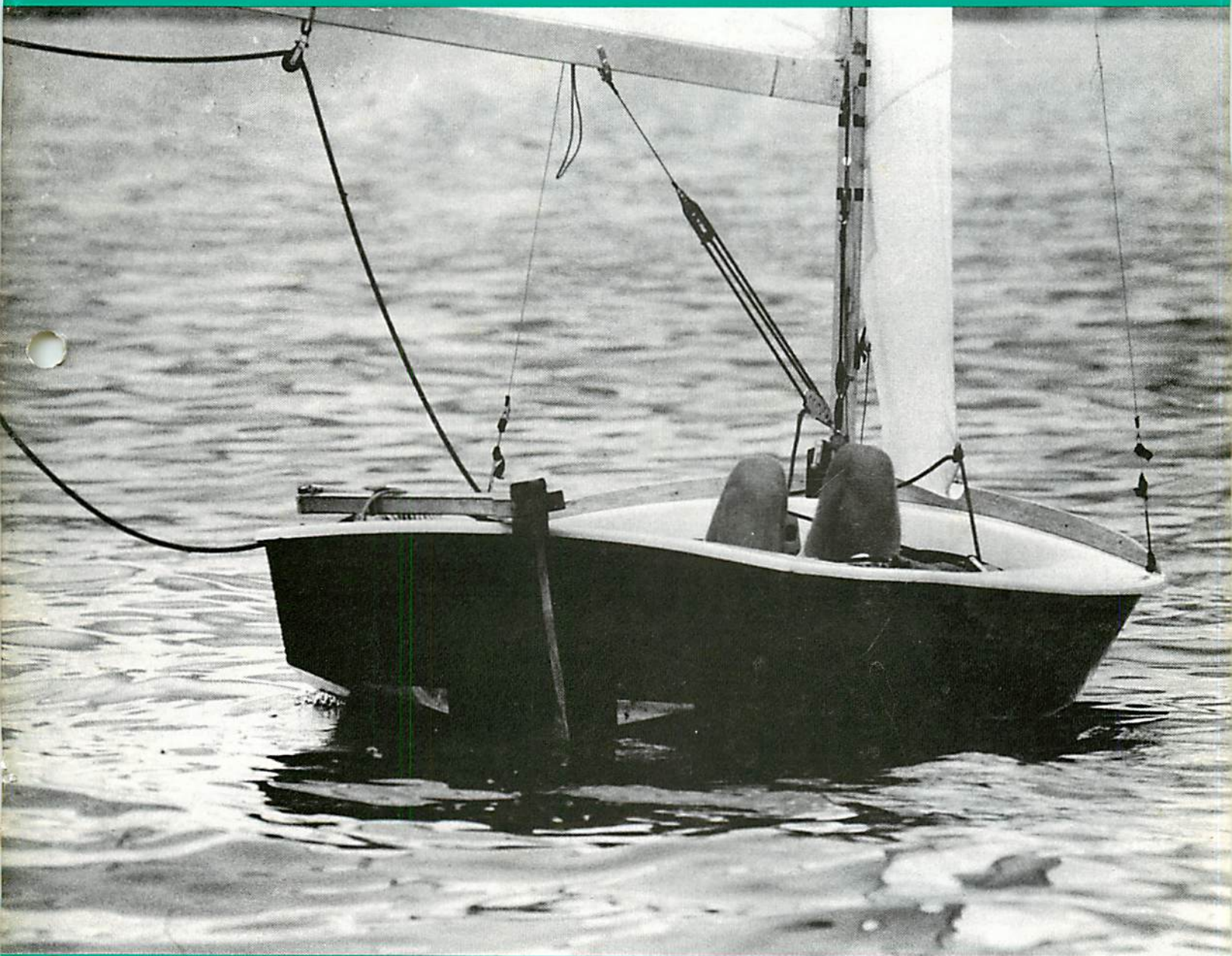


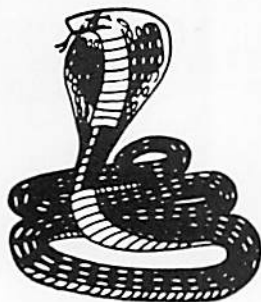
SNIPE
.....
BULLETIN



JUNE 1972

Cobra Masts

4035-R PACIFIC HIGHWAY SAN DIEGO, CALIFORNIA 92110
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Cobra Masts have been out since 1969, since then they have been used on Snipes that have captured almost every major Snipe regatta in North America. They were used by the 1969 and 1971 world champion. In 1971 they dominated with 1st, 2nd, 3rd and 4th places.

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

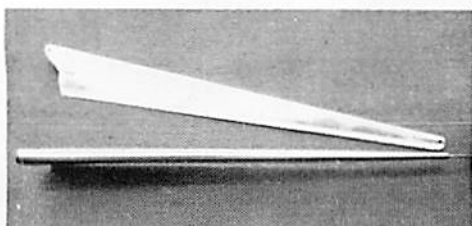
They were used by the winners of the last 2 Jr. Nationals, in '71 they were 1st, 2nd, 3rd, 4th and 5th.

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

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

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

The 1972 Cobras will also have some new equipment —



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

Price \$12.00 pair



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

Price \$12.00

MAST PRICES

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

\$200.00

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

\$255.00

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

ELMS SAILS

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

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

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

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

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

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

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

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

We are calling them the 1972 No. 1.

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

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



ELMS SAILS

4035-R PACIFIC HIGHWAY SAN DIEGO, CALIFORNIA 92110
PHONE (714) 295-8887

Voice of the People

720° – US Nationals

During the meeting at the 1971 US Nationals there was much enthusiasm to initiate the 720° rule as the penalty for committing a foul rather than complete disqualification. This seemingly good alternative to the severest of penalties for minor rule infractions needs to be re-examined in the light of a Regatta held at Geist Reservoir.

93 boats sailed on a small body of water in light and variable winds. A vote was taken before the Regatta and almost everyone was in favor of exonerating fouls by doing two 360° turns. After the Regatta most participants had guarded opinions of the 720° rule.

The atmosphere during the sailing was different from past years. Psychologically the participants acted differently toward the competitors because of changed attitudes toward the rules. Consequently more fouls occurred. Because of the less severe penalty system, participants took more chances. Also, the excellent sportsmanship characteristic of Snipers diminished and skippers began to take advantage of their rights, and to force fouls. Tight situations that heretofore resulted in no protests were occasions for accusations of wrong doing.

Often in light winds boats can not immediately turn 720° without fouling other boats. By continuing to sail they do additional harm to the innocent boats. In heavy winds the 720° rule is apt to be extremely dangerous, resulting in an increased possibility of capsizing, and boat damage.

A penalty system less severe than complete disqualification is desirable, but the 720° rule is not the answer. The penalty system should allow a yacht committing a foul to continue racing but only after the hindered yacht has sailed clear. The penalty should be severe enough to discourage boats from taking chances, to prevent the participants from forcing fouls, and to stop false accusations of fouls in tight and unforeseen situations. Let us encourage fair sailing and good sportsmanship, while still allowing all boats to sail the entire race. One suggestion is to penalize boats admitting rule infractions a fixed percentage of the total points in that race. This was tried at the Barton Boat Club Regatta, and worked to the satisfaction of the participants. Few boats were penalized and every participant sailed all three races in their entirety.

In regard to the Nationals, with the existence of a throw out race, there is little need for the 720° rule. Sportsmanship has always prevailed in the past. In the Heinzerling Series there has never been more than one or two protests, this year there were none. Let us leave well enough alone. Fouls at the Nationals have never been a problem, so let us not encourage trouble in the future.

*Terry Timm
Ann Arbor, Michigan*



- * Low Moment of Inertia
- * Quality Controlled Production
- * 381 # Weight for 1974
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Levinson Snipe Sails are consistently on the Top boats in all Regattas. You don't have to be member of the factory team to win with LEVINSON SNIPESAILS.

EACH SAIL is custom built by exact mylar patterns for quality control. We spar test every sail.

NEW in '72 – Now every piece of sailcloth is tested on our Cloth Testing Machine – first to plot initial stretch factors and secondly, after fatiguing the cloth the stretch factors are again plotted. This graph analysis gives performance data on the new sail and after 2 years equivalent use.

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Write for our Snipe Letter

*Levinson
Sails*

900 N. OSCEOLA,
CLEARWATER, FLA. 33515

SNIFE BULLETIN

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

JUNE 1972

Vol. XXI No. 6

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PUBLICATION INFORMATION

Published monthly by Snipe Class International Racing Association, Incorporated, (not for profit).

Forms close on the 1st of the month preceding publication. Material received after that date will not appear until later month. Printed in the U.S.A. at St. Petersburg, FL. Second-class postage paid at Dunedin, FL.

ADVERTISING

Contract rates furnished upon application.

SUBSCRIPTION

\$3.00 per year. \$3.00 of the amount of dues in SCIRA are paid for a year's subscription to the SNIFE BULLETIN.

CHANGE OF ADDRESS

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

THE COVER

"The Sleeper" by O Globo's Enrico Dantas Captures forever a moment of peace and contentment in the life of a racing skipper. The scene is Rio's Guanabara Bay during the 1971 World's Championships, but this could be drifting before a race anywhere in the world.

DUES

All dues are payable on January 1 of each year and become delinquent on March 31. Past due notices were mailed on May 10 to all members who had not paid. Their names were retained on the mailing list for the May issue but were removed before this issue was mailed. If you hear someone complain that they have not received this issue, suggest that they get on the ball and pay their dues.

WESTERN HEMISPHERE CHAMPIONSHIPS

Daniel Moreno Grob, National Secretary for Colombia has just announced the following schedule for the 12th Western Hemisphere Championship to be held in Cartagena, Colombia.

Jan. 6, 1973 - Sail Measuring

Jan. 7, 1973 - Two Tune Up Races

Jan. 8, 1973 - Tune Up Race & Skippers Meeting

Jan. 9-12, 1973 - Seven Races

Jan. 13, 1973 - Closing Ceremony.

The late dates were made to insure fair weather and winds of 12 knots or over.

U.S. NATIONALS

A reminder to all who plan to attend the U.S. Nationals this year at Ft. Gibson, Oklahoma: the top three finishers at each District Championship will automatically qualify for the Heinzerling series with no alternates. All others will sail in the Crosby series. Each fleet is entitled to send one boat per 5 active Snipes or major fraction thereof.

SAD NEWS

WE ARE SORRY TO REPORT: The WOLVERINE REGATTA, Barton B C, Ann Arbor scheduled for July 8-9 will not be held. According to Fleet Captain Warren Hanselman "our dam broke". You think you got troubles?

THOUGHTS WHILE SAILING . . .

SNIFE BULLETIN has come of age - the June issue is the twenty-first birthday. It was started in June 1951 and replaced the JIBSHEET as the official newsletter of the Snipe Class.

The first issue was four pages and included six advertisements; boats by Emmons, Gerber and "A Florida Snipe Builder Who Is So Darn Busy That He Wants His Name Omitted From This Ad." Clarke Mills, no doubt. Larsen advertised sails and you could buy a copy of SCIENTIFIC SAILBOAT RACING from Dodd, Mead & Co.

The main feature was the listing of point scores for 1950. Nate Whiteside of Glen Lake was the winner of both Minneford and Reichner trophies with a perfect score of 1750. Also in the top ten were Ted Wells sailing 7025, GOOD NEWS and Francis Seavy in 6995, HONEY. It is surprising to see how many current members had their names listed.

Bill Crosby's first editorial stated that he hoped the BULLETIN would be expanded and improved. Now it is a sixteen page monthly magazine going to countries all over the world. We think this is a tribute to Bill's "baby" as well as to the class which has sustained its growth these past twenty-one years.

EUROPEAN AND AFRICAN CHAMPIONSHIPS

2nd Progress Report

Dear Friends,

1) Let me first of all tell you something the Clube de Vela Atlantico that will be the host club to the 12th Europe & Africa Snipe Class Championship:

The Club was created in Summer 1944 which means 28 years ago, by a group of 20 keen yachtsmen some of whom are still active and today it has 450 members which include a large number of youngsters, below 20 years, boys and girls who like Snipes. The Club's Snipe Fleet, number 369, created in the middle 50's has presently 26 boats and is thus the largest of the whole of Portugal. In normal years we organize a total of about 100 races - even in winter enjoying a moderate climate we are always happy at sea - of which 60 to 65% are for the Snipes with an average attendance, also from other Clubs, of 25 Snipes.

continued on page 5

continued from page 4

I am confident that everybody will feel at home at the Clube de Vela Atlantico.

2) First country to confirm it's presence: Belgium with 2 crews and also Mr. Lippert. Spain has also confirmed the attendance. (Felix Gancedo has sailed here before – and won – and at this stage my colleagues are betting on him heavily as the future Europe & Africa Master).

Denmark, Norway and the UK have previously mentioned that they would turn up and so has West Germany. I hope Switzerland and Pierre Siegenthaler will confirm the entry.

With three months to go it looks as though we shall have a record attendance which is what we really wish and hope for.

For those who will not bring their own boats we shall have a nice number of first class Snipes available: famous Skippers and Lagos, some of which are brand new.

3) Since we are on a suburb of Oporto we cordially (what other word could I use?) asked the PORTWINE authorities to help us cover the expenses. PORTWINE – the real one – is grown in this part of the country and exported all over the world by ships that call at Leixoes Harbour, and Snipe sailors are thankful for their most valuable cooperation. PORTWINE is indeed sponsoring the coming event. (I am not in the PORTWINE trade – do not misunderstand me – yet I like it very much as a drink, "aperitif" or digestif").

4) The photograph shows the racing area with Leixoes Harbour to the left and the residential areas of Oporto. Open sea, no tidal effects and steady winds make it a good course; when North wind – sort of trade wind in Summer – is blowing strong, the race course is pulled to the near the coast to avoid the running sea which sometimes reaches 2 meters height.

Ruy Moreira



Rick Bowe Again Maryland Champ

The Deep Creek Lake Yacht Club was host to the Maryland Snipe Championship Regatta held annually the last weekend in July on Deep Creek Lake in the mountains of western Maryland. The local fleet played the perfect hosts as usual, giving away all the hardware to visiting sailors. The first place trophy went to Rick Bowe of Annapolis for the second consecutive year, second place to Bill Schwarz of Baltimore, and third place to Jerry Zanzinger of Lake Merced, San Francisco.

The temperature was cool and comfortable but the winds were perverse. The wind direction combined with the shape of the lake defied the Race Committee to set good courses. Nevertheless, all three races were sailed on schedule in 5-10 knot winds. In the first race Rick Bowe showed his winning form, deftly avoiding all the holes, and beating out Taylor Brown and Bob Jarasek at the finish. Hugh Donald fouled out at the start or he would have been a strong contender. The second race was sailed in somewhat steadier winds with Jerry Zanzinger showing the East-erners his transom most of the way. Hugh Donald and Bill Schwarz were in close pursuit.

Saturday night, after a cocktail party and buffet supper at the club, Hugh Donald and Taylor Brown organized the traditional climb to Eagle Rock, one of the highest points in the state of Maryland. The rock is remote from civilization and it is a challenge just to find it and negotiate the unmarked trail on a moonless night. The newcomers thought this midnight Alpine event somewhat strange but were rewarded with the fellowship gained when two dozen people share a cooler of beer on top of a rock big enough to hold one dozen people.

Sunday morning brought us back to reality. The winds were light but steady for the final race. Rick Bowe clinched the championship with a second, but Bill Schwarz and Jerry Zanzinger finished close behind with a first and third, respectively. As luck would have it, the wind shifted the next day and picked up to 15-20 knots providing ideal racing conditions for the entire week of the Rebel Nationals. Next year perhaps Old Joe will see fit to favor the Snipe Regatta with more favorable winds.

Don Griffin
Deep Creek Fleet 71

18044	Rick Bowe, Severn Sailing Assn.	1-5-2	13	1
17892	Bill Schwarz, Baltimore Y.C.	5-3-1	15.7	2
16422	Jerry Zanzinger, Lake Merced, Calif.	6-1-3	17.4	3
19258	Taylor Brown, Severn Sailing Assn.	2-4-7	24	4
17763	Carl Cheney, Pine Beach, N.J.	4-6-4	27.7	5
13902	D. Lamb, Severn Sailing Assn.	7-7-5	36	6
18009	Bob Jarasek, Deep Creek Lake	3-13-9	39.7	7
17514	Eric St. C. Purdon, Severn Sailing Assn.	9-9-8	44	8
13302	Hugh Donald, Severn Sailing Assn.	DNF-2-6	45.7	9
19319	Bruce MacDonald, Tar Heel Snipe Fleet	11-11-10	50	10
13887	Janet Nasteff, Severn Sailing Assn.	13-10-11	52	11
14853	Tony Riva, Potomac River S.A.	8-17-12	55	12
14238	C. Eshleman, Pine Beach, N.J.	12-14-13	57	13
19256	Ray Tallau, Lake Mohawk	17-8-15	58	14
19004	Don Griffin, Deep Creek Lake	10-16-16	60	15
19291	Frank Suesz, Pine Beach, N.J.	16-12-14	60	15
17602	Bill Franklin, Deep Creek Lake	14-20-17	69	17
13918	Larry Zimmerman, Lake Marburg S.A.	15-15-22	70	18
15099	Tom Cagney, Deep Creek Lake	18-23-18	77	19
15109	John Gudas, Severn Sailing Assn.	19-21-21	79	20
10637	Bill Faulkner, Deep Creek Lake	DNF-18-19	80	21
15395	Foster Rankin, Deep Creek Lake	21-25-21	83	22
18552	Bill Blackburn, Deep Creek Lake	22-22-23	85	23
17472	Sue Phelps, Severn Sailing Assn.	23-19-25	85	23
16328	Al Watne, Deep Creek Lake	21-24-25	88	25

EAST EUROPEAN CHAMPIONSHIP and JUNIOR CHAMPIONSHIP of EUROPE and AFRICA



Started first in Izmir in 1967 by the Turkish Yachting Federation, the aim of the East European Championship is to promote Snipe activities among the countries of this district.

According to the rules, this Championship is supposed to be organized every other year. In 1969 Roumania tried it, but was not ready yet, so Turkey arranged and revived this event once more, in Istanbul this time. Three nations participated. Until the last moment Lebanon and Austria had been counted upon, but they never showed up.

The races were held at the recently founded Suadiye Yacht Club. Everything went on fine due to the efforts by the club members.

First places were shared by the Turkish champion Ibrahim Selamioglu-Ergun Sengun, Ivancic Ante, runner-up in the 1970 European Championship Regatta in Jugoslavia and last year's Turkish Champion Hayri Karabilgin-Altan Yalman. Finally Ivancic Ante an experienced and consistent Yugoslav skipper became 1971 East European Champion. Hayri Karabilgin was the runner-up, and Ibrahim Selamioglu third. Navadar Milhail-Maracino Bodgan, the Roumanian team placed fourth.

*Macit Buluc, Gen. Secretary of the
Turkish Yachting Federation.*

East European Championship

14884	Ivancic Ante / Boljat Zoralco	Yugoslavia	1-2-2-1-2-2	9	1
17086	Hayri Karabilgin / Altan Yalman	Turkiye	2-3-4-2-1-1	11.7	2
16449	Ibrahim Selamioglu / Ergun Sengun	Turkiye	3-1-1-3-3-3	17.1	3
17994	Navodaru Mihai / Maracine Bogdan	Romania	4-4-3-NF-4-5	39.7	4
18410	Mehmet Horoz / Aydin Bulbulkaya	Turkiye	5-7-8-7-5-4	54	5
15971	Vefik Ulus / Sadi Sarikelle	Turkiye	6-6-5-4-7-7	54.4	6
17608	Mete Tumay / Omer Yanik	Turkiye	8-5-6-5-6-6	55.1	7
18413	Sedat Temelli / Sener Frik	Turkiye	7-8-7-6-8-8	65.7	8

Junior Championship of Europe and Africa

18058	Tom Husebye/Jan Tomas Kjendlie	Norway	2-2-1-2-5-1	9	1
17613	Orhan Toker/Hakan Bilgiseven	Turkiye	NF-3-NF-1-1-2	23.7	2
17608	Mujdat Temelli/Omer Yanik	Turkiye	NF-6-2-3-2-3	29.1	3
19220	Alejandro Abascal/Guillermo Lopez	Espana	1-1-NF-7-4-6	32.7	4
15970	Levent Karabeyoglu/Selcuk Arican	Turkiye	NF-4-5-5-3-5	43.7	5
19164	Lois Silva/Carlos Gil	Portugal	NF-5-3-6-7-4	48.4	6
17404	Zaoli Ginseppe/Minoglia Giorgia	Italia	NF-NF-4-8-9-7	66	7
17994	Manu Radu/Mugescu Mircea	Romania	NF-7-NF-NF-6-8	69.7	8
17084	Oktay Yar/Sureyya Karakaplan	Turkiye	NF-NF-G-4-10-DQ	72	9
15967	Ugur Peynirci/Enis Ersan	Turkiye	NF-8-NF-NF-8-NF	75	10

The interest in the Snipe Class in Turkey is increasing each year; and the organization of the 1971 European and African Junior Championship Regatta lent color to it.

The first Junior Championship Regatta was held in Izmir in 1966. Turkish SCIRA organized this event in Istanbul this time so the visitors could see the scenic beauties and historic places.

The races started with heavy winds and the first race was called off. On the following day, the wind abated a little but never went below force 4-5. The race course was set up on sheltered waters, so that races could be started on time. The inexperience of some skippers resulted in a couple of capsizes in almost every race; and only two boats were able to finish the first race. It was quite a show to see the Spanish and Norwegian boys capsize, then right their boats and go on to finish. It was spectacular. Norway and Spain were the favorites right from the beginning. Spain won the first two races; but a broken mast resulted in a DNF; their spare mast, which was apparently of inferior quality put them down the list and they were never the same thereafter. A consistent Norway (Husebye-Kjendlie) went on to win the Regatta. We'll never know what would have happened if the mast of Spain had not broken.

The second place went to the Turkish team (Orhan Toker-Hakan Bilgiseven) who beat both Norway and Spain twice but with two DNFs had to be content with the second place.

Norway had a Skipper boat, Proctor Mast and North Sails; the Turks sailed an Italian D'Isiot boat rigged with an aluminum mast and North Sails. The Spaniards used a Spanish built boat, wooden mast and Elms sails; Roumania used its own built boat, aluminum mast and Elms Sails. The Italian and Portugese teams sailed Turkish made wooden and fiberglass boats with North and Elms sails.

Unfortunately the trophy which had been won by Italy in 1970 was sent by ordinary mail and did not arrive by the closing ceremonies. It came about a week later and was promptly forwarded to Norway.



Tom Husebye and Jan Tomas, Norway, receive Junior Championship Trophy from Turkish Yachting Federation President Dr. Alpdogan.



Robbed?

When was the last time you were robbed at the protest meeting, or on the race course?

We have all felt, at some time, that the decision of the protest committee has "hung the innocent party" and let the "crook" sail into the sunset.

We cannot honestly criticize the decision of the PC in the grey area where each skipper thinks he is right and neither agrees on the facts and the PC has made the best call possible. After all, the "umpire" might not call them 100% right, but he is trying.

The rules are another story. They are in black and white and their use, abuse and definition are meat for open discussion.

Do you have an example of a debatable decision based on the rules? Or maybe a question regarding an incident on the course? If so, this feature will become a sounding board for the poor unfortunate who has "been had".

Buzz Lamb asked me, along with several other sailors to edit the situations and present them in the Bulletin.

If you think you were "robbed" - get it in print, and our self styled "appeals" committee will give you satisfaction or shoot you down.

1. Send in your situation complete with diagrams to:

Frank Pontius
361 Glen Valley Dr
Glen Ellyn, IL 60137

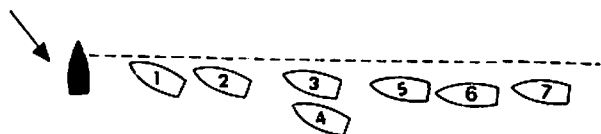
Our decisions will be based on rules interpretation only. We will assume the facts are as stated.

2. The problem will be presented in the Bulletin and our opinion will be given in the same issue.

3. Names and places will be used unless requested not.

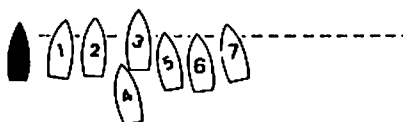
The situation developed during a 1971 regatta. The facts found are as follows:

1. 5 seconds before the starting gun.



- A. Start of race with port end of line heavily favored.
- B. "Pin end" of line was a 16' outboard with the flag well forward.
- C. Winds 12-15 mph.
- D. Fleet of approximately 35 boats.

2. At the gun.



- A. #1 was somewhat inexperienced and instead of bearing away under the committee boat, tacked without warning.
 - B. #1's tack caused a chain reaction down the line.
 - C. #2 tacked to avoid hitting #1 at the mast. #3 tacked to avoid #2. #4 to avoid #3, and so on.
3. After the gun
- A. #2 hailed #1 that he was protesting and enlisted #3 as a witness. #2 flew his protest flag, notified the committee at the finish line and turned in a written protest within the time limit.
 - B. #7 also later in the race flew a protest flag, notified the protest committee at the finish line and turned in a written protest of #6.
 - C. These were the only protests filed.
4. Results of the protest hearing
- A. #1 was disqualified even though he capsized and did not finish the race.
 - B. #6 was also disqualified on the grounds that he fouled #7 and to protect himself he should have protested #5 etc.

Was #6 robbed?

Answer to "Was #6 robbed?"

He certainly was! On three counts!

Rule 68 on the procedure of protests states in:

- 1. 3(a) That a protest flag must be displayed "at the first reasonable opportunity" and
- 2. 3(c) "a protesting yacht shall try to inform the yacht protested against that a protest will be lodged."

The protest flag was not displayed until later in the race and #6 was not notified by #7 that he was protesting, nor was any apparent attempt made to so notify him.

3. The "NAYRU Decisions of the Appeals Committee" cite several instances of boats being forced into a fouling situations by being fouled by other boats. In each instance the boat responsible for the original foul was disqualified but the "poor soul" in the middle was not. References : NAYRU Appeals 11, 37, 44,95.

Three strikes and you'r out protest committee!

Frank Pontius
Diamond Lake Fleet #158

CANADIAN

CANADIAN CHAMPIONSHIPS

The 1971 Canadian Snipe Championships were held in conjunction with the Maritime Championships August 14-20 at Petpeswick Yacht Club Musquodoboit Harbour, Nova Scotia.

In August, as boats poured in for the Nationals, the weather poured in also. Nothing could dampen spirits even though a hurricane coming up the coast off Halifax dumped ten inches of rain in twenty-four hours and produced winds up to fifty mph.

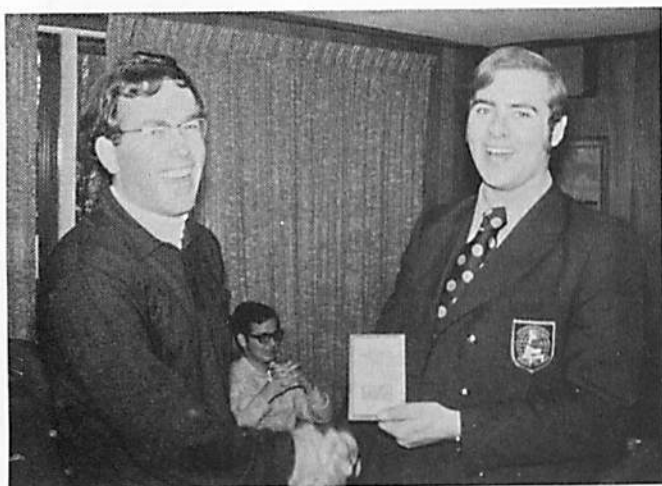
Although one day of racing was cancelled because of heavy rain, the next day winds were put to good advantage as all boats were at the starting line. These strong wind conditions, coupled with offshore shifts, made for exciting, strenuous sailing. Even though some boats dumped, everyone was ready for more. The weather cleared and the last three days were sailed under glorious sunshine and light to medium winds.

The Petpeswick fleet showed their visitors a great time. Hospitality was high and many friendships were made. These were nurtured through various organized activities culminating with the awards banquet and a dance on the Friday night.

From the visiting Snipers, a hearty thank-you. We'd like to come back again.

In closing, an open invitation to the 1972 Canadian Snipe Championship taking place in Barrie, Ontario, August 20-25.

*Wayne Lucas
Barrie, Ontario*



John Storey, Past National Secretary, presents Buchan's Boat Club Trophy to Gordon Richards of Woodstock Snipe Fleet # 100.

1971 Dominion Championship

T. Hains, D. Belford, Oakville YC	3.0	1
H. Richards, R. Morgan, Oakville YC	11.0	2
D. Mackenzie, D. Rolls, Cape Breton YC	29.7	3
J. Storey, J. Storey, Shediac Bay YC	38.4	4
D. Flemming, P. Pilon, Petpeswick YC	45.7	5
W. Evans, G. Bagnell, Barrie YC	45.7	6
H. Henderson, S. Greig, Cape Breton YC	45.7	7
D. Macleod, S. McCabe, Cape Breton YC	45.7	8
C. Neil, R. Jardine, Oakville YC	56.7	9
J. Astephen, B. Young, Northern YC	59.0	10
J. Pearce, W. Lucas, Barrie YC	64.0	11
R. Straight, C. Garland, Petpeswick YC	64.0	12
D. Johnson, P. Johnson, Terra Nova YC	66.7	13
P. Jardine, P. Taylor, Petpeswick YC	70.0	14
D. Rowlings, G. Doyle, Petpeswick YC	80.0	15
D. Hilchie, E. Machinzie, Petpeswick YC	83.0	16
A. Winstanley, M. Astephen, Northern YC	84.0	17
P. McPrice, M. LeBlanc, Shediac Bay YC	86.0	18
S. Pilon, B. Watkins, Petpeswick YC	87.0	19
R. Pearce, W. Pearce, Petpeswick YC	87.0	20
S. Stairs, B. Cormier, Shediac Bay YC	88.0	21
M. Cox, L. Young, Petpeswick YC	99.0	22
H. Mitton, D. Mitton, Petpeswick YC	100.0	23
G. Staple, W. Ackert, Petpeswick YC	113.0	24

1971 Maritime Championship

T. Hains, D. Belford, Oakville YC	0.0	1
H. Richards, R. Morgan, Oakville YC	8.7	2
J. Storey, J. Storey, Shediac Bay YC	21.7	3
D. MacLeod, S. McCabe, Cape Breton YC	28.7	4
H. Henderson, S. Greig, Cape Breton YC	28.7	5
D. Mackenzie, D. Rolls, Cape Breton YC	29.7	6
D. Flemming, P. Pilon, Petpeswick YC	30.0	7
R. Straight, C. Garland, Petpeswick YC	32.7	8
P. Jardine, P. Taylor, Petpeswick YC	40.7	9
J. Pearce, W. Lucas, Barrie YC	43.0	10
W. Evans, J. Murphy, Barrie YC	50.0	11
J. Astephen, B. Young, Northern YC	53.0	12
D. Johnson, P. Johnson, Terra Nova YC	54.0	13
D. Rowlings, G. Doyle, Petpeswick YC	54.0	14
C. Neil, R. Jardine, Oakville YC	54.0	15
A. Winstanley, M. Astephen, Northern YC	61.0	16
S. Stairs, B. Cormier, Shediac Bay YC	63.0	17
D. Hilchie, E. MacKenzie, Petpeswick YC	65.0	18
S. Pilon, G. Bagnell, Petpeswick YC	66.0	19
P. McBride, M. LeBlanc, Shediac Bay YC	68.0	20
R. Pearce, W. Pearce, Petpeswick YC	76.0	21
H. Mitton, D. Mitton, Petpeswick YC	79.0	22
G. Staple, W. Ackert, Petpeswick YC	89.0	23

1971 Provincial (N.S.) Championship

D. MacKenzie, M. Astephen, Royal Cape Breton YC	3.0	1
T. Mitchell, P. Quinn, Petpeswick YC	11.7	2
J. Astephen, P. Astephen, Northern YC	21.0	3
S. Pilon, G. Bagnell, Petpeswick YC	36.4	4
D. Flemming, P. Pilon, Petpeswick YC	41.0	5
P. Jardine, P. Taylor, Petpeswick YC	42.0	6
W. Pearce, R. Pearce, Petpeswick YC	47.7	7
D. MacLeod, S. McCabe, Ro. Cp. Breton YC	49.4	8
R. Jardine, R. Watkins, Petpeswick YC	52.7	9
D. Hilchie, S. Hilchie, Petpeswick YC	55.7	10
S. Rowlings, E. Jardine, Petpeswick YC	57.0	11
I. Flewwelling, B. Watkins, Petpeswick YC	62.0	12
M. Cox, A. Rooney, Petpeswick YC	68.0	13
S. Forsey, S. MacDonald, Northern YC	76.0	14

NEWS

NEWFOUNDLAND

Don Johnson and his son Michael successfully defended their Newfoundland Snipe Championship in late September at the Terra Nova YC, Holyrood, Newfoundland. The Johnsons won three of the four races (one throw-out) to finish in first place. It was the 2nd straight victory for the father and son crew of the J. R. Smallwood Trophy. Brothers, Gerry and Pete Brockie of the Buchans Sailing Club finished second for the second straight year as runners-up to the Johnsons. Dave Scott and Paul Miller of Terra Nova, St. John's were in 3rd, while another father and son crew Kevin Head and Kevin, Jr. of the Buchans Club took 4th. Sailing in his first year competition, Garth Pynn with Ed Martin of the host club as crew finished in 5th place in the 14 boat fleet.

Johnson and his nine year old son won the first two races with Scott and Miller in 3rd. The Brockie Brothers won the third race with John Kenny and Norm Bowring of Terra Nova in 2nd. The Johnsons won the 4th race to clinch the title and the Brockies were in second to finish as runners-up for the crown.

*Don Johnson
Terra Nova YC*

HOME SHOW

There is nothing like a Snipe around the home! Barrie Snipe Fleet put Bill Evans' boat on display at the recent Barrie Home Show. The fully rigged Snipe attracted many interested people who were invited to come for a sail – if the ice ever leaves the Bay.

In addition to the Class information sheets and copies of the Bulletin, someone from the Fleet was always on hand to answer questions.

Included in the display was a screen on which the film "And One Boat For All" was given continuous showing. Even if I never meet Ted Wells, I think after seeing that movie something in excess of two dozen times, I know him like an old buddy.

We feel the effort was worthwhile as it made our community more aware of Snipes and was a good way to inform them that the Nationals will be in Barrie August 20-25.

Jack Pearce

NATIONAL SECRETARY

Bill Porter, new National Secretary for Canada has volunteered his services as district representative to the Canadian Yachting Association. At Barrie, Bill is one of the primary reasons for the resurgence of the Snipe Fleet by encouraging potential sailors to try Snipes and affording them assistance once they become Snipers.

Jack Pearce

PETPESWICK

Don Fleming formed the Petpeswick YC located near Halifax at Musquodoboit Harbour in the mid 60s. For the next 5 years the Fleet had as their clubhouse a converted summer cottage, but with increased activity and a desire to hold major regattas, the club members decided it was time to build larger facilities. The acceptance of their bid for the 1971 Dominions provided the motivation.

Corner stones were laid in the fall of 1970 and construction began in the spring. The amazing thing was that it was built almost solely by the members themselves. The 50 by 80 club has a combination bar-room and kitchen with the remaining space left open for such activities as folding and measuring sails, instructions, dancing, banquets, etc. Having been built by its members, the cost of the club was approximately \$14,000, quite a contrast to the Shediac Bay YC, built by a construction company at a cost in excess of \$80,000. It has a few more extras, but is not nearly as practical.

Besides their beautiful new clubhouse the hosts of the 1971 Dominion Championship, provided a number of other extras: soup and sandwiches between and after races, entertainment each evening and several cookouts. The Ontario Snipers can vouch for the tremendous week put on by the Petpeswick crew both on and off the water.

The Petpeswick Dominion Regatta Committee was initiated by Tom Murphy a former Snipe National Secretary and chairman of the land side of the regatta. It is thanks to people like Tom that such high caliber National Championships are possible.

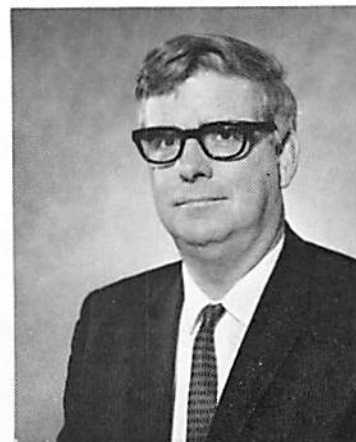
Bill Martin and Tom Taylor, chairmen of the excellent race committee, will officiate on one of the courses of the forthcoming Olympic Trials in Halifax, June 4th to 10th.

A tremendous applause is due to Secretary Peter Taylor and his committee including such families as the Rowlings, Hilchies, Pearces, Jardines, Mitchels, and the others who put on such a fine regatta with a new clubhouse erected at the same time.

25 Snipes competed, with Ted Haines of Oakville, Ontario taking top honors.

*John Storey
National Secretary, Canada*

Bill Porter



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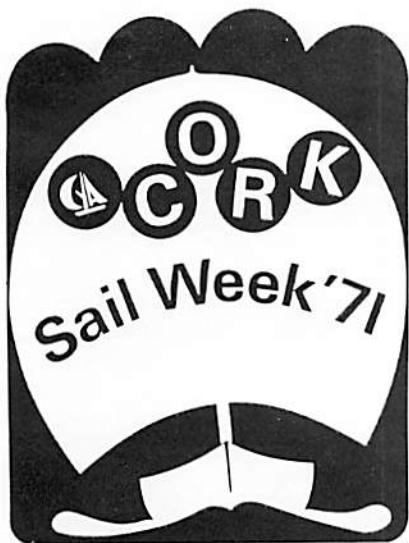
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SYMPOSIUM

At CORK '71 the Snipe Sailors got together for their usual exchange of ideas. Many of the experts were there giving the sailors a chance to update their knowledge. Here is what came out.

QUESTION: What do you think of the cut-off board?

FRANK: You can't pinch with it. When you do you go nowhere.

QUESTION: How long should a suit of sails last?

FRANK LEVINSON: Two years for sails made of heavy material. Get yourself one or two suits that you know how to use properly. If you mix the makers you never really get to know the sails. Each maker builds in different characteristics.

QUESTION: Why do skippers heel their boats to weather on a run?

TED HAINS: It neutralizes the helm and gets the sails higher into the wind.

COMMENTS AND CONCLUSIONS

DICK TILLMAN: Steering a downwind course requires special technique. The main must be reset to correspond with changes in wind and course. The skipper is the one in better position to hike or move the balance of the boat.

LARRY JOHNSON: A lot of people have poor Cunningham rigs. They work in light wind, however they are not effective in heavy wind.

FRANK LEVINSON: Avoid a tight leech on the main. Also spend a half hour or so on the course before a race to check winds and boat tuning.

The session ended after a discussion of methods of tacking. Some thought roll tacking advantageous, but tricky to master. No definite conclusions were reached on any one method. All agreed that this is the maneuver which is most poorly done.

CORK '71 had thirty-six Snipes. How many will be there at CORK '73?

*Jack Pearce
Barrie, Ontario*

QUESTIONS AND ANSWERS

DAVE BOWES: The new Eichenlaub Snipes have their masts stepped at about 65 inches. Has anyone tried it?

ROGER STEWART: Someone who used to work for the builder found it good in light air. It did not seem to be good in heavy winds. No one else is trying it. I recommend the mast step at 60 inches. (Roger added the following dimensions on the new Chubasco boats.)

DAGGER BOARD - cut-off, 20½ inches wide, 6½ inches at the bottom.

RUDDER -15 inches long, 21 inches between tips.
MAST RAKE-From top band to transom, mast forward: 22 feet 5 inches. Mast aft: 21 feet 8 inches. (Lenhart uses 21 feet 5 inches back.)

QUESTION: How are mast pullers used?

ROGER: The aft puller is used upwind in winds over 20 mph to prevent distortion of the main. It is also used on jib reaches (without pole). The forward puller is used on a run. Some people in San Diego are having luck pulling the mast aft on a run.

DAVE: Should the mast rake be different in different wind conditions? Many Canadians sail with all the tension on the jib halyard. The rake is adjusted by changing the halyard length.

ROGER: I don't change the rake. I have found 21 feet 8 inches the best. I tried 2 inches less but didn't go well. I find that the halyard stretches too much, therefore put 50 percent of the tension on the jib stay.

DAVE: What do you do when it gets windy?

ROGER: I change the outhaul. All the way out to the band going to weather and loose on the reaches.

MIKE ZALZAL WINS OHIO OPEN

The Portage Lakes Yacht Club held the Ohio Open on Turkeyfoot Lake on July 31-August 1, 1971. Mike Zalzal, Acton Lake, put together the best finishes against difficult competition to win the regatta as well as Acton Lake's annual Best Ohio Skipper trophy. Stu Griffing, Cowan, took second, Carl Zimmerman, PLYC, third and Ed Griffith, Acton Lake, fourth.

The first race on Saturday found winds at 8-10 knots. Mike Zalzal had the best start at the windward end of the line and led all the way.

In the second race the winds increased to 10-15 knots with Lee Reichart, Indianapolis, getting the best start but eventually losing to Dick Glen of Chippewa.

Sunday was a different story. For the third race, the wind dropped to 2-5 knots, the fleet was spread all over the lake and the lead changed many times. Some of the B fleet passed some of the A fleet. Stu Griffing was ahead at the half, then Lee Reichart, then Carl Zimmerman, with Stu finally winning.

In the B fleet, Ted Kersker, PLYC, won with three good races followed by John Fyffe of Chippewa and Dick Hand of PLYC.

Henry Young
P.L.Y.C. Fleet 110



A FLEET SKIPPERS: Mike Zalzal, Stu Griffing, Carl Zimmerman, Ed Griffith, Dick Glen, Lee Reichart and Bill Kuehnling.

A FLEET

19062	Mike Zalzal, Acton	1-6-2	14.7	1
18119	Stu Griffing, Cowan	3-7-1	18.7	2
15940	Carl Zimmerman, P.L.Y.C.	2-4-4	19	3
18858	Ed Griffith, Acton	5-3-3	21.4	4
16697	Dick Glen, Chip.	7-1-7	26	5
16796	Lee Reichart, Indianapolis	DNF14-2-5	33	6
14905	Bill Kuehnling, P.L.Y.C.	4-8-8	36	7
18662	Ken McGarr, Chip.	6-9-9	41.7	8
17098	Ron Rasmussen, Chip.	13-10-6	46.7	9
16400	Jack Kirkbride, Cowan	12-5-NF	48	10
17687	Henry Young, P.L.Y.C.	8-12-11	49	11
14280	Roger Ream, P.L.Y.C.	9-11-13	51	12
12900	Tom Harrick, P.L.Y.C.	10-14-10	52	13
9291	Bill Bees, Chip.	11-14-12	55	14

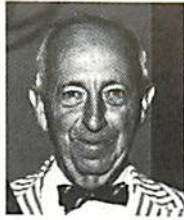
B FLEET

18627	Ted Kersker, P.L.Y.C.	2-2-1	6	1
18663	John Fyffe, Chip.	6-6-2	26.4	2
17169	Dick Hand, P.L.Y.C.	7-7-3	31.7	3
16345	John Bollinger, P.L.Y.C.	5-5-8	34	4
13303	Wm. Doherty, Chip.	4-8-9	37	5
17108	Ken Parke, P.L.Y.C.	DSQ-3-4	38.7	6
11463	Bob Stevenson, Cowan	3-DNF-5	38.7	7
13037	Charles Parke, P.L.Y.C.	1-DNF-10	39	8
16417	Philip Tanski, Chip.	11-1-16	39	9
9900	Vic Anderson, P.L.Y.C.	8-11-7	44	10
18629	Jeff Dillingham, P.L.Y.C.	12-4-12	44	11
16081	Kelly Slane, P.L.Y.C.	DNF-13-6	53.7	12
8383	Bill Durbin, P.L.Y.C.	9-12-15	54	13
11818	Roy Handwerk, P.L.Y.C.	10-10-DNS	55	14
9909	Leroy Hoffman, P.L.Y.C.	DSQ-9-11	58	15
12222	Ben Ansley, P.L.Y.C.	DNF-DNF-13	65	16
11077	Ron Hontert, P.L.Y.C.	DSQ-14-14	66	17



B FLEET SKIPPERS: Ted Kersker, John Fyffe and Dick Hand. (Background)

Wells Wanderings



by Ted Wells

JUNE 1972

CHECK LIST

All airplanes have check lists as an admission that pilots occasionally have mental lapses. Any sailboat racing skipper who keeps notes on his racing performance is bound to notice that there are certain temptations to which he yields too often and some sins he knows he shouldn't commit, but still does. Maybe a check list would help, especially if he gave it to his crew and authorized the crew to quote from it whenever appropriate (*before the act, not after*). Here's MY list:

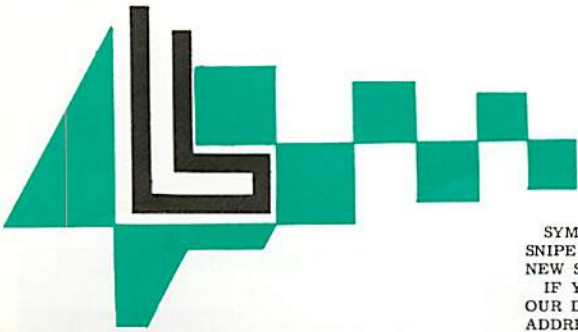
1. No hair-raising perfect starts! They are fine when they work, but they don't work often enough. At the leeward, or port end of the line, there are always one or two boats who ran out of starting line before they ran out of time. Their start will be no good even if they don't go over early as they will have no speed. On the starboard end of the line, there is the risk of being hit or blanketed by bargers. In the long run, starting with full speed in the middle third of the line will pay off.
2. Don't get the eagers and try to tack too soon after the start. Since we are not trying for perfect starts, there may be boats ahead immediately after the start. A quick, frantic tack to get out from under someone usually results in his being even farther ahead the next time you see him. Sit tight for a while - things generally thin out rapidly.

3. Don't get carried away racing just one or two boats. Of course you want to cover your closest competitor, but not at the expense of losing half a dozen other boats in the process. Give a glance at the whole fleet once in a while and be ready to reconsider your tactics. Keeping your eye glued to the jib as you are overhauling the boat you most want to overhaul is fine, unless both of you should have tacked long before.

4. When the wind shifts - tack! If the wind goes with you - go back! There is an awful temptation to hang onto a tack just a little longer if immediate tacking will put you behind or under another boat. Every inch you go on the wrong tack is moving you back in relation to boats on the proper tack. To every rule there are exceptions and there are to this one: In light winds, you will get a false indication of a shift if the wind just dies (*suction button*) and if you tack you are in deep trouble - especially in a chop. If you seem to be zigging when you should be zagging, I don't have any pat answer. There will be days like that. When every tack you take seems to be the wrong one, about all you can do is go back to the old rule of holding the tack which heads closest to the mark.

5. Anticipate the unanticipated! This is an attempt to outwit Old Joe. Sometimes you can really astonish yourself at the results you get. Here, for instance, is an occasional opportunity to get a safe perfect start. One end of the line is obviously best. The most illogical thing you can think of is that the wind might either die, making everyone late, or shift so that the mob is in the wrong place. Keep asking yourself what is the most unanticipated thing that could happen. And try to figure out how you can profit by it if it does happen.

You can type the headings on a card and get the card sealed in plastic so it is waterproof; then, if you have the courage, give it to your crew. In the case of a husband and wife combination, it may be best just to forget the whole thing.



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Sanctioned Snipe Regattas

JUNE 3-4 FIREWATER REGATTA, Lincoln Fleet, David B. Makepeace, 3965 S. 40th St, Lincoln, NB68506.

JUNE 3-4, FT. WORTH BOAT CLUB REGATTA, Dr. W. J. Shelton, 2901 West Berry, Ft. Worth, TX 76109.

JUNE 3-4, MICHIGAN STATE CHAMPIONSHIP, Barton B.C. - Wolf Lake Y.C., Charles Hogue, 3220 Burkhardt Rd., Jackson, MI 49201.

JUNE 3-4, WHITTEMORE - ST. JOHN Invitational Regatta, Quassapaug Yacht Club, Edmund J. Daly, 193 Clough Rd., Waterbury, CT 06700.

JUNE 17-18, BLUE-GRAY REGATTA, Pine Beach Yacht Club, Ralph Bush, 631 Springfield Ave., Pine Beach, NJ 08741.

JUNE 17-18 BRIODY REGATTA, Newport Yacht Club, James O'Hara, 25 Stanford Dr., Rochester, NY 16610

JUNE 17-18, DISTRICT 7 CHAMPIONSHIP, Clear Lake Highlands, CA, Lake Merced Fleet, Collins Orton, 44 Olcese Ct, Daly City, CA 94015.

JUNE 17-18 DISTRICT II CHAMPIONSHIP (5 race series - weather permitting) Oklahoma City BC, Steve Taylor, P. O. Box 16647, Oklahoma City, OK 73116.

JUNE 17-18 RIFF-RAFF REGATTA, Cowan Lake, Robert Rowland, 223 Orville St., Fairborn, OH 45324.

JUNE 24-25 MIDWESTERN CHAMPIONSHIP, Wichita SC, Ted Wells, 6631 E. Kellogg, Wichita, KS 67207.

JUNE 24-25 SLAUSON MEMORIAL REGATTA, Peoria, Tom Clark, Tomar Ct, Peoria, IL.

JUNE 24-28 IV VASCO DE GAMA, Oporto, Portugal. Measuring June 23-24. Joao Meneres, Molhe Norte, Leixoes, Portugal

JULY 1-2, MISSOURI VALLEY CHAMPIONSHIP, Iowa-Nebraska S.A., Floyd Hughes, Jr., 8 Westlake Village, Council Bluffs, Iowa 51501.

JULY 7-9 DISTRICT V CHAMPIONSHIP, Onondaga Yacht Club, Ron Bouverat, 404 Kirsch Dr., Mattydale, NY 13211

JULY 8-9, WINCHESTER No. 77 INVITATIONAL Regatta, Bob Ely, 25 Highland Ave., Winchester, MA 01890.

JULY 8-9 WOLVERINE REGATTA, Barton BC, Warren J. Hanselman, 1326 King George Blvd., Ann Arbor, MI 48104.

JULY 15-22 EUROPE AND AFRICA CHAMPIONSHIP. Clube De Vela Atlantico, Oporto, Portugal. Ruy Moreira, P. O. Box 61, San Joao de Madeira, Portugal

JULY 21,22,23, DISTRICT 3 CHAMPIONSHIP, Peoria (IVY), Tom Clark, Tomar Ct, Peoria, IL 61614.

JULY 22-23 NEW YORK STATE OPEN, Lucius H. Bugbee III, RD No. 1, Johnson Rd., Jamestown, NY 14701

JULY 29-30, NEW ENGLAND OPEN, Quannapowitt Snipe Fleet, Al Zachor, 124 Pond Rd., Acton, MA 01720.

AUGUST 2-6 EUROPE AND AFRICA JUNIOR SNIPE CHAMPIONSHIP. Real Club Natico of Alicante, Spain. 5 entries from each country-free lodging at local hotels.

AUGUST 5-6 ONTARIO OPEN, Oakville YS, Anne Crook, P. O. Box 144, Oakville, Ontario, Canada.

AUGUST 5-6, PROVINCE OF ONTARIO CHAMPIONSHIP, Anne Crook, 263 Sandwell Dr., Oakville, Ontario, Canada.

AUGUST 11-13, INTERNATIONAL REGATTA OF PORTOROZ, Yacht Club "Pirat," 66320 Portoroz, Yugoslavia.

AUGUST 11-12 U. S. JUNIOR NATIONAL CHAMPIONSHIP, Ft. Gibson, Oklahoma. Jack Zink, P. O. Box 7388, Tulsa, OK 74105.

AUGUST 13-17 U. S. NATIONAL CHAMPIONSHIP, Ft. Gibson, Oklahoma. Measuring Aug. 10-12. Crosby, Heinzerling and Wells starting August 13. Jack Zink, P. O. Box 7388, Tulsa, OK 74105

AUGUST 19-20, BOARD OF GOVERNORS INVITATIONAL, Quassapaug Yacht Club, Edmund J. Daly, 193 Clough Rd., Waterbury, CT 06700.

AUGUST 20-25 CANADIAN NATIONAL CHAMPIONSHIPS, Barrie Yacht Club, Aug 20-21 measuring and tune up, Aug 22-24 5 race championship series. Aug 25 spare day. Dr. Bill Evans, 7 Vine Crescent, Barrie, Ontario, Canada.

AUGUST 26-27 HOOSIER HARVEST, Muncie Fleet, Steve Barb, 400 Chiquiapi Way, Muncie, IN 47304

AUGUST 26-27, DEVIL'S NEST ANNUAL, Lewis and Clark Lake, Daniel Bockelmann, 5610 Nicholas St., Omaha, NB 68132.

SEPTEMBER 9-10, HOSPITALITY REGATTA, Weatherby Lake Snipe Fleet, Hanns H. Hagen, 9909 NW 74th, Kansas City, MO 64152.

SEPTEMBER 9-10 INDIANA OPEN, Indianapolis Fleet, Jerry Peterson, 5844 Eastview Ct, Indianapolis, IN 46250.

SEPTEMBER 16-17, MASSACHUSETTS BAY OPEN, Mass Bay Fleet, R. F. Wood, 36 Sagamore Ave., Winthrop, MA 02152.

SEPTEMBER 16-17, JOE RAMEL MEMORIAL Regatta, Lotawana Snipe Fleet, Marian Petersen, L-12 Lake Lotawana, Rt. 1, Lee's Summit, MO 64063.

SEPTEMBER 23-24, LAST CHANCE, Crystal Lake, Terry Gilkinson, 231 Lake Shore Dr., Crystal Lake, IL 60014.

OCTOBER 7-8 OXFORD INCIDENT and OHIO OPEN CHAMPIONSHIP, Acton Lake, Robert L. Hill, 11422 Pippin Rd, Cincinnati, OH 45231.

NOVEMBER 4-5, HALLOWEEN REGATTA, J. H. West, 685 Fair Oak Manor NW, Atlanta, GA 30327.

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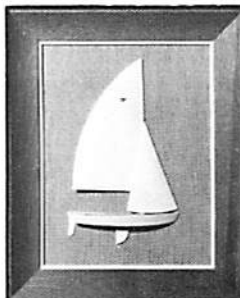
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