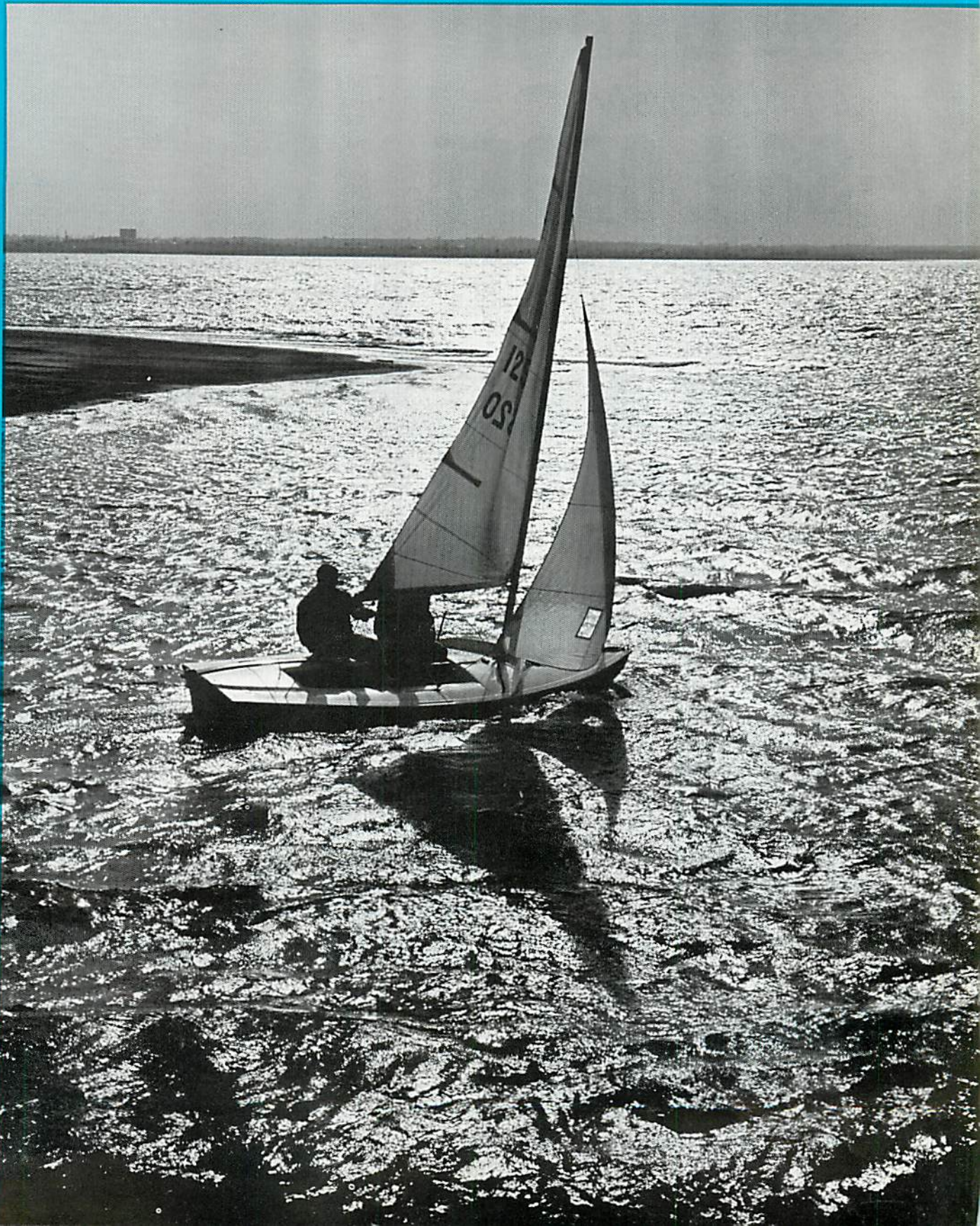


# SNIPE BULLETIN

JUNE 1965

Vol. XV No. 1



# SO NEW... SO BRIGHT

*so obviously*

# SAIL CRAFT

1965

# LOFLAND

## FIBERGLASS SNIPES

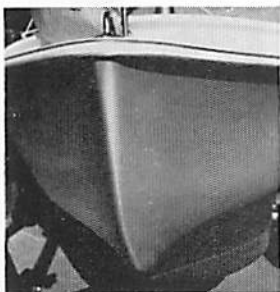
over the years have  
set the pace in quality  
and craftsmanship



**NEW  
SHARP STEM  
HULL**

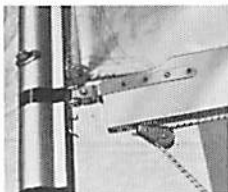
**IMMEDIATE  
DELIVERY  
ANYWHERE**

### FEATURES: Tested and Proved in action for 1965



Newly designed sharp entry bow section just approved for fiberglass construction by the S.C.I.R.A. Competition tested and proved.

Newly designed Proctor aluminum spar. New section — no spreaders — perfect flexibility. (Exclusive U. S. dealer. \$175 f. o. b. Wichita.)

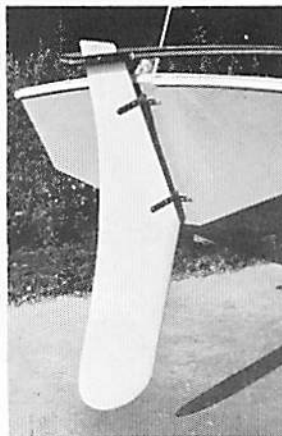


Newly designed minimum width daggerboard. New rounded entry and extra-sharp trailing edge. Competition tested and proved.

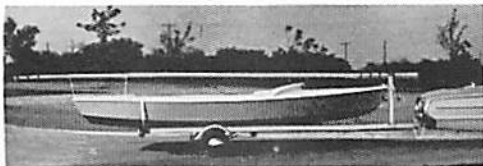
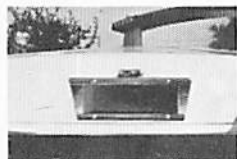


Newly designed floorboard to permit customer choice of bailer location and make.

Newly designed rudder. Thicker midsection — longer trailing edge — laminated fiberglass. Competition tested and proved.



New built-in gadget box. Standard equipment.



The LOFLAND SNIPE TRAILER is designed especially for the LOFLAND SNIPE. Performance proved by actual roadtesting. Complete with signal, stop, and tail lights. Extremely low structure permits unrestricted rear vision from auto. Springs, axle, tires permit pulling Snipe at all speeds in absolute safety. Tubular steel used in A-frame construction. A cradle is provided for carrying mast above deck.



Write today

**LOFLAND SAILCRAFT, INC.**

4123 N. BROADWAY, WICHITA  
KANSAS 67219 Ph. (316) TE 8-4462

## Voice Of The People

### WELL - WHY NOT ?

I am thinking of marketing a gadget if the demand seems great enough. Being of simple mind, I have gone back into naval lore to find a good method of determining the speed of a sailing craft.

These modern units with the "whiskers" sticking out the bottom seem quite unreliable. I think I will call it Porter's Speed Reader. It is a device restricted to sailing vessels. It consists of a wooden quadrant about 5 inches in radius, with lead placed in the circular edge, which causes it to float upright. It is made fast to a log line by a three part bridle. The part fitted to the upper corner has a socked and a pin which pulls out when a strain is placed upon it with the desire to haul it aboard. The chip is cast over (streamed) with the pin in position. The first 15 or 30 fathoms of line is called the stray line which is marked by a piece of red bunting. The line from this point is divided into parts of 47 feet 3 inches, each called a knot. They are marked by pieces of cord tucked through the strands with knots in their ends corresponding to the number of knots out.

Each knot is subdivided into fifths and marked with a white rag. The log line is allowed to run out while a 28 second glass is emptying itself (this is sand, not beer). The result is the rate of speed of the vessel. The length of the knot was derived from the proportion that one hour (3,600 seconds) is to 28 seconds as one mile (6,280 feet) is to the length of a knot (47 feet 3 inches). The clipper ship Flying Cloud off Cape Horn once ran out 18 knots and there was still a little sand in the glass.

Now I figure that if it was good enough for the Flying Cloud, it should be just dandy for a Snipe. I will await for all inquiries before going into production on this gadget and will answer them with prices. Fleet discounts will not be considered at this time"

— James A. Porter  
1728 Breton Rd. SE  
Grand Rapids, Mich.

Mr. Smelser's very fine (and provocative) article will be reprinted in an early issue of the BULLETIN.

### RETIRED SAILOR WRITES ARTICLE; THEN BUYS A SNIPE

"Will you please send me whatever forms are used for application for active membership in the Snipe Class. I sail at Eagle Lake Yacht Club, Edwardsburg, Michigan.

I wish also to have the Class transfer Snipe number 4648 to my name. If you need documentation for this change, I will send you a photocopy of my receipt for purchase yesterday.

Thank you for your kind letter to Lakeland Boating in response to my piece which the editor named "Medicare for Sailors." In organizing the argument, I talked myself into buying a Snipe. Today, I began the 27th year after my initiation into sailing by falling overboard from 14648, cutting my eye-brow, breaking my glasses, and losing my cap. Luckily, I had hold of the painter, and had Milo Lundt at the tiller. Perhaps I need a keeper more than I need a superbly designed and built boat.

If, like some classes I have belonged to, you wish names, 14648 will be named "Loyal Judith," after the first immigrant ship to bring a Pennsylvania Deutscher named Smelser to this continent."

Marshall Smelser  
South Bend, Indiana

### SHOULD BE A REQUIRED COURSE IN ALL UNIVERSITIES

"We have found your graphically illustrated Rule Book extremely helpful in instructing and clarifying the current sailing rules in our club, and would like to order twenty of same."

Katherine Heym, Secretary  
Ohio Wesleyan University Sailing Club  
Delaware, Ohio.

# SAILS - SENSE



"Jerry's got it!"

1964 U.S.A. NATIONAL SNIPE CHAMPION, Jerry Jenkins, Crescent Sail Yacht Club, Grosse Pointe, Michigan, also took top honors for the highest total point score in both the eliminations and the U.S.A. finals, using Boston-developed Karnac sails exclusively.

Inter-Lake, Y-Flyer, Rebel, Flying Scot, Folkboat North American and numerous other 1964 National Class Champions used Boston-developed sails.

# BOSTON

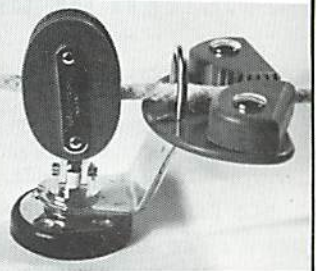
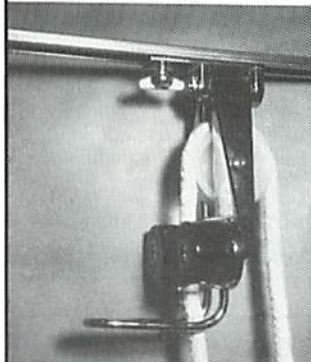
MT. CLEMENS, MICH.

Sailmaker for the Champions

PLAN AHEAD—ORDER NOW FOR NEXT SEASON

**BOSTON YACHT SAIL COMPANY**  
38807 HARPER AVE. • MT. CLEMENS, MICH.

## IMPORTED SNIPE FITTINGS



#366 YC — \$14.00

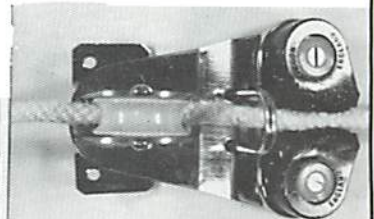
This mainsheet jam cleat normally sells for \$18.75. Stainless and laminated plastic construction. Universal swivel action.

#400 YC — \$15.00

Under boom mainsheet jam cleat. Nylon block and cams. Swivels freely athwartships. Has 12" track for adjustments.



#332 YC — \$10.00 @ pair  
Bullseye type fairlead. "Tufnol" construction. 15" track. Set screw allows for instant adjustments.



#425 YC — \$9.00

Stainless and nylon construction. Full swivel action. The perfect low cost mainsheet jam cleat for a Snipe.

Yankee Clipper Imports Post Office Box 43  
Brocton, New York

## BUILD YOUR OWN

Build a Winning Snipe with most advanced frame kit ever offered. No layout, no sub-assemblies, no building jig required.

Frame kit—\$203.50

Complete Mahogany Plywood Snipe Fiberglass covered. \$1275



Spars — Rigging — Parts — Fittings

English Dacron Snipe Sails - \$91.00

## COMPLETE S N I P E FITTINGS

MASTS - BOOMS - RUDDERS

MASTS Built To Bend To Fit Your Sails

THE FAMOUS

NOW MADE OF STAINLESS STEEL



## — Every Sailor Needs It — SCIENTIFIC SAILBOAT RACING

— by Ted Wells —

First appearing in 1950, this fine sailing book has become the "Sniper's Bible." Completely revised and enlarged with some 20% of new material in 1958, it has proved so popular throughout the world that it was recently reprinted. This 3rd edition is now immediately available. Why Noy Buy the Best?

SIX DOLLARS direct from SCIRA or any book store

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

## 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—            | Rectangular—Fits over the boom   | \$18.00 |
| 2. COCKPIT COVER—            | Over the boom - snap closed front - mast collar to keep rain out with boom tip cover         | \$25.00 |
| 3. COVER FOR ENTIRE DECK—    | Similar to No. 2. Snaps or ties under rub rail including snaps for boat                      | \$50.00 |
| 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. MAST COVER with Red Flag— | For protection when trailing   | \$10.00 |

K. & D. Supply Co.

Shipped Postage Paid

Phone EM-63167

501 Ashworth Rd., Charlotte 7, N. C.

# SNIPER 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 preceding 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

"I believe the enclosed photograph is remarkable enough to be published in the Snipe Bulletin. I have never seen such a beautiful "back-lighting" effect on the water. Why is the main sail luffing so much? The answer is simple—the winds were clocked at between 40 and 45 knots when we went out of the harbor, and even on a reach, we were not able to hold the boat down with the main drawing fully. Perhaps this also accounts in part for the condition of the water.

The photograph was taken at about 4:30 P. M. on Sunday, April 18th, at Lake Hefner, just off of Wolf Point (the mouth of the harbor of the Oklahoma City Boat Club). My crew is Joe Warner, and I, of course, am skippering Snipe #12520. The photographer is Ron Stone." — Dave Babcock, FC.

## — THE SCORE —

Numbered SNIPEs — 15766

Chartered Fleets — 598

These nice brisk Spring winds which sailors like so well (if not hurricanes or tornados), are blowing a lot more Snipes around the waters this year. For in the last 30 days, we issued 109 numbers for new Snipe hulls, and that is 17 more than the month before.

Rather unusual is the fact that all these numbers went to the United States except for a block of 30 to Spain. They were spread all over the country, too, which keeps Snipe from being classified as a "local" or "section;" class.

So the wind is blowing - the ball is rolling - or whatever you want to call it! SCIRA is growing steadily to maintain it's enviable standing. Get Your Friends in Snipe so that they can enjoy not only the advantages of a large national one-design group, but also those of "The Largest Sailing Class in the World!"

Denmark added her 7th official SCIRA fleet when Charter 598 was issued to the Odense/Kerteminde Snipe Fleet.

## THE COMMODORE SAYS

Our next Annual International Meeting will be held in Indianapolis on November 26. The Board meeting on the 26th and the membership meeting on the 27th will be held at Hook's Service Center in the Trophy Room. The Board meeting will start on Friday with a noon luncheon and continue on through the evening and, if necessary, will continue Saturday morning. The membership meeting will start Saturday with a luncheon at noon and continue through the afternoon and evening.

Cocktails and food will be available both days the same as before.

Be seeing you there!

A. F. "Bud" Hook  
Commodore

"Bud"

## 1965 World Championship Regatta

At the January meeting, it was agreed by all parties that the best time for holding the 1965 World Championship Regatta would be the first week in September, and it was so announced in subsequent BULLETINS. Since the U. S. National Championship Regattas are always held the first week in August, the dates set were considered the earliest possible in order to allow enough time for the entry to get there.

However, investigation of transportation for boats from the Western Hemisphere (Bahamas, Canada, U. S. and possibly Bermuda and others), revealed that the Portugese steamer Santa Maria out of Miami would dock at Tenerife September 6th, from whence boats would make the short trip to Las Palmas by ferry later in the day.

Fernando Bolin, National Secretary for Spain, has announced the final (and firm) RACING DAYS as Sept. 9th to 16th. That will allow two intervening days for rigging, measuring, practicing, etc., before the big event. There were 22 countries at Bendor in 1963 and it appears a safe bet that this figure will be surpassed this year. Why not drop in and watch the champs?

### Tragedy at Mission Bay

Steve Taylor, Race Committee Chairman of the U. S. National Regatta at San Diego last summer, sent in a clipping from LIGHTNING FLASHES with a following comment.

"Mission Bay Yacht Club, San Diego, Calif. —On Thursday, April 1st, at 4 a. m., Vic Bowen, caretaker at Mission Bay Yacht Club and his wife were shot during an attempted robbery of the club. Mrs. Bowen passed away at 4 a. m., April 4th, as a result of the wounds. Vic passed away at 12:15 a. m. April 7 as a result of shotgun wounds in the stomach and sides.

All hands that took in SCIRA Nationals last summer at MBYC should remember Vic as the backbone of their fine organization. Besides being a fine caretaker, I considered him a great boatswain, always ready to give a hand when needed."

The International Snipe Class joins with the International Lightning Class Association in extending the deepest sympathy to Vic Bowen's family in the deep sorrow that has befallen them.

### Snipe Sailor Captains Intercollegiate Team

The Intercollegiate Yacht Racing Association of North America named, last March 24th, a team of intercollegiate sailors to represent the United States in competition for the Sir Thomas Lipton Cup in Great Britain this summer. Terry L. Cronburg, '66, and Donald K. Schwanz, '66, were named to the seven-man squad, and Cronburg has been selected as the team captain by the Association.

Other members of the team will be Scott Allen of the University of Southern California, Bob White of Ohio State, and Chuck and Art Paine, of Brown and University of Rhode Island, respectively. The group will be divided into three two-man crews for the Firefly Class competition. A seventh team member, who will act as alternate, has not been named.

The Squad will leave for Great Britain around July 15th, and will sail for four or five weeks there, while touring the country in two automobiles provided by the Ford Moto Company. The first period of competition will be only practice to prepare the sailors for the Lipton Cup matches against the best sailors from the British Universities.

The team will be coached in Great Britain by Mr. Walter C. (Jack) Wood, the former Sailing Master at MIT who retired last year. With his assistance, the United States will seek to defend the Lipton Cup, which it won a few years ago. It is always a pleasure to follow the sailing careers of youngsters who have grown up in Snipes. Over the years, as many of our junior champs add to their sailing laurels, the reflection on the high level of competition consistently maintained in our regattas is a matter of pride to all members of the association. Terry owns 11863 and is a member of Winchester Fleet 77 in Mass.; Scott Allan owns 14800 and sails at Mission Bay Fleet 495 in Cal. —2 of 6 team members are Snipers.

The Crosby Series had fourteen SCHOCK Snipes competing.

They placed 4th, 5th and 7th out of the first ten boats.

Seven SCHOCK Snipes qualified for the Heinzerling Trophy Series.

Doug De Souza placed 3rd, Dave Ullman 4th and Earl Elms 5th.



BOAT BUILDERS  
**W. D. Schock Co.** 3502 Greenville  
 Santa Ana, California  
 KI 9-2277

## MASTS — by CROWLEY SAIL-CRAFT

SPRUCE MASTS OF WELLS DESIGN

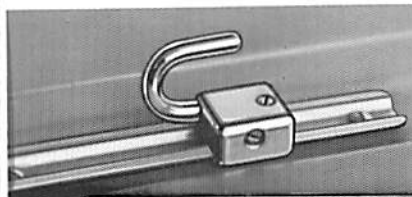
Mahogany Rudders Also Custom Built Masts  
 Spruce Booms of Any Class

NO MASTS TOO BIG OR TOO SMALL

Built to Any Stage of Completion

R. D. #1 — Conneautville, Pennsylvania Phone 4065

## Designed with YOU in mind!



The  
 "SNAP-AWAY"  
 REACHING HOOK  
 (stainless steel)

Stands UP when you need it —  
 SNAPS AWAY when you don't —



Installs on outboard track in 30 seconds.

Get a Pair for only **\$15.00**

RAY MILLER - 125 Settlement St. - Akron 6, Ohio

# Varalyay **BUILT SNIPES**

**THE CHOICE OF 12 NATIONAL CHAMPIONS  
NOW AVAILABLE**

**Our NEW FIBERGLASS HULL with the lines of our  
FAMOUS WOODEN HULL of PROVEN PERFORMANCE**

Sandwich Core Hull for Wooden Stiffness but  
Fiberglass Maintenance (optional extra)

Complete & Ready to Sail      Semi-Finished

VARALYAY BOAT WORKS

1868 W. 166th ST.

GARDENA, CALIF.

## Elvström bailers

**LARGE \$16** 5 1/4"

**MEDIUM \$16** 5 1/2"

**MINI \$9** 3 1/4"

STAINLESS STEEL

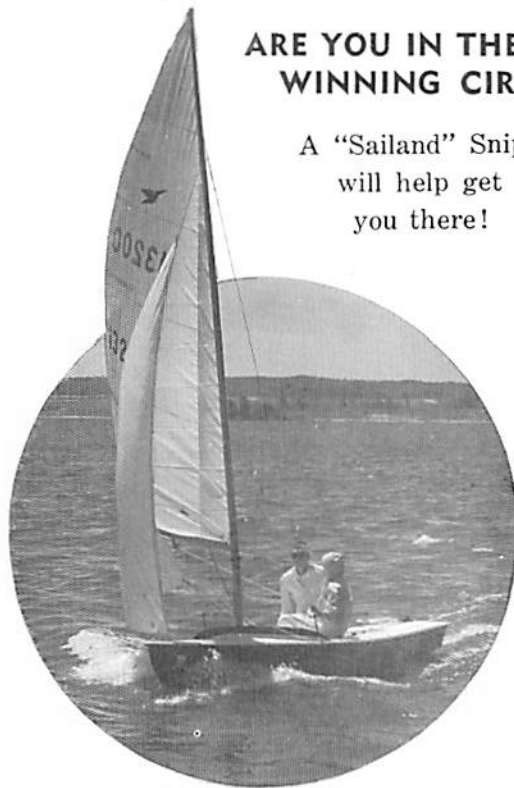
See your Marine Dealer or order direct from stock in USA - J.O. ULBRICH, 89 Wyoming Road, Paramus, New Jersey - Tel. 265 - 1157

Please address inquiries for sails direct to

**ELVSTRÖM SAILS**  
RUNGSTED · DENMARK

**ARE YOU IN THE  
WINNING CIRCLE?**

A "Sailand" Snipe  
will help get  
you there!



**LEON F. IRISH CO.**

4300 Haggerty Rd.

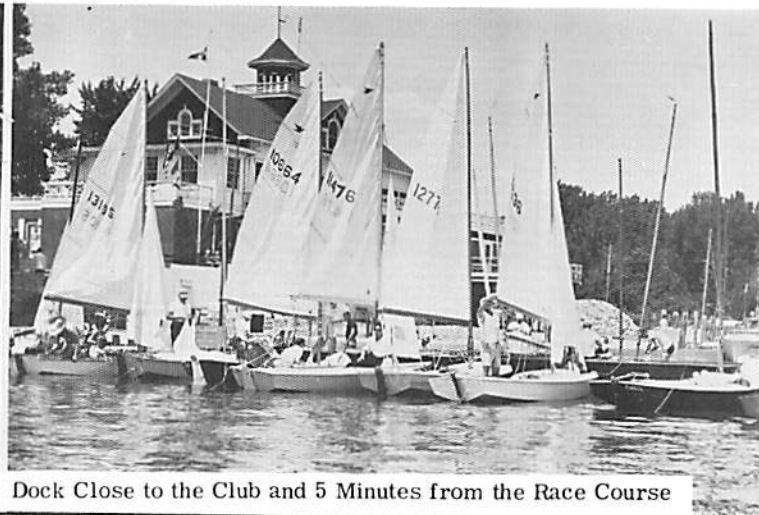
Walled Lake, Mich.

WRITE FOR FULL INFORMATION AND PRICES

# How We Wish YOU Would Come to Peoria



The IVY Club Welcomes You



Dock Close to the Club and 5 Minutes from the Race Course



IVY Club Harbor and Sea Wall

Snipe Fleet #131 of Peoria, Illinois is planning to top their 1957 National Championship Regatta. The plans that are unfolding add up to a Snipers kind of championship. No stone is being left unturned to place emphasis on proper race courses and a fair contest for all.

**THE LAKE**—The Ivy Club is situated on the upper Peoria Lake, formed by a dam below Peoria holding back the waters of the Illinois River. There is approximately 12 square miles of racing area. There is practically no noticeable current during the month of August. All commercial and private river traffic will be stopped during the races and controlled by the Auxiliary Coast Guard of Peoria.

**RACE COMMITTEE**—An experienced chairman will be brought in the Nationals to head up and advise the local Ivy Club Race Committee. Portable marks will be used to enable the best possible course for a given wind condition.

**BEACH AND HARBOR FACILITIES**—Peoria can handle 100 boats or even more if necessary, with complete hoist, beach and parking facilities immediately adjacent to the Club and racing area.

**SPECTATORS**—Larger cruiser type boats will be available for spectators or most all of the race can be seen from the Ivy Club sun deck or pool area without even leaving shore.

**IVY CLUB**—Offers pool facilities including a kiddypool, air conditioned dining room, bar open every day and evening. Snack bar, special tent set up on lawn for quick sandwiches. Showers, picnic tables and cookout area, playground and equipment and most important of all a friendly atmosphere.

**SOCIAL PROGRAM**—Starting with greetings and measuring juniors on July 28th to a big evening junior blast at the Ivy

Club on July 29th (planned by Peoria juniors). On Saturday, July 31st the juniors go to a private home for a chaperoned swim party. Trophies to juniors on Sunday, August 1st.

The seniors will kick off the social schedule Saturday, July 31st with music and dinner at the Ivy Club. On August 3rd the famous Ivy Club Seawall dinner, dance, then on August 5th, the Commodores party at an impressive private residence. The final banquet will be in the all new Grand Ballroom of the Pere Marquette Hotel with all the trimmings including trophies. Prizes are being gathered to delight the sailors that win them.

The Ivy Club dining room and bar will be open for your convenience each day and evening.

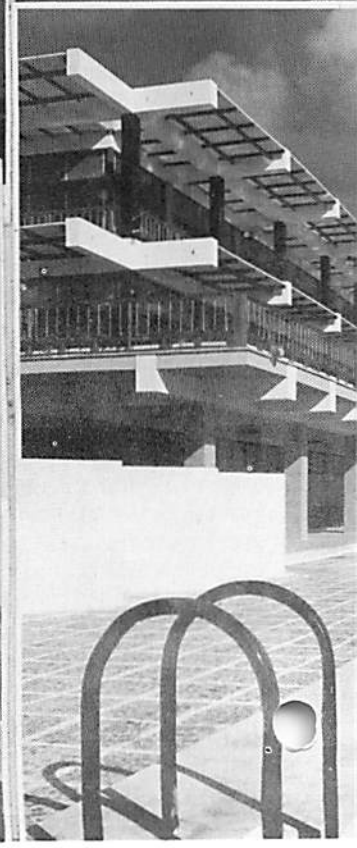
**CITY OF PEORIA**—The whole city is opening up its arms to the Snipers that will attend the National Regatta. Sniping is major news in Peoria and you will be in the headlines. Peoria is a city with over 200,000 people in the metropolitan area offering all kinds of nite spots, quaint restaurants, parks, zoo, scenic drives and modern housing facilities. The normal average temperature in Peoria for August is 73.7 degrees. Warm days, pleasant evenings. The weather is usually dry during this period and winds moderate.

Peoria is the home of Caterpillar Tractor Company, Keystone Steel and Wire and has a major plant of Pabst Brewery, American Distillery and Hiram Walker Distillery. Peoria also has been the home of Snipe Fleet #131 and Sniping is celebrating it's 25th year in Peoria. There are 30 senior and 14 juniors in the Peoria Fleet and all very active. Early in June, brochures and entry blanks will be sent out to all fleet captains. Come and see for yourself!

Louis J. Leber, Fleet Captain

Scenes of the  
Real Club Nauru  
LA

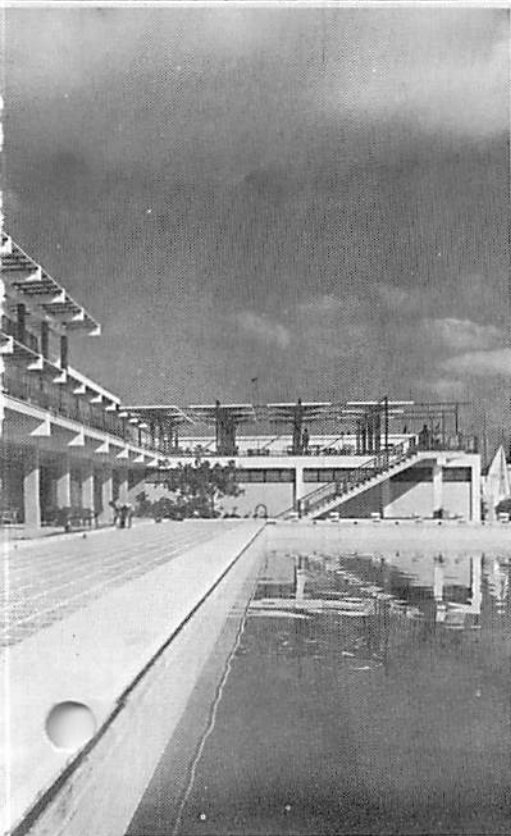
SITE OF 196  
of the International





# Club Náutico de Gran Canaria LAS PALMAS

5th WORLD CHAMPIONSHIP RACES  
Sloop Class — September 9th to 16th.



# Snipe hunting?



LOOK NO FURTHER, IT'S IN THE BAG! YOU MAY NOW OWN A NEW ALL FIBERGLASS SNIPE KIT FOR THIS LOW, LOW PRICE! KIT INCLUDES HULL WITH CENTERBOARD TRUNK MOLDED IN, DECK BONDED TO HULL AND SPRAY RAIL. CHOICE OF COLORS. MEETS ALL S.C.I.R.A. REQUIREMENTS. WRITE FOR OUR FREE BROCHURE TODAY.

## SOUTH COAST SEACRAFT

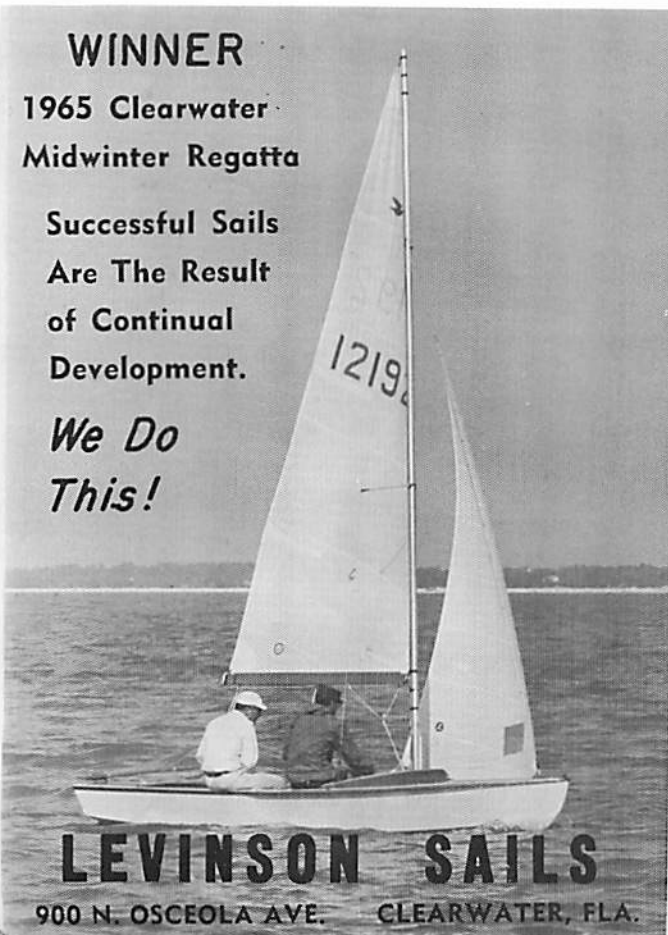
P.O. BOX 1674 SHREVEPORT, LA.

### WINNER

1965 Clearwater  
Midwinter Regatta

Successful Sails  
Are The Result  
of Continual  
Development.

*We Do  
This!*



## LEVINSON SAILS

900 N. OSCEOLA AVE. CLEARWATER, FLA.

## SNIPE NEWS IN BRIEF

It is constantly surprising how old boats keep popping up. Recently 1969, first measured in 1937 in Brooklyn and then rechecked as a member of Lake Mohawk Fleet 10 at Sparta, N. Y., in 1939, appears on the scene (after all these years) in Wakefield, Mass. The owner says the boat is in fine condition and that "her sweet lines of pine planking must have been professionally shaped" and he would like to know if the boat is still a genuine Snipe. He states, "I sail at a small lake called Quanapowitt, where, for years, we have had a small and active Snipe fleet of from 8 to 12 boats. It has never been an official fleet and the rules are not strictly enforced but, during the last 2 years, interest in Snipe sailing is reviving and we want to re-start the old fleet to arouse more interest." That situation exists in many parts of the U. S. and Canada, and it is surprising how often one hears of groups of Snipes which have never been affiliated with SCIRA. Perhaps we need some minute-men development teams. New England Snipers should call on Frederick John DeVries, Jr., 96 Pleasant St., Wakefield, Mass. . . . News comes from Jackson, Mississippi, that they now have 4 measured boats and another new one on the way and "How about polishing up a nice fleet number for us?" Well, we have an unlimited supply and will only be too happy to take the one off the top for these District 4 sailors as soon as their organization is complete. . . . If anyone would like to go over to Las Palmas by slow freighter along with the WH Snipes, there is a Portugese steamer leaving Miami in time to get to the regatta and then bring you back again about the 6th of October at very reasonable round trip rates. Would be a nice and unusual vacation. Write to Shaw Bros., Box 306, Miami 52, Fla., and ask about the Santa Maria. . . . Rousseau & Freres in Quebec City, Canada have built a fine wooden Snipe for Paul E. Cloutier who will sail it on Lake Trois-Saumons about 70 miles east of the city. The appearance of this boat in that area might stir something up and perhaps could be the beginning of the first Snipe fleet in that Province. Canada is making wide steps forward in sailing interest (Pan-American Games in Winnipeg in 1967 brings Snipe competition to the attention of all Canadian Sailors) and a good experienced boat builder in Quebec will do much to stimulate that district. . . . Jim Porter of Grand Rapids, Michigan, and his wife are taking a sailing vacation in Europe in May and June. They will pick up a new Spanish Snipe in Spain, attend a few local regattas, and bring it home in the summer. Jim has promised to send back pictures and articles of his experiences, and so the BULLETIN might be a little more interesting as a result. . . . Emilio Casellas reports that they now have measured 8 new fiberglass Snipes in the new San Juan Fleet 591 in Puerto Rico and with 4 more to come, they will start their official race score season now with 12 boats eventually participating. They will need practice for the WC Regatta at Las Palmas. . . . Snipe in the Portland, Oregon, Boat Show gave good tangible evidence that the class there was a going concern. They got the names of about 50 interested parties and hope to have some join the fleet. . . . Snipe activities in Minnesota seemingly develop slowly, but there appears to be more hopes of getting that fine potential area started this season. Dr. Gunnar Stickler, FC of the La Crosse SC Fleet 571, says last year was the first one with a fairly consistent turn-out, and prospects of improvement this year are good. He wants to know about all other Snipe activity in the Minneapolis area. Write to him at 1900 Crest Lane, MR 72, Rochester, Minn. . . . If you live around Quincy Bay and in the Weymouth area in Massachusetts and are interested in Snipe activities, get in touch with Carmen A. Pastore, Longcraft, Inc., 42 Summer St., Boston 10. He says that both areas have formidable Snipe Classes and offer competition in Mass. Bay to the large number of known unaffiliated boats, and even reach into the Thistle and Star Classes, despite the presence of Joe Duplin, a world champion Star sailor. Snipe is making a good come-back in New England as they get acquainted with the present day boat. There is no better class competition than in SCIRA.

## Foam Has High Strength

# Adapts BFG Plastic For Boat Building

Occasionally sailors living in an inland city pick up exciting news pertinent to the future of the boating industry before such facts are known in highly touted sailing centers like Marblehead and Newport Harbor (Calif).

A recent article in the Akron Beacon-Journal (The Rubber Center of the World) announced the introduction of a substance developed here which has excited local sailors for months. After reading it below, the truth that something better is always on the boards or around the corner is emphasized, and the possibilities and the changes in the offing are hard to grasp. The impact on Snipe particularly will be the pressure put on the reduction of the overall weight of the boat, which question has been raised as a result of developments over the last 10 years. Many in the organization believe this is long overdue, and certainly the news here makes more certain that a day of reckoning is steadily approaching. Read every word of this report—then draw your own conclusions!

Vinyl plastic, a material that has been used in hundreds of products ranging from baby pants to floor tile and pipe, is demonstrating its versatility again in a new form and in a new field.

As rigid vinyl plastic foam, developed by B. F. Goodrich's industrial products division, it is a lightweight material that is being adapted for boat building.

What makes the foam attractive for boats is the fact it has the strength of wood and fiberglass but only half the weight.

The unicellular foam - each cell is separate - which Goodrich calls "Cell-Tile," is not porous and can't become water-logged.

Potter Marine Products of Plainview, N. J., which will market the plastic for Goodrich, introduced "Plyfoam" in a 37-foot sailboat at the Miami Boat Show this week.

The use of this material for boats of all sizes - either sail or power craft - can mean a tremendous weight reduction without loss of structural strength, Gene L. Bego, Marketing vice president for the Goodrich division, noted.

"This results in additional speed and better performance but not at the expense of safety," he added. "The cell structure makes it very buoyant and since it is a vinyl, it is not affected by weather and most chemicals."

Considerable savings in material and labor can be achieved by the boat builder using Plyfoam, John T. Potter, head of the distributing firm, points out.

"TOUCHE III," as this boat has been named, was built by only two men using simple tools, adhesives, fiberglass fabric and wooden forms. It was constructed by shaping half-inch sheets of the rigid foam around open slat forms and heating them with an industrial electric blanket of infrared lamps.

Epoxy resin was applied by brush to the shaped panels which were then covered with fiberglass fabric and another coat of resin.

Density of the foam can be increased or decreased depending upon the necessary strength requirements. As it is used in this case, the sheet weighs four pounds per cubic foot with density and strength especially suited for marine purposes.

Potter looks for Plyfoam construction to open up new areas of design for boat builders where weight previously has been a restricting factor.

Anywhere the high ratio of strength to weight is needed, this construction can be used, he predicted, with its application in the marine field limited only by the imagination of the designer.

The "Touche III" is a family sailboat suitable for deep-water sailing and is 37 feet long with a 20-foot beam. It is an easily maneuvered trimaran which has proved very fast. Each hull is three feet wide and the one main sail is 650 square feet on a 31-foot mast of extruded aluminum. The builder reported the high-riding catamaran proved faster than the 12-Meter America Cup yachts during their trials.

## GRAMPIAN MARINE LTD.

OAKVILLE, ONT.,

CANADA



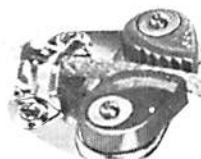
### FOR THE FINEST FIBERGLAS SNIPE

- NEW LIGHTWEIGHT DECK
- MAHOGANY SPLASH RAIL & FLOOR
- STAINLESS STEEL FITTINGS
- HIGHEST QUALITY THROUGHOUT

P.O. Box 413

VI-55641

## A reliable pair of "hands"



### SYNCO-CLEAT WITH FAIRLEADER

Anodized aluminum cams.  
Fairleader with generous  
flare mounted on stain-  
less base. Cat. No. 954

SEND FOR FREE CATALOG ON BLOCKS, TURNBUCKLES, ETC.

**ROLEDGE**

### RACING FITTINGS

I. L. STEPHAN • BEVERLY 7, N. J.

# SNIPE BOAT KIT

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

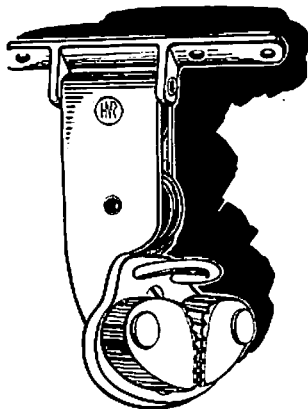
Complete ready-cut Snipe Boat Kit  
Everything except sail & hardware—\$349

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

Semi-finished round hollow Snipe mast, \$60  
Semi-finished Snipe boom—\$17.00

## TAFT MARINE WOODCRAFT

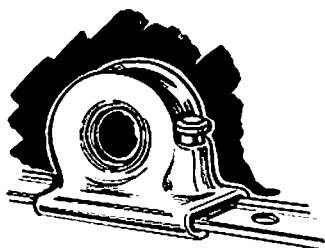
Department SBD • 636-39th Ave. N.E.  
Minneapolis 21, Minnesota



## Boom-mounted Mainsheet Jam Cleat

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.



## 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 \$1.50 per foot.)

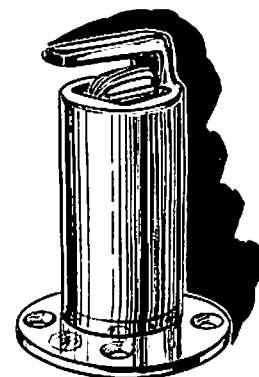
# HOWARD N. RICHARDS

508 Morrison Road - Oakville, Ontario, Canada



QUALITY FITTINGS

for the discriminating yachtsman



## Jiffy Jib Jam

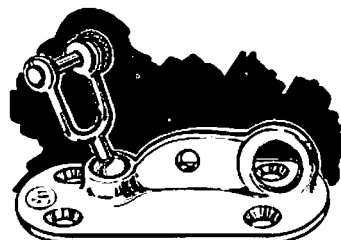
PRICE \$18.00 POSTPAID

AS USED BY THE SCHMIDT BROTHERS OF BRAZIL IN WINNING THE 1963 WORLD'S SNIPE CHAMPIONSHIP

Also used by several National Champions in other classes. This is 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"

The four items depicted here were adopted as standard equipment on all the snipes used in the 1964 Western Hemisphere Championship.



## 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.



## Snipe Building Plans

BLUEPRINTS . . \$5.00

REVISED JULY 1960

SCIRA 655 WEBER AVE. AKRON 3, OHIO

WE WANT YOUR BUSINESS - - - -  
Swaged SS Halyards - Stays - Custom made to your  
order SAME DAY - - - -  
SAMSON Yacht Braid - RACELITE Fittings - - - -  
NEW SNIPE IN STOCK COMPLETE

Prompt personal service from V. L. Beaker

AIRCRAFT SUPPLIERS COMPANY

Meachem Field

Fort Worth 6, Texas

## Rockall Snipe Sails

4 oz. dacron

\$118.00 - Postage paid anywhere in the U. S. A.  
Send for free brochure and sample sail cloth

FEATHERWEIGHT MARINE

10 Edgewood Ave. Glen Head, New York.

## NEW! LAMINATED FIBER GLASS SAIL BATTENS

4 OZ. PER SET — UNBREAKABLE

SET OF 3 — \$10.50 Postage Free if Prepaid

SEND FOR FREE INFO TODAY

VARBO 1868 W. 166 ST. — GARDENA, CALIF.

# Wells Wanderings



by Ted Wells

## BACK TO THE LAKES

Although the visitors from Galveston and other gulf locations were tearing their hair out by the handfuls, it was really a pleasure to get back to lake sailing at Shreveport the first of May. The man on the radio said the forecast was for winds of 6 to 18 from the southeast, then looked out the window and remarked that at that moment, it was fourteen from the southwest. They were both right. The wind hit 6 and 18 frequently throughout the weekend, and was within 45° of south most of the time. While I thoroughly enjoy sailing on bumpy water of the Bahamas or Florida—I have trouble making my boat go fast over the bumps. I don't have trouble going fast on smooth water—I just have trouble guessing where to go.

Since two races were protested and thrown out two years ago for non-compliance with Sanctioned Regatta rules, Shreveport has put Snipes and a few other small boats on a separate course, and John McKee has done an excellent job of setting good starting lines and courses. In the time we were sailing around waiting for the first race, the compass heading for the starboard tack went from 120° to 90° to 180° and back to 150°. I was feeling sorry for John trying to guess what to do with these shifts. I should have saved my sympathy. He did all right. The starting lines were good and so were the courses. My average for the day (and the first two races) was five wrong guesses and one right on which side of the lake to go to. No one's average was very good—straight fourth places would have won, I believe. In any case—my two, three, and twenty weren't good enough.

What made the guessing so difficult was that one tack was parallel to the shore, and the other perpendicular to and toward the shore. This always produces the trickiest possible conditions, especially on a lake where there are likely to be high hills and trees along the shore. Frequently, there will be a "slot" parallel to the shore where you point high and go fast—if it is there and if you can find it. On the other hand—it is obvious that the wind is better out in the lake and away from the shore, so you should approach the windward mark on the tack perpendicular to the shore.

Just going up the middle isn't the answer, nor is just two long tacks. Louis Nelms' theory was to always try for the slot parallel to shore, getting to the shore by holding in that direction when the wind direction was not predominantly favoring either tack. His average wasn't too good, but I believe he would have won if something hadn't happened to his jib halyard on the last beat of the last race. I might have also, but after seeing a second place in the second race turn into about a thirty second when the boats came romping in to the windward mark from out in the lake—I took the next two beats that way. This was wrong. The system I believe is to decide what course is the best, have the courage of your convictions, and don't blow your top when your plans don't work every time.

## HOW TO SUCCEED WHILE TRYING NOT TO

I don't know how many boats and people Shreveport had with their fourteen classes last year, but it was way too many for their facilities. This year the Snipe people got the number of classes down to nine, but they still had 175 boats (45 Snipes).

They may have accomplished something for the future, now—ever—they had reserved places for visiting cars, trailers, and boats, practicing the worst kind of discrimination against their own members—who had to park about a quarter of a mile away all the time and weren't allowed to come to the Saturday night dinner unless they were sailing. This should cool off their enthusiasm for large regattas and get support for the Snipe contention for fewer boats at more but smaller regattas. The reserved spaces worked fine for the visitors—but with 175 boats to score and multitudes of boats to get out of the water and trophies to award—I was glad to be the first boat into the harbor after the last race and didn't take such a dim view of that twentieth place. I just packed up and got started on the 575 mile trip home at about the time I would have from our normal Snipe-only regattas. If their trophy list did stretch down to wherever I finished, mine will catch up with me sometime during the summer—I hope.

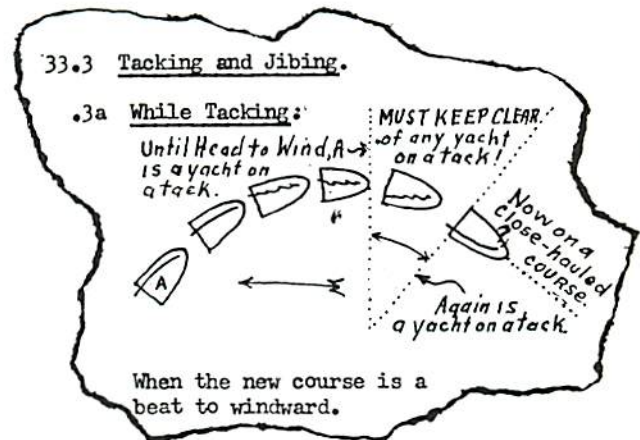
## WEATHER REPORT

There have been complaints the last few years concerning lack of wind at Wichita's Mid Western Championship Regatta. If yesterday is any indication of things to come—these complainers should be happy this year. There wasn't any storm—just a wind averaging from 40 to 60 mph, with peak gusts over 80.

## JUST OFF THE PRESS!

### PRINCIPAL SAILING RULES OF NAYRU GRAPHICALLY INTERPRETED

13th Revised Edition by Fearon D. Moore  
16 pages of diagrams and explanations



These Rules will be used until 1969

Single copy 50c For Sale ONLY by SCIRA 20 for \$5.00

655 Weber Ave. — Akron, Ohio 44303

## IMPORTED SAILS

World Famous Rockall Sails. Made in England by the World's largest small boat sailmaker of "Terylene" synthetic fabric. (The English name for Dacron). Complete with numbers, insignia, bag, and battens for \$108.00. Order now for immediate delivery or write for illustrated leaflet

Yankee Clipper Imports

POST OFFICE BOX 63  
BROCTON, NEW YORK 14716

*A Snipe Regatta Planned for YOU —*

## SLAUSON MEMORIAL REGATTA

IVY CLUB — JUNE 26-27, 1965 — PEORIA, ILLINOIS

Write: Bob Wesselhoft, 404 S. Adams St., Peoria, Ill.

SITE OF 1965 U. S. NATIONAL CHAMPIONSHIP

## NEW YORK STATE OPEN CHAMPIONSHIP REGATTA

June 26-27, 1965

ONONDAGO LAKE

Syracuse, New York

For information write:

Bill Cummings  
409 N. McBride St.  
Syracuse, N. Y.

Don't Miss the LARGEST Michiana Regatta Ever Held!

Come to the beautiful lake  
where "The Island" awaits all the sailors.

## 1965 MICHIANA REGATTA

SNIPES - C's - THISTLES - NATIONALS

DIAMOND LAKE, Cassopolis, Michigan — July 10-11  
(25 miles from South Bend)

For registration - Contact: Bud Leonard  
9750 S. Utica Ave.  
Evergreen Park, Ill.

JULY 24 - 25

## MARYLAND CHAMPIONSHIP DEEP CREEK YACHT CLUB

Garrett County, Maryland.

Sail in the cool mountains where Snipes from near and far meet on a 17 mile lake.

ALL SCIRA MEMBERS ARE ELIGIBLE!  
Perpetual and Individual Trophies

Previous winners: 1953 Wm. Rushlow; 1954 Harry Levinson; 1955 Stovy Brown; 1956 Larry Wheeler; 1957 Jules Kroeger. Howard Richards of Oakville, Canada, won in 1958-59-60; 1961 Stovy Brown; 1962 Ray Kaufman; 1963-64 Taylor Brown. Come and win a half-acre!

Write: George Steiner, 728 Rolling Green Dr., Bethel Park, Pa.

## DON'T FORGET —

### CANADIAN CHAMPIONSHIP

Sponsored  
by  
Fleet 113

NATIONAL SNIPE REGATTA WEEK

July 18-23, 1965

Bras d'Or Yacht Club Baddeck, Nova Scotia

*"The Ocean Playground"*

Write: Box 297, Baddeck, Nova Scotia, Canada

## SANCTIONED SNIPE REGATTAS —

JUNE 26-27 NEW YORK STATE Open Championship Regatta, Onondago YC, Onondago Lake, N. Y. William A. Cummings, 409 N. McBride St., Syracuse, N. Y.

JUNE 26-27 CLEVE SLAUSON MEMORIAL Regatta, IVY Club, Illinois River, Peoria, Ill. Robert J. Wesselhoft, 609 W. Crestwood Dr., Peoria, Illinois.

JUNE 26-27 CONNECTICUT STATE Championship, Quassapaug YC, Lake Quassapaug, Conn. Tom St. John III, Timothy Rd., Naugatuck, Conn.

JUNE 26-27 MIDWESTERN CHAMPIONSHIP Regatta, Wichita Sailing Club, Santa Fe Lake. Ted A. Wells, 753 Edgewater Road, Wichita, Kansas.

JULY 3-4 MISSOURI VALLEY Championship Regatta, Lake Manawa, Elks Country Club, Council Bluffs, Iowa. Floyd E. Hughes, Jr., 14 West Lake Village, Lake Manawa, Iowa.

JULY 10-11 2nd ANNUAL OZARK MOUNTAIN Championship Regatta, Fellows Lake, Springfield, Missouri. Rufus McCluer, Jr., 1438 S. Delaware, Springfield, Missouri.

JULY 16-18 DISTRICT 3 CHAMPIONSHIP Regatta, Green Lake YC, Green Lake, Wis. Robert Rodgers, Lake St., Green Lake, Wis.

JULY 17-18 DISTRICT 1 Championship - Senior and Junior Regattas run concurrently. Winchester Boat Club, Upper Mystic Lake, Winchester, Mass. R. M. Swanson, 44 Swan Rd., Winchester, Mass.

JULY 24-25 NEW ENGLAND Snipe Championship, Wessagusset YC, Hingham Bay, Mass. Lawrence T. Callahan, 38 Rinaldo Rd., Weymouth, Mass.

JULY 29-30-31 U. S. JUNIOR NATIONAL CHAMPIONSHIP Regatta, Ivy Club, Lake Peoria, Illinois River, Peoria, Illinois. 2 races each Thursday and Friday - 1 Sat. A.M.

AUGUST 1-7 U. S. NATIONAL CHAMPIONSHIP RACES, IVY Club, Lake Peoria, Illinois River, Peoria. 5 race Crosby Series starts Sunday the 1st; 7 race Wells and Heinzerling Series Wednesday through Saturday August 7th. Stan Salzenstein, 213 SW Adams St., Peoria, Ill.

AUGUST 1-4 NORTH EUROPE DISTRICT Open Championship, Fleet 324, Viken, Sweden. Sound Week will take place August 4-8 at Skoshoved, close to Copenhagen, Denmark, thus affording another week of fine sailing and competition. Write to Svend Rantil, Box 115, Helsingborg, Sweden.

August 14-15 BOARD OF GOVERNORS CUP Regatta, Quassapaug YC, Lake Quassapaug, Conn. George Schwenk, Upper Whittemore Rd., Middlebury, Conn.

AUG. 14-15 ROCKY MOUNTAIN Snipe Championship, Rocky Mountain SA, Shadpw Mountain Lake, Grand Lake, Colorado. W. T. Scofield, Box 826 Rt. 3, Golden, Colorado.

AUG. 14-15 DISTRICT 3 JUNIOR Championship Regatta, Gull Lake, Michigan. Phil Ordway, Hickory Corners, Michigan.

AUG. 14-15 OVERBOARD SNIPE Regatta, Overboard Snipe Fleet at Beckers Shipyard, Hempstead Harbor, Long Island. John Nicholson, 10 Engineers Rd., Roslyn Harbor, New York.

SEPTEMBER 6-16. 1965 WORLD CHAMPIONSHIP Regatta of the Snipe Class, Gran Canaria Club Nautico, Las Palmas, Canary Islands. Note change of actual dates necessitated by steamer schedules transporting boats from the Western Hemisphere. More details later.

SEPT. 18-19 CHICAGO INDIAN SUMMER Regatta, Burnham Park YC, Lake Michigan, Chicago. Dick Ver Halen, 1035 Keystone St., River Forest, Illinois. 60305

## WANT ENTRIES FOR YOUR REGATTA?

Why not help Snipe Bulletin and Your Fleet by advertising here.

**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.

**FOR SALE: LATEST LOFLAND RACING RIGGED SNIPEs** and trailers at a bargain. Immediate delivery from our stock in Cuba, New York State. Chase Marine Sales, Cuba, New York. Phone Olean, New York FR2-0328

**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.

**FOR SALE: BRITISH BUILT FIBRE GLASS BOATS.** Wooden deck and trims. Three built-in buoyancy compartments. Price complete ex works, ex sails \$592.00. Approximate freight \$184.00. Particulars on request. Lockeyears, Boat Builders, Crow Hill, Broadstairs, Kent, England.

**BUILD YOUR OWN TRAILER.** You can get blue-prints and a detailed instruction sheet for two different types of trailers which were especially designed by snipers to fit a **SNIPE**. Why spend a lot of money? Only \$1.25 postpaid, complete.

SCIRA, 655 WEBER AVE., AKRON 3, OHIO.

**SPECIAL WHILE THEY LAST!** Solid mahogany Rudders reinforced with 3/8" cheeks over Wilcox-Crittenden pintles spaced 1 5/8" apart. \$19.50 F. O. B. As above less pintles - \$16.00. Plywood rudders less pintles - \$12.00. Fred Post, 2020 East 1st St., Tempe, Arizona.

**FOR SALE: SNIPE** - Fiberglass over wood; good condition. New Mast; boom; Murphy & Nye dacron sails used one season. \$325.00. A wonderful beginner's buy! Bob Kellam, 1973 E. Johns, Decatur, Illinois.

**FOR SALE: SNIPE 14371.** Registered. Fiberglass over wood. Used 2 seasons; includes trailer. Built from Gilreath plans. \$675.00. Dr. E. Hueseman, 3401 S. Bellaire, Denver, Colorado. Phone 756-2133.

**WANTED: FIBERGLASS RACING SNIPE.** A sound or damaged hull acceptable. Bob Eshelman, 2732 Radcliffe, Ann Arbor, Mich. Phone: NO 3-6353.

**FOR SALE: SNIPE 10073** in Excellent Condition. Built by Clark Mills. Dry-sailed. All Race-lite fittings; mahogany marine plywood with natural finish. 2 sets Morgan dacron sails plus extra main. Custom made trailer included. An excellent racing record. \$950.00. Contact: Bill Cloninger, 215 E. Avondale Dr., Greensboro, North Carolina. Phone 299-9269 or 273-5655.

**WEAR SNIPE INSIGNIA.** A good quality emblem 2 1/2" x 1 1/2" suitable for wear on caps, pockets of blazers, jackets, sweaters, shirts, etc. A bright red Snipe embroidered on dark blue felt surrounded by yellow braid. Very attractive - shows up good! Advertise the fact that you own the best little boat in the world and belong to a grand organization. Get them for \$1.00 each from SCIRA, 655 Weber Ave., Akron 3, Ohio.

**DO YOU NEED A NEW MAST?** Get a complete set of plans for the **CHAMPION** round mast for Snipes designed by Ted Wells and build your own. 4 sheets of blueprints with all details for hardware and rigging for only \$1.00 per set. SCIRA, 655 Weber Ave., Akron, Ohio 44303.

# 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

## E<sup>TS</sup> TEURLAY

Face 103 Quai de Queyries  
BORDEAUX, FRANCE

## New Sails \$95.00

4 oz. DACRON MAIN & JIB including BAG, BATTENS, JIB HANKS & INSIGNIA — (Sail numbers 50¢ per digit extra).  
**GURANTEED QUALITY!!! IMMEDIATE DELIVERY!!!**



ROBERT BOOMER

23016 EVALYN AVE.  
TORRANCE, CALIF.

# BOAT LUMBER

For Fine Boat Building and Repairs

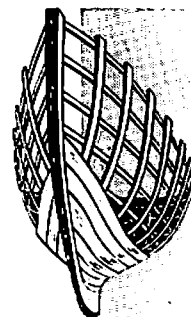
- SITKA SPRUCE • MAST & SPAR GRADE
- PHILIPPINE MAHOGANY • HONDURAS MAHOGANY • WESTERN RED CEDAR • WHITE CEDAR • TEAK • CYPRESS • OAK • LONG LEAF YELLOW PINE • ETC.

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 Farris Avenue, White Plains, N. Y. White Plains 6-4111



Lowry Lamb, Jr.  
871 McCallie Ave.  
Chattanooga 3, Tenn.

# BUILDING A PLYWOOD SNIPE



NOW YOU CAN BUILD YOUR OWN SNIPE AND JOIN THE LARGEST ONE-DESIGN RACING CLASS IN THE WORLD!

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 for a boat 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 real champion hull and finished Snipe with all outfitting and rigging details. Mr. Gilreath constructed Snipe #12345 as he compiled the book, so nothing is overlooked.

This long-awaited and greatly desired book is available only through the International Snipe Class at the present time and costs \$7.95 POSTPAID from Akron.

ORDERS FILLED THE SAME DAY RECEIVED

SCIRA 655 WEBER AVE. AKRON 3, OHIO

## PATRONIZE OUR ADVERTISERS

THEY DESERVE YOUR SUPPORT!

## SNIPE COVERS

DESIGNED by SNIPE SAILORS

TESTED by SNIPE SAILORS

MANUFACTURED by SNIPE SAILORS

SOLD by SNIPE SAILORS

Made to high standards from special canvas, we offer:

Full Deck Cover - over boom, around mast. . . . . \$47.00  
(No Fittings Necessary)

Cockpit Cover - over boom, around mast. . . . . \$37.00  
(Open Foredeck)

Dagger Board Cover. . . . . \$12.00

Boom Cover. . . . . \$ 7.00

Tiller Cover. . . . . \$ 5.00

Rudder Cover. . . . . \$ 7.00

Regatta Set - Includes covers for Boom,  
Tiller, Rudder, and Dagger Board. . . \$29.00

Fleet Discount of 10% for 5 or more orders for same items.  
All Postage Paid. No C. O. D. 's

## LOFLAND SAILCRAFT of CHICAGO

Box 202

River Forest, Illinois

DO YOU HAVE AN EXTRA SET?

# BATTENS

Finest Quality Tapered Varnished Ash.

Set of 3 for Snipe — \$2.75 prepaid

Send Check or M.O. to

**DON BLYTHE, BATTENS**

804 Euclid Avenue

Jackson, Miss. 39202

## HAND-ROPED SNIPE SAILS — \$94.50

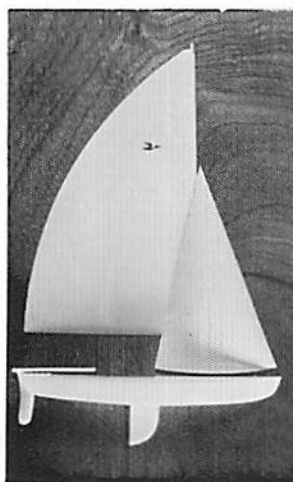
British Dacron with leech draft adjustment for maximum efficiency in varying wind.

COMPLETE with slides, piston job hanks, bag, numbers, and battens. Postage paid in U. S.

CHOW'S TRADING CO.

Box 529 R. F. D. #1

Northport, New York



## 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.

\$6.00 Postpaid

Personalize Your Model!  
Your own Registration  
Numbers on the Sail—  
Add \$1.00

Handcrafted Exclusively By

**Richard Porter, Jr.**

P. O. Box 33 Watford, Conn.

Sorry, No C.O.D.'s

1964 NATIONAL CHAMPIONS AND  
OLYMPIC COMPETITORS USE OUR

## SAILTECH

# TEFLON/FLUOROCARBON MARINE COATINGS TECH-POXY and TECH-SPRAY

Check the record of this ultimate finish for racing sailboats. Smooth and easy application in either point or spray for hull bottom and topside, center board and rudder. Use on wood, fiberglass, polyester, epoxy or enameled surfaces . . . reduce turbulent flow at high boat speed and skin drag at low boat speed.

ASK YOUR MARINE PAINT DEALER OR WRITE  
**SAILING TECHNOLOGY COMPANY**

P.O. Box 20428, San Diego, California, 92120