

SNIPE
.....
BULLETIN



MARCH 1972

Cobra Masts

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

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

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

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

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

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

The 1972 Cobras will also have some new equipment —

MAST PRICES

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

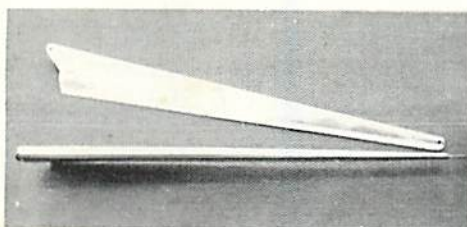
\$200.00

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

\$255.00

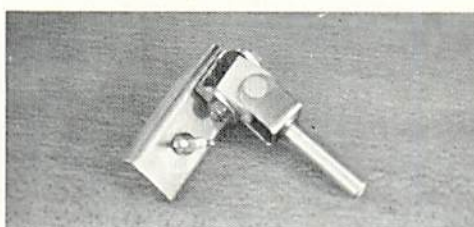
Boom with end plates\$32.00

Rigged Boom\$75.00



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

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

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

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

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

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

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

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

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

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

We are calling them the 1972 No. 1.

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

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

ELMS SAILS

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PHONE (714) 295-8887



Voice of the People

DANGEROUS SAILING CONDITIONS

I recently attended a SCIRA sanctioned regatta which I feel deserves attention. We arrived late at Burnham Park after a drive from Ann Arbor, Michigan. As we approached we were both depressed by a brief glimpse of a broiling Lake Michigan. As I registered I asked if the conditions were common and safe and was assured that they were. I asked if I could have a closer look at sea conditions and was told no, not without driving back to the Planetarium . . . there was too little time.

We rigged and sailed out to immediately encounter waves of from 8 to 10 feet in height upon clearing the breakwall. We started the race, but dropped out during the second leg realizing the conditions were marginal for our safety. Two waves washed completely over our boat, and our heads, from starboard to port, half filling the cockpit. Unlike lake sailing, I couldn't envision receiving realistic assistance should we capsize.

Terry Timms won the first race, capsized during the second and spent three hours attempting to right his self-rescuing hull. He was finally towed to shallow water where the motion of the sea drove his mast through the turtled hull sinking the boat. Three boats were similarly destroyed. Terry's was but four week old. Several other boats were damaged by the dangerously few, I only saw two, rescue boats patrolling the course. Fewer than a dozen of the 45 plus starters finished the second race. George Drake won that race capsizing 5 times enroute.

My points is this, the Indian Summer Regatta was very dangerously run. Had it been an event restricted to highly qualified skippers it may have been worth the risk. However, this regatta was open to all who drove in and paid admission. Worse, the immediate sheltered conditions did not represent the actual conditions to be encountered. We saw several youngster crews soaked, thoroughly scared and lucky to be back ashore. I just thank heaven that no injuries were reported. This was without doubt the most dangerous regatta I've ever attended and I feel the SCIRA representative should have cancelled sailing! Responsibility lies with the local authorities, but they may not be in an objective position to make a safe judgement.

John Goldworthy
Barton Boat Club
Fleet 520

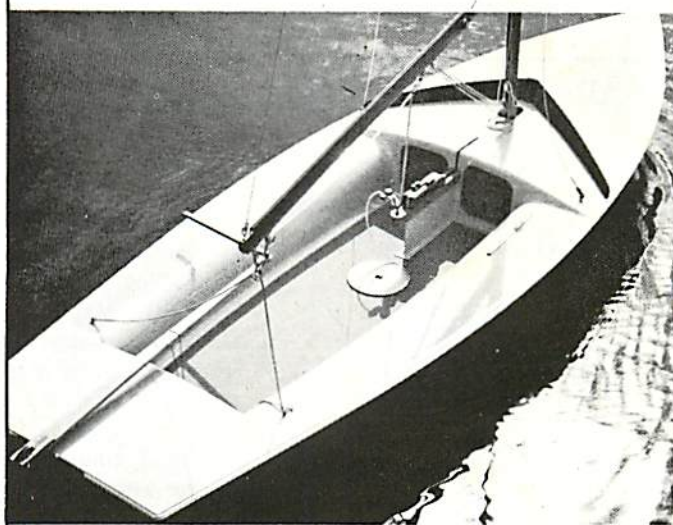
PHOTO CONTEST

Get in this contest - help promote Snipeing - and win a prize! We want action pictures of Snipe sailing. Preferably 8 X 10 black and white glossies (with negatives). All pictures submitted will be exhibited at the U.S. Nationals at Oklahoma this summer and judged at that time.

- 1 st prize - a knit navy blue blazer with SCIRA emblem.
- 2nd prize - a navy all weather jacket with SCIRA emblem.
- 3rd, 4th & 5th prizes - dacron/cotton knit shirts in red/white/blue with SCIRA sleeve emblems.

Get busy this spring while winds are best and take your pictures. Send all entries to: Buzz Levinson, 6234 Landborough, Indianapolis, IN 46220.

NEW SELF RESCUING HULL



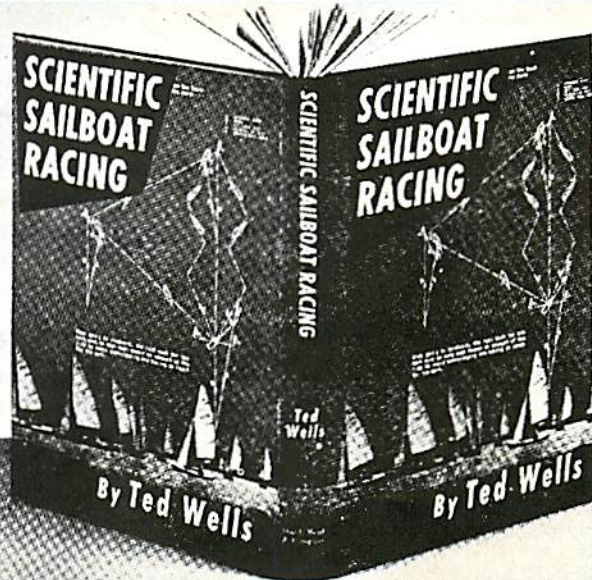
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SNIFE BULLETIN

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

MARCH 1972

Vol. XXII No. 3

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CHANGE OF ADDRESS

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

THE COVER

The cover photo by Enrico Dantas of O GLOBO was taken during the World Championship in Rio de Janeiro. It shows Earl Elms and Craig Martin demonstrating their winning form.

THE COMMODORE SAYS

This is the month for Snipers nearly everywhere to brush the snow from your boats, clear off the cob webs and get ready for another season of sailing. I am willing to bet that nearly every fleet has increased in size from last year. If not, get more of your friends out for a spring sail! Sailing is contagious!

Dr. Manfred Curry, author of Yacht Racing states: "No other sport requires such versatility of talent and accomplishment as sailing a race: logical thinking; clear, quick consideration; presence of mind; courage; endurance; keenness of observation; delicacy of feeling. Not least, sailing affords an opportunity for the enjoyment of Nature's beauties. Nowhere else are they displayed more richly than in water and cloud. Never is sea or lake twice the same. At times, the storm lashes the water to froth and urges man to contest with the fiercest of all elements. At other times, the calm or gently rippled surface of the water affords him peace. The breeze or wind which carries the sailor from the shore separates him from the storm and stress of life and brings him nearer to Nature and her treasures of unsuspected beauty!"

This could well be a very exciting year for SCIRA. The Olympic classes for 1976 will be selected at the IYRU meeting following the Olympic Games this year. According to the IYRU Class Policy and Organization Committee, the Snipe, 470, Fireball and Enterprise will be given preference with regard to the new two man centerboard boat. The IYRU has realigned its thinking to select classes with good all around performance, not for their ultimate speed. Selection for Snipe will not be automatic. National Secretaries must communicate with the IYRU delegates. Let them know the strength and activity of Snipes in your country. Express SCIRA's strong desire to become an Olympic Class. Read the article printed in this issue entitled "The Olympic Choice," extracted from the RYA 1971 Winter Newsletter.

Your SCIRA officers and committees are working hard to insure that we have a good chance of being named an Olympic Class for 1976.

Dick Tillman
Commodore

THOUGHTS WHILE SAILING

We are on the verge of passing 20,000 and nearly everyone getting a new boat wants a high number. It is nice to know that we have so many Snipers who would like to have a number exactly 10,000 numbers away from their old boat, or that they have had six boats in the last 15 years with the same last three digits. However, it does present a problem to the SCIRA office. We try to oblige those who would like to have special numbers by reserving a particular number, but one of the consequences it we may reach 30,000 before we get to 20,000. So, if you find a bit of reluctance on the part of the office for your special request we hope you will understand.

The Board has directed the office to require payment for a number in advance. If you would like a new number please send along your check. It would facilitate office routine and would be greatly appreciated.

NEW NATIONAL SECRETARIES

In the past couple of months several countries have announced changes in their officials. Ruy Moreira succeeds Adriano da Silva as the top man in Portugal. He is articulate and a very hard worker for Snipe, already deeply involved getting Snipe in the Olympics. He will be in charge of the European and African Championship to be held in Oporto, Portugal July 15-22. His address is P. O. Box 61, San Joao de Madeira, Portugal.

Stuart L. Griffing has been selected to be the U. S. National Secretary. Stu has been sailing nearly 30 years, most of which has been in Snipes. He has served in many jobs and is a terrific worker. He succeeded Buzz Levinson.

And for women's lib we have Miss Eva-Karin Wilkko who has followed Rafael Wolontis as National Secretary for Finland. Her address is Huvilakatu 20-22 A 9, Helsinki 15, Finland.

All of SCIRA wishes success to these new officers and a vote of thanks to their predecessors.

RULE BOOKS

Through several unfortunate delays the 1972-73 Rule Book will be late. All the changes have been sent to the printer and it will take about 60 days to be completed. They should be available around the first of May.

U.S. SECRETARY

Best wishes go to Stu Griffing as newly elected U.S. National Secretary.

For many years the Executive Secretary managed both U.S. and International affairs. The class grew both nationally and internationally. After Bud Hook served as Commodore, the office of U.S. National Secretary was created and he was elected to it. Bud formulated and systematized many programs which previously had been done haphazardly. SCIRA is engaged in many levels of sailing - fleet, district, national, international, Pan American, and hopefully Olympic. I have attempted to continue Bud's work and have enjoyed working with Snipers everywhere in keeping our organization growing and healthy.

Our class went thru some turmoil during the "modernization" phase but we are extremely healthy now and definitely on the upswing. All one-design classes are faced by the splintering effect of manufacturers who bring out new classes with considerable publicity. They strip the boats to the bone and they are thereby priced lower than most established one-designs with numerous go-fast equipment.

Our big advantage is that SCIRA is a going, viable organization with instant racing and sailing fun assured at any level - fleet, national, or international. Most new classes can only point to a possible bright future.

Recently U.S. Snipers have expressed an interest that the district level play a more active role. District Governors must be brought into closer contact with the national organization. Stu Griffing hopes to accomplish this reorganization and he will need the ideas and help of all interested Snipers.

Smooth sailing on your new job
Stu. Buzz Levinson

NEW TROPHY FOR U.S.

A trophy offered by Fleet 330 of the Atlanta Yacht Club has been approved. It is to be the Frederick P. Pember Trophy in honor of "Cuzzin' Fred," a devoted Sniper for many years. It is to be awarded to the winner of the series held for the skippers who automatically qualify for entry in the Heinzerlings. This series is to be held at the same time as the Crosby series. Thanks to Fleet 330 for their contribution.

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On the Lighter Side

WINTER

Remember last spring when it was time to get the boat in the water, how solemnly you swore to do all the upkeep, renovating type chores *before* the season started next year—like immediately after you put up for the winter?

Now is the time. It is so easy, during the season, to make a mental note to do something about that balky outhaul on the boom, or the cleat that doesn't hold as well as it should, when you put up the boat. Why not make a written note—it will grow to a written list—of the things you need to do to be in tip-top condition for next season.

Now is the time to order new fittings—replacements or extras—sometimes delivery is not immediate. Now is the time to clean up, fix up and protect.

Save the new book on sailing you got for Christmas to read *after* your boat is completely ready to go for next season.

How else to 'sail' in winter? Keep in touch with other fleet members. An all fleet party is very fine, but smaller ones will do to keep alive the enthusiasm. Our fleet is fortunate to have a sailor-photographer who records on movie film some of the exciting moments of the season. Another way to winter sail.

Winter sailing can also be accomplished, at greater cost of course, by taking a charter cruise in southern waters, or by attending a sailing school in a warm area. You may know someone who has taken this method and can recommend places and facilities to you. Or you can find advertisements in most of the publications having to do with sailing.

And for those very lucky people who live in a balmy climate where they can sail the year round—when do they do their "winter chores?"

Ruth Bockelmann
Iowa-Nebraska Fleet No. 309

Chuck Loomis Wins Mass. Open

The Massachusetts Open Snipe Championship Regatta was held at the Cottage Park Yacht Club on September 18th and 19th. Twenty two boats competed, representing most of the New England States.

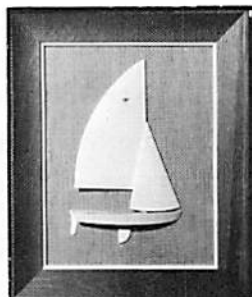
Chuck Loomis won the title Sunday in an exciting race in very choppy waters with a strong 25 mile per hour wind. Lucky Loomis took the lead at the starting line and held it all the way; but Mike Goll trailed him closely around every mile of the course. Because of the wind and chop the boats and crews were slippery wet resulting in many mishaps. Despite a race which at times resembled the Perils of Pauline, Chuck and his crew, Alice Petrucci, crossed the line well ahead of Mike Goll, and his crew, Joey Petrucci.

On Saturday, the first day of the Regatta, the air was light and variable and two races were held. This kind of air is made to order for John Kelley and his crew, daughter Carolyn, so it was no surprise to anyone when he finished first in the first race and second in the second race.

John and Ed Younie of Keene, New Hampshire, were tied for first place in the regatta after Saturday's races. However the heavy air on Sunday was not to their advantage.

Chuck Loomis had finished 3rd and 4th in the Saturday races and Sunday's first won him the regatta. Second was John Kelley, also of Cottage Park Y.C. Ed Younie, New Hampshire, was third. Fourth was Bill McInnes, Narragansett Bay, and Fifth Mike Goll of Cottage Park.

Alice Petrucci
Mass. Bay Fleet No. 244



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RACE RESULTS - 1971

U.S. National Championship	2nd
Crosby Series	1st
Griffith Trophy	1st
Danish National Championship	1st
Pan American Games	1st
Canadian National Champ.	1st
Silver Snipe (Sweden)	1st
Snipe Gold Cup (Sweden)	1st
Championship of Spain	1st
Don Q	1st

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ADDRESS*..... NAT'L DESIGNATION.....
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SHIPPING ADDRESS..... ... Blue ... Black
.....ZIP..... TELE:(Bus).....(Res).....
SHIPMENT VIA: ... Parcel Post ... Air Freight ... Carrier Deliver
... Air Parcel Post ... Hold at airport
... United Parcel Air for customer pick-up.
Notify customer at telephone

SAILS DESIRED: Prices include battens, insignia, numbers and bags.

MAIN	\$120.00 ea.	... Light - Medium (0-20mph) * - *	Recommended as best
		... Medium - Heavy (15-30mph)	all purpose suit
JIB	\$80.00 ea.	... Light (0-20mph) 3oz. *	JIB WINDOW Includ.
		... Medium (10-25mph) 4.5oz	... Fixed Tack
		... Heavy (25mph +) 5oz	... Adjustable Luff
ROYALTY (U.S. Only)	\$5.00 additional per sail		... EXTRA SET OF BATTENS - \$4.25

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... Keel Stepped ... Deck Stepped

BOOM HAS: ... Wire outhaul ... Sliding outhaul on track.

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TERMS: 50% deposit with order, F.O.B. Loft. Shipments out of the United States require FULL advance payment with the order. On all shipments we will pay surface parcel post charges if you include full payment with the order but all air shipping is for the customer's account.

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THANK YOU FOR ORDERING NORTH SAILS.

THE OLYMPIC CHOICE

It is largely up to you which classes of boat are selected for the 1976 Olympic Regatta. The selection is finalised in November 1972 and you have until then to influence the decision.

Clubs giving racing for sailing craft are asked to hold meetings to discuss the choice of the Olympic classes. The RYA will be keenly interested to hear the results. It is certain that meetings at club level will ensure full discussion and thus produce a really informed opinion which will be likely to assist those who have the final decision to make. It is even possible that it could be practicable to organise a referendum, but the first essential is to get the *club* view. The IYRU, which is responsible for making the final decision, is a collective and democratic organisation. It doesn't want to dictate to the Nations but to hear their views and to reach a decision which will please most, if not all, yachtsmen of every Nation involved.

Future Olympic Classes

Everybody in the sport wants the Olympics to further the sport of yachting. In the past, 'extreme' classes have been chosen which try their crews to the utmost. Some of these selections assisted the development of new materials, techniques and equipment. There is now a feeling that this has gone too far and that the Olympic Classes in future should be more representative of sailing as it is in the world today. This means choosing less extreme boats, less costly to the owner, more two-man boats, and *all* 'one-designs' with tight controls on building and equipment. The present classes, and the year in which they were first selected are:

International Class	First Selected	Number of Games to Date (inc. 1972)
STAR	1932	9
DRAGON	1948	7
FINN	1952	6
FLYING DUTCHMAN	1960	4
SOLING	1972	1
TEMPEST	1972	1

The IYRU's decision-making body is its 'Permanent Committee,' composed of twenty voting delegates nominated by the sixty-four member Nations. The RYA delegates are Ian Butler and Robin Aisher. If they go to next year's meeting without being aware of your wishes, they can't fulfil their job properly.

From now on, at least one class will be changed after each Olympics, since the IYRU realises that no class should stay in the Olympics for ever, but, at the same time, too many changes would be damaging for many reasons. A list of some International classes which could be considered for future Olympics is set out on page 38. Only International classes are eligible for selection. Those classes marked with a (W) are those in which a UK sailor is the world champion.

The information has been gleaned from various sources including helpful class secretaries. It is only a guide line and complete accuracy cannot be guaranteed.

The difference between 'Number of Countries with more than six boats' and the 'Number of IYRU countries known to have boats' is primarily due to the fact that a number of small countries with few boats have not yet joined the IYRU and are ineligible for the Olympic Yachting events.

Declaration of Intent

Two years ago the IYRU, pressed by the RYA's delegates, went on record with the following declaration of intent for the 1976 Olympic Regatta. This declaration was reaffirmed last year:

'To include the following in the Olympic Games of 1976:

- One modern, high performance, three-man keelboat;
- One modern, high performance, two-man keelboat;
- Two modern, high performance, two-man dinghies;
- One modern, high performance, single-handed dinghy;

International Tornado Class'.

Talk in the corridors can have an important bearing on the decision and the RYA has many members on IYRU committees.

Provided that clubs let us know their wishes, we will ensure that these members will see the collated results. Naturally your views will influence them, but the final vote must be made in the light of valid points brought forward during the IYRU meetings.

A 'declaration of intent' can be changed (because it is only what it says it is). It is not a mandatory ruling which has to be followed. Already, some of the IYRU delegates are talking about changing it.



CLASSES WHICH COULD BE CONSIDERED FOR THE OLYMPICS

Class	Boats Built	Racing in UK	Outside UK	Number of Countries with more than six boats	Number of IYRU Countries known to have boats
(W) Contender	626	80	510	18	18
Dragon	5,000	200	2,000	25	30
(W) Enterprise	15,862	6,000	2,320	24	18
Finn	10,000	150	2,700	35	40
(W) Fireball	7,000	2,200	3,500	36	25
(W) 505	4,300	850	3,385	22	19
(W) F.D.	6,500	150	3,500	37	38
470	10,000	25	4,620	11	11
Snipe	19,500	200	5,000	53	42
Soling	1,300	68	1,232	21	29
Star	5,600	10	1,449	23	23
Tempest	567	45	522	16	14
(W) Tornado	1,000	120	880	13	12

Ed note: This was extracted from an article by Nigel Hacking in the Royal Yachting Association 1971 Winter Newsletter. It further serves to explain the interworkings of the game of choosing boats for the Olympics.

Don Hite Swallows First Champagne Regatta



Top Row L to R: Bugbee, Kelley, Hite, Booth, Timm.
Bottom Row: Bugbee, Kelley, Nelson, Booth, Lucas.



Top L to R: Davis, Dunbar, Gunkler, Hanselman, Magnuson.
Bottom: Davis, Magnuson, Rendall, Williams, Hollis.

The Keuka Yacht Club, Snipe Fleet No. 382, held its First Annual Champagne Regatta August 21-22 on Keuka Lake. A number of skippers decided Keuka would be a good "resting" place between the Nationals and C.O.R.K. but Saturday winds were not restful. The 55 boats, divided into A and B Fleets, struggled against strong winds, chop, and gusts to 30. A number of equipment failures, most notable a broken mast, plus swampings, capsizings (a few went turtle), and DNFs sum up a rather wild day.

The first race, double triangle course with southwesterly winds, was won by Terry Timm, 2nd Don Hite, and 3rd John Johns. Second race, more wind and fewer boats, 1st Don Hite, 2nd John Johns, and 3rd Alvin Bugbee. Michigan sailors prevailed at the end of the first day of racing.

Saturday evening, after two bruising races, all enjoyed champagne at the predinner party and a delicious buffet with table wines in our—almost finished—club house. Champagne and wines came from the New York State wineries in the area.

On Sunday southerly winds moderated but were adequate to complete two races back to back before 1:30 P.M. First race results were 1st Terry Timm, 2nd Don Hite and 3rd George Drake. In the second race it was 1st Don Hite, 2nd John Kelley, and 3rd John Goldsworthy.

Overall results, top honors going to Don Hite, 2nd Terry Timm, and 3rd John Kelley. B Fleet winners were Jack Magnuson 1st, Warren Hanselman 2nd, and Wally Gunkler 3rd.

A new perpetual trophy, a silver champagne chiller, was donated by Finger Lakes Wine Museum, Hammondsport, N. Y. The keeper trophies included wine racks, goblets, decanters and the necessary liquids for same. Everyone had a great time. We hope to see all of you back and bring a friend to our Second Annual Champagne Regatta.



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Sally Heitzman
Keuka Fleet No. 382

Don Hite, Lake Angelos, Mich	2-1-2-1	6	1
Terry Timm, Barton Boat Club, Mich.	1-4-1-4	16	2
John Kelley, Cottage Park, Mass.	5-9-4-2	36	3
Alvin Bugbee, Chautauqua, N.Y.	4-3-7-12	44.7	4
Bud Booth, Onondaga, N.Y.	6-7-16-9	61.7	5
Chuck Fox, Newport, N.Y.	7-15-9-10	65	6
John Goldsworthy, Barton Boat Club, Mich.	DNF-5-8-3	66.7	7
Victor Larson, Chautauqua, N.Y.	14-12-6-13	68.7	8
Fred Jordan, Keuka, N.Y.	12-DNS-5-6	70.7	9
Bob Vreeland, Newport, N.Y.	DNF-8-10-5	77	10

CHAMPAGNE B

Jack Magnuson, Chautauqua, N.Y.	1-1-3-8	19.7	1
Warren Hanselman, Barton Boat Club, Mich.	3-2-4-2	19.7	2
Wally Gunkler, Chautauqua, N.Y.	2-DNF-8-4	45	3
Steve Dunbar, Chautauqua, N.Y.	5-3-12-7	46.7	4
John Davis, Keuka, N.Y.	4-DNF-2-10	47	5
Bob Campbell, Keuka, N.Y.	12-6-13-1	48.7	6
Dirk Kneulman, Oakville, Ont., Canada	DNF-DNS-1-3	57.7	7
Dave Aldrich, Onondaga, N.Y.	10-DNF-5-6	57.7	8
Pete Szczebak, Onondaga, N.Y.	14-4-11-9	60	9
James Nordine, Keuka, N.Y.	9-DNF-16-5	67	10

Don Hite Takes Last Chance



Skippers L to R standing: Dick Schmidt, Don Hite, Ed Probeck, John Johns, and Dan Wesselhoft.

The first annual "Last Chance" Regatta, in conjunction with the Chicagoland Regatta, was held on Crystal Lake, Illinois, September 25 and 26. Thirty one skippers arrived at the starting line Saturday in a light drizzle with good winds from the east at 25 knots, gusting to 30-35 knots. The race started with no recall, and Don Hite immediately jumped into the lead handling the tricky, shifting winds on Crystal Lake with ease. Don held the lead throughout, with Dick Schmidt and John Johns close behind. Several skippers found the shifting winds difficult to handle, and a few went for an unexpected swim with only 26 boats finishing.

The second race was held immediately afterward. Don Hite's skill showed itself again as he gained first almost immediately and held it throughout the race. John Johns and Dan Wesselhoft finished second and third.

The skippers arrived at the club Sunday morning to find the lake clouded in fog and the wind blowing straight up. Much grumbling was heard about a drifter as the race committee headed out to set the line. As the skippers sailed to the starting line, the wind built up to 6 knots. Don Hite made his usually good start, worked his way into first and held it throughout the race. Ed Probeck and Dan Wesselhoft fought it out behind Don with Ed beating Dan at the finish.

The winner of the regatta was Don Hite with a perfect score of "0".

Crystal Lake captured the Chicagoland trophy. The winning club is determined by the lowest total score of the first five boats from each Chicago fleet. Ed Probeck of Burnham Harbor was the top Chicagoland skipper.

Crystal Lake decided to try the 720 rule for their first regatta; no one objected, and many found it to their liking. Several boats took the penalty, and only one protest was lodged. The rule appeared to reduce the protest committee's load, and surely benefits skippers driving several hundred miles to a regatta.

*Harlen Wilkenson
Crystal Lake Fleet No. 267*

LAST CHANCE

Don Hite, Detroit	1-1-1	0	1
Dan Wesselhoft, Peoria	4-3-3	19.4	2
John Johns, Barton B.C.	3-2-8	22.7	3
Dick Schmidt, Barton B.C.	2-4-7	24.0	4
E. Probeck, Burnham Harbor	10-5-2	29.0	5
D. Stickler, LaCrosse	7-7-5	36.0	6
Kay Word, Decatur	5-6-9	36.7	7
George Drake, Lake Angeles	6-9-10	42.7	8
Harold Schmid, LaCrosse	13.5-10-4	43.5	9
S. Salzenstein, Peoria	8-12-6	43.7	10
Dick Zukowski, C.L.Y.C.	11-14.5-14	57.5	11
Frank Vincent, Springfield	16-14.5-13	61.5	12
Dave Congdon, Decatur	18-17-11	64.0	13
Jim Horn, LaCrosse	13.5-8-DSQ	67.6	14
John Stanley, C.L.Y.C.	9-DNF-16	69.0	15

CHICAGOLAND REGATTA

Burnham		Crystal Lake	
Ed Probeck	0	Dick Zukowski	3.0
Jeff Andron	11.7	John Stanley	5.7
Dave Schafer	17.7	Dale Williams	8.0
Dick Dronsuth	29.7	Scott Griffith	10.0
Lou Spencer	41.7	Harlen Wilkenson	23.7
TOTAL	100.8	TOTAL	50.4

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JEFF LENHART PACIFIC COAST CHAMP



John Jenks, two-time winner of the PCC runs-down wind with the San Francisco skyline and Oakland-Bay Bridge in the background. Jenks finished fifth in the regatta.

Jorge Brown Photos.



L to R: Mike and Carol Parker, Carolyn and Tom Nute, Rick Perry and Jeff Lenhart, Kendall Karnes and Dave Peterson.

strong winds and heavy chop for which San Francisco Bay is noted. Jeff Lenhart proved his versatility by again finishing easily in first place, followed by Mike Parker and Dave Peterson.

Sunday dawned with the second rain of the entire summer, but this atypical weather cleared before race time, leaving moderate wind and a light chop. The San Diego gang clearly felt at home in these conditions and seemed to have the edge in boat speed as they sailed to victory.

The regatta was hosted by Ballena Bay Yacht Club in Alameda. The club's facilities are outstanding and the sailing is the best San Francisco Bay has to offer. A fine race committee was headed by Harold Bedford, who postponed his vacation just to help out.

Carol Parker

San Francisco Bay, Fleet No. 12

The Snipe Pacific Coast Championships were sailed in San Francisco Bay waters September 25-26. Jeff Lenhart of San Diego, held a firm lead throughout the five-race series (one throw-out) by scoring three firsts and a third. San Diego sailors dominated the regatta, as Tom Nute and Dave Peterson placed second and third respectively. Mike Parker of Oakland placed fourth and prevented a clean sweep of the trophies by southern California sailors.

The fleet of nineteen Snipes included four former Pacific Coast champions: John Jenks (1957, 1960), Don Trask (1959), Tom Nute (1969), and Dave Peterson (1966, 1970).

Lenhart got off to a poor start in the very first race when a major wind shift scrambled the fleet and left him with an 11th place finish. Don Trask read the shift correctly and sailed to victory, followed by John Jenks.

In Saturday's second race, the wind had steadied and was blowing around 15 mph. Lenhart recovered to lead the fleet easily, followed by Tom Nute who edged Mike Parker out for second place by only a few inches.

Jeff Lenhart, San Diego	11-1-1-3-1	5.7	1
Tom Nute, San Diego	10-2-5-1-2	16	2
Dave Peterson, San Diego	4-4-3-6-3	27.4	3
Mike Parker, Oakland	7-3-2-8-6	33.4	4
John Jenks, Oakland	2-5-10-9-4	36	5
Don Trask, Oakland	1-13-9-4-8	37	6
Steve Bruckner, San Diego	12-6-8-5-5	45.7	7
Bob Nagy, San Francisco	13-9-DNS-2-9	52	8
Joe Horn IV, San Francisco	3-14-6-11-12	52.4	9
Benny Mitchell, San Diego	14-11-4-7-11	55	10
Rudy Hornung, San Francisco	DNF-8-7-12-7	58	11
John Stark, Oakland	16-12-DNF-13-13	58	12
Ted Goldbeck, Oakland	9-15-DNF-15-DNF	62	13
Jerry Zanzinger, Oakland	8-7-11-14-DNF	64	14
Bob Loomis, Davis	5-16-DNS-DNS-DNF	72	15
Don Wunn, Oakland	17-DNF-DNF-10-10	80	16
Bill Ollinger, San Francisco	6-DNF-DNS-DNS-DNS	86.7	17
Bob Miller, San Francisco	18-10-DNS-DNS-DNS	90	18
Imants Kaupe, Oakland	19-DNF-DNS-DNS-DNS	100	19

Bob Vreeland Wins Retzhaupt Trophy



District V racing was in light and shifty winds for all 3 regattas this summer.

Bob Vreeland, Newport Yacht Club seemed to thrive on this type of air. He became the first sailor to win all three district regattas in one year giving him a clear win for the overall Retzhaupt Trophy, given each year for the low point score for the 3 district regattas: The District V Championship, The Lake Ontario Regional Open, and the New York State Championship (reported in the October Bulletin).

It was truly a great year for Bob and his very capable crew Mike Hanna.

Retzhaupt Results: Bob Vreeland, Newport - 17 - 1
 Chuck Webster, Newport - 58.4 - 2
 Wayne Matson, Silver Lake- 86.2 - 3

Al Bugbee, Chautauqua	-	91.1	-	4
Chuck Fox, Newport	-	113.5	-	5
Ellen Lawton, Onondaga	-	141	-	6
Howie Fletcher, Olcott	-	145	-	7
Graham Hoffman, Keuka	-	150.5	-	8
George Hock, Onondaga	-	163	-	9

*Graham Hoffman
 Sec.-Treas. District V*

DISTRICT V

Bob Vreeland, Newport	4-1	8	1
Wayne Matson, Silver Lake	2-7	16	2
John Magnuson, Chautauqua	5-4	18	3
Harold Lyness, Onondaga	9-3	20.7	4
Bud Booth, Onondaga	12-2	21	5
Graham Hoffman, Keuka	7-5	23	6
Lana Rittmann, Newport	6-6	23.4	7
Chuck Webster, Newport	1-NF	27	8
Al Bugbee, Newport	3-NF	32.7	9
Ellen Lawton, Onondaga	8-NF	41	10

LAKE ONTARIO

Bob Vreeland, Newport	2-1	3	1
Chuck Webster, Newport	3-5	15.7	2
Howie Richards, Oakville	5-4	18	3
Jules Kroeger, Unattached	1-13	19	4
Vic Larson, Chautauqua	9-3	20.7	5
Lucius Bugbee, Chautauqua	13-2	22	6
Bent Poulsen, Oakville	4-8	22	7
Al Bugbee, Chautauqua	6-6	23.4	8
Chuck Fox, Newport	7-9	28	9
Wayne Matson, Silver Lake	10-7	29	



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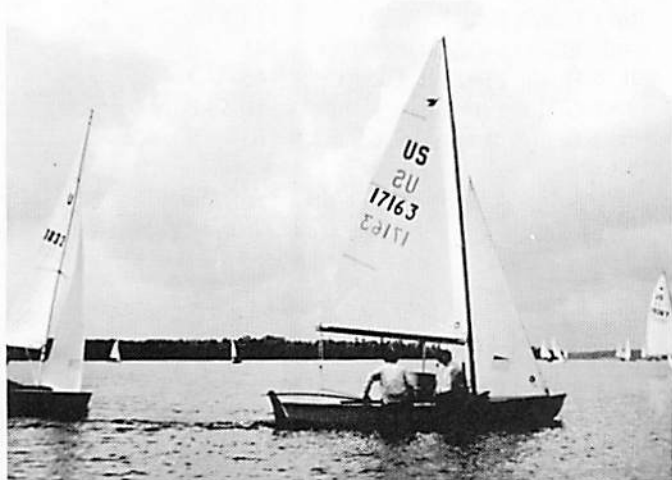
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FRANK PONTIOUS TOPS IN INDIANA OPEN



Frank Pontious rounding a mark.

The rain had no sooner settled the dust on Geist Reservoir, site of the 1971 Indiana Open, when big Richard Gallmeyer, Race Committee Chairman, and his band of wet ladies, led all 94 entries out of the harbor on to the almost windless lake.

After an afternoon of the usual jockeying around, cussing, shouting and watching the wind drop to more like no wind at all, two races were sailed back to back.

In the Lilly series, when the points for the day were totaled up, Frank Pontious and crew Mickey Pontious turned in a 5th and a 1st for a low of 10 points. (Frank and crew, from Diamond Lake, didn't come alone—the parking lot was full of northern license plates.) Bill Buckles of Decatur YC, who did not even bring a crew, (who needs 'em!) picked up local ex-Sniper Curt Schroeder and between the two of them ended Saturday afternoon with a 4th and 2nd for 11 points for second place position. Local Lee Reichard and wife Gaye with a 1st and 6th out of his group, turned in 11.7 points for the days work. Meanwhile, back in the pack, last years winner Terry Timm and crew Marie Lucas had a good and not so good 1st and 12th but was still not to be counted out.

The Call series mustered together 39 boats but with the light wind conditions and heavy traffic around some of the marks it was sometimes hard to tell who was racing whom.

Larry and Sue Lasek knew, because in the second race Larry finished so far up in the last of the "Lilly" boats, that the race committee, not finding the Indianapolis sailor back with his group gave him a DNF. This was later corrected and with the 1st in the first race gave him 3 points. To show it was not all luck, Larry and Sue went on to capture another first on Sunday morning. All agreed that with only 3 points for the series, Larry deserved the trophy.

Harold and Betty Spicknall of the Lansing Sailing Club had a 3-1-3 which was good enough for second place, with 11.4 points. Harry Levinson, Jr., with Harry Sr., for crew turned in a 1-11-1 for 17 total points. No one at this point is quite sure who was steering the boat in the second race, but young Harry wants full credit for the two firsts. Sunday's sailing in the Lilly series kept Frank Pontious on top with a 3rd in his group giving him the big bowl for his efforts. Terry Timm added a 2nd to his 1st and 12th and tied down 2nd place for the series. Buzz and son, Paul Levinson (they flipped a coin at the start to see who would skipper—Paul Lost) had a steady 4-3-4 for the weekend and won 3rd place. Don Hite captured 4th for Lake Angelus, aided by crew Gayle Nelson, by picking up a 1st in the last race.

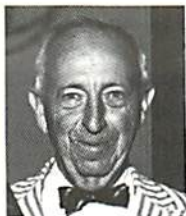
In all 40 trophies were given out. 20 went to each of the top 10 skippers and crews in each series. Bob Allen, assisted by his wife June, was chairman of this year's event (he says) along with the members of Snipe Fleet 409.

Bob Allen
Indianapolis Fleet 409

"Lilly"				
17163	Frank Pontious, Diamond Lake	5-1-3	15.7	1
19836	Terry Timm, Barton	1-12-2	21	2
18501	Buzz Levinson, I.S.C.	4-3-4	21.7	3
19267	Don Hite, Lake Angelus	2-14-1	23	4
16796	Lee Reichart, I.S.C.	1-6-8	25.7	5
18886	Bill Buckles, Decatur	4-2-9	26	6
18067	Dick Madden, I.S.C.	5-10-1	26	7
19400	Bob Rowland, Cowan	3-5-7	28.7	8
17395	Jeff Jones, Crescent Sail	3-6-6	29.1	9
15520	Tom Head, I.S.C.	16-1-9	37	10
18247	Jim Richter, I.S.C.	6-12-5	39.7	11
18116	John Brannan, I.S.C.	2-16-14	35	12
18501	Frank H. Levinson, I.S.C.	8-7-13	46	13
19020	Bill Simons, Chattanooga	17-3-12	46.7	14
15505	Lesley Bryson, Privateer	12-8-10	48	15
18118	Stu Griffing, Cowan	9-4-23	52	16
16797	Paul Zent, I.S.C.	8-23-5	53	17
16856	Tom Townsend, I.S.C.	14-20-4	54	18
19062	Mike Zalzal, Hueston Woods	7-13-17	55	19
17460	Mike Kinghorn, Eagle Creek	7-5-26	55	20
16953	Jeff Troeger, Diamond Lake	24-4-13	57	21
17693	Bill Collins, I.S.C.	11-8-20	57	22
13023	Ed Probeck, Burnham	15-26-3	58.7	23
19671	Gene Lemke, I.S.C.	17-NF-2	59	24
16734	Mark Shoenerger, Cowan	18-10-14	60	25
17396	Steve Orr, Crescent Sail	13-9-21	61	26
9299	Bud Leonard, Diamond Lake	19-13-11	61	27
16600	John Gore, Diamond Lake	23-2-25	63	28
18858	Ed Griffith, Acton	10-24-12	64	29
19366	Jim McDonald, I.S.C.	11-11-26	66	30
12452	John Stanley, Crystal Lake	12-25-11	66	31
19179	Dave Schafer, Burnham	26-17-6	66.7	32
18120	Bob Hill, Hueston Woods	26-9-15	68	33
17513	John Johns, Barton	13-18-19	68	34
17460	Steve Sherman	15-16-20	69	35
17558	Bob Page, I.S.C.	6-19-27	69.7	36
16697	Dick Glenn, Chippewa	10-19-24	71	37
19281	Tom Rolles, Hueston Woods	21-7-25	71	38
19388	George Drake, Lake Angelus	22-21-10	71	39

"Call"				
18068	Larry Lasek, I.S.C.	1-2-1	3	1
18046	Harold Spicknall, Lansing	3-1-3	11.4	2
12192	Harry Levinson, Jr., I.S.C.	1-11-1	17	3
15400	Dick Crookston, Gull Lake	5-4-3	23.7	4
18914	Dave Burdett, Richmond	4-7-2	24	5
19363	Nancy Norton, I.S.C.	3-2-11	25.7	6
19361	Jim Guthrie, Richmond	6-6-2	26.4	7
11948	Marshall McCuen, I.S.C.	10-1-6	27.7	8
17459	Bill Clayton, I.S.C.	2-11-4	28	9
19178	Harold Hake, Decatur	5-3-9	30.6	10
19433	Bob Allen, I.S.C.	6-3-6	31.6	11
18119	Frank Hiatt, I.S.C.	6-4-7	32.7	12
11109	Bob Rogers, I.S.C.	8-7-5	37	13
7192	Hy Finegold, Cowan	8-6-6	37.4	14
16400	Jack Kirkbride, Cowan	3-9-10	39	15
18913	John Meredith, Whitewater	2-14-12	41	16
19362	Stuart Spencer, Richmond	7-8-11	44	17
16401	George Nichols, Decatur	15-5-8	45	18
19345	Marvin Lee, Muncie	11-14-5	47	19
9871	Bill Reid, Ivy Club	98-13	48	20
19269	Steve Barb, Muncie	11-17-4	48	21
13303	Bill Doherty, Chippewa	14-5-12	48	22
19278	George Howell, Richmond	12-13-8	51	23
17560	Ralph Townsend, I.S.C.	9-16-9	52	24
17046	Dick Saunders, Hueston Woods	13-10-17	58	25
19368	Warren Hanselman, Barton	10-10-NS	58	26
6290	Jerry Makela, Richmond	13-19-10	60	27
16729	Bill Stephenson, I.S.C.	17-12-14	61	28
18246	Dave Caperton, I.S.C.	18-9-16	61	29
17690	Ken Hadwiger, Charleston	15-15-14	62	30
17214	Lew Lappas, I.S.C.	12-18-15	63	31
15304	Charles Chambers, I.S.C.	18-12-17	65	32
17688	John Dottenwhy, Muncie	19-16-13	66	33
18912	Mike Glauberman, I.S.C.	14-13-5Q	67	34
11467	Kiffin Gilbert, Richmond	16-18-16	68	35
14982	Stan Kowalski, I.S.C.	17-15-18	68	36
15711	Darrell Wilburn, Cowan	19-17-15	69	37
10593	Erick Laine, Richmond	16-19-NF	73	38
19399	Dave Kerper, Diamond Lake	21-20-18	77	39

Wells Wanderings



by Ted Wells

March 1972

NOSTALGIA

Bill Crosby always used to tell me, when I couldn't think of a subject to write on, to just reprint something from a few years back. Those who hadn't read it the first time wouldn't know the difference; those who had would probably have forgotten about it, and there is a new batch of skippers each year who never heard of it.

So — since nostalgia is the in thing now — lets take up the subject of Old Joe again. Almost a whole generation ago, Old Joe made his first recorded appearance at the Nationals on Lake Allatoona, Georgia, under the sponsorship of the Atlanta Yacht Club.

For the edification of the now generation and their elders who may have forgotten — Old Joe is a character who lives under a rock near the No. 1 mark, which is often loosely described as the windward mark, and is in an area which the Atlantans call the slot, as I remember. It is called a lot of other things by skippers trying to get to it.

When Old Joe sees a sailboat coming, he crawls out from under the rock and turns on his black box. On the box is a panel of buttons which he can push, and the resulting reaction by the wind is calculated to drive racing skippers stark raving mad. In addition to the most frequently used "lift" and "header" buttons, and the common "wind increase" and "wind decrease" buttons, there are additional buttons which alone or in combination with the basic circuits, can produce very sophisticated effects.

The "suction" button is generally used to remove all wind in the vicinity of a windward mark, while it continues to blow everywhere else. When this is combined with the "starboard lift" and "port header" button the results are catastrophic for a port tacker who thought he had it made. Additional interest can be created by combining the above with the "local puff" or "local hole" buttons.

At the leeward mark, a favorite is the "split shift" button. Joe pushes this when about the third boat rounds the mark, and it enables this boat to point about fifteen or twenty degrees higher than the boats which rounded previously. If the leading, leeward boats go along dumb and happy and do nothing — Old Joe is likely to hit them with the "local hole" button and they have had it.

There are a series of "streak" buttons. Pushing just one produces an increase in wind velocity in a very narrow streak. This circuit is frequently energized for long downwind legs. Pushing more buttons makes more streaks. The most sophisticated circuiting is energized by pushing the "port side" or "starboard side" button when a windward leg is started. All circuits are then programmed so that if the "starboard side" button is down — the people who went to the port side of the course are headed inexorably down the drain.

With the growth of franchising during the past two decades, Old Joe has extended his influence far and wide, and his nephew, Joe Blfstkx now and then takes time off from Li'l Abner's strip to really louse things up (like the thunderstorm that wasn't going to get there but did in the first race in the Nationals at Jacksonville.) We will keep more careful track of Old Joe's activities in the future.* In looking back on the past year, I think we didn't pay quite enough attention to him. Especially at Annapolis, Or maybe Roger Stewart did and Jeff Lenhart and Earl Elms didn't.

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HITE SURVIVES INDIAN SUMMER

The Burnham Park Yacht Club was host to the 6th Annual Indian Summer Regatta sailed on Sept. 18-19, 1971, on Lake Michigan. Don Hite of Detroit, Michigan won the regatta, which was marred by many damaged and capsized boats. Many of the small lake sailors will long remember the first two races.

The first race, a triangular windward leeward course, was sailed in 18 to 20 knot N.E. winds with 3 to 4 foot waves. Thirty seven boats started and only Twenty seven finished with many boats capsizing. Fortunately the water temperature was 69 degrees, which was 6 degrees warmer than the air temperature. Terry Timm won the first race, Don Hite was second followed by Frank Pontious.

The second race immediately followed the first. The wind picked up halfway through the race to 20 to 22 knots and the waves were even larger than before. Nineteen boats started and only eleven survived to finish. Many of the capsized boats suffered heavy damage. Of the first three place boats in the first race, only Don Hite managed to survive the second race. Terry Timm capsized and Frank Pontious did not start. The second race was won by George Drake, second was Paul Dovey followed by Dick Dronsuth.

The third race was sailed Sunday morning in 10 mile S.W. winds and a moderate chop. Fifteen boats were able to make it out to the starting line and the race was anticlimatic compared to the two the day before. Don Hite came in first followed by Dick Schmidt in second and Dave Schafer in third place.

*Lee Brahos
Chicago Fleet No. 86*

Don Hite	Detroit	2-10-1	19	1
George Drake	Pontiac	4-1-11	25	2
Paul Dovy	Peoria	7-2-9	31	3
Bob Rowland	Cowan	9-4-4	31	4
Dick Schmidt	Ann Arbor	8-9-2	32	5
Dick Dronsuth	Chicago	13-3-7	37.7	6
Charlie Wright	Acton	15-7-8	48	7
Harald Schmid	Minneapolis	12-NF-5	53	8
Lee Brahos	Chicago	16-6-15	54.7	9
Dick Brackett	Chicago	22-8-10	58	10
Frank Pontius	Diamond Lake	3-NS-6	62.4	11
David Miller	Cassopolis	23-11-13	65	12
Dave Schafer	Chicago	11-NS-3	67.7	13
Terry Timm	Lansing	1-NF-NS	68	14
Steve Orn	Springfield	14-5-NS	75	15

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SCIRA DECAL required

First race start: 1:00

Contact:

Bob Rowland
191 Bellcrest Court
Bellbrook, OH 45305

Tel: (513) 848-4016

HERNANDO DESOTA — COTTON CARNIVAL REGATTA

Sanctioned — May 6-7

George Lee, 5443 Gwynne Rd.

Memphis, Tenn. 38117

THE SHREVEPORT YACHT CLUB INVITES YOU TO ITS HOLIDAY-IN-DIXIE REGATTA APRIL 28, 29 & 30 SNIPE FLEET 38

Write: J. D. Moncure, Jr.,

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FOR SALE - CALL SNIPE NO. 19277. Self-rescuing, red hull with white deck & low CB well. Black anodized spars and North sails. Cover & all go fasts. \$1,600. Bob Lane, 1103 Primrose Ct. Annapolis, MD. 21403. (301) 268-2261

FOR SALE NEW LOFLAND 18942. Proctor Mast, Aluminum daggerboard, aluminum boom. New Cameron sails. Fully Equipped \$1600. LOFLAND 18491, Demonstrator, fully equipped \$1400 Best offer, Port Snipe, Robert E. Munyon, Shore Rd., North Brookfield, MA 01535. (413) 867-2711 after 5 P.M.

FOR SALE - Snipe 18110. All glass Lemke, white hull, blue deck, Proctor E keel-stepped. Sails, trailer, cover, etc. \$1,000. Donna Leber, Box 86, Chillicothe, IL 61523. (309) 274-3757.

FOR SALE - Lofland Glass Snipe No. 15304 White, Gray deck, Gold anodized Proctor Mast, Deck-stepped, excellent condition. Two suits sails, Levinson, Boston; cover, \$725, with white Lofland trailer \$875. Chas. Chambers, 5429 East 62nd Street, Indianapolis, Indiana 46220.

FOR SALE 18858. Excellent racer. 370 lbs. Sail away Lemke design. Sailed one full season. Trailer, Levinson sails, compass, covers, Cobra mast, Proctor round boom; all go-fasts. New Elms sails optional. \$1750. Ed Griffith. (513) 821-0918

FOR SALE - Chubasco No. 17147. White hull, natural wood deck. Complete with Proctor aluminum mast, aluminum boom, 2 suits sails, Elms and North, compass, canvas cover, trailer with winch, spare trailer wheel and tire. About 5 years old, all in excellent condition. Price \$1,400. C. B. Basinger, 5315 N. Parma Road, Parma, Michigan 49269. (517) 531-3423.

Sanctioned Snipe Regattas

MARCH 11-12, DON "Q" RUM KEG REGATTA, Coconut Grove, Gonzalo Diaz, 2825 SW 92nd Place, Miami, FL 33165.

APRIL 8-9, REDNECK REGATTA, Jackson Yacht Club, Albert Lamar, Box 4772, Jackson, MS 39216.

APRIL 28-30, HOLIDAY-IN-DIXIE REGATTA, Shreveport Fleet No. 38, James D. Moncure, Jr., 170 Bruce, Shreveport, LA 71105.

MAY 6-7, HERNANDO DESOTO REGATTA, Delta Snipe Fleet, George Lee, 5443 Gwynne Rd., Memphis, TN 38117.

MAY 13-14, SOUTHERN SNIPE CHAMPIONSHIP, Privateer Yacht Club, Bud Sipe, Privateer Rd., Hixson, TN 37343.

MAY 13-14, COLONIAL TROPHY, Annapolis, Janet Nasteff, 4 Randall Ct., Annapolis, MD 21401.

MAY 21-23 RIJECKA INTERNATIONAL REGATTA. Galeb Perpetual Challenge Trophy, Rijeka, Jugoslavija.

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

JUNE 17-18, DISTRICT II CHAMPIONSHIP REGATTA, Lake Hefner, Steve Taylor, P. O. Box 16647, Oklahoma City, OK 73116.

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

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

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

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

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

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

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| Over boom, snap-closed front, mast collar, boom tip cover. | |
| 9 FULL DECK COVER | \$70.00 |
| Snaps or ties under rubrail, includes snaps for boat. | |
| 9-B FULL DECK COVER | \$90.00 |
| Over boom, fastens under chines with draw rope. | |
| 10 TRAILING COVER | \$70.00 |
| Covers deck and sides with mast up or down - mast collar closes opening when trailing. | |
| 10-A TRAILING COVER | \$60.00 |
| Covers deck and sides but with no openings. | |
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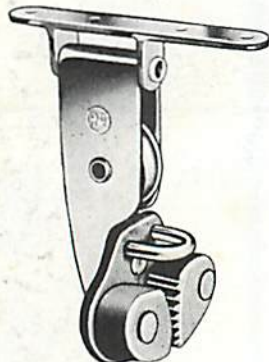
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Smaller, neater, more efficient and weighs less than any comparable fitting on the market. Made of high-tensile bronze, chrome plated, with fibre jam cleat. Takes 1/4", 5/16" or 3/8" sheet. Nylatron sheave. Comes complete with fastenings. Weight 6 oz., width 1 1/4" and extends 4" below boom.



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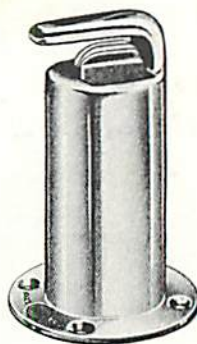
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The fitting most of the top skippers have come to realize as being the ultimate in jibsheet control. Fast and efficient, eliminates fumbling and is a boon to your crew. Double acting cam works both ways, making only the one fitting necessary. Releases 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 oz., height 3 1/2" with a base dia. of 2 1/2".

along with the Jiffy Jam, are the only two cleats in the world which operate both ways on a single cam, making only the one fitting necessary. The crew can also hike-out with the jibsheet as support *without it coming unjammed*. Made of high tensile bronze, chrome plated, with a stainless steel bearing shaft and spring. Comes complete with fastenings and weighs only 5 ounces. Height 1 1/2", width 1 1/4", length 1 1/4".