committee also). Bill Buckles who came over for the fun and didn't expect to work, and Bob Mitchell, a Snipe skipper from Missouri who with his wife came over with us. These teams checked all centerboards, masts and booms. Most of the European masts required cutting off, and there was one beautifully curved wood boom which the skipper admitted that he built because he thought he had a clever method of getting more sail area than anyone else. We read rule 8 to him and arranged to borrow an aluminum boom for him.

A strict interpretation of the ballast placement rules would have thrown out most of the European boats – including the top three as it turned out – If these boats had been thrown out there would have been no World Championship regatta, and the rule violations were not sufficient to really make the difference *between winning and losing* – but Nixon isn't the only one with credibility problems. All of these boats supposedly had

measurement certificates. I would guess that not over 20% of the Snipes in the U.S. have ever really been measured (until recently) and practically none outside of the United States. Do you wonder that I shudder at the mention of moment of inertia.

So much for the Jack Anderson part of this W.W. Here comes the Temple Fielding. Do you want to get a hotel reservation in Paris within four days while you are in Malaga? The options are:

(1) The obvious one of going to a travel agency won't work because they won't phone a colleague in Paris – they must use Telex and that takes five days for a reply.

(2) Telephone every hotel in Paris that you can think of (you go to the central telephone office and look up the numbers yourself.) This is a nuisance and can be expensive, even with direct dialing which they have.

(3) The surest is to phone the AAA Club Service Travel Agency in Wichita, Kansas and hold while they phone American Express Space Bank in New York. There is no other way of being sure. This way you get immediate confirmation but its expensive.

(4) We lived dangerously and flew to Paris Sunday afternoon, without reservations and I coped (with difficulty) with the Paris telephone system and the junior grade Sunday afternoon hotel reservation clerks to end up with a room in the hotel where we stayed ten years ago on the way to the World Championships at Bendor.

STUFF TEMPLE FIELDING DIDN'T TELL US:

The International Automobile Salon is in Paris the first two weeks in October – which is why even the American Express Space Bank landed us in a very small hotel in a very very small room served by the world's smallest elevator. You won't believe this – but a big suitcase had to stand on end to get in it with me alone.

The biggest weekend in Spain is the one when Columbus Day happens on Friday. It did that this year. Everybody in Spain wants to be somewhere other than where they are. We were taking a two PM fancy train from Madrid to Malaga that Friday – we thought. They had never heard of us. The only way you can get out of Madrid is by permission of Thos. Cook Travel Agency. They close each day from two to four-thirty. By five thirty we had *seats* on an overnight train. There was one redeeming feature – Marge still is convinced that the airplane isn't here to stay but she now concedes that a train is worse. We flew to Paris from Malaga and from New York to Wichita. No Problems.

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The District III Junior Championship winners, from left to right, skippers/crew: C. Levinson/P. Reed, L. Griffith/S. Griffith, P. Levinson/M. Levinson, R. Hill/J. Hill, S. Spencer/R. Laine, and H. Levinson/A. Brannan.

Fair Winds, Fun, Highlight District III Junior Championship



Sanctioned Snipe Regattas

JULY 13-14, SUNFLOWER HOSPITALITY REGATTA, Shawnee Y.C. Fleet No. 597, Herb Langland, 1553 W. 24th, Topeka, KS 66611.

Snipe Fleet No. 409 of The Indianapolis Sailing Club was host to the Snipe District III Junior Championship at Geist Reservoir on the 21st and 22nd of July. Tom Townsend was the Regatta Chairman and Frank Levinson was the Race Committee Chairman.

With light wind and a strong threat of

rain overhead, twenty Junior boats cleared the starting line to begin the first of four races Saturday. Paul Levinson was the first to finish with Stu Spencer getting second and Rob Hill third. As the afternoon went on, the winds picked up and so did Carl Levinson, winning the last three races. At the end of the first day

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1973 DISTRICT III JUNIOR CHAMPIONSHIP

Skipper/Crew	Home	Boat No.	Finishes	Final
Carl Levinson/Phil Reed	Indpls.	19897	1-1-1-1-4	1
Lee Griffith/Sara Griffith	Wyoming, O.	20004	4-3-2-2-2	2
Paul Levinson/Mary Levinson	Indpls.	20686	1-4-6-2-1	3
Rob Hill/James Hill	Cincinnati	18120	3-2-2-3-7	4
Stu Spencer/Rick Lane	Richmond	19362	2-8-9-4-6	5
Steve Barb/Cindy Lee	Muncie	19269	6-9-4-6-10	6
Harry Levinson/Ann Brannan	Indpls.	12192	10-11-5-5-5	7
Hunt Dyar/Janet Lapps	Indpls.	19914	7-8-8-6-9	8
Merril Grayson/John LaCross	Indpls.	18116	12-7-5-12-9	9
Mark Constant/Dan Morris	Muncie	16402	11-6-7-7-15	10
Dave Burdett/Susan Spencer	Richmond	20181	8-5-9-13-12	11
John Meredith/Gary Grey	Richmond	18913	9-11-13-14-3	12
Charlie Munsell/Mike Guion	Indpls.	17560	13-14-15-3-13	13
Jim Kinghorn/Martha Tinsley	Indpls.	17460	15-12-11-11-7	14
Peter Laine/Jim Lowe	Richmond	10593	18-13-14-16-8	15
Darby Dyar/Carol King	Indpls.	16796	14-17-17-13-10	16
Scott Forbes/Bruce Phillips	Indpls.	18501	17-16-nf-14-11	17
Kevin Lee/Paul Vance	Anderson	19794	16-15-10-16-18	18
Mark Wilson/T. Ware	Richmond	18408	19-18-18-17-19	19
Ross Youngs/Jerry Dilbern	Indpls.	10153	20-20-19-20-19	20



Carl Levinson crosses the finish line first to win the District III Junior Championship.

the standings were Carl Levinson, in first, Rob Hill in second, and Paul Levinson in third.

Saturday evening after the racing all Juniors and parents present gathered for a "Steak Out" thanks to efforts of Winnie Levinson. A Barber Shop Quartette concluded the evening entertainment.

The last two races were held Sunday, another "foul weather gear" morning. Carl and Paul Levinson again controlled the finish line, trading off firsts. These two races provided a six race series allowing each of the skippers to throw out their worst race.

Trophies were presented in the afternoon to the first seven skippers and crews. Carl Levinson won with a total of 8.0 Olympic points, with Lee Griffith and Paul Levinson tying for second with a throw out race but breaking the tie by including all races. The "Bud" Hook Perpetual Trophy went to first place Carl Levinson to keep for the year.

Fair winds, good courses, water fights, and a lot of good skippers made for a fun weekend and great regatta.

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18425 - LEMKE (With Chubasco Like Interior), Very competitive, full race equipment, compass, new North Sails, minimum weight, Proctor EX mast, Blue/white hull, trailer, asking \$1,350. John Nelson, 2305 Noble, Springfield, IL 62704. 217 546-0803.

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record, excellent condition, \$1750. Rita Bragg. Call collect (817) 236-8338 - Fort Worth, TX.

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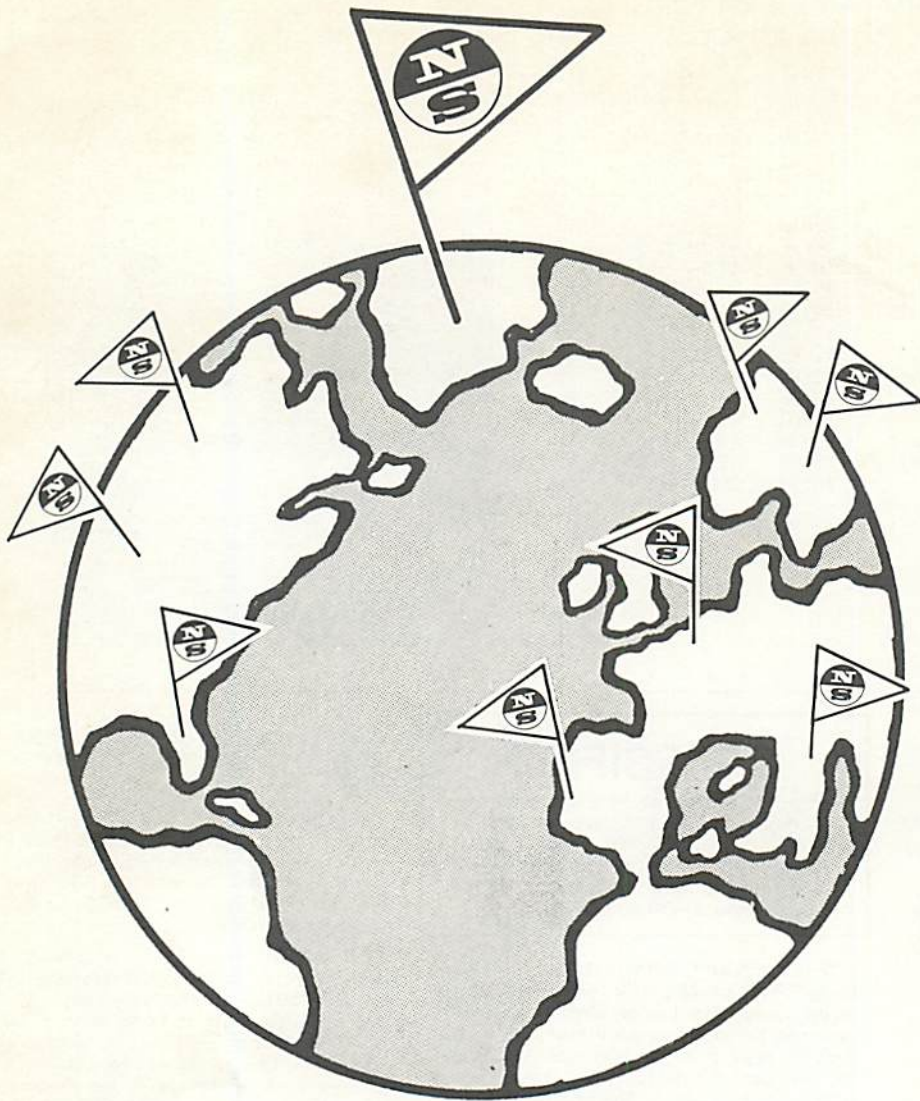
FOR SALE: Snipe 17460 - Lemke, wood deck - trailer, sails - great record. \$1100.00; Snipe 18501 - Lemke, wood deck - sails - needs a little work to bring down to weight. \$800.00; Snipe 19897 - '73 Eichenlaub - trailer - sails - good record. \$1600.00; Double deck trailer rig - tandem base and supports for carrying two boats. \$225.00; On any of the above contact Buzz Levinson, 6234 Landborough, Indianapolis, IN, 46220. Telephone - 316-849-2590.

WANTED: Specially designed hiking strap for additional crew member (May require rules modification to accommodate) Current size: 7 pounds. Arrival: November 16. Name: Sean Edward Rolfes. All hands in good shape. Address advice to Tom and Ginny Rolfes (we'll need it). 3786 Quante, Cincinnati, OH 45211.

FOR SALE: Chubasco 17018 Green hull, wood deck, two suits of sails, trailer, all go-fasts. \$1250. Varalayay 19793 Blue hull and deck, cobra mast and boom, 2 suits of sails, trailer, self rescuing, all go-fasts. \$1650. Alvin Bugbee, Porter Manor, No. E-60, Greco Lane Dunkirk, NY 14048. Tel. (716) 366-0317.

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