

Snipe

BULLETIN



JUNE 1967

Vol. XVII No. 1

Some New Fleets and National Secretaries

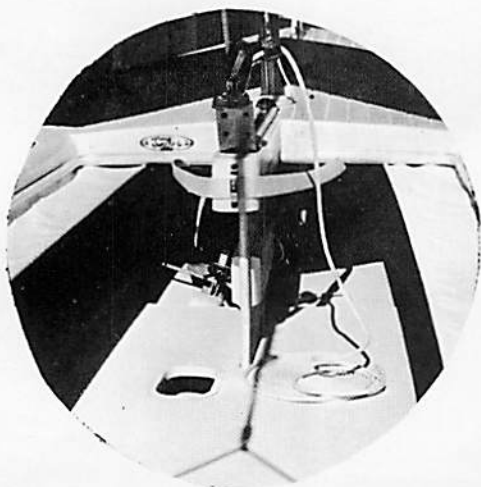
The Pan-American Games Snipe

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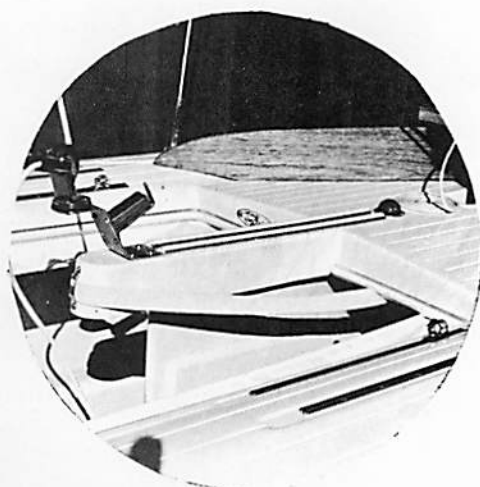
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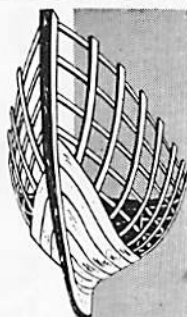
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SNIPE BULLETIN

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

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The Cover

A classic demonstration that all Snipe sailing is not just racing. It could be that they are just about to cross the finish line as winners; or perhaps it demonstrates how many races are lost and so, what not to do (keep your eyes on that jib, Girl!). But chances are that school is out, summer is here, and now is the time for fun. — Photo by Bahamas News Bureau

— THE SCORE —

Numbered SNIPEs — 16969

Chartered Fleets — 637

Usually the United States takes more numbers for new Snipes built in any given period than all the rest of the world, but last month was an exception - but by only 1 (46 to 47). Finland got the big block of 25; Turkey 10; England maintained her steady growth with 6; Canada 3; while Portugal, Bahamas, and Venezuela took 1 each for 47 in all. These 93 bring the total up to 352, which is a healthy 41 ahead of the same period last year, and incidentally, it looks like we might break some records this year, although 755 is a high mark to shoot at. There seems to be more enthusiasm for Snipe throughout the world than ever before.

7 charters have recently been issued.

Rules (they say) are made to be broken, but SCIRA has carefully preserved its numbering system for both boats and fleets throughout the years. However, an unusual request was made by Canada when a new group was organized at Woodstock, Ontario. Since all the world has heard (by now) about Canada's big Centennial Celebration this year, it seems logical to attempt to tie everything in to that event. so they asked for a charter with the number 100 on it.

Research showed that the original Charter 100 went to the Oak Orchard Fleet located near Buffalo, New York. It was never a very large group and in 1962, it became inactive, thus forfeiting charter rights.

So it was decided to re-issue this old charter (the first time this has been done in SCIRA history) to our Canadian friends as a special dispensation to celebrate Centennial year. The group of 6 boats are part of the Oxford Sailing Club now being organized to sail on the new Gordon Pittock Reservoir north of the city of Woodstock. W. David Richards, 205 Bower Hill Rd., Woodstock, is the first FC, and he reports the boys are quite proud and happy with the Woodstock Snipe Fleet Charter 100. The circumstances will never be forgotten.

Francis N. Dawson, Jr., Vice-Commodore of the newly organized Ponca City Sailing Club in Oklahoma, is the prime instigator of the Snipe fleet in that group. He lined up 4 boats and when they were in good standing, applied for a provisional charter. Charter 632 went to the Ponca City SC Fleet in May. That will be a welcome addition to District II, and they will

probably participate for the first time at the Nationals in Ft. Gibson in August. They welcome new members, and Dawson's address is 3000 Larchmont St., Ponca City.

Last September it was announced that Charter 623 had been issued to Clube Naval do Funchal in Portugal and 624 to the Flota Snipe de Bahia Gaira, the initial fleet in Colombia. Recently, it was discovered that these two numbers had been assigned about 6 months before to Spain - Arrecife 623 and Motril 624 as printed on Page 37 of the Rule Book. So new charters have been assigned by moving the numbers up 10 digits - Funchal is now 633 and Bahia Gaira 634.

When Hans Nienstadt left Maracaibo Fleet 570 to go back to Caracas, he immediately started to organize the North Coast of Middle Venezuela. Now his 7 years of Snipe development in his country are finally starting to pay off. Here is a condensed report of his many activities:

"I am happy to ask for charters for three new groups which have formed Snipe fleets. We are getting more boats - 4 from the U. S., 18 from Denmark, 6 from France, and 6 from England - all new boats to be distributed among these fleets. Already we have 23 active Snipes sailing here, and I can assure you that by July we will have at least 50 sailing in Venezuela.

We made our first international appearance in Puerto Rico recently and our man came in 6th. Not bad for beginners!

I put my job as National Secretary up for new elections, but I have been re-elected, so everyone will have to bear with me. I enclose the first number of the "Snipe Informer" which is not very good, but it's going to be better in the next edition. I will publish it monthly. (On the contrary, the INOFMER is quite a nice little production containing local news and other good Snipe publicity aimed at getting more sailors into Snipes - Ed.)

We had two international sailing events in Puerto Azul in March - the South American Star Championship and the S. A. Sailfish Champ. The first was won by U. S. and the second by Venezuela, who got top 3 places. They have a 68 Sun Fish Fleet at Puerto Azul, and we get most of our new Snipers from these skippers who want something more refined. And what is better than a Snipe??"

It was with the greatest pleasure that Charter 635 was issued to the Puerto Azul Fleet with 6 boats; 636 to the Sunfish Club with 4; and 637 to the Escuela Naval with 6. Venezuela will be welcomed to Nassau with open arms!

Some New Officers are Chosen

A letter from Uffe Josephsen, National Secretary of Denmark:

"Herein I enclose some point scores for our top men, which, I am sorry to say, will be my last action for old SCIRA.

You see, the last two years my export business has built up to the place where now it takes all my time, wherefor I am unable to do all that I want to do for the Snipe Class, and all that the Class deserves.

It has been 6 nice years for me, and I, too, feel that something has been obtained for Snipe here in Denmark. Two fleets have grown to seven and soon we will have two more to register.

I have given the tiller to Bjorn Pedersen, of Vejlevej 150, Kolding. He is a nice fellow - not too young, but still active. Please give him the best service (as you have done for me), and I am sure the class will continue to grow for a lot of years in Denmark. As you know: New Brooms Brush Best!

I thank you and all my SCIRA friends throughout the world for a nice co-operation and friendship in the past years, and my wife Tove joins in thanking all for delightful hours and days spent at regattas in different parts of the world."

Thus Uffe passes from an active role in SCIRA. He took over at a crucial time and produced an excellent development job which all associated with the performance greatly appreciate and praise. SCIRA owes him a lot, and while we regret his retirement, we welcome his successor with enthusiasm, for anyone recommended by Uffe is bound to be capable and worthy of the position. We extend our thanks to Uffe and our pledge of help and co-operation to Bjorn.

Mr. Pedersen's first letter was self-introductory, and he asked for 20 numbers. Ten days later he got another 20. Nice going!

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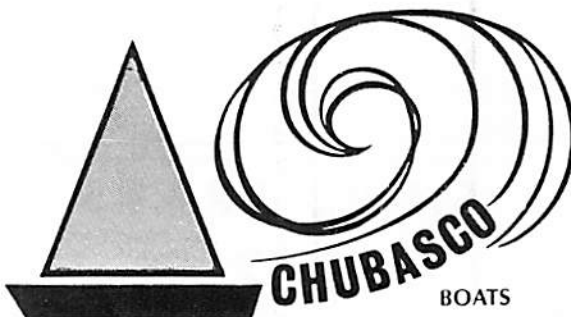
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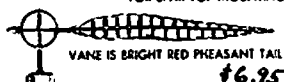
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SNIPES NEWS IN BRIEF

The Old Guard of the Snipe Class lost another of its most noted members with the recent passing of Nearing Emmons, 83, of Brewerton, New York. Many older Snipers will remember him as the main builder of fine wood hulls during the thirties and his hulls established a high reputation for quality and performance. Many of them are still active. Nearing was a good personal friend of Bill Crosby, and getting into the act early, he was always a staunch supporter of the boat and class — it was his first love all his life in spite of other boat affiliations — and he contributed a great deal to the development of the class, especially in New York State when it was the hot-bed of Snipe fleets. He was noted for his personal touch and interest in each boat leaving his shop. He attended many regattas just to watch them perform and no one was more pleased when he saw a winner. His son Corey intends to carry on the general boat-building business. . . . As in previous years, Dan Elliott, Jr., of California will be in the Transpac Races, this time as the Sailing Master on the 72' sloop Audacious. He will compete in one race to the islands and then return home in time (he hopes!) for the Nationals. In the meantime, he is working on reviving the Newport Harbor Fleet to a return of the balmy days of Tom Frost, et al. . . . Fritz Gram of Olean, NY, was injured in a car accident, but all the bedside reports from the local and Buffalo papers were on the sport pages and submerged by stories of his Snipe prowess and activities. Fritz got quite a laugh out of it, but says it was rather a tough way to get Snipe publicity. "But anything for the boat and class," says Fritz. . . . The Valdosta Fleet 580 just got a new Lofland addition, so they are not losing ground this season in spite of the fact they sail on the same lake where the Fireball Class has their national headquarters. They have come a long way since they put their first Snipe on the water there. . . . Herb Shear reports that during the Governor's Regatta at California YC in early May, Marty Gleich's 14606 was "completely wrecked." He capsized between races there, and his boat was towed in full of water, which is very bad news indeed. So it was split from end-to-end somehow. "Ever hear of such a thing before? That word 'somehow' as used by Herb is certainly intriguing! . . . Dex Thede is crying the lonesome blues these days — he was transferred by Ernst & Ernst to their Saginaw, Michigan, office, and there is no Snipe Fleet there. The first time in his life he has been without a Snipe. Now we will see what happens in Saginaw! He will be greatly missed in District III regattas. . . . Atlanta YC held their Open Regatta on April 15th and named it after the Internal Revenue Service — "Inland Racing Socializer". 113 boats were on the line (in that little lake?) representing 7 classes. But 3 Snipe teams from Privateer in Chattanooga took all the fat pork — Duvcsin, Cox, and Lamb. Where was Sam, and Brad? . . . William E. Drummond, Physics Bldg. Univ. of Texas, Austin, Texas, is now captain of the presently defunct Austin fleet. He is desirous of reviving it and wants everyone in that territory interested to give him a hand. . . . San Francisco Fleet 12 is experiencing phenomenal growing pains to some great surprise in headquarters. The size of the fleet (around 40 now) and their evident enthusiasm for activity of all kind makes a tremendous impression. Wish there were about 60 more like them! . . . Of the 626 boats on display at the NY Boat Show last January, 408 (63.2%) were made of fiberglass. The increase has been steady and phenomenal in the 20 years since the start of commercial production. Snipe got in early in 1952. A tendency to use more wood trim to get the "yachty" look was noticed. Now the question is, "How fast will aluminum, used for molded hulls, increase?" . . . Zephyr Boats, 852 E. Lake Mead Dr., Henderson, Nevada, has a Snipe under construction for a customer who will sail it on Lake Mead. Perhaps this will be the start of a new fleet there. If interested, get in touch! . . . E. C. Tierney, Jr., 94 N. Lippincott Rd., Fox Lake, Illinois, also has hopes of getting a fleet organized on Fox Lake. He would like all Snipe owners in the area to contact him. . . . 16116 belongs to a family who sails from the Medford BC on Upper Mystic Lake in Winchester, Mass. They had previously sailed only Comets, but it looks as though Snipes are taking over there, according to R. M. Patrick of Winchester Fleet 77.

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1st, 2nd, 3rd

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



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- 1st & 5th — Clearwater Midwinter Snipe Championships, Clearwater, Florida.
- 1st — Miami Don Q. Rum Winter Championship, Biscayne Bay, Miami, Florida.
- Tie 1st — Caribbean Midwinter Championships, San Juan, Puerto Rico.
- 1st & 2nd — Mission Bay Wells Wandering Regatta, San Diego, California.
- 1st, 3rd, 4th & 5th — Lake Havasu Regatta.
- 3rd — 1966 Western Hemisphere Championship, Montevideo, Uruguay.

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

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

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

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



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PAN-AMERICAN GAMES SNIPE

WE ARE OFFERING an attractive price for 1967 Snipe sailboats. 12 boats have been purchased for use in the Pan-American Games in Winnipeg, Canada. They are of fiberglass construction and taken from the loft lines of a U. S. National championship boat. The boats are fully equipped except for sails and will be available after August 8, 1967, at Gimli (near Winnipeg), Manitoba, Canada.

PRICE: \$1,350.00 Canadian funds.
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1967 U.S. Championship at Ft. Gibson

Details of the schedule for the regatta were first released in November and January, but here is a refresher plus a few more items:

The dates are from Monday, August 7 to Thursday August 17th. Measuring starts Monday A. M. the 7th (or earlier).

JUNIORS: Race 2 days only - Wed. & Thurs. Aug. 9-10

CROSBY: Friday - Sunday Aug. 11-13

2 races each Fri. & Sat. - 1 Sun. A. M.

FINALS: Monday - Thursday Aug 14-17

2 races each Mon-Tues-Wed. 1 Thurs A. M.

As you can see, the schedule is quite tight, and the organizing committee has allowed no extra time for makeups or cancellations in the final series. An annual SCIRA meeting is scheduled for 2 P. M. Thursday afternoon, and the Trophy Award Banquet that night, so one can assume the racing will be over Thursday regardless of the number completed. This is evidently an effort to allow the full weekend of 3 days for returning home by Monday morning - the whole regatta thus confined within a two weeks period.

Francis Lofland, of Lofland Sail-Craft, Inc., has been most generous in donating a new Snipe to the Nationals Committee that will be given away during the regatta as a door prize along with 4 other excellent items. Some tickets for the boat will be given away as minor prizes during the racing; others can be bought for \$1.00 each. All money derived will go to pay expenses. The number 17171 has been assigned to this boat - wouldn't it look good tied up at your dock? Come prepared!

Green cards will be honored as usual, so apply for one at SCIRA if you are eligible. It will save a lot of work for many.

Official entry blanks will be mailed to all Fleet Captains very shortly. The closing date will be July 31st. If extra blanks are needed, request them from William Kilpatrick, General Chairman, P. O. Box 63658, Oklahoma City, Okla.

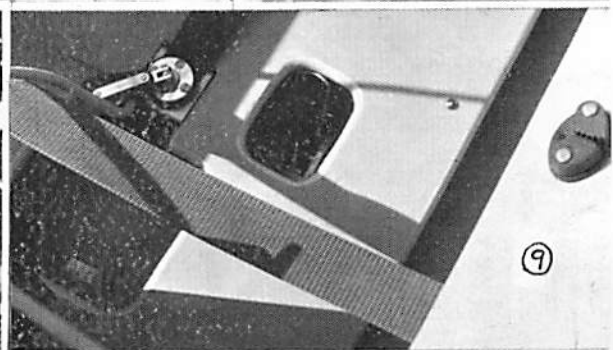
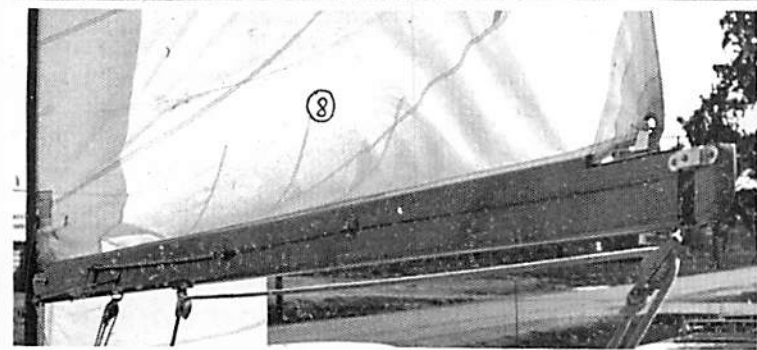
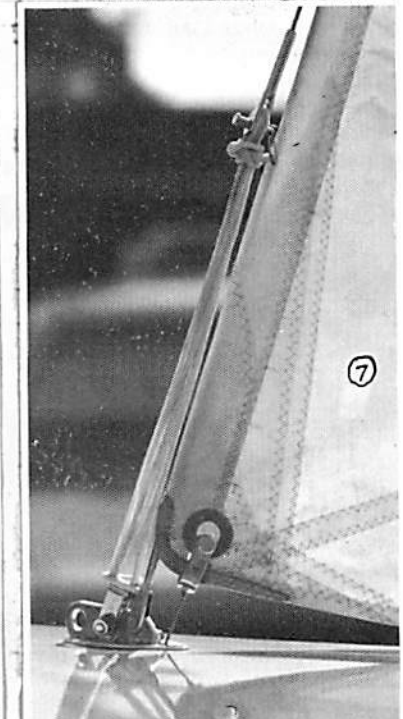
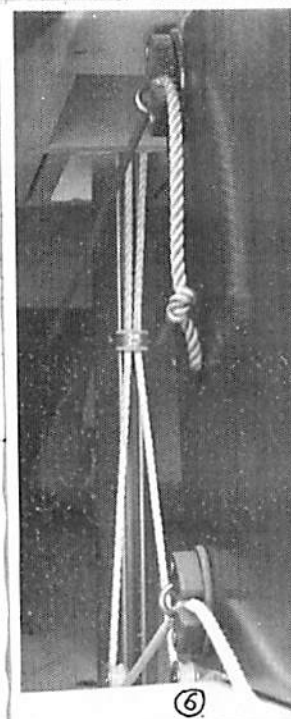
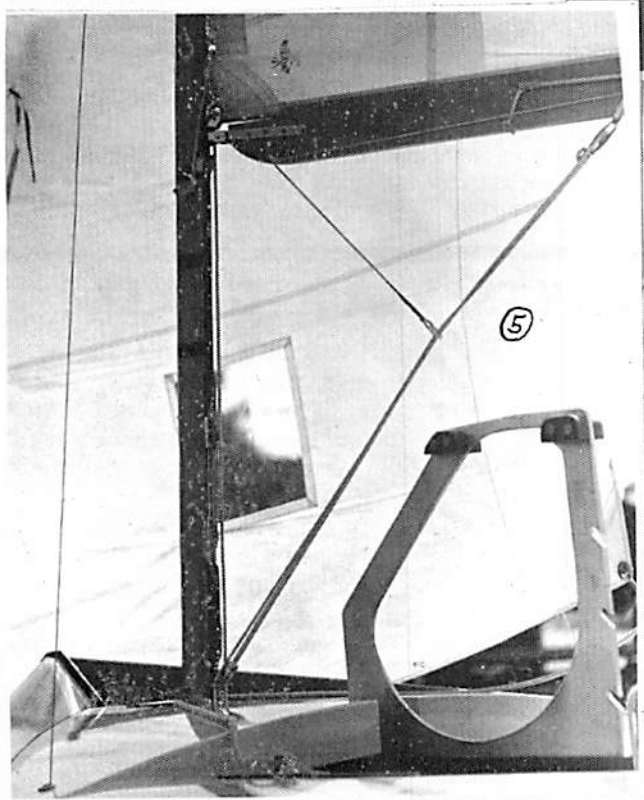
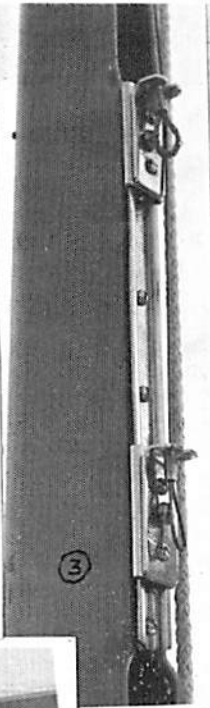
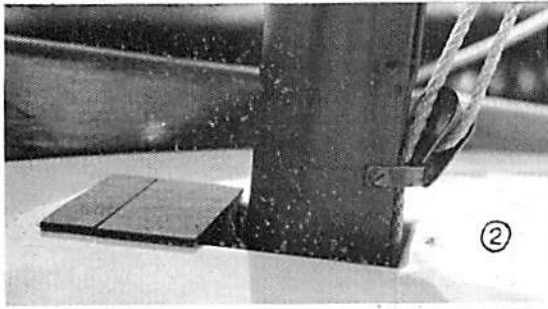
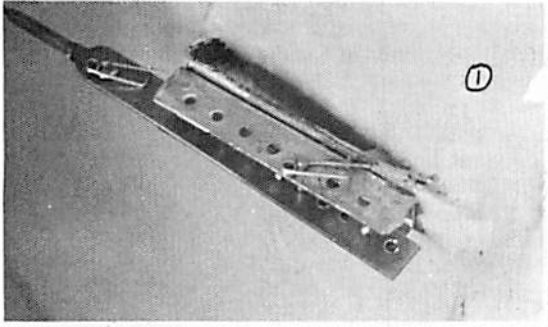
LOOKS LIKE THIS ONE MIGHT GO OVER 100. Don't miss it!

The Pan-American Games Snipe

When Winnipeg was selected as the site for the Games, it was decided to handle yachting in such a way that it would bring a lot more significance to this sport in the Games. The people charged with responsibility became dedicated to handle the event as never before, and the yachts to be built for all entrants should be the best equipped, the latest and hottest in the class, and with no compromise on cost. Thus the details of the final product to be used there, will be of interest to all Snipe sailors.

14 new fiberglass Snipes of identical construction and hardware have been patterned after the 1966 U. S. Championship hull, copied in every respect and specifically stiffened with longitudinal ribs in the bottom. The deck is plywood because it could be built lighter than fiberglass to keep the overall center of gravity low. It has a 2-foot wide cockpit with sides rolled in. The flat, non-skid floor is full size as the cockpit. Other details (see opposite page) are described below by Doug Keary:

- (1) Chain plate and side stay adjustment below deck.
- (2) Removable blocking forward side of mast at deck.
- (3) Main and jib halliard hooks have adjustable positions on aft side of mast just above the deck.
- (4) Hiking straps have various positions and are readily adjustable in length. The swivel tiller extension fitting is shown at lower right.
- (5) Cunningham hole adjustment and boom vang arrangement.
- (6) Port side of centerboard trunk shows jib luff downhaul cleating at top of trunk, boom vang cleating at bottom, and line leading to similar cleat on starboard side for Cunningham hole adjustment to mainsail.
- (7) Jib track and forestay fitting showing variable luff jib and lanyard for adjusting forestay length.
- (8) Main clew outhaul arrangement with control at forward end of boom.
- (9) Self-bailer beside swivel main sheet block on floor.



Wells Wanderings



NEVER A DULL MOMENT



by Ted A. Wells JUNE 1967

Well, not many, anyway. Or for long! I'm referring to the job as Chairman of the International Rules Committee. If the annual crisis hasn't occurred yet, I can depend on the fact that it is building up and will break loose shortly.

The 1967 crisis concerns jib luffs — more especially "adjustable luff" jibs in which the tack of the jib is free to slide up and down on the luff wire. Paragraph 72 says very simply and plainly that there must be a wire which will prevent stretching the luff beyond the dimension given in Paragraph 71, which seems to be a plain and simple statement which any half-witted child of twelve should be able to comprehend. If the wire is just going along for the ride and does not limit the length of the luff, it would seem obvious that it isn't fulfilling its intended function.

Not being gifted with total recall, I can't remember all the occasions that people have tried to beat the rules on jib luffs. The wire got into the act years ago when somebody built a jib with about an extra foot of luff, using a bias tape for the luff. The current adjustable luff started I believe about four years ago. It was pointed out at the time that if the wire didn't have some sort of means of limiting the length of the luff, it wasn't doing its job.

About two or three years ago, a brand new jib showed up at

Clearwater with the same old deal — a wire, but an ineffective one. The sail was reworked there and the maker was notified. Early this year, a Canadian measurer seemed to have an awful lot of trouble understanding Paragraph 72. After considerable correspondence, it came out that his confusion was caused by the fact that the jib with which he was concerned had a 1966 U. S. Nationals stamp on it, and a non-working wire. The 1967 crisis was well on its way.

At Clearwater again this year, a jib with a non-working wire showed up. When the sailmaker was jumped on, he justified (or tried to) the floating wire by stating that similar jibs were allowed at Chautauqua. Shortly after I returned from Clearwater, I received a very abusive long distance call late one evening from a sailmaker, berating me because I allowed other sailmakers to do things I wouldn't allow him to do. I hung up on him. When he called back and said he had been cut off, I told him that my pay as Chairman of the Rules Committee (zero) did not cover listening to this kind of abuse and if he had any specific complaints, to write me a letter. So far he hasn't.

Next, a flock of these jibs showed up in California — all with free-floating, non-working, unanchored, ineffective, non-complying wires — all with 1966 National stamps. By this time quite a few people were getting annoyed and suggesting drastic revisions to the rules. I don't really see any reason why the rule needs to be changed; but I do predict an awful lot of trouble for people trying to get jibs measured this year. Even jibs which would have passed last year are going to be thrown out this year, as the measurer applies a very generous pull to be sure the wire is straightened out, and that the stretch prevention means on the wire is really effective. Just a little light sewing won't get the job done as a stop on the adjustable luff jibs, and on the normal jib, it is surprising how long the luff can get when the measurer really wants to be sure the wire is straightened out as specified in Paragraph 72.

IS IMPROVING RACING RESULTS YOUR GOAL?



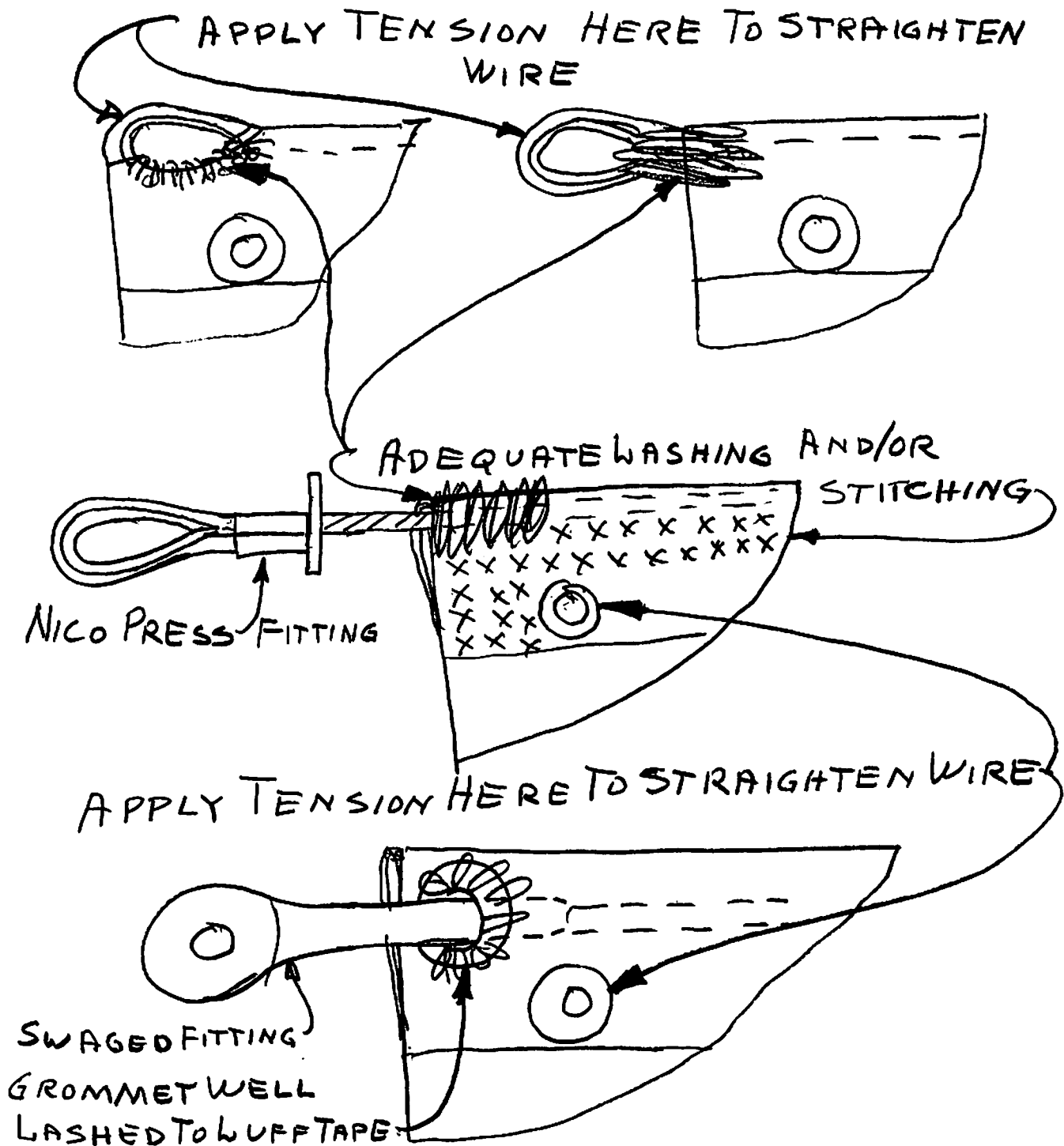
We introduced our NEW SNIPE early this year for those who consider racing performance the only criteria of value. The results have been very gratifying to us and to those who chose our Snipe. Ours were the winning boats in the following 1966 Regattas:

- 1st & 2nd Hoosier Harvest Regatta - Ted A. Wells
- 1st & 2nd Indiana Open Championship - William Hancock
- 1st U. S. National Championship - Wells Series - Berkley Duck III
- 1st Muncie Spring Regatta - Gene Lemke
- 1st Northeastern International Championship - Buzz Levinson
- 1st Chicago Indian Summer Regatta - Gene Lemke
- 2nd District III Championship
- 2nd Ohio State Open Championship
- 2nd Decatur Labor Day Regatta
- 1st Jackson Hospitality Regatta - William Hancock
- 2nd-1967 Bahamas Winter Championship - Buzz Levinson

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

LEMKE ENGINEERING & BOAT CO. INC.
9226 Gleannloch Dr. - Indianapolis, Indiana 46256
Telephone: 317-849-6821

ACCEPTABLE JIB TACKS (Not the ONLY Ones)



(Note - the Nationals this year are in this District. The chief sail measurer is Bob Williams, of Wichita. He has measured all local sails on the SCIRA-owned measuring equipment. Quite

a few jibs have been rejected - all the older standard type. They don't ship adjustable luff jibs with non-working wires here, I guess!).

District 3 Championship

CHALMERS-BURNS and DUNPHY SERIES

July 14-15-16, 1967

ISLAND BAY YC - SPRINGFIELD, ILLINOIS

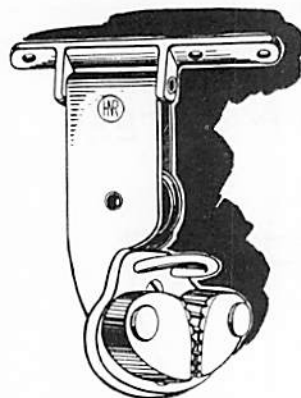
Write: Robert Hayner,
1925 Wiggins St., Springfield, Ill.

**District 3 Junior
Championship Regatta**

JULY 29 - 30, 1967

Grand Rapids Y. C. - Grand Rapids, Michigan

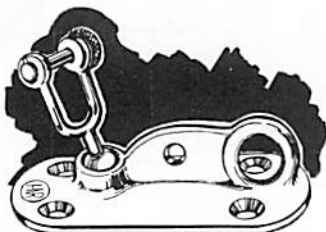
Contact: Hamilton Johnson
3200 Bonnell SE, Grand Rapids, MI 49506



Boom-mounted Mainsheet Jam

PRICE \$18.00 POSTPAID

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



4 in 1 Forestay Fitting

PRICE \$12.00 POSTPAID

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



QUALITY FITTINGS



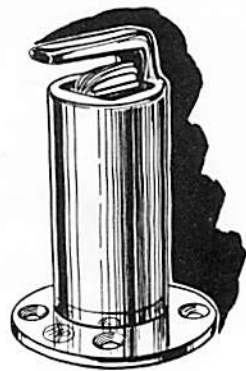
HOWARD N. RICHARDS

508 Morrison Road - Oakville, Ontario, Canada

QUALITY FITTINGS

for the discriminating yachtsman

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

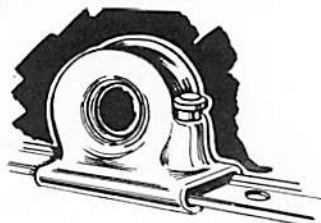


Jiffy Jib Jam

PRICE \$18.00 POSTPAID

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

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



Jibsheet Fairleads

PRICE \$14.00 A PAIR POSTPAID

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

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

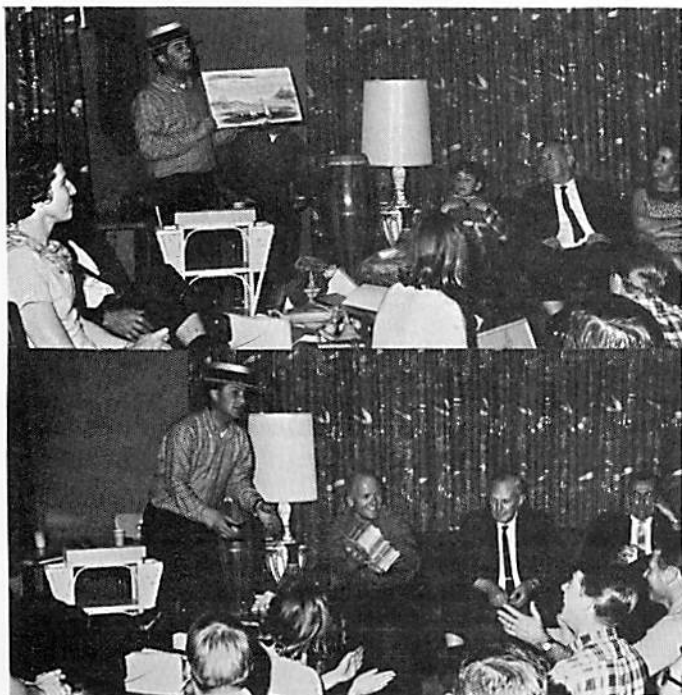


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W. Germany Tel: 08158/8676

**North Sails
now produced
for Europe in new
German loft**

How Two Fleets Raised Some Money for Sailing

CALIFORNIA FLEET HELD AN AUCTION SALE



EASY MONEY - (Top photo) Auctioneer Don Yost is calling for bids on Stan Cohen's painting of Snipes at the Golden Gate. (Bottom) This bundle of paperback novels being tossed to the lucky (?) buyer stirred up some heavy bidding. -By Warfield

San Francisco Bay Snipe Fleet 12 made it the easy way, and had a lot of fun making it! The proceeds of a potluck dinner/auction held a year ago amounted to \$160.00, and the sale held January 20th this year practically duplicated last year's take, with \$158.00 for the treasury.

It seems that we all have a lot of good serviceable items around the house that have outlived their usefulness to us, but are just too good for donation to charity, or not shabby enough to haul off to the dump. Turning these "white elephants" into cash for our sailing interests was hit upon a year ago, when the first selling event was held with such outstanding success. An item that might be useless to one skipper can often be just what I've been looking for" to another, and the exchange of these items can be lucrative to one and all.

Things presented for sale generally run to the odds-and-ends that are accumulated for one's boat, but it is amazing how many other kinds of items reach the floor of the auction. As an example, a quick painting by skipper Stan Cohen, Art Director of the Oakland City schools, depicting a recent Snipe race held off the Golden Gate, was sold for the better part of a \$10.00 bill at the recent sale. Articles ranging from jam cleats to light fixtures, to upholstered furniture, to trailer tow bars, to fine old wines - all hit the auction block and will help contribute to the success of Fleet 12 during the year 1967.

Until this idea was adopted a year ago, the many activities of this fleet was cresting an expense that was beginning to "nickle and dime" the skippers to a point of desperation. The cost of awards, programs, publicity, mailing, and many other items connected with the operation of an organization such as this one, now comes from a small dues assessment from each member and the proceeds from the now annual potluck dinner and auction.

The attendance this year was good, notwithstanding the unfortunate choice of a date conflicting with the opening of Northern California's largest boat show, held in Oakland's new coliseum complex.

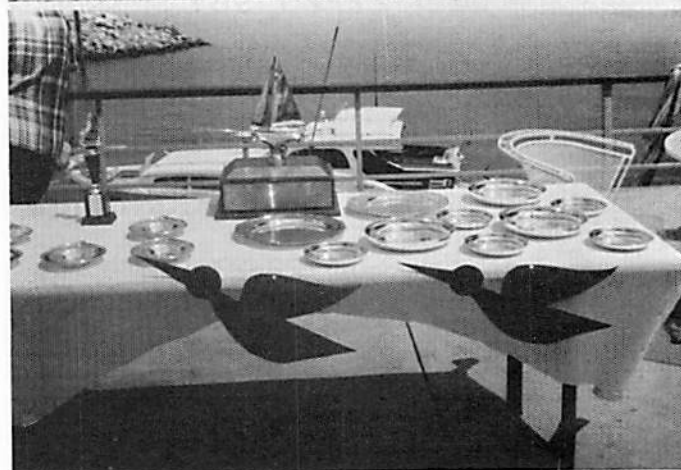
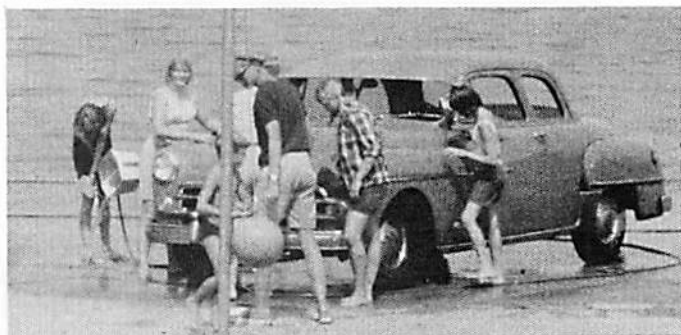
Everyone appreciated the use of the Bob Amos lovely home for staging the party. Thanks also goes to Don Yost and Jim Warfield for the professional (?) manner in which they performed as auctioneers.

— Vern Warfield

PEORIA JUNIORS ESTABLISHED CAR WASH SERVICE

When the 1966 District III Junior Championship was awarded to the IVY Club at Peoria last year, it was impressed upon the juniors that they were expected to put on the party as active hosts. With this sudden realization, they started early in the winter under the adult leadership of Ted and Betty Flora to organize the regatta by appointing their own committees, and, of course, soon bumped up against the financial facts of life.

Their answer was a perfect solution, as the pictures below testify - a car-washing project which was set up on the club grounds as soon as weather permitted. Everyone in the club cooperated by bringing their cars around on regular schedules and business boomed. When the time came for the regatta, the 29 entrants were dazzled by the display of trophies - mostly paid for by proceeds of a little hard work and lots of fun and companionship while doing it. You can bet that Snipe Fleet 131 (and IVY Club) realize that they are building on the best possible foundation for future success.



ATTENTION—All Fleet Officers

Point score sheets for the 1966 racing season have been coming in on schedule in pretty good shape, and they will be published when compilation is completed about the first of July. If you have not yet sent in your fleet's record as required by Section 13 of the Constitution, please do so at once, for all want to see their scores in the record. Besides, it must be done to keep your fleet in good SCIRA standing. Don't forget that special forms furnished by this office must be used in all reporting so there will be uniformity plus ease in sorting each individual score sheet and putting it into numerical order. (See Page 4 in the December 1966 BULLETIN for a complete explanation of this requirement). If not sent in as prescribed, they will be sent right back, so please try to do them properly the first time.

Also, please take this opportunity to check back on your addresses and bring them up to date. We have changed all our membership stencils recently and they are complete with zip code numbers. The new system is working better than we expected it to and we urge your conscious appliance with this post office requirement — it's obligatory, anyway!

IMPORTANT *District V* REGATTAS

District 5 Championship

JULY 8th and 9th
Juniors on 7th and 8th
Chautauqua Lake Yacht Club
Lakewood, New York

New York State Championship

JULY 22nd and 23rd
Keuka Lake Yacht Club



DIAMOND LAKE Open Snipe Regatta

TUNE UP FOR THE DISTRICTS

8-9 July 1967
Diamond Lake Snipe Fleet 158
Cassopolis, Michigan

Write: Frank Pontius, Chairman
242 Spring St.
Glen Ellyn, Illinois 60137

OHIO STATE Championship

Open to all JULY 22-23, 1967 COME!

ON FAMOUS TURKEYFOOT LAKE AT AKRON
Where Carl Zimmerman and PLYC Fleet 110 race.

Write: Henry Young, 2915 Millboro Rd., Cuyahoga Falls, OH

MICHIGAN STATE CHAMPIONSHIPS

Michigan Sailors Only
Torch Lake—July 22-23, 1967

Entries close: July 12, 1967
For entry blank, write
J. H. Williams, 401 N. Barron, Eaton, OH 45320

FLEET 321 HOSTS

Province of Ontario Championship

August 26-27 at Oakville, Ontario

Open to All Snipers - Sail Against the Best in Canada!

Write: Ed Crook
263 Sandwell Drive., Oakville, Ont., Canada.

INDIANA OPEN SNIPE REGATTA



SEND INQUIRES To:

JIM RICHTER
801 N. SHORTEIDGE SEPT. 9-10, 1967
INDPLS., IND.

SANCTIONED SNIPE REGATTAS

JULY 1-2 MISSOURI VALLEY Championship Regatta,
Iowa-Nebraska SA, Lake Manawa, Council Bluffs,
Iowa. Floyd E. Hughes, Jr., 8 Westlake, Council
Bluffs, Iowa.

JULY 8-9 DIAMOND LAKE OPEN Championship Regatta,
Diamond Lake YC, Cassopolis, Michigan. Frank
Pontious, 242 Spring Ave., Glen Ellyn, Illinois.

JULY 8-9 DISTRICT FIVE Championship Regatta,
Chautauqua Lake YC, Jamestown, N. Y.

JULY 8-9 WINCHESTER INVITATIONAL Regatta, Win-
chester BC, Upper Mystic Lake, Winchester, Mass.
William McCandless, 100 Memorial Dr., Cambridge, MA.

JULY 13-14-15 DISTRICT THREE Championship Regatta,
Island Bay YC, Springfield, Ill. C. Fred Smith, 530
Williams Blvd., Springfield, IL.

JULY 22-23 NEW YORK STATE Open Championship,
Keuka YC, Keuka Lake, Keuka, NY.

JULY 22-23 MICHIGAN STATE Championship, Torch Lake
YC., Torch Lake, Michigan. Joe H. Williams, 401 N.
Barron St., Eaton, OH 45320

JULY 22-23 NARRAGANSETT BAY Invitational, Edgewood
YC, Upper Narragansett Bay. Jerry Forman, Edge-
wood, Rhode Island.

JULY 29-30 DISTRICT THREE Junior Snipe Regatta,
Grand Rapids YC, Reeds Lake, Grand Rapids, Michigan.
Morton M. Charnley, Jr., 1545 Brenton Rd., Grand
Rapids, MI.

JULY 23-24 OHIO STATE OPEN Championship, Portage
Lake YC, Turkeyfoot Lake, Akron, Ohio. Henry
Young, 2519 Millboro Rd., Cuyahoga Falls, OH.

JULY 29-30 NEW JERSEY Snipe Championship, Pine Beach
YC, Barnegat Bay and Toms River, N. J. Joseph Toy,
119 Alvestone Rd., Clifton Heights, Pennsylvania.

AUGUST 5-6 ROCKY MOUNTAIN Snipe Championship,
Rocky Mountain SA, Shadow Mountain Lake, Grand Lake,
Colorado. Frank Clements, 6505 E. Colo. Dr., Denver, CO.

AUGUST 9-10 JUNIOR U. S. NATIONAL Championship
11-17 U. S. NATIONAL Championship, District II,
Ft. Gibson Lake, Ft. Gibson, Oklahoma. William Kil-
patrick, P. O. Box 3658, Oklahoma City, Oklahoma

AUGUST 19-20 COLONIAL CUP Regatta, Severn SA,
Chesapeake Bay, Annapolis, Maryland. Robert B.
Donald, 205 Holland Rd., Severna Park, MD.

AUG. 19-20 BOARD OF GOVERNORS Invitational Regatta,
Quassapaug YC, Lake Quassapaug, Middlebury, Ct.
James P. Lawlor, 31 Farnham Ave., Waterbury, Ct.

AUG. 26-27 HOOSIER HARVEST Regatta, Muncie SC,
Prairie Creek Reservoir, Muncie, Indiana. Heinz G.
Fischer, 3010 Brook Dr., Muncie, IN 47304

AUG. 26-27 NEW ENGLAND Championship Regatta,
Quannapowitt YC, Lake Quannapowitt, Wakefield, MA.
David Morgan, 126 Mt. Vernon St., Winchester, MA.

SEPTEMBER 9-10 LOTAWANA Snipe Regatta, Missouri
YC, Lake Lotawana, MO. Ed Williams, S-7 Lake Lota-
wana, Lees Summit, MO 64063.



Northern Yacht Club CENTENNIAL REGATTA

August 10th-20th

featuring

1967 CANADIAN NATIONAL SNIPE CHAMPIONSHIP

SNIPE CLASS - 4 Canadian Championships
and 9 days of good sailing.

Centennial Championship
Province of Nova Scotia Championship
Maritime Province Championship
Canadian National Championship

For information write to the Centennial Regatta Chairman,
Northern Yacht Club, P. O. Box 1, North Sydney, N. S.



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

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

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

We also make buoyant, light, aluminum tubing **UPHOLDERS** for dagger boards. 18" uplift, enough to retract the point of the board within the trunk. \$3.50 Postpaid.
Clarence Borggaard, The Boat Shop, 391 Riverside Ave., Medford, Massachusetts 04416.

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

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

SAIL AWAY - A Racing Game. Realistic game of skill for the racing skipper and novice alike. Excellent method of teaching tactics and racing rules while enjoying the fun and thrills of a realistic sailing race. 2 to 6 can play. \$5.00 postpaid. **MULLINCRAFTERS**, Box 885, Saddle River, New Jersey

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

BRAND NEW AND DIFFERENT - JOLLYSTICK. A new BALL-JOINT stainless steel tiller extension with a flat **DELIRIN** arm. * This will be the toughest fitting on your boat. Light and flexible for real serious hiking. Try one - you'll be convinced. Money back guarantee if you're not! The ball joint swings fast and maintains absolute rudder control. Stop worrying about hanging on to a tiller extension in a come-about or jibe. **GET A JOLLYSTICK** for \$12.95 ppd. Jollystick, 1094 Lakeside Drive, Grand Rapids, Michigan. Tel: 616-243-3283. * 27" long - longer on request.

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

FOR SALE: TWO EXCELLENT SUITS of dacron sails. Both used less than 5 times. One Hard-Ballast (medium) and one all Ballast (full). Choice @ \$100.00 suit. Dean Miller, 640 Winspear Rd., Elma, NY. Phone 716-684-4848.

FOR SALE: SNIPE 15214. Custom built by Varalyay; select cedar; glass covered; mahogany deck; deluxe fittings and rigging; custom heavy duty Teene Trailer. Levinson sails. All equipment mint condition. \$1650.00. Dean Miller, 640 Winspear Rd., Elma, NY. Phone: 716-684-4848.

FOR SALE: SNIPE 11752. Trailer; 2 suits sails; all racing gear; top shape and record - \$875.00. Brant, 6 Oakland Dr., Port Washington, L. I., NY. Tel: 212-MU2-2000 or home 516-PO7-5439.

FOR SALE: LOFLAND FIBERGLASS SNIPE 12008 - Excellent condition. Complete; sails; trailer; cover, etc. Always dry-sailed. \$795.00. J. O. Cooper, 1314 S. Delaware, Springfield, Missouri 65804. Phone: 417-881-1688.

FOR SALE: BREMEN DACRON SAILS - main and jib. Medium-full. 3 years old. \$60.00. Charlie Fowler, 3305 NW 5th Ave. Miami, FL 33127. Phone: 305-NE4-7144.

WANTED: WE NEED SAILS! In market for several suits of used dacron sails in fair to good condition for storm sails on larger boats. Cut is not important. Send description and price to **SOONER SAIL-CRAFT Co.**, 3700 NW 39th St., Oklahoma City, OK 73112.

FOR SALE! SNIPE 16245. Lofland glass - '66 model. Beautiful orange hull with white deck. Proctor E mast; North sails; racing equipment. \$1150.00, and **LIKE NEW!** Ken Evans, 3561 Sykes Park Dr., Jackson, Miss. 39212. Phone: 372-9357.

FOR SALE: VARALYAY SNIPE 10222 with two suits of Watts racing sails (dacron) in good condition. Fiberglass-covered wood hull in excellent shape; accessories; custom-built trailer with winch; two center boards; two whisker poles; spars excellent condition. Available boat lift for Snipe. Sold by July 1st to best reasonable offer. Heart problems! Elmer Koehler, 416 W. Lexington Ave., Elkhart, Indiana.

WANTED: SET USED SNIPE SAILS which children can use for knocking about. S. M. DeCorso, 5 Post House Lane, Media, PA 19063. Tel: 215-566-7432

CUMMINGS SPARS

1967 DESIGN - FLEXIBLE
DECK OR KEEL-STEPPED
COMPLETE — \$150.00

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ATTACH A
TILLMAN - TELLER
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NEW SNIPE FILM

NOW AVAILABLE FOR DATES OF YOUR CHOICE

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

A 16 mm. color-sound 26-minute show for \$10.00
You pay transportation charges one way.

Write to SCIRA and ask for

"AND ONE BOAT FOR ALL" By John Biddle
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Chattanooga, TN 37403

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YOU
NEED
HELP?**



Do you remember the "pony" you used in college to "bone up" before exams?

Well, SCIRA has such aid for those about to be "examined" by the Protest Committee!

Prepare Yourself With a Copy of
PRINCIPAL SAILING RULES of the NAYRU
by Fearon D. Moore

Graphically Interpreted

This 13th Edition contains 16 pages of diagrams and illustrations of Rules in effect until 1969. Send 50¢ for a single copy or \$5.00 for 20. Include another \$1.00 for the official IYRU-NAYRU Rule Book, if wanted.

Published and distributed exclusively by the
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Official Pocket Patch



(1/2 actual size)

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

SAME EMBLEM ALSO AVAILABLE ON

Decals and pressure stickers @ 35¢ each, 3 for \$1.00.

Bottle caps @ 25¢ each, 5 for \$1.00.

Box of matches - 50 books - \$1.50 per box

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

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The **SCHOCK** Snipe has the **PERFORMANCE** you want...
It has the vacuum molded hull with sandwich-core construction
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It wins!

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