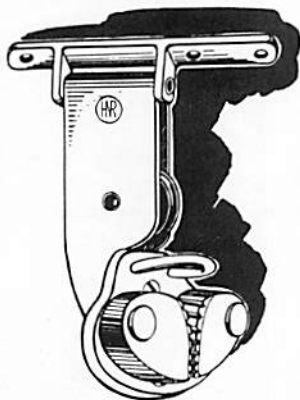




SNIPER BULLETIN



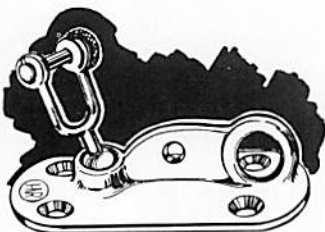
MARCH 1969



Boom-mounted Mainsheet Jam

PRICE \$18.00 POSTPAID

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



4 in 1 Forestay Fitting

PRICE \$12.00 POSTPAID

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



QUALITY FITTINGS



HOWARD N. RICHARDS

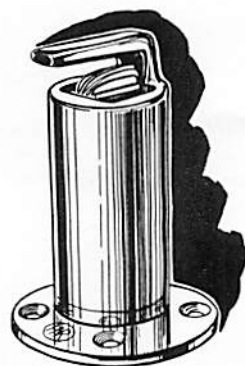
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QUALITY FITTINGS

for the discriminating yachtsman



This quality line of ingenious hardware is designed and manufactured by a Snipe sailor for those who want something better than the ordinary run-of-the-mill fittings. The proven efficiency of these products has received world-wide recognition in the Snipe class as well as many other classes. Take the Jiffy Jib Jam, for example. It has been adopted as standard equipment by most builders of the Snipe class, including the world's largest. The Snipe Class Championship of the World was won by boats equipped with it in the years 1963 and 1965 and the runner-up in 1967. It was adopted as standard equipment on all Snipes used in the 1964 Western Hemisphere Championship and all Snipes in the 1967 V Pan-American Games. The National Championship of countries too numerous to mention, have been won by Snipes equipped with it. In short, it is doubtful if there is an important Snipe regatta anywhere in the world that has not been won by a boat equipped with it. A convincing record such as this, should leave no doubt that when better Snipe hardware is made, Richards will make it.

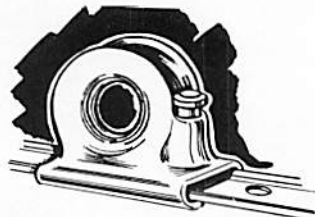


Jiffy Jib Jam

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

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



Jibsheet Fairleads

PRICE \$14.00 A PAIR POSTPAID

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

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

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Voice Of The People

A STIMULATING LETTER FROM SOUTH AMERICA

"Some time ago our Snipe Fleet 514 decided to try to improve the general level of competition and overall quality of our regattas. Members brought old BULLETINS, books, and magazine articles to be translated and discussed. We ultimately took on the job of translating the 1968-69 SCIRA Rule Book. The work seems to have infected everyone and by the end of the year we should have an extension of our boat house, and invitational regatta (and lecture) with Nelson Picolo, and a fleet that should compare favorably with about any around. Out of all this have come a lot of ideas, some of which might be of interest to the class in general.

If you would like a copy of the Rule Book, let me know and I'll send along a mimeographed edition. Picolo expressed a lot of interest and gave us the idea of sending a polished version to other Spanish and Portuguese speaking fleets. (Maybe this has been done and we're not aware of it). Anyway, if you think there might be some interested in a translated version, we would be happy to assist in any way you feel would be helpful.

One of the feelings that I have, (possibly erroneously), at the championship held in Buenos Aires, is that many of the Snipe Fleets feel isolated in terms of the latest developments in the class. I don't mean to imply that the BULLETIN is not read with great interest, because it is. What I do mean is that there seems to be a great deal of interest in the differences in the way things are done in the various fleets and countries. Especially in the newer fleets with less of a boating tradition.

I think that it would be very interesting if the BULLETIN could run some "picture laden" articles on the favored news of construction and rigging from the various areas of the world. Another help would be if the BULLETIN could do a feature each month on some component of the boat. One month could be on pivot boards versus dagger boards, and round leading edges versus sharp. In general, all the theory of how to use them, build them, and why. Another could be on masts, with wood versus aluminum, internal versus external halyards, rake, types of steps, etc. By the time you went through deck shapes, cockpit sizes, hiking straps, fairleads, paints, varnishes and running rigging, (not to mention dozens more), you would not only have disseminated a great deal of information, but stirred up a great deal of controversy as well — all which would stimulate the whole class.

Lastly, I realize that SCIRA is a world wide affair, but since I'm in Latin America, I have it's interest in mind — and I would love to see a page or two dedicated to Spanish in each month's edition. Whether it is possible or not, I don't know, but it would stimulate a lot of new numbers in this part of the world.

Garcia Pastori, Pedro Garra, and Dr. LaTourette, all send their regards. If I can be of any help to either the class or you personally, please don't hesitate to let me know."

— Michael E. Doyle, American Embassy
Montevideo, Uruguay.

OFF TO A GOOD START

"I must thank you for the wonderful publication of my boat's picture and my letter in the May BULLETIN. It made wonders for Snipe enthusiasm here. We are gathering not less than 15 boat for our forming fleet! We expect to ask SCIRA for our charter in a few weeks now."

— Gabriel Anzola
Bogota, Colombia

OFF TO AN EARLY START

"I built a Snipe from a prefabricated kit and now I want to register it with the \$2.00 enclosed. I enjoyed building this boat from a kit as it went together beautifully. I am 15 yrs. old.

Am looking forward to many years of good sailing competition in this great class."

— Kevin Larson, Robbinsdale, Minnesota.

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SNIPER BULLETIN

THE INTERNATIONAL SNIPE CLASS

MARCH 1969

Vol. XXIII No. 9

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CHANGE OF ADDRESS

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

The Cover

OPENING DAY CEREMONY at the 10th European Championship September 20-24 at Izmir, Turkey. National anthems have been played; representatives standing behind their boats; raise their own flags; speeches of welcome rendered; and all are now ready to start - the moment of truth is at hand! (This regatta is held every two years)

— Photo by Halit Gökberk

THE SCORE

Numbered SNIPE — 18090

Chartered Fleets — 663

Still waiting for Spring to come! We added 25 new Snipes last month, bringing our new year total to 102. The long, hard winter hangs on, but one of these days, things will change. Always does, you know!

The United States again took 19 of these numbers, while England got 5 and Canada 1.

Rafael Wolontis, National Secretary for Finland, informed us that last summer a new Snipe fleet was established in Finland, and made application for an official charter. Subsequently, Charter 663 was issued to the NYKARLEBY Fleet, consisting of 7 official Snipes with Lief Eklund the first Fleet Captain. This makes the 13th fleet for Finland, all chartered in the last 10 years, the majority since 1964. A very satisfying growth, indeed.

New SCIRA Officers Elected

The 3-year terms of office of Bruce Lockwood (District I) and Louis Nelms (District II), members-at-large of the SCIRA Board of Governors, expired in 1968. Chosen to fill their vacated spaces were Stuart Griffing (District III) and Bradford McFadden, Jr. (District IV). They assumed office this year and go out at the end of 1971.



Stu Griffing



Brad McFadden

Stu, 42 years old, as an engineer who plans the location and capacity of new manufacturing facilities for the soap division of Proctor & Gamble, has been an active Snipe in Districts I, II, and now, living in Cincinnati with wife Ruth and 2 children (Lane 7 and Katie 5), he sails with Cowan Lake Fleet 443.

Started sailing in 1943 and owned #1128; graduating from Yale 1950, he crewed on the 1948 Olympic Team (bronze medal); won Eastern Connecticut YRA 1947 Snipe Class; Iowa-Nebraska Regatta 1960. Was RC Chr. 1966 Day Sailer Nationals; past fleet captain of fleets 44, 309, 433, and Governor of District III. Home address: 1087 Meredith Ave., Cincinnati, Ohio 45231.

Brad, now 28, has been an avid sailing enthusiast since he was 12. Acquired his first Snipe in 1955 and been in them ever since. He was captain of the sailing team at the University of Georgia during college days. He is business manager of McFadden Business Publications, a large and successful family operation, printing many prominent magazines. (CONTINUED bottom of adjoining column)

THE COMMODORE SAYS

SAIL-AWAY ABILITY (formerly called SELF-RESCUING) has been a major concern this year. The SCIRA Board has endorsed the general provisions for accomplishing this, and it is proposed that it be required on all new hull registration after January 1, 1970.

Specifications were drawn as a proposal and published in the January 1968 BULLETIN. All the major U.S. Snipe builders, and those European fabricators that I know of, have been able to build to these suggested specifications without apparent penalty in hull weight or weight distribution. Each has done it in a different manner; each interesting and clever. It seems that amateur builders could do this as well.

One of these new Sail-Away boats cap-sized recently in a southern California rough-water ocean regatta. The boat went over; turned turtle with mast straight down. Within a minute, the crew had the boat pulled up onto its side, and in another minute, upright and sailing. They had to sail away on a reach for about another two minutes until the boat was dry. Perhaps a more experienced crew might have done it faster, but then it is usually the inexperienced that will use and enjoy this safety feature more often. This is Sail-Away! It is working already.

It is currently proposed that this feature will be required on all boats which participate in an international regatta, i.e. World, European, Western Hemisphere, and Pan-American Championships. It is not proposed that this would be required of boats sailing in local or national regattas. If desired, older boats probably would be able to accomplish equivalent buoyancy by the use of light-weight inflatable plastic bags if firmly fixed in place. Other methods are available.

The Rules Committee and the Board are considering revising those sections of the Rule Book defining mast specifications and restrictions. The Board wishes skippers to be able to use aluminum masts made by different manufacturers, and wishes new fabricators to be able to build to their own specifications.

At the present time, there seems to be little interest in having a spinnaker on a Snipe.

Members of SCIRA: Please understand these are proposals being seriously considered. They are not final yet. If you have recommendations, send them to the proper committee or to our Executive Secretary in Akron, Ohio, U.S.A.

Robert C. Schaeffer, M.D.

(NEW OFFICERS from 2nd column).

He and wife, Madeline, live in suburban Sandy Springs north of Atlanta, and he sails on Allatoona Lake with Fleet 330. Has served as FC of that fleet; rear-vice-and then Governor of District IV; chr. of the 10th Western Hemisphere Regatta 1968; presently co-chr. 1969 U.S. Nationals.

His sailing honors are numerous: Southern Champ 1960-66; District Team Champ 1965; Wells Trophy U.S. Nationals 1965; Carling Champ 1961-63; 330 champ 4 times; and Atlanta YC Champ 1961-65-66. His home address: 355 Glencourtney Dr. NW, Atlanta, Georgia 30328.

SCIRA always has good men ready to step up!

Reporting Your Regatta

BY JIM RICHTER

And who is Jim Richter? Most readers have seen his name in the BULLETIN many times in recent years as a winning - and up-coming - Snipe sailor from Indianapolis. Correct! - and to complete the record:

26-year old Jim was born there, graduated from college, and immediately went to work for the Hook Drug Co. Now Personnel Director, he recruits, trains, develops, and reviews all employees and administers all policies and procedures of this large company. Married about 2 years ago, he and Julie now await their first child.

Jim started sailing at the tender age of 7; got into a Snipe at 13; began reaping the harvest about 4 years ago as a member of the Indianapolis SC. His biggest prize to date was the Wells Trophy at the 1967 U. S. Nationals after winning the District III Pan-American Eliminations series earlier in the summer. His list of victories: Wisconsin/Minnesota State Champion 1968; Hoosier Harvest 1968; Ohio State Champion 1965-66-67 (ouch!); Illinois State Champ 1964-65; Riff-Raff Regatta 1966-67; Illinois Governor's Cup 1964-65; Michigan State Champ 1964. (With that kind of a start, where's the limit?)

How many of you Regatta Reporters out there in Snipe Land have found yourselves wondering, "Out of all those 'happenings' that took place in our regatta, just what ones should I bring to the attention of BULLETIN readers when I write my regatta story?"



The BULLETIN Committee hopes that it can help you to bring out these special 'happenings' by your use of the newly created Regatta Reporting Form when writing your next regatta story for the BULLETIN. This Form will be sent to each Regatta Chairman after he requests SCIRA sanction for his regatta and it is granted by Executive Secretary, Birney Mills.

After receiving this Reporting Form, store it away along with all those other important materials concerning your upcoming regatta. Immediately after your regatta, give this Form to your Regatta Publicity Chairman to complete for it must be returned to Birney within 1/2 days after your event.

When writing your Regatta Report, incorporate in it the following points below which the BULLETIN Committee feels will be of interest to all BULLETIN readers.

1. Caliber of Skippers:

In a sentence or two tell who the top skippers were at your regatta and where each were from. Let the reader know about the quality of the competition and the distances some of the entrants traveled to attend.

2. Wind, Sea and Weather Conditions:

In a general statement, give the wind, sea and weather conditions during the regatta.

3. Race Highlights by Individual Race:

Give a brief description of the type of courses sailed and how the top finishers in the regatta gained their positions in each race. Also should included anything unusual that happened, such as a big wind shift, shortened course, etc.

4. Favors and Trophies:

Describe the favors (if any) given to all the entries and the type of trophies presented to the winners.

5. Interesting Personalities:

If a Past Commodore or some other "famous Snipe" attends, it should be mentioned. Also your regatta may have attracted some

well-known sailor from another sailing class which should be made known.

6. Photographs:

Include with your Regatta Report two black and white glossy photographs approximately 3" x 3" in size. One good "action" shot taken during one of the races and one group picture of the trophy winners. The "action" shots are difficult to take, but our BULLETIN needs more good pictures of Snipes racing under optimum conditions. Before your regatta, arrange to have a photographer and one experienced sailor to go out with him in a spectator boat during a race either at a rounding mark or where the top boats are in close contention.

7. Final Results:

Use the Final Results Sheet included in the Regatta Reporting Form when listing the final standings of all the participants at your regatta for the BULLETIN. If you have more than 40 entries and all are sailing in the same series, make another sheet using the same format. If your regatta has two separate series, make another Final Results Sheet using the same format. Be sure you designate on the Sheets which Series each Sheet represents.

Also you will find included in your Regatta Reporting Form a good example of how your final Regatta Report should look, regarding length, content, etc.

The BULLETIN Committee hopes that this new Regatta Reporting Form will help to make your assignment of writing your next regatta story for the BULLETIN a little less burdensome, yet at the same time bring to its readers the highlights of your event.

Schedule for 1969 U.S.Nationals

The Florida Yacht Club proposed the following dates and schedule for the 1969 U. S. National Championship Races, and they have been accepted by both District IV, who sponsors the regatta, and by SCIRA/USA. Here it is complete:

Tuesday July 29 - Junior measurement
Wed. July 30 - 2 Junior races.
Senior measurement starts
Thurs. July 31 - 2 Junior races.
Friday Aug. 1 - 1 Junior race (+ make-up)
Senior measurement ends.
Saturday Aug. 2 - 1st and 2nd Crosby races.
Sunday Aug. 3 - 3rd and 4th Crosby races.
Monday Aug. 4 - 5th Crosby (+ make-up)
Tues. Aug. 5 - 1st and 2nd Heinzerling-Wells
Wed. Aug. 6 - 3rd and 4th Heinzerling-Wells
Thurs. Aug. 7 - 5th and 6th Heinzerling-Wells
Friday Aug. 8 - 7th Heinzerling-Wells
Make-up in P. M. if needed
Trophy banquet that night.

You will note the actual racing starts on Saturday the 2nd and ends on Friday the 8th. Thus the YC host is tied up for only one weekend, and the majority of the entrants can be back home on the job Monday the 11th. An arrangement satisfactory to all. The customary publicity and entry blanks will be sent to all Fleet Captains shortly.

Governor Garnett Puett of District IV is the General Chairman, and FYC Vice-Commodore William McQuaid, Jr., will be in charge there. He ran the WH Regatta last fall, providing an efficient organization and fine committees. Experience from such a dress rehearsal along with a beautiful club, surroundings, fine facilities, friendly members, leads one to go out on a limb and predict it will be the largest nationals ever held. You come!

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- 8 COCKPIT COVER** \$25.00
Over the boom-snap closed front-mast collar to keep rain out, and boom tip cover.
 - 9 COVER FOR ENTIRE DECK** \$50.00
Similar to No. 8, snaps or ties under rub rail, including snaps for boat.
 - 9-B OVER BOOM, FULL DECK AND SIDES COVER** \$75.00
With draw rope in the bottom edge.
 - 10 TRAILING COVER** \$60.00
Covers deck and sides with mast up or down. Has mast collar which closes opening when trailing.
 - 10-A WINTER COVER** \$60.00
Covers deck and sides but with no openings.
 - 10-C BOTTOM COVER** \$35.00
Covers bottom and sides, overlaps top of deck with draw rope.
 - 11 TRAILING COVER** \$95.00
Choice of styles, similar to No. 10 or 10-A with separate 10-C bottom cover.
 - 11-B ENVELOPE COVER** \$85.00
Completely covers the hull, with heavy duty zippers to close the rear opening preventing dust, dirt, and rain from entering.
 - 11-C MAST COVER with RED FLAG** \$12.50
For protection when trailing.
 - 11-I BATTEN BAG** \$3.50
 - 11-D RUDDER BAG** \$10.00
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195 -	1.30	
204 -	6.00	
209 -	4.50	— Adjustable jib luff
252 -	3.50	
197 -	1.50	— Center board cleat
198 -	1.50	
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WINNING FITTINGS

You may question yourself about this slogan but those are the principal fittings for the best snipe. The results have been grateful to us and to those who chose them. In fact the most part of the Portuguese and Spanish sailors have their Snipes mainly equipped with our fittings,

Paulo Santos - European and Portuguese
Championship 1967/1968

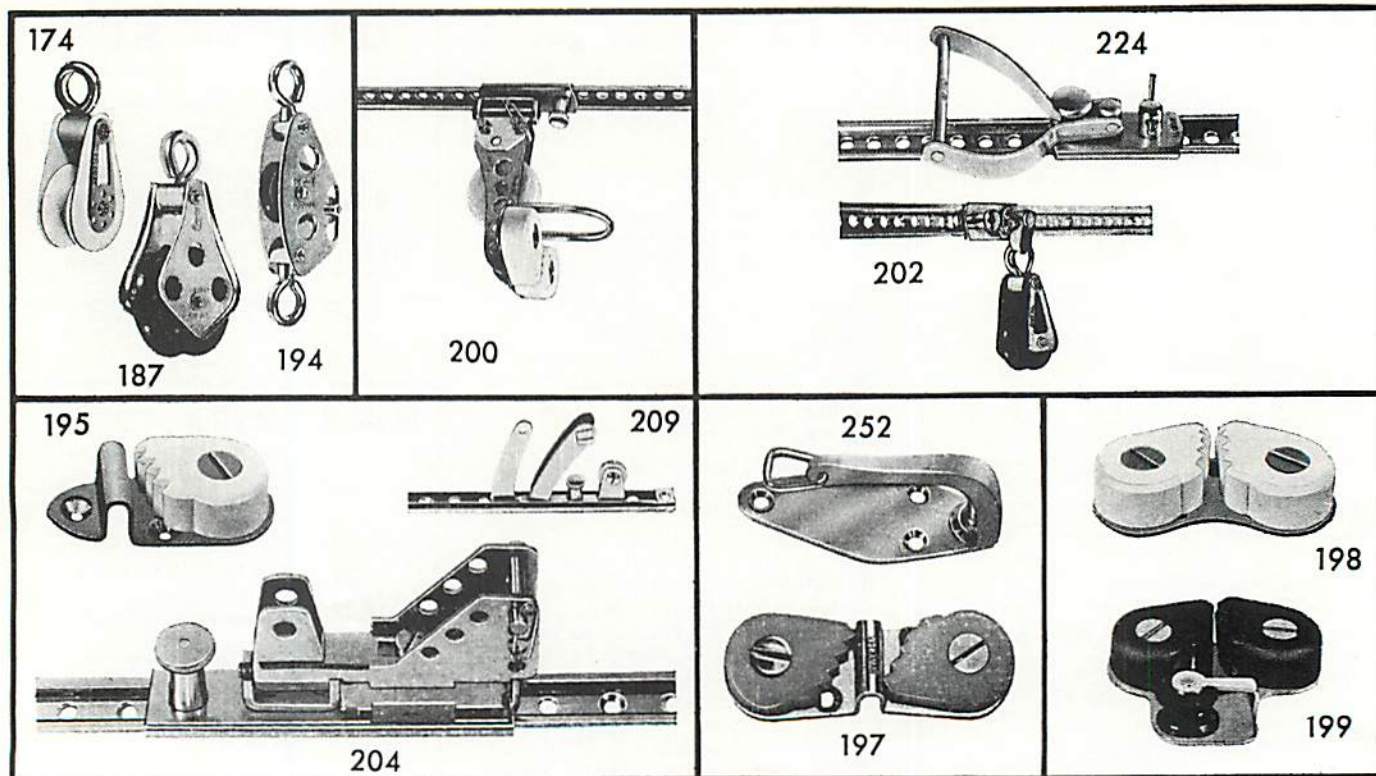
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and

Nelson P. Piccolo - World' Snipe Championship

By the way Mr. Nelson Piccolo is our sales representative
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Some 1969 Race Dates

In these days of quick and easy travel, more Snipers find it possible to attend far-away regattas, and many large international events are open regattas where any SCIRA member is welcome to enter. At the start of the tourist season, one might find these dates of particular interest and use.

The European dates were furnished by the National Secretary of France, while the English dates likewise came from their National Secretary. All good ones.

EUROPEAN REGATTAS 1969

April 3-4-5-6-7: San Remo, Criterium Int.
May 3-4: Ostende - Snipe Cooper Cup.
May 15-16-17: Madrid - "San Isidro".
May 17-18: Le Der - Coupe de L'Est.
May 24-25-26: Lacanau - 1er Vhamplonnat Sud-Europe (OPEN).
May 31-June 1: Stone, England - Int. Open Regatta
May 31-June 1-2-3: Barcelona - Trofeo del Jefe del Estado.
June 4-5-6-7: Valencia, Gran Trofeo de Valencia.
June 14-15: Mesnil Saint Pere - III Coupe Forêt D'Orient
June 28-29: Le Havre-II Regate Int. Porte Oceane
July 6: Audierne - Coupe de Goyen
July 11-12-13-14: Beaulieu - Championnat International de France.
July 26: Saint Malo - Branie-Bas de Regates
Aug. 2-8: Karlskrona - Championnat D'Europe Juniors (Suede).
Aug. 11-12-13: Claouey - Memorial Cointreau
Aug. 14-15-16-17: Andernos - Championnat Ligue D'Aquitaine
Sept. 6-7: Lorient - Tournoi International de L'Atlantique.
Sept. 27-28: Cliffe-Blue Circle (G. B.)
Oct. 4-5: Snipes A Paris
Nov. 4-10: Luanda, Angola. Championnat de Monde.

SNIPES REGATTAS IN ENGLAND 1969

June 1: Int. Open - Stone SC - Stone, Blackwater
June 15-16: Int. Open - Broadstairs SC, Broadstairs, Kent.
July 5-8: Int. Open - Northwich SC, Winsford Flash
Aug. 9-10: T. C. Y. C. Regatta, Teign Corinthia YC, Teignmouth.
Aug. 16-17: S. E. Championships - Malden YC Blackwater.
Aug. 26-27: R. T. Y. C. Regatta, Royal Torbay YC, Torquay.
Sept. 5-6: National Championships, jointly by MCA & Budworth SC, Holyhead.
Sept. 20-21: N. W. Championships, Flowarth Trophy Budworth SC, Budworth, Mere.
Sept. 26-27: INT. SNIPES OPEN - Blue Circle SC, Cliff, Kent.

EXTRAS.

July 5-6: Punch Bowl Trophy, Clywedos SC, Lland Loes.
July 5-6: S.T. Trophy - Royal Northumberland YC, Blyth.

That 2nd Copy of the BULLETIN—

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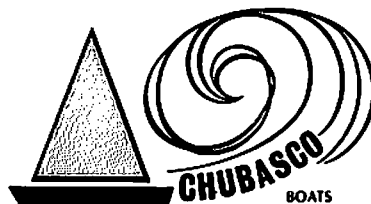
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RACING TACTICS

JIB LUFF TENSION — FORE AND AFT ADJUSTMENT OF JIB FAIRLEADS AND TRIM OF SHEET

By Francis Seavy

First in light air, the jib luff should be about the same tension as the jib stay. This lets your jib remain full as possible, which is what is desired in light air.

Now in medium air, the jib luff should be a little tighter than the head stay. This prevents the luff from sagging between the jib luff snaps. This greater tension helps keep the jib luff from sagging off to leeward.

In heavy air, the jib luff should even be a little tightened. By this I mean the full load on the jib, not the head stay. But be sure it's not so much as to rake the mast forward. I have seen so many people put so much tension on the jib luff they unknowingly rake their mast forward. So watch that head stay as you put tension on the jib luff. Make sure you get enough tension to take care of the halyard stretch. You can tell as soon as the main is strapped in. The jib stay should be just a little slack.

Now is an adjustable luff is used, it should be pulled tight. This moves the draft forward and also flattens the jib. The adjustable luff should be let off on reaches and runs when a fuller jib is desired.

My jib tracks are 20 inches from center of well to center of track. In light air I trim about six inches in front of the aft end of the centerboard well. This tends to pull a little more on the leech than the foot. This seems to keep the leech of the jib a little straighter when the jib is not trimmed tight. Some Snipes have two jib tracks, the outside one for light air. This is o.k. I only use the one track, and I think by light trimming the jib the same thing is accomplished.

In heavy air I move my fair leads back so that I am pulling more on the foot than the leech. This keeps the leech from hooking and causing a lot of back wind. The fair leads in heavy wind are about four inches forward of the aft side of the center board well. Now the mast rake governs where the fair leads will trim, so you will have to check your leech for hooking. The jib sheet in heavy air should be tight. I keep the jib tight and slack the main in the big puffs, but when the wind drops off, I slack the sheets and as the wind picks up, I tighten. Don't just set it and leave it - adjust it as the wind increases and decreases. Watch the top skippers ahead of you in the next race - they will all be doing it, too!



By Earl Elms

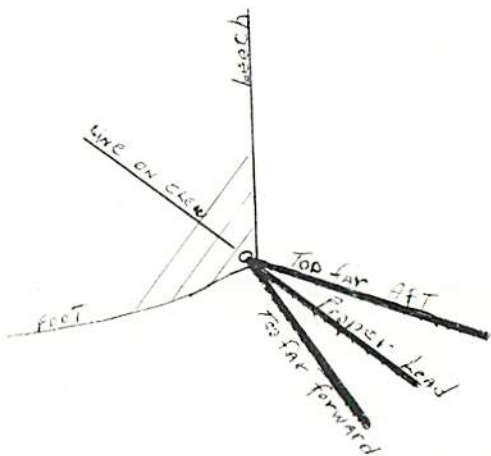
In the past five or six years, Snipe sailors have begun to use several methods of adjusting the trim of their jibs.

It used to be that you simply set the jib up at the dock and then went out and sailed a race. This is alright, but with the invention of the spring loaded lock on the jib fairleads and adjustable luff jibs, Snipers have started making adjustments to their jibs for different wind and water conditions.

I will try to explain my thinking, and what I do to my jib for different conditions. The general consensus is that when the jib lead is set, the luff of the jib should break evenly.

To accomplish this, put the boat hard on the wind and then take it up a little so the jib just starts to break. If it breaks at the top first, move your leads forward. If it breaks at the bottom first, then the leads should be moved aft.

You must also remember your jib halyard has some effect on where your jib lead is to be placed. As you take up on the halyard the lead should be moved aft. In most other types of boats, the leads should be moved aft as the breeze increases. This loosens the leech and cuts down on the backwind. But on Snipes you will notice that the clew of the jib becomes closer to the deck as the breeze increases. This is because of the stretch in the halyard and also because of the decreasing distance because of the mast bend. I find that I have to move my leads forward because the clew sometimes drops as much as 6", and if I left the lead in the normal position the top of the jib would not be pulling right. You will have to watch the height of the clew and decide where the lead should be. An easy way to do this is to take a felt pen and make a line on the clew of your jib that is a straight extension of your jib sheet when the leads are set properly. You should always try to keep the sheet and the line in an even plane. (see sketch)



You will find that the adjustable luff jib is a big advantage in light air when you can slack off on the cloth and cause the draft to move aft in the sail. Most non-adjustable jibs are set with the tension right for breezes around 12 mph and up. In light air they are usually stretched a little too much, which causes a bubble along the luff wire. This makes it hard to read in light air. So with the adjustable luff you can slacken or tighten the tension of the cloth and have the sail set right for both light and heavy air.

As far as jib sheet tension, you will have to try different tightness to figure out just where your boat goes best and (CONTINUED next page bottom of 2nd column)

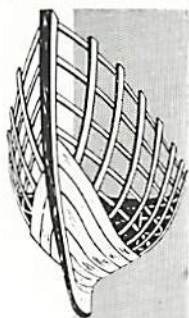
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FLEET BUILDING

A GOOD FLEET TRAINING PROGRAM

By Alan Levinson

In the two previous articles, we talked about what can be done in winter or off-season times to build up the fleet and the importance of obtaining boats that are competitive for the fleet.

As spring and summer draw near, it is good to think about a fleet training program. Such a program should be geared to the sailors who like to race and have some experience, but are not up in front very often.

The most important training for the novice or beginner is to sail as much as possible and get the feel of the boat. Until a skipper can handle a boat comfortably, he cannot cope with racing situations. Learning tacking, jibing, reaching, rounding a mark, taking a knockdown in a stiff puff, and getting a good sense of wind direction and the points of sailing are all necessary preliminaries.

A fleet training program can be separated into two parts: ashore and afloat. The training on shore can be at fleet meetings where more experienced skippers analyze boats, equipment, and racing tactics.

Don't try to do too much in one session. The basic problem is getting the experienced skipper to be basic.

For example, one meeting might discuss the whisker pole and running. Following are some points which would merit discussion in such a session:

- (1) When should the whisker pole be used?
- (2) Step-by-step action of skipper and crew in setting the pole in different types of wind.
- (3) Balance of the boat on free legs in all types of wind.
- (4) Steering the boat on free legs with relation to changing wind patterns and other competition.
- (5) Trimming the sails on free legs.
- (6) Taking down the pole and rounding the leeward mark.

From the above, you can see that a whisker pole leg involves more than sitting on your duff and relaxing. Other topics suggest themselves for training sessions also, such as

- (1) The start; (2) Sailing to weather; (3) Reaching;
- (4) Rules; (5) Regatta sailing.

For an offshore training program to be successful, it must be interesting and zero in on the intended target. This requires planning by the fleet captain and other experienced skippers who help him.

On the water training can be accomplished best by having experienced skippers crew with those in need of help. Crewing can be done under non-racing conditions to see how the skipper handles the boat and if the equipment is used properly—i.e. sails, hardware, etc.

However, crewing in races by experienced skippers is the most valuable. The races do not have to be point score or long in length. In fact, short races provide more practice in starts, buoy rounding, and closer competition. Either mid-week racing or short races following week-end point scores provide ideal training time.

An unusual quality in the sailboat racing fraternity is the desire by experienced skippers to improve the competitive level of less experienced skippers. Well planned training sessions do this job.

DON'T FORGET TO DO IT NOW!

Send in your dues along with the name and address of your present crew if you want him to get his free copy of the BULLETIN this season. Keep in good standing!



SAILING FROM A JUNIOR'S POINT OF VIEW

ORGANIZING A JUNIOR REGATTA

By Chuck Myers

Most people like the idea of having Junior Regattas. Some feel that they will help in recruiting more Juniors. Some feel that they will prevent Juniors from getting inferiority complexes and losing interest in racing. Perhaps these factors are important to the people who talk about them, but they are of little or no concern to the Juniors themselves. We like the Junior Regattas because they're fun! Competitors who have about the same amount of experience and who think more or less the same way, make for exciting racing. The competition is vicious, but still friendly — and fun!



The first thing in organizing a Junior Regatta is to pick a date for it. If possible, there should be no other local races in any class on this date, and no Snipe Regattas nearby. This will greatly increase the chances of having a good crowd of Juniors, and will ensure the availability of a group of adults to run the races.

Next, you must get participants. Certainly the Junior skippers and steady crews in your own fleet will participate. Any other Juniors connected with your fleet, such as occasional crews or children of sailing parents, should be encouraged to get out and sail. Juniors from other Snipe fleets nearby should be invited, and every effort should be made to make the Regatta worth the trip for them. You may also wish to invite Juniors from other classes in your area to sail borrowed boats. This often makes the Regatta more interesting, although it can be embarrassing if one of them wins.

Getting a race committee together should not be a problem. The adults in the fleet will not be sailing, so they can run the races. They might even enjoy watching other people fight it out while they relax with a can of beer. There should also be a protest committee available, although it seems that there are usually very few protests at Junior Regattas.

The courses should not be any shorter or simpler than at any other regatta. Set a good, long, challenging course, and run as many races as time and weather will allow. The Juniors will come expecting good races — they should get them!

Trophies should be presented for as many positions as is appropriate for the number of participants. If your fleet does not customarily award trophies to the top crews (as most fleets apparently do), it is a good idea in this case. Crew trophies mean a lot to those who get them, and no one can deny that a good crew deserves recognition.

It is difficult to plan onshore festivities for a Junior Regatta, as there are often not enough participants to do anything elaborate. All Junior sailors, however, seem to agree on one thing: FOOD. It should be available in large quantities. If any other activities, social or otherwise, are felt to be feasible, they should be planned by the local Juniors, not the adults.

In closing, a word to my fellow Juniors: It's up to you to prod your elders into holding Regattas for you. Good Luck!

(RACING TACTICS by Earl Elms)

points along with it too. As the water gets rougher the jib should not be strapped in quite as hard as if you were sailing on smooth water. The idea is to keep the boat moving at all times. Do not pinch it.

You should have your boat fitted with reaching hooks and it is really quite an advantage to use them. They should be placed out on the sheer and at about the same position fore and aft as your leads are for going to weather. Most of the adjustments you make to your jib will depend on the make and the type of sail you are using. You will have to experiment with it and find what works best for your Snipe.

Portugal Won European Championship for the First Time

Moves in Ahead of Traditional Rivals to Grab Title

Yugoslavia (defending champions) 2nd — Sweden 3rd — Norway 4th



SECOND PLACE WINNERS -1968 champion crew Simo Nicolice(left) and skipper Antun Grego had a 1-4-1-7-4-3 series for 34.7 points.



PRESIDENT DEMIRDOKEN of the Turkish Yachting Federation presents coveted trophies to the new champions Paulo Santos and his crew Fernando da Silva with 1-4-1-7-4-3 for 34.7 pts.



THIRD PLACE WINNERS-(l. to r.) Trygve Liljestrand and crew Bo Lundgren get trophies for 4-1-1-4-4-8 and 38 pts. For 4th straight regatta Sweden has been in top 3.

In 1962, Sweden won the European Championship; in 1964 it was Norway, Yugoslavia, and Sweden; 1966-Yugoslavia, Sweden and Norway. This time the finish was a repeater of the last one, BUT — Portugal surprised these strong teams by coming in strong at the finish with 1-1-2 victories to break up their monopoly. It was fine competition—More power to them!

The European representatives of Snipe raced for the continent's championship September 17-24, 1968 in Izmir's warm climate with its matchless sun and mild wins.

During the 9th European Championship held in August 1966, in Karlshamn, Sweden, the efforts of the two Turkish administrators, Macit Buluc and Mufit Camat, had yielded results and the Tenth Championship was awarded to Turkey.

Of the 18 European member-nations of SCIRA, 14 countries participated; only 4 (Poland, Monaco, Switzerland, and Lebanon) did not attend.

As SCIRA Vice-Commodore Riveras could not attend, SCIRA was represented by Capt. Vieri Lasinio; 12 district and national secretaries were also present to represent their countries.

Prior to the Championship series, International Snipe Week races, consisting of 4 races, were held Sept. 18-19. In addition to the 14 countries (15 teams counting the defending champion), one team from Denmark, one from Rumania, and 20 from host Turkey brought the number of entrants up to 37.

During the 1st and 2nd races of this series, a west wind of force 2 prevailed. In the 1st one, Yugoslavia's Grego-Nicolice came in first, while Spanish Alvarez-Czorez was 2nd. The 3rd race the next day was stopped because the wind changed direction and the buoys had to be moved. During the eventual race, they came together in close groups several times, and in the mix-ups, Italy got the advantage and came in 1st. Belgium won the 4th one. The fact that each race was won by a different team indicated that the championship series would be a close struggle. The standing saw Yugoslavia I team (Grego-Nicolice) winning with 4565 points; Monstad of Norway 2nd with 4411; Yugoslavia II team (Invic-Videka) 3rd with 4409; Spain 4265; Italy 3914.

The Tenth European Championship started with opening remarks by Mr. Z. Demirdoken, President of the Turkish Yachting Federation, at ceremonies held at the Karsiyaka Sporting Club. He remarked about the development in Turkish Yachting and Snipe fields, expressing the pride he felt in seeing contestants

and administrators of the 14 European countries in Turkey. He also added that an effort would be made to organize bigger regattas in the future. He closed by wishing success to all the contestants and a good time to their guests.

The racing was over Olympic courses in Izmir Bay.

1st RACE - Thursday 11:30 AM. Conditions were perfect with a few clouds, bright sun, and force 3 wind giving a slight chop with a few white caps. 15 contestants were on the line, and all had their own boats with the exception of Portugal, Austria, and England. The latter two racers were using Turkish boats, while the Portuguese had a plastic boat belonging to J. Person, who had used it in the International Week tune-up races.

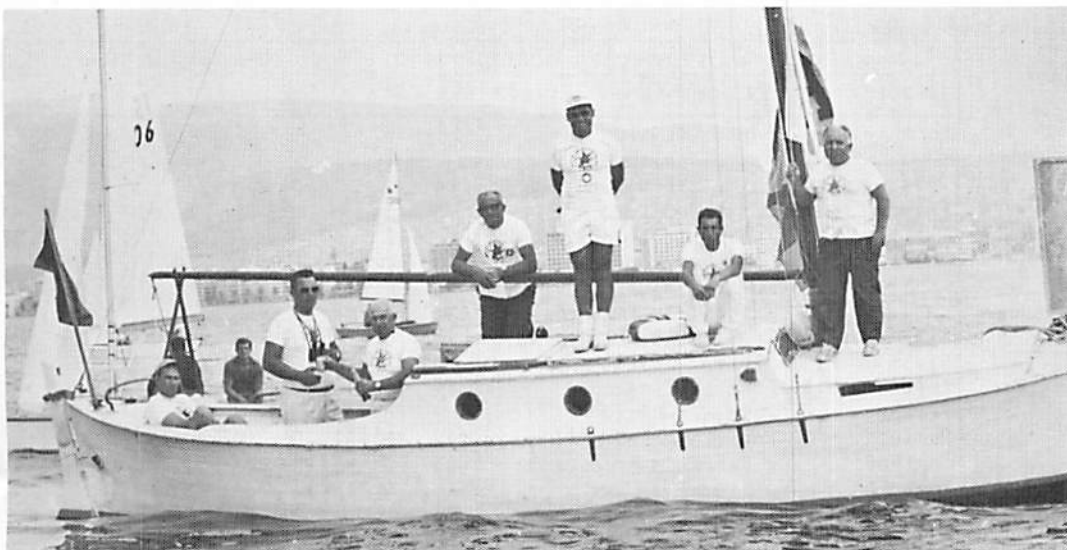
The defending 1966 champions Grego-Nicolice of Yugoslavia sailed right down the middle to be first around the windward mark, and led all the way to a first place finish. Following in order were Italy, Denmark, Sweden, and Portugal.

2nd RACE - 4:00 PM. During lunch the wind changed and then dropped considerably. Later in the afternoon, it came up direct from Izmir town in force 4. The Northern teams displayed very good racing in the strong wind. Especially, the struggle between Belgium and Sweden was breath-taking. The fleet split tacks at the start and when the groups came together at the windward mark, it was Belgium in the lead, closely followed by Sweden, Denmark, France, Norway, and Yugoslavia, who had made a good recovery after a bad start. Positions were maintained until on the beat after the 3rd mark. Then the Belgian skipper's toe-straps pulled out and he fell out of the boat, which capsized. By the time they got going again, they had lost 7 places. Shortly after, Yugoslavia's wire jib halliard broke; they capsized the boat in an effort to replace it, but were unable to do so, and so withdrew. Denmark and Sweden now took over the lead and at a dropping wind, sailed on to take 1st and 2nd respectively. Norway 3; Portugal 4; France 5.

3rd RACE - The second day dawned with strong sun and little wind. After postponement, wind rose to force 2 and a start was made at noon. Again the fleet split into two groups and as they converged at the windward mark, Portugal looked ahead approaching on a starboard tack, but Sweden came up on port, tacked just to leeward, and was able to lay the mark and just managed to get around the mark first. This marked the start of a hard fight between these two teams the rest of the way



START OF ONE OF THE RACES - Wonder how port-tacker Belgium (16178) made out!



RACE COMMITTEE was composed of top Turkish sailors.



GOVERNOR OF IZMIR, Namik K. Sento, makes closing ceremony speech.

around the course. They covered each other closely, and at the 3rd mark, Portugal got inside and took the lead. The boats did not go out so wide this time and Sweden managed to regain the lead over Portugal around the windward mark. On the run, Sweden drew well clear and their high morale from winning the 2nd race the day before thus had served them well. Close after came Portugal, Belgium, Yugoslavia, and Norway.

4th RACE - Same day at 3:45 PM wind force 2 and steady. Portugal was over early and really never recovered from this bad start. Yugoslavia proved to be the best as he employed perfect tactics throughout the race. He went up the middle to lead at the windward mark and then proceeded to move well clear of the rest. Portugal was erratic, going from 11th to 6th and then back to an 11th finish. After Yugoslavia came Norway, Finland, Sweden, and Spain. It now appeared that the champions Yugoslavia were in great danger from Sweden as they already had a DNF throwout and could not afford another bad position. To offset this, Sweden had a 4th place. The two teams were otherwise tied with 2-1-4 for 8 points each. As yet, Portugal with 3-4-5 (3 races) had 21 points, and did not appear to be a serious challenge.

5th RACE - Saturday 11:00AM - force 2-3 bright and sunny. This turned out to be the most important race of the series, for Portugal, in a rented boat, came in first and became a real candidate for the title. Meanwhile Yugoslavia and Sweden engaged in a fierce personal fight as they watched each other like hawks. Sweden, carrying out a preconceived plan, tried to carry Yugoslavia into a bad position, which they themselves could afford to take, but which would undoubtedly finish Yugoslavia's chance for the championship. Sweden carried them way out on a starboard tack, while other boats moved into the top positions. But Yugoslavia broke away from them to turn

the run into a dogfight as they traded positions with Sweden several times. At the leeward mark, they were close together with Norway. Sweden protested Yugoslavia for not allowing more room at the mark. Not upheld - and the final scoring was Portugal, Denmark, Finland, Sweden, Norway, Spain, Yugoslavia 7.

6th RACE - 3 PM sky overcast with slight rain. Race was sailed with Italy, Portugal, and Yugoslavia in top 3 places. But Norway protested because 1/4th of the way down the first beat the wind dropped completely and switched 180 degrees when it came up again. Belgium also protested on irregular procedure. Norway disallowed; Belgium finally upheld, and Chr. Rantil ordered the race resailed.

7th RACE - Sunday 12:50 PM wind strong 3.5-4 force. Yugoslavia's 1968 champion Ivancic was bringing up the rear in the series along with some others, sailed beautifully for a first place. Sweden led at the start of the race, but Portugal went through to windward and then drew clear of them on the next leg and had a 30 seconds lead at the leeward mark. Ivancic had now moved into 5th and continued to move on the 3rd working well up in the middle of the fleet. Meanwhile, Grego (Yugoslavia I) suffered a broken clew outhaul and by the time it was fixed, was in last position. At the leeward mark, it was Portugal, Turkey, Denmark, Norway, Yugoslavia II. On the final beat, they split up and the result was a victory for Yugoslavia II just ahead of Portugal. Meanwhile Yugoslavia I had made a tremendous recovery to finish 3rd and give them a real fighting chance of retaining the title. Result: Yugoslavia II, Portugal, Yugoslavia I (Grego), Belgium, and Italy.

Lunches were brought out as the 6th race had to be resailed. The weather was very unsettled with heavy storm clouds and much lightning but not too much rain. This was a critical race

(CONTINUED top of Page 12)

which could decide the championship between Sweden, Portugal, and Yugoslavia I.

6th resailed RACE. Wind force 2.5-3 but soon dropped. Every one was excited since now a 3rd party (Portugal) had been added to the North-South (Sweden - Yugoslavia) competition apparent from the beginning of the series. Portugal and Sweden had 24 bad points each. Yugoslavia had 26.7.

Sweden was in the middle of the line; Yugoslavia did not have a very good start. Boats well spread out; at the first mark it was Turkey, Portugal, Belgium, Denmark, and England. But at the 2nd reaching mark, Portugal took the lead and started the second beat a boat length ahead. That was it, for they did not allow anyone to get any closer for the next 3 legs, and so a sweet victory gave them the championship title. Yugoslavia sailed a good race for 4th; Sweden had their worst of the series with a 13th spot. Results: Portugal, Turkey, Belgium, Yugoslavia and Italy.

At the farewell dinner held that evening, everyone cheered for the winners, and departed with wishes to meet in Yugoslavia in 1970. Thus ended this Xth Championship, which brought together 4 champions: 1954-Poissant (France); 1964 - Monstad (Norway); 1966-Grego (Yugoslavia); and 1968-Santos (Portugal).

ABOUT THE AUTHORS - Both Aydin Koral, National Secretary for Turkey, and Peter Harris, National Secretary for England, sent in reports of this important regatta, but several weeks after the event and with no pictures. They finally arrived in February, and this coordinated account is a combination of the two - text largely by Koral and race account by Harris. Peter's record is quite detailed, and it is evident he has a photographic mind and excellent memory. He also submitted interesting comments and perceptive analysis of the boats and teams, which will be published next month.

All pictures are by Halit Gokberk of Izmir. It was a fine regatta!

WHAT OUR GUESTS SAID:

Alexander Lukez, Eastern European and Yugoslavian National Secretary: "This organization has certainly surpassed, in every way, the one in Sweden in 1966. Everything was beautiful. The organization of the races was faultless. Congratulations for a job well done."

Svend Rantil, General Secretary for Europe and Sweden: "A very nice function. We had an enjoyable time. Thank you!" Jean Machy, National Secretary for France: "Faultless planning. Very enjoyable. We are taking with us very fond memories." Mrs. Machy: "We found the organization and Izmir much nicer than we had thought. It is a perfect city. If the water in the bay were a little cleaner!"

Pisoni, National Secretary for Italy: "Everything was perfect. Congratulations to the Turkish Yachting Federation, Turkish SCIRA, and everyone who worked in this organization."

Raymond Lippert, National Secretary for Belgium: "It was a true championship. The races were organized perfectly. We are taking with us fond memories."

At the closing of the championship, the racers from Rumania were named "Most Courteous" and received great applause from everyone.

Final Results - Xth European Championship - Sept. 17-24, 1968. (6 of 7)

Country	Skipper-Crew	Races	1	2	3	4	5	6	7	Pts.	Fin.
Portugal	Santos-DaSilva		5	4	2	9	1	1	2	24	1
Yugoslavia II	Grego-Nicolic		1	DNF	4	1	7	4	3	34.7	2
Sweden	Liljestrand-Lundgren		4	1	1	4	4	15	8	38	3
Norway	Monstad-Sigurd		6	3	5	2	5	6	12	52.1	4
Denmark	P.Brodsted - S.Brodsted		3	2	6	8	2	10	10	53.4	5
Belgium	Godtsehnoven-Bontridder		8	7	3	10	9	3	4	61.4	6
Italy	Morin-Michel		2	9	DNF	7	8	5	5	65	7
Turkey	Karabilgin-Yalman		11	6	7	6	DNF	2	6	68.1	8
Finland	Rosenquist-Niiniranta		10	8	9	3	3	11	11	73.4	9
Spain	Alvarez-Ozores		9	10	12	5	6	8	7	81.7	10
Yugoslavia I	Ivanovic-Videka		11	11	10	12	12	7	1	82	11
France	Poissant-Duhau		7	5	8	11	11	9	9	84	12
Rumania	Popovici-Ancuta		12	12	11	13	10	14	DNF	108	13
England	P.Farrands-R.Farrands		13	10	13	14	DNF	12	DNF	113	14
Austria	Allgeuer-Jocham		15	14	14	DNF	DNF	DNF	13	122	15

CHAMPIONSHIP VICTORIES

68 EUROPEAN CHAMPIONSHIPS (Izmir, Turkey) 1st-2nd-3rd
 68 MIDWINTER CHAMPIONSHIPS (Clearwater) 1st-2nd-4th
 68 UNITED STATES NATIONALS 1st-2nd-5th
 67 WORLD CHAMPIONSHIPS 3 OF TOP 5

NATIONAL CHAMPIONSHIPS

- 68 PUERTO RICO
- 68 YUGOSLAVIA
- 68 BELGIUM
- 68 BAHAMA
- 68 CANADA
- 68 SWEDEN
- 68 FRANCE
- 68 SPAIN



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Wells Wanderings



by Ted Wells

MARCH 1969

WESTWARD WITH JOE

As anyone with any memory at all will recall—late January and early February 1969 was not the time to visit southern California. So we did. Looks like another year with Joe BLFSTKSX in charge of weather. At Mission Bay it is unheard of to call for a race on account of weather. On Saturday it was cold, rainy, and the wind was 25 to 40 knots. Sunday wasn't quite as windy, but it was foggy and no rescue boats showed up. No races.

At Redondo Beach the following weekend, Friday was perfect—but of course no races were scheduled. The winds here are thermal—that is, they are toward the shore, because the land mass heats the air so that it rises and pulls air in off of the ocean. This generally results in rather light winds—but not so on Saturday. There were large swells running, and it was sunny but cool. The breeze began to pick up pretty well by the start of the first race, and it was doing very well by the start of the second race.

An on shore breeze on the ocean causes the water to get pretty bumpy. A number of people just didn't start the second race, and by the time the wind picked up to 18 to 20 knots with gusts to 25 knots, quite a few had decided that discretion was the better part of valor. The surface of the water consisted of heavy chop on top of fairly big waves on top of heavy swells. I got lots of practice surfing.

I also participated in an unscheduled test of one of the types of hulls with "sail-out ability." (Formerly mistakenly called self-rescuing.) We had just rounded the down wind mark and were starting the last beat, and I'm still not quite sure what happened. I think it was a combination of a puff which was a header, combined with a big wave and probably a little clumsiness on the part of the skipper in an unfamiliar boat—anyway the jib was suddenly backwinded and over we went to what had been our windward side.

Jimmy Grubbs, who was crewing for me, got onto the board immediately, but couldn't right the boat. In retrospect I now know that I should have gotten into the water (I was wearing

a life preserver as I always do when wearing full foul weather gear), taken a jib sheet so I could get back, and worked my way along the mast to help get it out of the water. Instead, I climbed over the boat and got onto the board also. We righted the boat alright—with a vengeance. We just couldn't climb in fast enough to keep it from going over (this time with the wind) and it kept right on going until the mast was straight down. (Water about 60 feet deep).

Right here another mistake was apparent. The board was tied in so we didn't lose it—but there wasn't anything to get hold of. A suction bailer and a centerboard slot don't offer very good hand holds. If the board had been tied in so it would just go up (down in this case) to the upper notch, we would have had something to hang onto. Also, it occurred to me several hours later that if we had passed a line (a jib sheet would have done) over the bottom of the boat, maybe we could have braced our feet against the rub rail and pulled the boat up.

As it was, we were towed in by the Harbor Patrol. We couldn't convince them all we needed to do was get the boat right side up, then sail off. Finally at the dock, where they were determined that we would have to hoist the boat to drain it (by this time it was on its side) Bob Schaeffer stepped on the board—the boat came right up—and Jimmy and I sailed the rest of the way home, with all the water in the boat being gone in seconds. No Sunday races; too-many repairs of the ravages of rescue by the Harbor Patrol.

JIB ADJUSTMENTS

Jim Richter has asked me to comment in WW on the subjects of the technical articles—which this time concern jib adjustments. The jib luff wire should always have enough tension so that it doesn't sag off between hooks. If there is a sliding adjustment on the cloth tension, this should be completely slack in light winds and gradually pulled down as the wind picks up—probably as far down as possible at about 12-15 knots.

All jibs with which I have had experience recently have to have the fairleads much farther forward than the jibs of three or four years ago. Set the fairlead so that the fabric shakes at the same time throughout the length of the luff as the boat is headed up. The distance out from the centerline will vary—from 20" to about 22" to the sheet.

Tension on the sheets varies with wind velocity, in order to keep the same trim on the sail. If you don't need to trim the sheet in a puff, this proves that it was too tight before the puff. The proper tension on the jibs I have been using seems to be just enough so the jib doesn't curl up off of the deck. In heavy seas, the sheets should be let off a bit so the boat can be headed off in order to drive through the seas. (I don't do this very well—too much smooth water high wind experience.)

The Picture "Blow-Up"

Since printing the picture of a powerboat blowing up (with mild apology for departing from Snipe subjects) in last month's BULLETIN, universal recognition has been given to its quality.

One of 8,000 entered by 650 photographers, it is in the top 100 best Pictures of the Year (1968), judged by photographic, technical skill, versatility, news sense, plus picture content and aesthetic quality. Following unveiling at the National Geographic Society, the display will tour the country under the auspices of various groups. It WILL be around for a long time!

In case you wonder what a 250 is, here's a shot of Mike Reagan, son of Governor Ronald Reagan of California, driving at top speed to finish in the first 10 in the same regatta.



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M120LS This leather seated short of 10 oz. water repellent boat shrunk 100% cotton vivatex will go many a sailing season (non skid deck included). Rugged, comfortable and good looking!!!!

Completely washable available in natural color only with sailmakers suede leather seat.

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Same sizes \$19.50

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W221 Sailing shorts also available for ladies in colorful 8 oz. 100% cotton duck in sailing blue, red, tan, white, light blue, and black.

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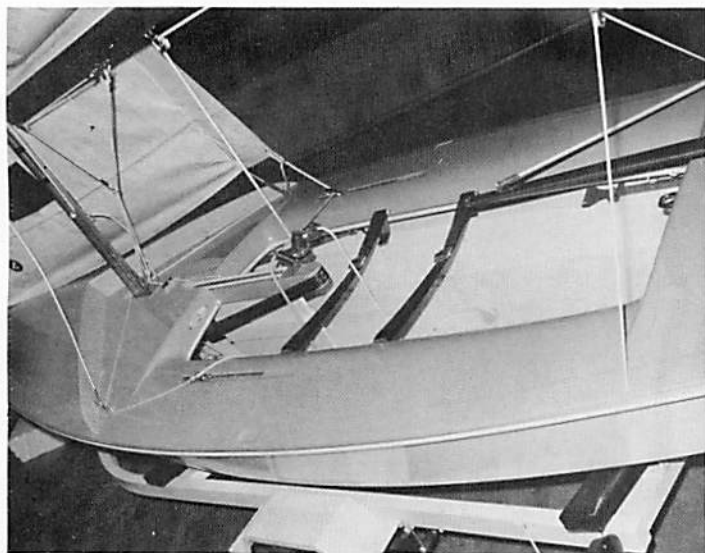
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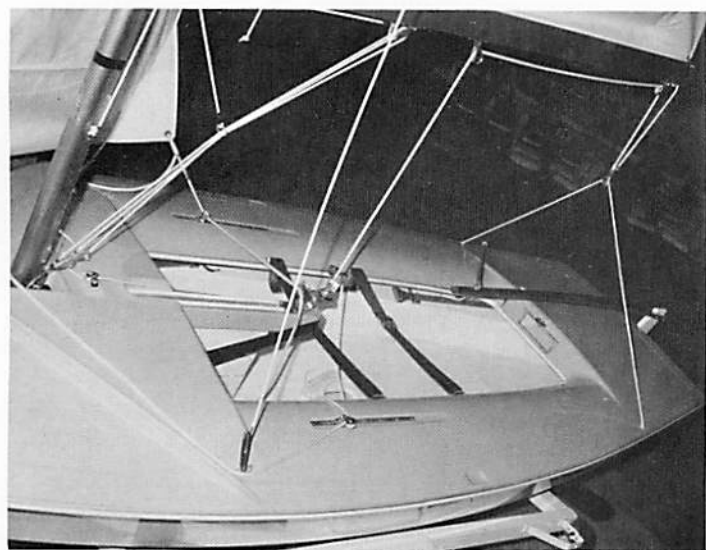


SPECIFICATIONS

Length	15'6"
Beam	5'
Weight	425 lbs.
Sail Area	128 Sq. Ft.
Draft	
Board Down	3'3"
Board Up	0.6"

STANDARD EQUIPMENT

- Choice of Wood Mast — Proctor "E" or "B"
- Deck or Keel Stepped
- Aluminum Boom — Fiberglass Rudder
- Richards Jiffy Jam Cleat
- Swivel Action Mainsheet Cleat
- Adjustable $\frac{1}{8}$ " Side Stays
- Adjustable Traveler — Whisker Pole
- Boom Vang
- Lever Outhaul Adjusting Device
- Hiking Stick — Cunningham Hole Rig
- Anchor and Holder
- Paddle — Fiberglass Spray Rail
- Recessed Sail Track with Adjustable Jib Fairleads
- Aluminum Centerboard
- Skipper and Crew Hiking Straps



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Sanctioned Snipe Regattas

- APRIL 5-6 MAGNOLIA SNIPE Regatta, Jackson YC, Barnett Reservoir, Jackson, Mississippi. Charles Fletcher, 127 Pimlico Pl., Jackson, MS.
- MAY 3-4 DISTRICT II Championship, Shreveport YC, Cross Lake, Shreveport, LA. John McKee, Box 1235, Shreveport, LA.
- MAY 4 MIDDLEFORK Opener, Richmond SC, Middlefork Reservoir, Richmond, IN. George Howell, 430 SW 2nd St., Richmond, IN 47374
- MAY 17-18 KICK-OFF Regatta, Lansing SC, Lake Lansing, Lansing, MI. Steven E. Smith, 9290 Riverside Dr. Rt. 3, Grand Ledge, MI 48837
- MAY 24-25 SOUTHWESTERN CHAMPIONSHIP, White Rock SC, White Rock Lake, Dallas, TX. Charles Freeman, 5747 Greenbrier, Dallas, TX 75209.
- JUNE 14-15 RIFF-RAFF Regatta, Cowan Lake SC, Cowan Lake, Cincinnati, OH. Arnold Lundmark, 4316 Wallington, Kettering, OH 45440
- JULY 4-5 MICHIGAN STATE Championship, Crescent Sail YC, Lake St. Clair, MI. Dr. Richard Galpin, 525 Southfield Rd., Birmingham, MI
- JULY 18-19-20 DISTRICT III Championship, Island Bay YC, Lake Springfield, Springfield, IL. Donald Fowler, 53 Horseshoe Dr., Springfield, IL 62702.
- JULY 26-27 DIAMOND LAKE Open Regatta, Diamond Lake YC, Diamond Lake, Cassopolis, MI. J. K. Gore, Spring Beach Rt. 3, Cassopolis, MI 49031.
- AUG. 23-24 HOOSIER HARVEST Regatta, Muncie SC, Prairie Creek Reservoir, Muncie, Indiana. Al Clark, 2903 N. Tillotson, Muncie, IN 47304.
- SEPT. 6-7 INDIANA OPEN STATE Snipe Championship Regatta, Indianapolis SC, Geist Reservoir, Indianapolis, IN. Berkley W. Duck, III, 433 W. 83rd Pl., Indianapolis, IN 46260.
- SEPT. 20-21 OHIO OPEN Championship Regatta, Chippewa YC, Chippewa Lake, Medina, Ohio. Art Kenat, 17819 Naragansett Ave., Lakewood, OH 44107.
- OCT. 4-5 OXFORD INCIDENT, Hueston S. A., Acton Lake, Oxford, OH. E. L. Griffith, 1224 Laurence Rd., Cincinnati, OH 45215
- NOV. 4-10 WORLD CHAMPIONSHIP Regatta, Luanda, Angola, Portuguese West Africa.

33rd SOUTHWESTERN
SNIPE CHAMPIONSHIP
MAY 23-24-25

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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 jam cleats. Will outwear all other types - easy on the hands. 1/4" @ 14¢ ft; 5/16" @ 21¢ ft; 7/16" @ 32¢ ft. It's imported from England and exclusive with LEVINSON SAILS, 900 N. Osceola, Florida 33515.

NOTICE TO DAY SAILORS! We have a few new and used masts, structurally sound, but not perfect. Will sell at 50% off. Deck-stepped spruce masts \$100.00 each. 2" deflection; average weight 15½ lbs; Holt-Allen shive cages; adjustable stay tangs. Post Woodworking Shop, 2020 E. 1st St., Tempe, Arizona 82251.

FOR SALE: SNIPE TIE-TACS. Exact replica of a Snipe 13/16" high showing every detail. It is made of polished sterling silver and has a stickpin clutch fastener. An excellent quality product of a nationally known jeweler. Can also be worn as a scatter pin for the ladies. ONLY \$5.50 each. Make check payable to: Snipe Fleet 409, 5617 Winston Dr., Indianapolis, IN 46220

FOR SALE: GERBER SNIPE 12003. Minimum weight; cedar hull; 40 lbs. aluminum board; keel-stepped mast; measurement cert.; all go-fast fittings; cover; trailer; all in mint condition and always dry-sailed. 5 suits of sails - 1965 Hard; 1964 & 1966 North, and 2 suits Elms 1968 (1 full cut and 1 medium) - all in excellent shape. The boat needs nothing done to it and it has an excellent race record. Price \$1500.00. Will sell sails separately. Donald Ploetner, 87 Slope Dr., Short Hills, NJ 07078. Tel: (201) 379-3702.

FOR SALE: SUPER LIGHTWEIGHT FIBERGLASS BATTENS - Flexible; tapered; practically unbreakable. Snipe set for light-to-medium winds weighs approx. 1 1/2oz. \$6.00 - postpaid, (or 10¢ per inch). Bill Schmit, Sailmaker, 402-37th Ave., Puyallup, WA 98371.

FOR SALE: (2) TOP QUALITY SNIPE SPARS - deck-mounted. Bend 2 1/4" with 50lb. weight at stay intersection. (1) 8 pc. laminated \$80.00 with deck mounting plate and trim. (2) 2 piece \$65.00. Both spars complete with sheaves and jib stay fitting. Varnished and ready to sail. Packing and shipping extra. G. H. Fletcher, Box 153, Olcott, NY 14126

FOR SALE: LOFLAND FIBERGLASS SNIPE 15589
North sails, 1 set used 1 season, extra main. Blue with white deck. Proctor aluminum spar, deck-stepped. Main outhaul; adjustable traveler Lemke style. \$1200.00 or \$1000.00 without trailer. Leigh Melvin, 3812 Heights Dr., Hickory Corners, MI Tel: (616) 671-5452

FOR SALE: LOFLAND SNIPE 14204. 2 suits North sails; trailer; always dry-sailed. Excellent condition \$995.00. Harry Walliser, Box 272, Libertyville, IL Tel: (312) 363-1476 (days).

FOR SALE: LOFLAND FIBERGLASS SNIPE 13314.
Brown with tan deck. Proctor E mast complete with sails; deck mounted compass; Lofland trailer \$900.00. Contact: Jim Rapp, 300 E. Glen, Peoria, IL Tel: (309)-682-4526

FOR SALE: SNIPE 9738. Top condition; dry-sailed; planked cedar hull; mahogany deck; teak floorboards; trailer; full cover; Ulmer sails; Race-Lite fittings; lifting sling. Ready to race - \$600.00. Albert Closser, 156 Floradale Ave., Tonawanda, (Buffalo area), NY 14150. Tel: 832-4390.

WANTED TO BUY: USED SNIPE in good condition, fiberglass preferred. Please give details as to age, extras, price, etc. Alan D. Anderson, 3836 Weyer Place, Lansing, MI 48910.

FOR SALE: IRISH SNIPE 14147. Trailer with dolly; new Levinson sails; outhaul winch; Bilge rat self-bailer; extra set of "Drifter" Levinson sails. Dry-sailed - \$750.00. Call or write Karl Faust, 2607 Greyfriar Ct., Indianapolis, IN 46260. (317) 255-1928.

FOR SALE: LIPPINCOTT SNIPE 13008. She has won over 30 regattas. Excellent condition. White hull with blue water line; teflon bottom; dark mahogany deck. Proctor E. Deck mounted compass; all go-fasts. Covers for everything; Levinson sails; trailer; Complete \$1400.00. Must sell. Jim Richter, 801 N. Shortridge Rd., Indianapolis, IN 46219.

FOR SALE: LEMKE SNIPE 17162 - 1968 Northeastern Champion; fleet champion. Immaculate condition. Minimum weight with 40 lbs. lead. Proctor E. All go-fasts. Van Zandt and North sails. Bottom cover; trailer. Best offer over \$1350.00. Bob Quay, 322 Taft Ave., Wilmington, DE 19805. Tel: (302) 655-8796.

FOR SALE: SCHOCK FIBERGLASS SNIPE 16117.
Yellow hull and white top. Minimum weight. Full traveling cover; trailer; always dry-sailed; Boston sails, medium; boom tent. BEST OFFER. Larry R. Hess, 13660 W. Ten Mile, Oak Park, MI 48237. Tel: (313) LN 7-6297

FOR SALE: FIBERGLASS LOFLAND SNIPE 12346
with Lofland trailer. Dry-sailed; excellent condition and waiting impatiently to race. Winner of Fleet 382 Championships '65 and '66. Fully equipped; North sails and full cover. \$925.00. John Shoemaker, 2230 Nursery Rd., B-22, Clearwater, FL 33516. Tel: (814) 531-7507.

FOR SALE: MILLS PLYWOOD SNIPE 10175. Has the low chine, long waterline boat, minimum weight; excellent condition; good Morgan & North sails; assorted equipment; Cummings wood and Proctor E mast (1967); Lofland trailer. Reasonable! John Eilers, 3907 Beech, Cincinnati, OH 45227.

FOR SALE: VARALYAY SNIPE 8677. Minimum weight. Bilge Rat self-bailer. 80 lb. bronze and 40 lb. aluminum boards. Fully equipped with Duffy, Richards, and Race-Lite fittings. Standard and full sails by Morgan. Many other extras. Excellent racing record - \$800.00. Gabr large wheeled trailer \$150.00 extra. Robert E. Longnecker, 226 Fountain St., New Haven, CT 06515. Tel: (203) 389-5233.

YEAR END SALE - A REAL BARGAIN if you can use them. We want to clean up our small stock of the 13th edition of Fearon Moore's **PRINCIPAL SAILING RULES** before the 14th edition comes out next Spring. Would be fine for introducing fundamental sailing rules to classes of beginners, juniors, etc. At the low, low price of 12 for \$1.25, how can you miss? Only from SCIRA, 655 Weber Ave., Akron OH, 44303.

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MADE ESPECIALLY FOR SNIPERS! A high quality screw button for yachting caps with a crossed anchor emblem. A red Snipe on a dark blue pennant with white enamel background - all outlined in gold. Can be worn in coat lapel, too. Obtainable only from SCIRA, 655 Weber Ave., Akron, OH 44303 at \$1.50 each. Fill that empty space on your cap with the proper class insignia!

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WEAR SNIPE INSIGNIA - A good quality emblem 2 1/2" by 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 oval felt surrounded by yellow braid. Very attractive - shows up good! Get them for \$1.00 each from SCIRA, 655 Weber Ave., Akron, OH 44303.

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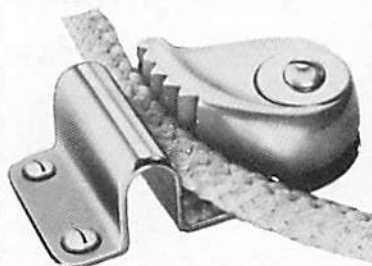
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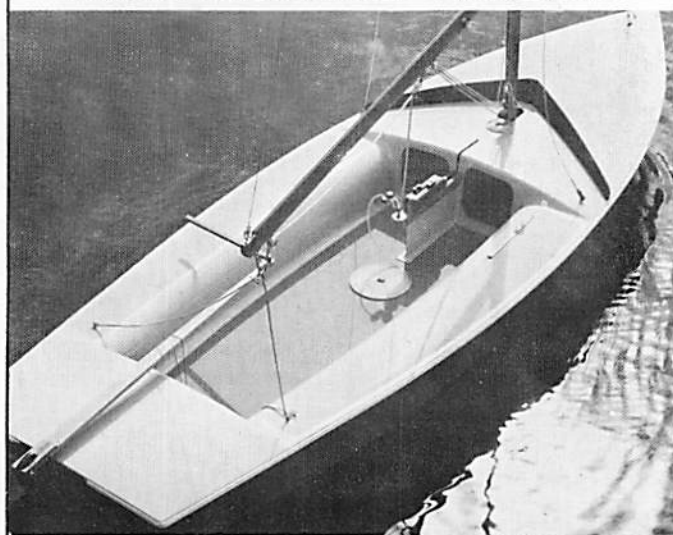
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