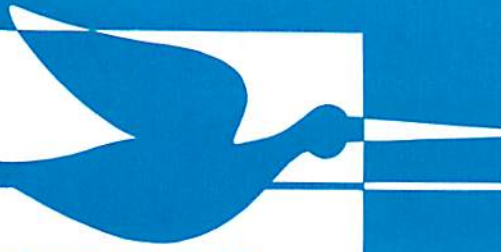


# Snipe

## BULLETIN

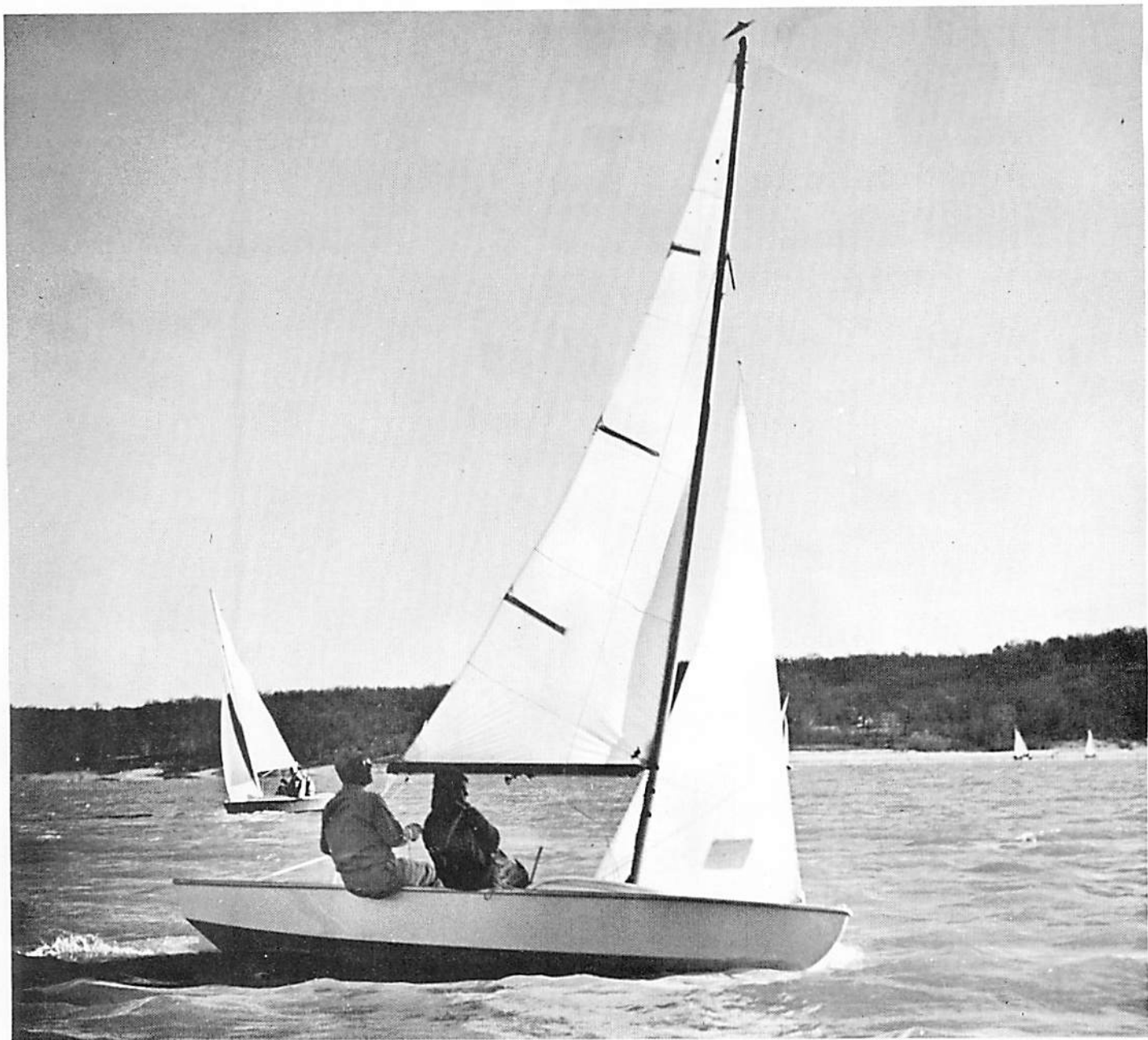


MARCH 1967

Vol. XVI No. 10

New Officers Elected  
1966 European Championship Regatta  
About Sanctioned Regattas

**LOFLAND... THE WINNER'S CHOICE...**



**SNIPE**



376 PA 2-3406 — 10317 WEST HIGHWAY 54, WICHITA, KANSAS — 67209



**As Others See It**

# Voice Of The People

## HALIFAX DISTRICT NOW WELL ORGANIZED

" We have formed a Halifax and District Snipe Committee in our area so we can formulate our regattas and provide keener and more competitive racing along with general sailing activities. It is comprised of the Fleet Captains and Secretaries from Armdale YC, Rockingham YC, and Petpeswick YC, and our main objective now is to promote Snipe racing by going to other yacht clubs for various regattas and having at least 15 Snipes involved in each event.

In preparing for our Pan-American Games trials which will be held in the Halifax area by Rockingham YC, we hope to have 40 Snipes on the starting line June 3-4th.

Snipe racing up here is definitely on the upclimb and with a new fleet to be organized soon at Petpeswick, we expect bigger and better things in this, our Centennial Year. "

— Don Flemming  
Halifax, N. S., Canada

## TWO SCORING SYSTEMS COMPARED

" In our Fleet 137 at Grand Rapids, Michigan, we determine trophies by dividing the total season points by the number of races sailed, if over 18; or by 18 if less than 18 races sailed.

Last year only 13 out of 38 boats actually sailed 18 or more races and a wide variation in scoring resulted. For example, Jim Porter was 2nd in the SCIRA point scoring system, but only 14th in the club scoring. You can see that if you have a DSQ or miss the 4th of July and/or Labor Day week-ends ( when we have 4 races each), you are likely to end up non-competitive as far as season trophies are concerned.

I am of the opinion that it is much better to have a division into 2 fleets, A and B, with several series of races during the season with trophies for each series, the way you fellows do at Turkeyfoot Lake in Akron. "

— Hamilton Johnson

## " A BOAT IS A BOAT"

" As my last official act as FC at 210 in 1966, I have agreed to follow through on a project which was begun last April, and in which I need a little cooperation, In the December "ONE DESIGN YACHTSMAN" in Bob Smith's " A Boat is a Boat" column, reference is made to Snipe with a notation that he had not yet reviewed Snipe. On Page 15 he says. " As the Snipe is still on the agenda, I cannot make a more clinical comparison about their ( sic Snipe Vs. NO-D) sailing characteristics.

We have been communicating with Bob about his sailing a Snipe in our Rocky Mountain Snipe Championship in 1967. He has agreed to sail with us if we provide certain accommodations, boat, etc. Much of our work is well along, and we anticipate his presence here, for we feel that Snipe information supplied through the medium of his magazine would be of much value to the class. Our regatta dates will be announced shortly, either immediately prior or immediately after the Nationals. "

— John E. Bakken, Littleton, Colo.

## PSR GOES EVERYWHERE

" Enclosed is a check for 20 copies of your excellent publication " Principal Sailing Rules of the NAYRU. " I am Race Committee Chairman for the Alaska Sailing Club and at least half of our members want copies of this illustrated guide."

— Robert L. Levorsen, Anchorage, Alaska.

## CORRECTION- (Of course, it is not 1967!)

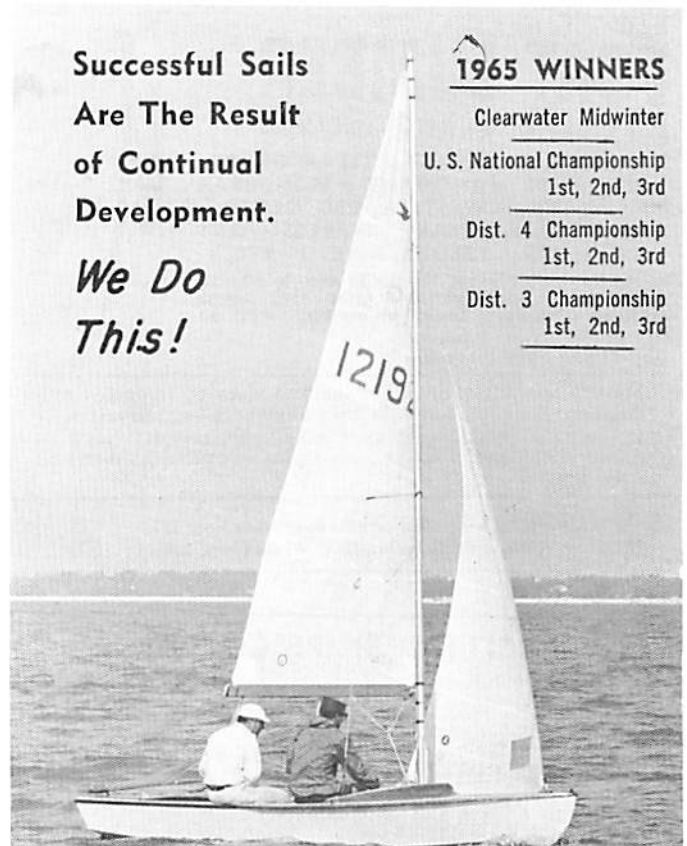
In the letter from Daniel Moreno Grob in last month's issue concerning Snipe activities in Colombia, reference was made to the fact that " it is quite possible that the 1967 Pan-American Games will take place in Colombia. " This is a glaring and very evident error, as everyone is well-aware that the Games will be held in Winnipeg in Canada this year. The date should have been 1971, but steady use of the current phrase resulted in an automatic production from the old computer. So, if you rushed down to buy tickets to Colombia, better exchange them.

Successful Sails  
Are The Result  
of Continual  
Development.

We Do  
This!

## 1965 WINNERS

- Clearwater Midwinter
- U. S. National Championship  
1st, 2nd, 3rd
- Dist. 4 Championship  
1st, 2nd, 3rd
- Dist. 3 Championship  
1st, 2nd, 3rd



**LEVINSON SAILS**  
900 N. OSCEOLA AVE. CLEARWATER, FLA.

# Marc Teurlay

PRESENTS TO YOU HIS NEW  
**FIBERGLASS SNIPE**

- SELF-BAILER
- ELEGANT
- COMFORTABLE

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

### AGENTS

**PORTO RICO and VIRGIN ISLANDS**

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

**SCANDINAVIA**

AKTIEB OLAGET ROBERTS  
Orebro, Sweden

# ETS TEURLAY

Face 103 Quai de Queyries  
BORDEAUX, FRANCE

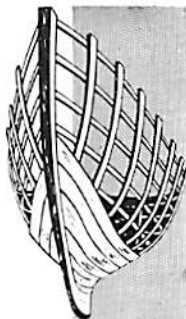
# BOAT LUMBER

For Fine Boat Building and Repairs

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

Fir and Mahogany Plywood for marine use—lengths up to 16 feet: Bruynzeel Marine Plywood, solid Regina Mahogany throughout. Quality unsurpassed. Most all sizes in stock.

Ripping and planing to order



We are specialists in all types and sizes of imported and domestic boat lumbers. We ship anywhere—at surprisingly low prices. Send 10¢ today for valuable manual "How to Select the Right Boat Lumber" plus complete lumber and price list.

**M. L. CONDON CO.** Boat Lumber Specialists Since 1912  
 278 Farris Avenue, White Plains, N. Y. White Plains 6-4111

## FITTED SNIPE COVERS

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

- |   |  |         |
|---|--|---------|
| 1. COCKPIT COVER—                       | Over the boom-snap closed front - mast collar to keep rain out with boom tip cover           | \$25.00 |
| 2. COVER FOR ENTIRE DECK—               | Similar to No. 1 Snaps or ties under rub rail including snaps for boat                       | \$50.00 |
| 3. OVER BOOM, FULL DECK AND SIDES COVER | —With draw rope in bottom edge   | \$75.00 |
| 4. TRAILING COVER—                      | Covers deck & sides with mast up or down. Has mast collar which closes opening when trailing | \$50.00 |
| 5. WINTER COVER—                        | Covers deck and sides but with no openings.  | \$50.00 |
| 6. TRAILING COVER—                      | Choice of styles, similar to No. 4 or 5, with separate bottom cover                          | \$85.00 |
| 7. BOTTOM COVER—                        | Overlaps deck with draw cord   | \$35.00 |
| 8. MAST COVER with Red Flag—            | For protection when trailing   | \$10.00 |
| 9. BATTEN BAG                           |  | \$ 3.00 |

**K & D Supply Co.** Shipped Postage Paid  
 Phone 366-3167 501 Ashworth Rd., Charlotte, N. C. 28211

## SNIPE SPARS

**\$72<sup>00</sup>** and up

ORDER NOW AND BE READY  
**VARALYAY BOAT WORKS**

1868 W. 166th Street Gardena, Calif. 90247

A reliable pair of "hands"



**SYNCR-CLEAT  
 WITH FAIRLEADER**

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

SEND FOR FREE CATALOG ON BLOCKS, TURNBUCKLES, ETC.

**ROLEDGE RACING FITTINGS**  
 I. L. STEPHAN • BEVERLY 7, N. J.

# SNIPE BULLETIN

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

Address all correspondence to:

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

Subscription Rates.

\$2.00 Per Year.

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

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

## The Cover

One would naturally expect to see sailing pictures on the cover of a magazine devoted to the sport; they ususally do, and they are worth about a dime a dozen.

But here is one which is different. We were both surprised and pleased when the photo was sent in by Knut Rudolphson of Karlshamn, Sweden, showing the window exhibition his store (Knut's - Mens Wear) sponsored during the European Snipe Championship Regatta held in his city last August. It tells the whole story - and another side - of the sport of sailing. (The glasses with Snipes on them look especially attractive!) Such interest and resultant publicity are complimentary to Snipe and the organization. Thanks, Knuts! — Bildbryan Photo.

— THE SCORE —  
 Numbered SNIPEs — 16761  
 Chartered Fleets — 630

The issuance of 79 new numbers during the last thirty days marks the usual seasonal upturn. This amounts to 2.63 Snipes a day - a rate which would set a new annual record if it could only be maintained. However, the 5-month total of 144 is 3 less than last year, so it looks like it will be a close race with 1966.

England got a surprising 13; Portugal 6; Brasil 3; Canada 1; and the United States the remaining 56.

No new fleets were chartered.

## Some New Officers are Chosen

With no official meeting of the International Snipe Class scheduled this winter, it was necessary to conduct the election of officers by mail ballot. The nominating committee appointed by Commodore Kelly consisted of Immediate Past Commodore Bud Hook, Chr., Alan Levinson, Edward Garfield, Ted Wells, Basil Kelly, Robert Schaeffer, and Angel Riveras. They submitted a report proposing the re-election of all the present Flag Officers and Chairman of the Rules Committee and listed seven candidates to fill the expired terms of Richard Tillman and Douglas Keary on the Board of Governors.

17 officials were entitled to vote and 17 ballots were finally received with the following results:

The four Flag Officers were unanimously re-elected:

Commodore Basil Kelly - Bahamas  
 Vice-Commodore Robert Schaeffer - U. S. A.  
 Rear-Commodore Angel Riveras, - Spain  
 Secretary-Treasurer Birney Mills - U. S. A.

Chr. of Rules Committee - Ted A. Wells - U. S. A.

Capt. Richard Tillman, USAF, now stationed in Germany, and Dan Elliott of California (District VI), were chosen for three year terms starting in 1967 and ending in 1969.

Dick Tillman is well-known to all Snipers (and to other

sailors) and needs no further introduction. He is basically a Sniper, and since it is hard to get rid of once it gets into your blood, he probably always will be.

Likewise, Dan Elliott has been around the Snipe Class for a long time, and many will recall the young lad who won the U. S. Junior Championship in 1948 and then became the first two-timer when he picked it up again in 1950. Now 36, he is the President of the Marine Testing Co., of 3275 Cherry Ave., Long Beach, California, specializing in field testing marine products and adaptations. He is still an active sailor and attends regattas all over the country and takes great interest in SCIRA affairs. While sailing Snipes now for 25 years, he is also an offshore sailor and has successfully taken titles and honors in Trans-Pacific races over the last few years. Boats which he has skippered have been pictured in the BULLETIN occasionally. He has been working hard to get a fleet started in Hawaii and also has been in charge of Snipe exhibits in the Long Beach boat shows. We are lucky to have a good man of his caliber interested in SCIRA.

While Doug Keary now passes from the Board after three years of appreciated service, he continues, of course, as the National Secretary for Canada, and now with Canada hosting the Pan-American Games this summer, faces the busiest period of all. His wise counsel and advice will still be available to SCIRA.

#### SECRETARIES

When Fernando de Aldecora of Buenos Aires, Argentina, notified us late last summer that he would have to relinquish his position because he expected to spend a year studying in Paris, he also sent word that the duties of his office would be assumed by Horacio A. Campi, also of B. A., until a successor could be duly elected at the next general meeting of the National Secretaries of the Western Hemisphere.

This meeting took place in Montevideo, Uruguay, in December and, as foreseen, Senor Campi was unanimously elected to a two year term, and he automatically is a member of the Board of Governors. Horacio is a long-time sailor of both small and off-shore boats and has an impressive national, international, and Olympic record as an outstanding figure in Argentine sailing circles. He may be reached at Avda. Alvear 1640, B. A., or at Asociacion Argentina de Snipes, Florida 229 -7 Pisa, Buenos Aires.

The latest word from Japan is that new officials for SCIRA JAPAN Br. beginning this year are: Katsuri Hirata, National Secretary; Yoshikazu Ishikawa, Executive Committee; and Tsuneo Yamaji, Chief Measurer. These men can all be reached c/o Japan Yachting Association, 25 Kannami-cho, Shibuya-cho, Tokyo, Japan.

**CHANGE OF ADDRESS** - Hans Nienstadt, National Secretary for Venezuela, has moved from Maracaibo back to Caracas and he can be reached at P. O. Box 1006, Caracas.

#### U. S. DISTRICT GOVERNORS

As a result of annual meetings held recently, two new District Governors have been chosen to serve through 1967. Since these men play an important part in the sanctioning of regattas, it is imperative that all area Snipers know who they are as soon as possible:

**District IV:** Bradford McFadden, Jr., 355 Glencourtney Dr. NW., Atlanta, Georgia. Brad thus becomes an executive as well as editor and author. Whatta man! But as grandfather always used to say, "The willing horse gets all the work!"

**District II:** Bob Elwell, 301 W. 11th St., Kansas City, Missouri, replaces Bob Williams of Wichita.

It was suggested that all officers be elected to terms for two years starting in 1968 to coincide with the issuance of the rule book every two years. Thus no changes would be necessary and the rule book would always be valid. In addition, two year terms are reasonable, for it takes a little time to get acquainted with the duties of the office and the individuals in the district. This applies to local fleet captains as well and should be given consideration when choosing new men this year.

## DEXTER THEDE

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



Two Snipe Class Champions

## JERRY JENKINS

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



**BOSTON**  
MT. CLEMENS, MICH.

Sailmaker for the Champions

**BOSTON YACHT SAIL CO.**

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

Both Champions  
used Boston-developed  
sails exclusively

## ARE YOU IN THE WINNING CIRCLE?

A "Sailand" Snipe  
will help get  
you there!



**LEON F. IRISH CO.**

4300 Haggerty Rd.

Walled Lake, Mich.

WRITE FOR FULL INFORMATION AND PRICES

# Jugoslavia Won European Championship With 1-1-1-4-2 Sweden Second With 3-2-4-2-1-2 Series — Norway Had Third

OLD RIVALRY IS RESUMED. THE LAST TIME IT WAS NORWAY, JUGOSLAVIA, AND SWEDEN.



NEW CHAMPIONS - Skipper Grego Antun (left) and his crew, Nikolic Simo of Jugoslavia receive decorations and congratulations. — Foto by Eric Nilsson.

The European Snipe Championship, scheduled every other year, was held for the 9th time August 1-5, 1966, at Karlshamn, a pleasant small town with a large harbour in the area of Bleking, known as Sweden's Garden, situated on the Baltic Coast. The harbour mouth, protected by numerous small islands with rich foliage and wooded ridges afforded a large expanse of clear water for setting Olympic courses.

The measuring, checking of sails and spars, and weighing all boats was completed early Sunday, so that a practice race was held that afternoon. This was won by Sweden. After this, the official opening ceremony was performed with the hoisting of the national flags at the Karlshamn Segelsallskap Clubhouse located on a rocky island. The Snipes were kept a short distance away at Lillevik, a pleasant small well-protected bay from which the boats sailed through a narrow entrance. This was a short distance from Karlshamn through a fine wooded area known as Vagga Park.

15 boats representing the following 14 countries were entered: Austria, Belgium, Denmark, England, Finland, France, Italy, Jugoslavia, Norway, Portugal, Spain, Sweden, Switzerland, and Turkey. Norway was allowed 2 entries because in addition to the 1966 National Champion Sigurd Haug, the Norwegian Nils Monstad, who won the title when it was last held in Italy in 1964, was by custom allowed to defend his championship.

**First Race** - Held Monday morning with a strength 2 wind, a very closely fought battle ensued between Grego Antun and Nikolic Simo of Jugoslavia and Jukka and Pekka Niiniranta of Finland. They rounded the last leeward mark for the final beat neck-and-neck, Jugoslavia eventually drew away to win while Sweden (Trygun Liljestrang and Jan Rudberg) finished 3rd.

**Second Race** - After a brief pause while the boats remained in the water, a start was made. All the boats approached on starboard with Jugoslavia right on the line, and most went over to port tack pretty quickly. At the first mark, it was very close with Sweden just ahead of Jugoslavia and Switzerland. France, coming in on starboard and sailing slightly free, got in front of Italy and Norway (Monstad), on port tacks and losing speed. In the reach, Jugoslavia worked up to windward and took the lead and stayed there for good. Positions were maintained in general by the rest, but Finland started working up from 13th at the first mark. On the 2nd beat, Jugoslavia covered Sweden well on the port side, and Finland was now in 7th place. On the run, positions were maintained. Coming on the final beat, Sweden again went well out to port with Jugoslavia covering,

and trying to get free, Sweden tacked repeatedly. But Jugoslavia eventually gave up trying to cover as they were afraid other boats might work up on them. As they had done previously, France tried a long port tack out to starboard. Jugoslavia got the winning gun 20 seconds ahead of Sweden with France 3rd and Norway 4th. Finland finally finished her gallant comeback in 5th.

Jugoslavia at the end of the first day with two 1sts had started off the series on a very sound footing.

**Third Race** - Tuesday saw an overcast sky changing to rain and a strong wind causing many to put on flatter sails. As they juggled for a start, the wind dropped to force 4 in a choppy sea. There was considerable crowding at the port end with boats running out of water, and after two general recalls, the start was delayed for some time. When the start was made, the wind had eased further and the boats stayed on the port end. Jugoslavia soon tacked to starboard and pulled up well after an indifferent start while France and Finland quickly went over to port after crossing on starboard. Finland appeared to hold on this tack too long, for Jugoslavia was first around the mark and Sweden crowded in just ahead of them. France was 4th. On the 2nd reach, Jugoslavia drew away to a clear lead as in the previous races, while Finland passed Sweden, who was apparently handicapped with a flat mainsail. Around the home mark, Jugoslavia covered the following boats to the line, concentrating on Sweden and France, leaving Finland alone to carry on on port tack. France again went out on a long port tack while Jugoslavia stayed with Sweden, constantly increasing their lead. France meantime gained consistently, moving from 5th to edge out Finland on the finishing line for 2nd place. So it was Jugoslavia again with France 2nd, Finland 3rd, Sweden 4th, and Spain 5th.

**Fourth Race** - After a break of 30 minutes, with the sun now making conditions more pleasant and the wind dropping to force 2/3, a start was made in quite a nasty swell. Bunching at the port end forced many boats over and a recall was made. They got away cleanly at the next attempt with the leaders in a group three-quarters of the way down the line on starboard. Jugoslavia, France, and Sweden - as they went out on port tack, Sweden was not able to point quite as high and Jugoslavia kept working up to windward with France close behind. At the mark, it was Jugoslavia, Sweden, Norway, France, Denmark, Switzerland, and Turkey.

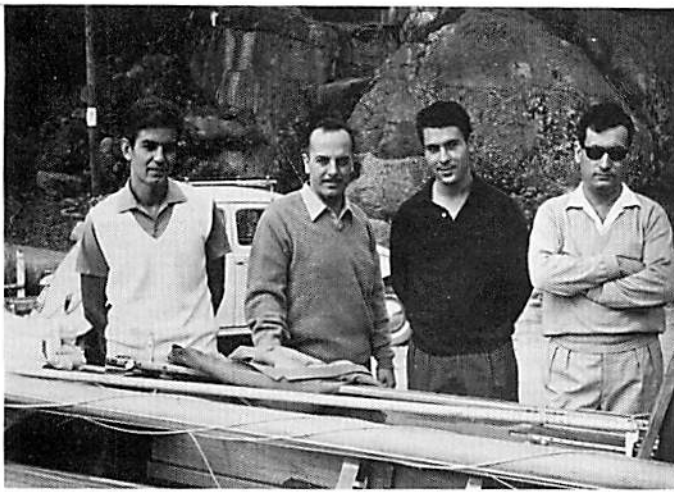
Here the Jugoslavs swung smoothly around onto the reach for the next mark and immediately drew further away to establish a clear lead, repeating the pattern of the other races. The order was the same starting the 2nd beat. When France tacked away, Norway split tacks and with increasing wind, the maneuver paid off for France as she slipped into 3rd place. Turkey, getting used to her borrowed boat, also moved up to 6th. No change during the run, and they all took small tacks up the middle on the final beat. Jugoslavia kept opening up and crossed 1 min. 20 secs. ahead of Sweden, with France 3rd. Turkey nearly had 4th place, but had to pinch while Portugal sailed free across the line to take the spot.

Thus, with 4 races sailed and 3 to go with one discard, the perfect 1-1-1-1 score for Jugoslavia looked mighty good, but remembering how they were in a similar position in Italy in 1964, but lost the title in the last 2 races, they continued to keep their fingers crossed. Sweden, France, Finland, and Italy were all close on their tail. Wednesday was set aside for a rest day, and with stronger winds forecast, all anticipated the approaching climax.

**Fifth Race** - The sky was overcast and hazy with a light swell on the water. Wind varied during the race from force 1 to 3 and boats were all over the course. At the mark, it was Denmark, Norway, Italy, Portugal, Sweden, and Jugoslavia. On the reaches, Jugoslavia first took over Sweden while Norway shot pass Denmark to take the lead by a boat's length and as the



**A LITTLE CONFUSION** - It's rather difficult to figure but just who is going where as these boats round the mark at the end of a run. Finland 15901 appears to be the only boat in a good clear position. — Nilsson Photo.



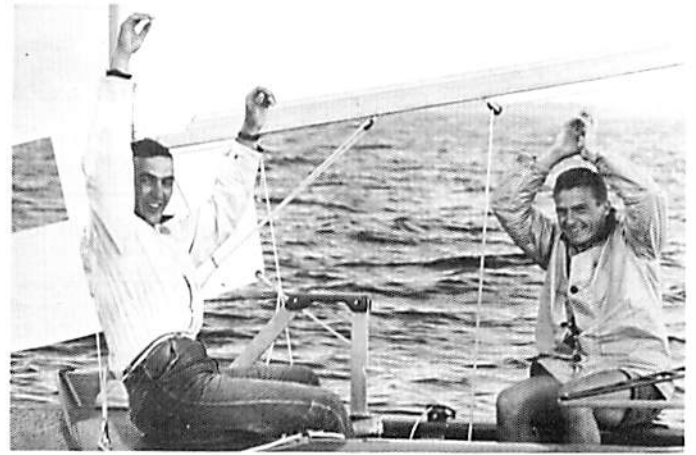
**TURKISH TEAM IN SWEDEN** - (l. to r.) Ergun Sengun (crew); Mufit Camat; Rasit Yilmaz (skipper); Macit Buluc, District Sec.

wind dropped, Monstad moved further ahead. Spain and France also moved up on Sweden, and on the 2nd beat, Jugoslavia fought it out with them, as Italy pulled up into 2nd position after gaining 30 seconds on leading Norway. At the finish, it was Norway by 20 secs., Italy, Denmark, Jugoslavia, and France.

**Sixth Race** - Force 3 wind under clear, sunny skies. This was the closest race of all, for 5 boats got out ahead of the rest of the fleet early in the first lap. On the 2nd beat, the leaders were Sweden, Denmark, Finland, Norway, and Jugoslavia in order. They all split and traded tacks and it was first one and then the other in the lead and it was touch-and-go as to who would win. Sweden usually crossed first as the boats converged, and finally barely managed to beat Jugoslavia as they converged just in front of the finish line. Denmark was 3rd again; Finland 4th; and Norway 5th.

Thus sailing brilliantly in this race to take 2nd place, Jugoslavia was now assured of the Championship, with Sweden the apparent runner-up. The fight for 3rd place promised thrills between Norway, Finland, Italy, and France.

**Seventh Race** - Overcast sky; no sign of predicted heavy weather; wind force 2/3; slight chop. This was Norway's race, as she was first over the starting line and led Sweden, Italy, Finland, Turkey, Jugoslavia, and France around the windward mark. Then as the first 4 boats drew slightly away. Italy closed on Sweden but was luffed out of the race. Positions stayed the same during the two reaches, but then split tacks with the leaders saw first Sweden and Norway changing positions along with all the others. In a dropping wind, Portugal moved up so that the end of the beat it was Norway, Sweden, Portugal, Jugoslavia, and France.



**SIGNS OF VICTORY** - Nikolic Simo and Grego Antun acknowledge spectator cheers after the last race. — Nilsson Photo.



**RACE COMMITTEE HAVING A BATH** - (l. to r.) Bengt Kilsater, General Secretary for Europe Svend Rantil, and Ove Hermansen

On the run, France dropped 2 places. The wind increased slightly again, and unfortunately altered directions so that the boats were all able to lay the finishing line on one tack, thus robbing the spectators of what promised to be a closely fought last beat, which would have been a fitting climax to the regatta. The finish was as listed above.

**Social Program** - A visit was arranged to the Tingsryd Brewery and Facit-Halda typewriter factory. Also a boating expedition in Karlshamn Archipelago for which the sea was fortunately calm and the sun shone brightly. The prize giving was held in the local theatre with all competitors receiving medals and the first 6 teams expensive Swedish glass vases appropriately etched with Snipes.

A feature of this regatta was the hospitality provided, which included for all competitors and representatives, lodging with local families. Typical Swedish meals were arranged and after one of their meetings, the secretaries were treated to a Sauna bath, which consisted of sitting in a small hut with a wood fire raising the temperature to 100/110 degrees C. and then plunging into the water at 5 degrees C. All voted it an invigorating experience.

I look forward to visiting Sweden again and am sure that in 1967 we shall see many Snipers from Northern Europe entering the Northern European Open Championship to be held at Thorpe Bay (England) in June. — Peter G. Harris  
Nat. Secretary for England

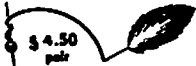
**PARTIAL SCORES OF 1966 EUROPEAN CHAMPIONSHIP**

Country	Points.	Country	Points
(1) Jugoslavia	9290	(4) France	7950
(2) Sweden	8976	(5) Finland	7875
(3) Norway 1	8246	(6) Italy	5558

(The above includes all score information furnished - Ed)

# New Sails \$105.

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



\$4.50 pair

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






GYRO-WINDFEATHER  
FOR SPAR TOP MOUNTING

VANE IS BRIGHT RED PHEASANT TAIL

\$6.95

LAMINATED FIBER GLASS  
**SAIL BATTENS**  
4 OZ. PER SET — UNBREAKABLE  
SET OF 3 — \$12.00

\$6.95 pair

WIND-TELL-Red and green plastic vanes. Attach to port and starboard stays. Fine needle bearing for sensitivity. Balanced and accurate

## Shamrock Sails

BOX 659, VENICE, CALIF. 90293

### SNIFE COVERS CUSTOM FITTED

COVERS DECK AND SIDES - TIES DOWN

Mildew Proof - Will not shrink or stretch  
Light weight, but strong material  
Will outlast any other

\$75.00 — POSTPAID

### JAX CUSTOM BOAT CANVAS CO.

4588 ST. JOHNS AVE.  
JACKSONVILLE, FLORIDA 32210

### For Sale —

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

CHASE MARINE SALES

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

### COMPLETE RIGGING SERVICE

— None too LARGE — None too small —

Aircraft swaging or Nico-press. Cables and terminals in stock. Prompt service on RACE-LITE fittings and SAMSON Yacht Braid, etc.

Also: NEW FIBERGLASS SNIPES

### AIRCRAFT SUPPLIERS COMPANY

V. L. Beakey Meacham Field Fort Worth, Texas 76106

## CUMMINGS SPARS

1966 DESIGN - FLEXIBLE

DECK OR KEEL-STEPPED

COMPLETE — \$150.00

### CUMMINGS SAILING EQUIPMENT

7362 WALLING CIRCLE, DALLAS, TEXAS

Phone 214-348-8717

## About Sanctioned Regattas

Now that schedules are being arranged with the advent of a new racing season, the question of sanctioned regattas pops up.

If the subject is an old story to you, then you can skip it, but there are so many new sailors and officers coming into the class every year, that recent events indicate that a general review might not be amiss.

SCIRA has always had this feature ( see Sec. 6 of the Constitution and Sec. 14 of the By-Laws), and experience over the years confirm the wisdom of the practice. Briefly, the association gives approval to a regatta in which 3 or more fleets participate with the goal:

- (1) Avoiding conflicting dates so that all in an area can participate.
- (2) Such official approval guarantees that the regatta is being run by a responsible organization ( Snipe fleet, yacht club, sailing association, etc. ), so that it will be conducted on a high level and that the entrant will not be disappointed by the affair after travelling a long distance.
- (3) That the racing will be run on established courses under recognized and prescribed rules with which all are familiar, and that deviations will be made only when local conditions make it absolutely necessary. This point is further protected by a set of Class Rules for Conducting Sanctioned Regattas ( Page 121 of the Rule Book) which are supplementary to the NAYRU-IYRU racing rules, but are the result of years of experience in Snipe sailing and deemed best to suit the participants.
- (4) By restricting the participants to Snipe owners who have boats that are in good official standing (certified by measurement) and to sailors who are bona-fide members of SCIRA, the sailor can be assured of fair and equal competition. This is accomplished by mandatory showing of current membership cards, which are also evidence that the boat is a true Snipe.

In brief, the ultimate object of sanction is to improve class racing.

To this end, application blanks containing many questions and needed information are sent to the organizing committee; they fill it out; get it approved by their District Governor; then final sanction is granted by the Executive Secretary, and the regatta becomes one officially sponsored by SCIRA.

Now all that appears perfect on paper, but the rub comes in when the local General Regatta Chairman or the Race Committee disregard the agreement already made and proceed on their own merry way to run the regatta any way they want to with the excuse that "This is the way that we do it here" when informed of the violation of a specific class rule.

Recently, at one regatta, 3 unmeasured boats raced with 2 of their skippers delinquent in the payment of 1966 dues on any boat, while the 3rd skipper was a complete outsider from another class that simply joined in the fun. Needless to say, these men could have been protested at any time, and if one had won, could have proven quite embarrassing and unpleasant; as a matter of fact, the entire regatta could have been thrown out. This was evidently a case, where, in order to build up attendance, anyone who showed up with a Snipe was allowed to race. If cards had been demanded by the local officials (it is not up to the entrants to go around demanding to see cards) as required, it could not have happened.

In another case, top sailors of a local club were allowed to race boats which had been registered in their names just 4 days before the event, but no cards had been issued because none of the boats had been properly measured. They might have been true Snipes properly rigged to class specifications -- and then again, they might not have been! Here the facts were well known, but SCIRA and sanction rules were waived by the committee to suit their own purpose. They knew the situation was coming up, but waited too late to meet the require-

(Continued Top Page 9)



(SANCTIONED REGATTAS from Page 8)

ments. In this case, it is evident that no cards for these boats were either requested or shown. They didn't have them!

During the season, local fleets by unanimous agreement might make temporary suspension in their own racing, but this is inexcusable in sanctioned district regattas. It is not fair to their guests who wouldn't dare leave home without the proper credentials and expecting the same rules to apply to all other entrants.

Again, in many instances, SCIRA racing rules are ignored in the actual running of the races. This is especially true in setting proper courses. Many RCs either do not know how to follow these rules and diagrams, or deliberately avoid them because they cause too much work. They hate to move the line once it is set, to recall a start, or to change leg direction with wind shifts at the end of the first lap or the final beat home as provided in SCIRA rules. Sometimes they say "Never heard of such a thing as changing any part of a course after the start" — which indicates that the personnel (many times from other classes and naturally inclined to sail by rules they know best) never read the SCIRA rules and are unfamiliar with what they agreed to do.

To summarize: At the start of this new season, all sailors having anything to do with sanctioned regattas should:

- (1) Demand showing of current membership cards from every entrant no matter who he is.
- (2) Make sure that only measured boats in good standing are entered.
- (3) Brief the RC well in advance and point out all the SCIRA rules, insisting that they be honored and used.

**The Alternatives are:**

- (1) If your regatta gets a bad reputation, attendance will fall off. Good sailors will not attend a sloppy affair.
- (2) If not run legally according to SCIRA rules, sanction will be refused in the future.

## A Junior Contest

The editors of YACHTING are pleased to announce a special article contest for junior sailors up to 18 years of age (at time of submission). Articles should be approximately 1,000 to 1,500 words and be concerned with some phase of your sailing experience and activity: a special program you've taken part in; crewing experiences you've had; the first time you were a crew or skipper in a big regatta; your favorite class boat and why; perhaps even an interview with a group of your contemporaries. The subject matter can be varied; the important thing is that it be well presented and be your own work, and that it be of interest to sailors your age.

All manuscripts should be typed and double-spaced (figure about 300 words to a standard typewriter-paper page) and may include photographs or illustrations. Each should be accompanied by your photograph, information on your age and sailing background, including the class of boat you sail. All manuscripts become the property of Yachting Publications Corp., and the editors retain the right to publish any manuscript, with payments made at our regular rates. The over-all winner will be announced in the June 1967 issue, and will receive a handsome, half-model of his or her one-design boat (or of the class of his choice). There will be second and third place prizes (nautical equipment) and honorable mentions. Submissions should be made by April 15 to Yachting, Junior Yachting Contest, Editorial Dept., 50 W. 44th St., New York, NY 10036.

## Send Extra Postage for Airmail

If you want anything sent to you by airmail, please include the required extra postage with your request. SCIRA gladly pays normal postage rates, but airmail can increase the postage bill enormously. It costs 15¢ a 1/2 ounce for anything outside the U. S. except Canada and Mexico (13¢ in the Caribbean) and that means 75¢ for one copy of the BULLETIN as compared to 8¢; \$2.40 for BUILDING A PLYWOOD SNIPE against 38¢. We can't pay that bill simply because you ask for it, as you can see.

## THE CHOICE OF CHAMPIONS\*

# Varalyay Built' SNIPES

The famous Varalyay hull NOW AVAILABLE in 3 versions!



- **WOOD** Red Cedar for traditional beauty and performance. 'Varalyay Built' wooden snipes have a proven record — 12 National Championships.
  - **FIBERGLASS** for low maintenance. Permanent locked in colors. Hull lines identical to our world famous wooden snipe. Unsinkable, positive flotation.
  - **SANDWICH CORE** (optional extra) for wood hull stiffness, but with the low maintenance of fiberglass.
- Featuring the 'Varalyay Built' super deck for easy hiking. Choice of varnished Philippine mahogany or molded fiberglass with natural teak trim and a white rubber rub rail.

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

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

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

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

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

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

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

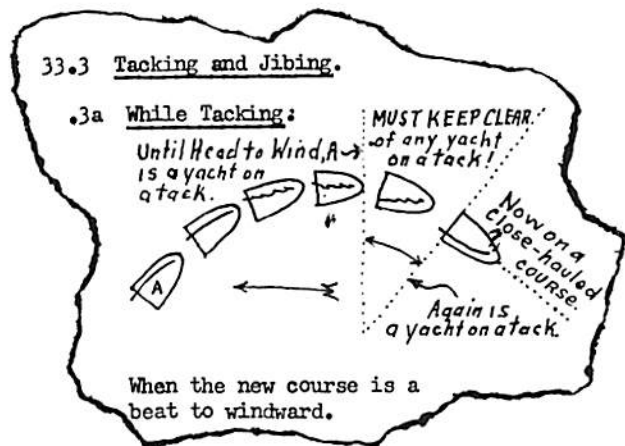


**Clinton Johnson** *Sailmaker*  
 13185 49th STREET NORTH  
 ST. PETERSBURG, FLORIDA 33732  
 PHONE (813) 527-4378

## THE FAMOUS BOOKLET

### PRINCIPAL SAILING RULES OF NAYRU GRAPHICALLY INTERPRETED

13th Revised Edition by Fearon D. Moore  
 16 pages of diagrams and explanations  
 These Rules will be used until 1969



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

Official NAYRU Rule Book - another \$1.00

655 Weber Ave. — Akron, Ohio 44303

## IS IMPROVING RACING RESULTS YOUR GOAL?



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

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

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

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

## Clif Hogg Keeps Georgia Title



BONNIE AND CLIF HOGG hang on to the Georgia State Trophy. The look on Clif's face is the determined one he gave his competitors. —Photo by Valdosta Daily Times

18 Snipes, representing all four Georgia Snipe fleets, met at Valdosta YC on October 8-9 to decide which skipper would be the state champion. Clif Hogg, District Four Governor, decided he would keep the title -- and he did! Hogg is a member of Chattahoochee Fleet 452.

The 1965 runner-up, Joe Harmon of Atlanta 330, also got in on the act and held on to his honors for another year. Bob Burns of St. Simon 562 took 3rd in the second staging of the Georgia State Championship. Garnett Puett of Valdosta and Sam Norwood of Atlanta kept in the silver circle with 4th and 5th places respectively.

All 3 races were sailed over a 2-lap dog-leg-shaped course consisting of a beat, reach, beat, and long run on each lap. Winds were a moderate 8-10 mph, and fairly steady throughout the series. Hogg took immediate control at the start of the first race, followed by Burns and Harmon, and went right on to win. Except for a case of nervous jitters during the long run to the finish, he was never threatened.

In the 2nd race, with the course shortened slightly to assure a daylight finish, Harmon took off first, gained a wide lead, and was chased around the course by Hogg and Burns. They finished in that order, with the remainder of the fleet dallying around all over the lake, and far behind. From the way these three were fighting each other, it looked as though the 3rd race might be Burns', which would throw the series into a 3-way tie.

Putting out 4 kegs of beer, and other potables, the host club made a valiant effort to fog up the visitors during the evening. The Guitar and Banjo Ensemble came forth to maintain the traditional festivity. The visitors, however, refused to be tricked. Harmon called curfew at midnight, and the party ended in about a draw.

With the wind holding about the same Sunday morning, Hogg crossed the line in the lead, followed by Wilby Coleman of Valdosta, Harmon, and Garnett Puett. At the windward mark, the winds died to a whisper. In the resultant pile-up, only Hogg and Puett escaped the mass blanketing on the broad reach to the 2nd mark. Hogg sailed a bit low, allowing Puett to take him at the mark. Harmon was passed by John Chapman in the same manner. Puett and Hogg then widened their lead over the rest on the next two legs. After rounding the mark to begin the 2nd lap, Hogg out-pointed Puett, passed him, and held the lead until the finish. Puett was 2nd, Chapman 3rd, Harmon 4th, and Burns 5th.

This championship, begun in 1965, has proven quite enjoyable for the attending skippers. The first two editions have been open only to Georgia fleets, but there is a rumbling from the outlands that may be heard by next year, in which case, neighbors will be invited to attend. — Garnett Puett

## Final Results - GEORGIA STATE CHAMPIONSHIP

Valdosta Yacht Club - October 8-9, 1966.

BOAT	SKIPPER	CLUB	Races	1	2	3	Pts.	Fin.
11391	Clif Hogg	Chattahoochee		1	2	1	4721	1
9123	Joe Harmon	Atlanta		3	1	4	4413	2
15117	Bob Burns	St. Simons		2	3	5	4261	3
9126	Garnett Puett	Valdosta		9	4	2	3914	4
13013	Sam Norwood	Atlanta		4	5	9	3689	5
15593	Wilby Coleman	Valdosta		7	6	10	3342	6
15485	Worth Green	Valdosta		10	7	7	3273	7
11006	John Chapman	Valdosta		dnf	8	3	3062	8
14378	Neal Fendig	St. Simons		5	dnf	8	2914	9
10351	John Friis	Valdosta		8	10	14	2779	10
12097	Ham Clark	Chattahoochee		6	dnf	11	2654	11
13205	Bert Verwey	St. Simons		11	dsq	6	2609	12
14380	Bill Walker	St. Simons		13	9	13	2592	13
13359	Bob Meadows	Chattahoochee		12	12	15	2358	14
14993	Marc Cochran	Valdosta		15	13	12	2301	15
16485	Carl Shapiro	Valdosta		16	11	17	2101	16
15502	George Ference	St. Simons		14	dnf	16	1883	17
16092	Preston Cobb	Valdosta		dnf	dnf	18	1587	18

## NEW SNIPE FILM

NOW AVAILABLE FOR DATES OF YOUR CHOICE

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

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

You pay transportation charges one way.

Write to SCIRA and ask for

**"AND ONE BOAT FOR ALL"** By John Biddle  
(All music and TV rights cleared and owned by SCIRA)

watch for this new emblem!

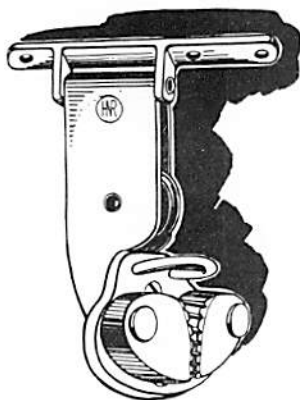
# ELMS SAILS

Phone (714) 295-8887

4035R Pacific Highway San Diego, Calif. 92110

# HOWARD N. RICHARDS

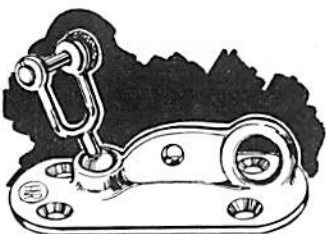
508 Morrison Road - Oakville, Ontario, Canada



## Boom-mounted Mainsheet Jam

PRICE \$18.00 POSTPAID

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



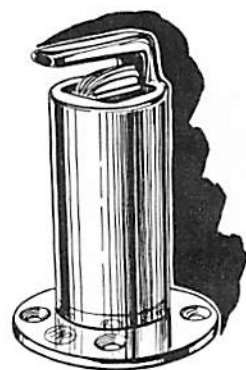
## 4 in 1 Forestay Fitting

PRICE \$12.00 POSTPAID

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



QUALITY FITTINGS



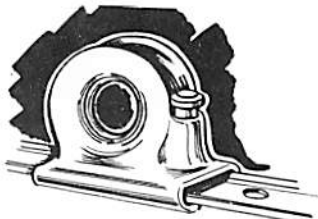
## Jiffy Jib Jam

PRICE \$18.00 POSTPAID

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?

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.)

# LOFLAND

NEW FIBERGLASS SNIPES  
DELIVERY FROM STOCK

SABOT PRAMS

DN ICE BOATS - SARNIS FITTINGS

## The Dinghy Float

71 NORWOOD AVE., UPPER MONTCLAIR, NEW JERSEY 07043

201 - 744-0970

## NAYRU Meeting and ODY Forum

Bruce Lockwood, SCIRA Board of Governors member now living in Connecticut, attended the annual meeting of the NAYRU and the One-Design Forum at the New York Yacht Club during Boat Show week in New York as an official representative of the International Snipe Class. SCIRA is not part of the actual roll call of NAYRU as it is formed of geographical area associations. After reports were given of the various events run by NAYRU during the year, the winners carried on a lively question and answer program until midnight.

The ODY had a session on conducting National and International Championships well attended by class sailors. "In general, I think we are well ahead of these classes with the exception of the Star Class, which has a few years head start. ODY offered a new prize for excellence in running such races and while it is designed for Yacht Club Race Committees, the donor did agree that our Nationals would be eligible for it. More about that later - details are in a recent issue of ODY."

# Wells Wanderings



by Ted Wells

March 1967

## WESTWARD HO!

Would you believe - a three race regatta with winds of 2 to 4 mph, rising occasionally to 6 and dropping at times to 1 - ending up with Wells having 2-2-5; Earl Elms a 1-2-7; Dave Ullman 1-x-x; Carl Eichenlaub 3-x-x; Herb Shear 1-x-x; Dick Elam W. H. Schwarz, and Tom Nute - all 4-x-x? (x denotes place which I can't remember and skipper is glad I can't!)

I wouldn't either - bit it happened to Sy Sacks (a local skipper turned crew for the occasion) and me in the Arizona Yacht Club regatta at Phoenix in mid-January. The Phoenix Fleet Captain, Dr. Avi Ben-Ora was trying to promote Snipe activity locally and promised some good competition from California. The weather was fine, the lake was a good one to sail on (large, by mid-continent standards) and I was, of course, delighted with the results. See WW for September 1966 for previous comment on drifters and my performance in same.

Lucky? Sure - you don't win drifters without having at least some good luck. When I was over the starting line early in the last race and was boxed in so I couldn't get back promptly, I was taking a dim view of my luck, but as it turned out, it paid to be back where you could see the leaders sail into holes, and then go somewhere else. We got into second place about the end of the first lap this way and managed to almost overtake Ullman, but not quite. We were going fast in addition to being lucky.

Since Phoenix is only about a third as far away from San Diego as it is from Wichita, I decided to extend the trip to San Diego where most anytime you can round up from one-fourth to one-third of the Heinzerling Trophy Fleet for a race. I wrote to Ross Harris and he organized an impromptu regatta of five races - three Saturday and two Sunday before the Phoenix Regatta. Thirty-eight boats - and they even scrounged up some trophies which were left over from an earlier regatta. Pat

Harris' father pried off the plates and engraved the opposite sides "WWR-MBYC" (Wells Wandering Regatta - Mission Bay Yacht Club).

The purpose of all this was to further explore the improvement in the performance of fiberglass hulls by altering hull shape within current tolerances, following up on WW for September, October, and November (1966). I don't think anything was conclusively proven, but I'm convinced I did a lot better than I would have last year. The winds are normally light at Mission Bay, so Herb Shear helped Ross Harris on the race committee and assigned his 13-year old son, Bert, to crew for me. The winds would have been just great with my current Wichita crew, Jim Tilford (6'2" - 155 lbs), but there just wasn't enough of Bert to hold the boat down except in the third race late Saturday afternoon. In this one, we took a second behind Earl Elms and ahead of Carl Eichenlaub, Tom Nute, and Marty Gleich. In the earlier races Saturday, Dave Peterson looked good with a 1 and 2, but dropped to 9 on the third one. Carl Eichenlaub looked best on Saturday with a 1-2-3 against Elms' 1-3-3, but he removed himself from contention by hitting the bridge with his mast and breaking the jib halyard Sunday morning. Earl had Bert's older (but not much bigger) brother as crew and he may have had some trouble holding the boat down also, although he won the regatta. Earl has loused up the research project a bit by sailing a fiberglass hull built by Herb Shear (as is Herb). Carl Eichenlaub was, of course, sailing a wood Eichenlaub. Ullman and Peterson were sailing wood hulls built last year by Herb Shear, and Tom Nute was sailing the second wood boat built last year by Earl Elms. Marty Gleich did not go to Phoenix, but took second at MBYC in a wood hull. An analysis of the entry list yielded eight Heinzerling types at San Diego and, under the circumstances, I was happy to end up with sixth. There were five at Phoenix. Two others got left at the starting gate: Dan Elliott got there on time himself, but his boat didn't. Jerry Thompson got there on time with his boat, but no California registration for his new boat. No registration - no race, sayeth the ranger.

Incidentally, if there is anything to this "Ad Astra per Ardua" business, the Arizona Yacht Club is bound to go places. It takes real enthusiasm and determination to drive an hour each way, with the last five miles over a dusty desert and rocky mountain road leading to a couple of even rockier launching ramps. However, Lake Pleasant provides a fine sailing area and this is only their first year there. The future should be bright. I noticed in the paper this morning it was 83 degrees in Phoenix yesterday. As I write this, the temperature is 9 degrees here.



START OF A RACE at the recent Wells Wanderings-Mission Bay YC Regatta. -Photo courtesy of Bob Allan.

**THE LANSING SAILING CLUB Kick-up Fleet 601**

INVITES YOU TO A

**KICK-OFF**

PRE-REGISTER with  
Michael V. Sharp  
4612 West Saginaw  
Lansing, Mich.  
Phone: 372-6697



**REGATTA**

Kick-up Rudders  
NOT  
REQUIRED

May 13-14

*The PRIVATEER YACHT CLUB*

ANNOUNCES

*The 16<sup>th</sup> Annual Southern Regatta  
Lake Chickamauga*

*SAT·SUN·MAY 13-14*

**REMEMBER THE DATE!**

Dr. Peter Duvoisin, 4 N. Lynncrest Dr., Chattanooga, Tenn.

**SOUTHWESTERN CHAMPIONSHIP**

*White Rock Sailing Club*

**FLEET ONE**

	19
May	20
	21

A month later this year —

And we have bribed the weatherman!

CONTACT: Ed Haynes  
7236 Westbrook Lane  
Dallas, TX 65957

All Skippers and Crews Welcome  
to the

**PAN-AMERICAN GAMES**

DISTRICT ONE ELIMINATION SERIES

combined with the annual

**WHITTEMORE-ST. JOHN**

INVITATIONAL SPRING CHAMPIONSHIP

to be held at

Lake Quassapaug Yacht Club Snipe Fleet 231

Middlebury, Connecticut

**May 27-28, 1967**

For further information, please contact:

Luke Czarny  
4 Summerfield St.  
Naugatuck, Connecticut

**SANCTIONED SNIPE REGATTAS**

MAY 6-7 13th ANNUAL COTTON CARNIVAL Regatta, Delta SC, McKellar Lake, Memphis, Tenn. Frank Jones, 1416 Glen Oaks Dr., Memphis, TN.

MAY 20-21 NORTHEASTERN INTERNATIONAL Regatta, Crescent Sail YC, Detroit, MI. Open to District I, III, V, and Canada. Crescent SYC, 272 Lakeshore Dr., Detroit, MI 48236

MAY 20-21-22 SOUTHWESTERN Championship, White Rock SC, White Rock Lake, Dallas, Texas. Ed. L. Haynes, 7236 Westbrook, Dallas, TX 75214.

MAY 27-28 WHITTEMORE - ST. JOHN Invitational Spring Championship and PAN-AMERICAN GAMES Elimination Series for District I, Quassapaug YC, Lake Quassapaug, Middlebury, Conn. Luke Czarny, 4 Summerfield St., Naugatuck, CT.

JUNE 10-11 RIFF-RAFF Regatta, Cowan Lake SA, Cowan Lake, Ohio. Jim Menzies, 8710 Mockingbird, Cincinnati, Ohio 45231

JUNE 24-25 SLAUSON MEMORIAL Regatta, Illinois Valley YC, Lake Peoria, Peoria, IL. Louis J. Leber, 7034 N. Teakwood Ct., Peoria, IL.

JUNE 24-25 CONNECTICUT STATE Championship, Quassapaug YC, Lake Quassapaug, Middlebury, Ct. James T. Fairclough, Hermitage Dr., Woodbury, CT.

JULY 23-24 OHIO STATE OPEN Championship, Portage Lakes YC, Turkeyfoot Lake, Akron, Ohio. Leroy Hoffman, Box 263, Leroy, Ohio.

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 INDIANA HARVEST Regatta, Muncie SC, Prairie Creek Reservoir, Muncie, Indiana. Heinz G. Fischer, 301 Brook Dr., Muncie, IN.

SEPTEMBER 3-4 4th ANNUAL LABOR DAY Snipe Regatta, Commodore Decatur YC, Lake Decatur, Decatur, IL. George K. Nichols, 62 Sand Creek Dr., Decatur, IL.

SEPT. 9-10 INDIANA OPEN STATE Championship, Indianapolis SC, Geist Reservoir, Indianapolis, IN. James A. Richter, 801 N. Shortridge, Apt. H-10, Indianapolis, IN.

SEPT. 16-17 INDIAN SUMMER Regatta, Burnham Park YC, Lake Michigan, Chicago, IL. Robert W. Sheldon 8422 S. Seeley, Chicago, IL 60620

NOVEMBER 4-11 WORLD CHAMPIONSHIP RACES of the International Snipe Class, Nassau, Bahamas. William McP. Christie, P. O. Box 1628, Nassau, NP, Bahamas.

This Will Announce Our 13th ANNUAL

**COTTON**

Contact

Erle P. Bennett  
1412 Oakwood Dr.  
MEMPHIS, TN 38116

**May 6-7**

McKellar Lake

**CARNIVAL**

**REGATTA**

Scira sanctioned

**NORTHEASTERN INTERNATIONAL**

**SNIPE CHAMPIONSHIP REGATTA**

*May 20-21, 1967*

*Crescent Sail Yacht Club*

*276 Lakeshore Drive*

*Detroit, Michigan 48236*

**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 Pspot 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. **MULLINCRRAFTERS**, 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 Hazeltins, 177 Lynn Fells Parkway, Melrose, Mass. Phone 617-665-5503.

**COLLEGE STUDENT MUST SELL SNIPE 11533.** In good condition; dry-sailed. 1 suit dacron sails; stainless steel daggerboard. Rigged for racing. \$600.00. Custom-built trailer if you need it. Contact: Phil Swenson, 31 Longview Rd., Port Washington, NY 11050. Phone: 883-8712.

**FOR SALE: SNIPE 6385.** Student naval architect needs \$595.00 for education. New sails and new spars on this fast complete boat. Ready to go. Contact: George Randall, Webb Institute of Naval Architecture, Glen Cove, Long Island, New York. Tel: 516-676-9894.

**FOR SALE: THREE SNIPEs** - two fiberglass Grampians; one Lippincott built for International Championships. All with racing sails and equipment. Three boats for \$2,400.00 or they may be purchased individually. P. D. Littlefield, 23 Nobscot Rd., Weston, Mass. Phone 894-5366.

**FOR SALE: SNIPE 13208 - LOFLAND FIBERGLASS.** One suit dacron sails; boom vang; bailer; Race-Lite fittings; and trailer. All in top condition and ready to go for only \$925.00. W. K. Callahan, Jr., 215 E. Washita, Springfield, Mo. 65804. Phone: 417-881-8158.

**WEAR SNIPE INSIGNIA** - A good quality emblem 2 1/2" x 1 1/2" suitable to use on small areas where the more elaborate official emblem is not preferred. A bright red Snipe embroidered on dark blue felt surrounded by yellow braid. Very attractive - shows up good! Get them for \$1.00 each from SCIRA, 655 Weber Ave., Akron, OH 44303.

**FOR SALE: SNIPE #11385.** Cedar planked; ply deck; pivot board. Mast needs refinishing; new boom; stainless rigging. Roberts dacrons. Complete with good road trailer \$500.00 or offers FOB San Diego, Calif. R. H. Beals, 6672 Avenida Manana, La Jolla, CA 92037.

**FOR SALE: SNIPE 11812** - fiberglass over wood. Good condition. 1966 Levinson sails. New aluminum daggerboard. Keel-stepped mast. Completely equipped. Trailer - needs a little work. Asking \$700.00. Bob Mansfield, 69 Mt. Vernon St., East Weymouth, MA 02189. Phone: 617-335-5270.

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

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

SCIRA - 655 WEBER AVE. AKRON, OH 44303

**SNIPE POSTCARD IN COLOR** showing scene of Snipes racing in a WH Regatta in Bermuda with appropriate SCIRA information on the back. You can be proud of this card. Send \$1.00 for 20.

**SOMETHING TO BUY OR SELL?** This column is for you!

**Official Pocket Patch**



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

**SAME EMBLEM ALSO AVAILABLE ON**

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

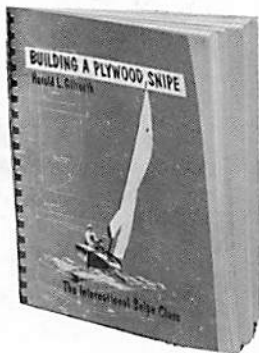
SAVE \$1.50 by getting a special kit containing 1 box matches, 3 decals, 3 stickers, 5 bottle caps, 2 patches.

**ALL FOR \$7.00**

Send Payment with order to

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

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



## BUILDING A PLYWOOD SNIPE

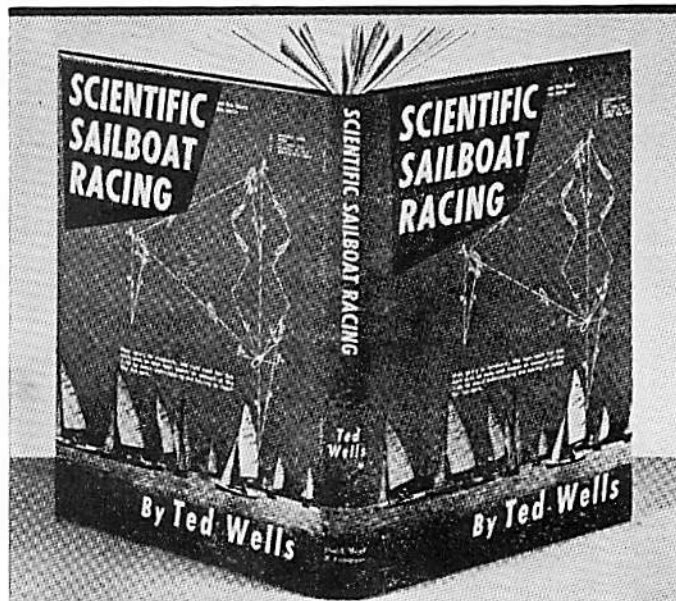
NOW YOU CAN BUILD YOUR OWN SNIPE AND JOIN THE LARGEST ONE-DESIGN RACING CLASS IN THE WORLD!

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

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

At the present time, this greatly desired book is available only from the International Snipe Class. It costs \$7.95 POSTPAID from Akron. ORDERS FILLED THE SAME DAY RECEIVED.

SCIRA 655 WEBER AVE. AKRON, OH 44303



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

From any book store or direct from SCIRA — \$6.00

**DODD, MEAD & CO.**

432 Park Ave. S, New York 16, N. Y.



The **SCHOCK** Snipe has the **PERFORMANCE** you want...

It has the vacuum molded hull with sandwich-core construction

It is available with keel or deck-stepped mast

It has the fiberglass rudder

It wins!

**W. D. Schock co.**

3502 Greenville  
Santa Ana, California 92704  
Phone (714) 549-2277

Winning performance  
in every regatta.

**Sails by  
Schock**

501 29th Street  
Newport Beach, California 92660  
Phone (714) 675-1823