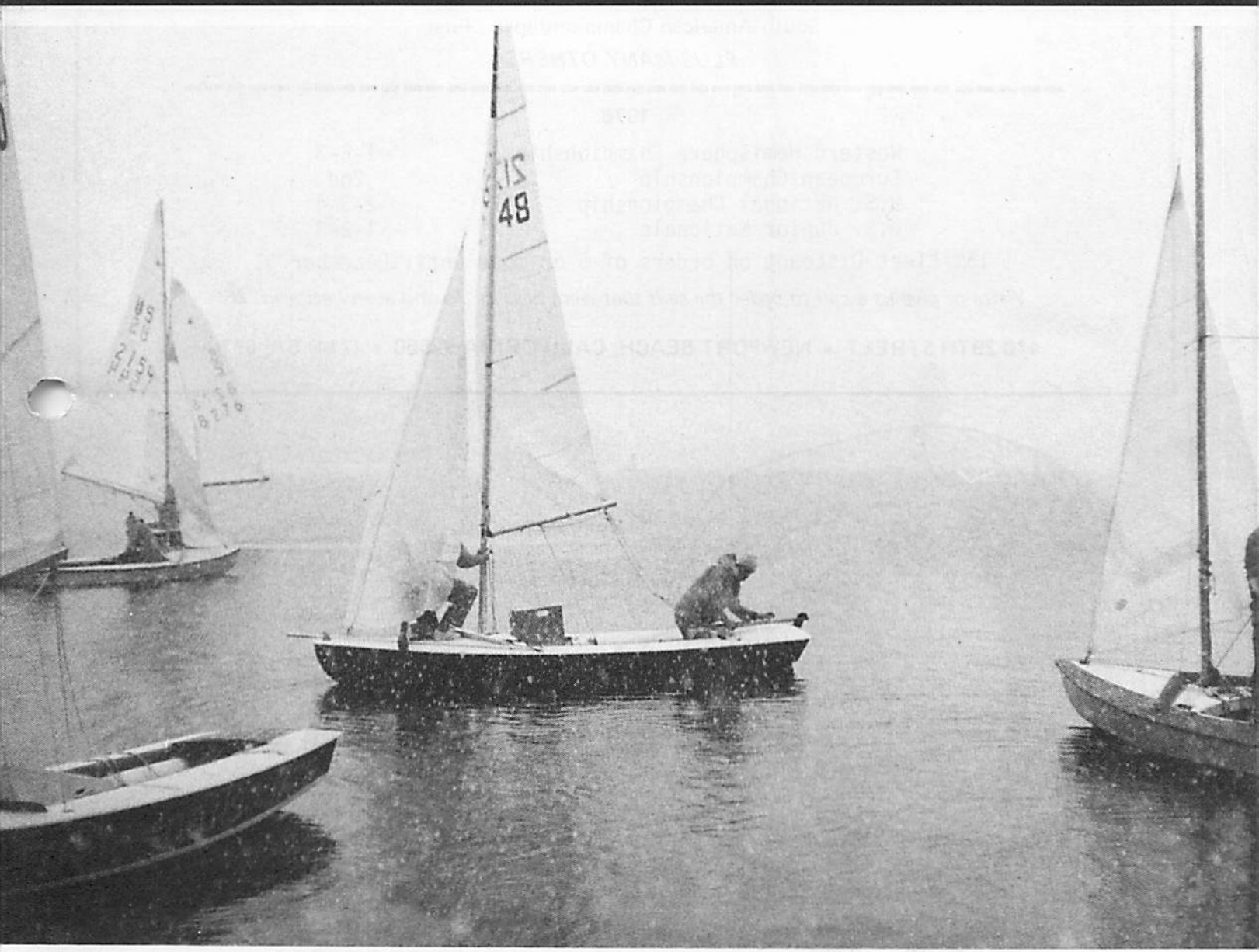
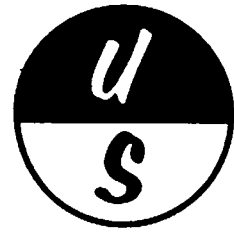


SNIPE
BULLETIN



MARCH 1977

Ullman Sails



1975

NO SAILS CAN MATCH OUR RECORD

World Championship	First
U.S. Nationals	First
Pan American Games	First
South American Championships	First

PLUS MANY OTHERS

1976

Western Hemisphere Championship	1-2-3
European Championship	2nd
U.S. National Championship	2-3-4
U.S. Junior Nationals	1-2-3

15% Fleet Discount on orders of 5 or more until December 31.

Write or give us a call to order the sails that were best in '75 and even better in '76.

410 29TH STREET • NEWPORT BEACH, CALIFORNIA 92660 • (714) 675-6970



COBRA

IS COMING BACK!

**NEW LIGHT SECTION
WITH ALL NEW HARDWARE.
MADE IN USA**

COBRA MAST 4432 MUIR-SAN DIEGO-CALIF-92107

8TH VILLA DE BLANES REGATTA
Top 15 of 82 Entries

Boat	Skipper/Crew	Fleet	Points	Finish
Chiqui IV	J.F. Garcia de S.-E. Garcia de Soto	Independiente	8,7	1
Leoncio	A.M. Sel-Federico Diaz	R.C. Mediterraneo	13	2
Gran Numa	Felix Gancedo-Manuel Bernal	R.C. Mediterraneo	17	3
Kon-Tiki	Pablo Zendera-Juan C. Anglada	Vela Blancas	18	4
Folgore	Uthuralt Robert-Brossard Guand	S.N. Andernos	20,7	5
Katankantas	Humberto Costas-Juan Cisa	Vela Blancas	26,7	6
Chuvias X	Angel Armada-Jaime Pacheco	R.C.N. Vigo	33	7
Brothers	Brossard Jean-Mari-Brossard Ives	C.N. Claoqey	33	8
Olimpo III	J. Sanchez-Modesto Alonso	N. 2 Mares	34	9
Grec	Alberto Cella-Gonzalo Ceballos	R.C.M. Barcelona	47	10
Paparruska	Jose M. Bosch-Jorge Tio	Vela Blancas	54	11
Lia	Jose M. Belles-N. Doreste	R.C.M. Barcelona	61	12
Mirentxu	Eugenio Taillefer-Juan J. Jimenez	R.C. Mediterraneo	62	13
Polux	Ramon Domenech-Maria Gomis	R.C.M. Barcelona	75	14
Apostol V	Juan Herrera-Mercedes Vilar	Vela Blancas	76,7	15

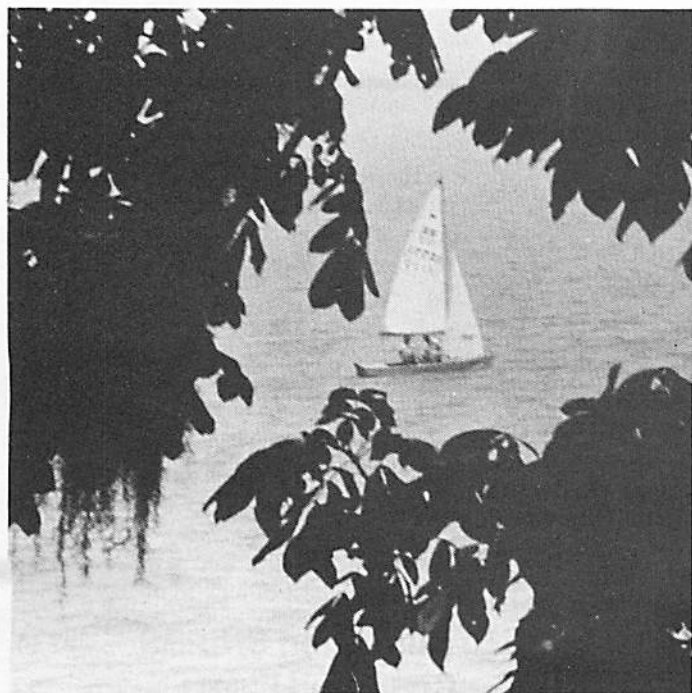
Wind Blasts, Stalls 82 Boats in VIII Villa de Blanes Regatta

Eighty-two Snipes from Brazil, Finland, Italy, Portugal and Yugoslavia, as well as Spain responded to the invitation for the 8th Villa de Blanes regatta.

The first day of racing was a day for tourists, with sunshine and very little wind. The participants waited on shore. Finally they were able to complete a race. "Chiqui," "Folgore" and "Kon-Tiki", frequently changing the lead between themselves, finally finished in that order.

The second day was completely different with winds of force 4-5 at the start of the race, increasing to force 6. Only 48 boats started and 14 finished. The winner was "Gran Numa" second "Lia", and third "Chiqui". Because of winds in excess of 25 knots, the committee did not start the second race.

During the typical Catalan dinner plan-



Photographer David Cox frames a Snipe at Jackson, Miss.

ned for the contestants there was a drawing for a set of sails by Merira. The winner - Felix Gancedo. He was asked if he used the same tactics to win that he uses in the regattas.

The last day dawned with rain and without wind. As they waited on the water, two starts were annulled. Finally, the time limit ran out, with only two races counting for the trophy. That was sufficient to demonstrate that "Chiqui" was the winner.

The performance of the committee under Pedro Arrivere was commendable under a multitude of difficulties.

Although there were 8 Zodiacs, and three large boats, as well as the committee boat, and support boats, one boat was lost during the bad weather on the second day. The crew was saved. It was determined that this boat did not meet the requirement for flotation of paragraph 56.

Official Pocket Patch



(1/2 actual size)

Red Snipe and white sailboat on light and dark blue background with yellow letters and border. Either on felt or washable cotton twill. Size 3" x 3/4"

SPECIFY MATERIAL when ordering . . . \$2.00

A smaller size 2-1/8" x 2-3/4" for caps, etc., but in twill only . . . \$1.50

Send Payment with Order to

SCIRA

Privateer Road, Hixson, TN. 37343

NEW 11" CENTERBOARDS

Low Trunk - \$115



BILL SIMONS
4106 Hamill Road
Hixson, TN 37343

(615) 842-6598 evenings
(615) 757-3439 days

PUT THE HEAT ON YOUR COMPETITION



SOUTHERN
YACHTS

— SNIPE —

DESIGNED WITH THE SKIPPER IN MIND

- * Years of trouble free maintenance.
- * Controlled production - insuring boat to boat performance consistency.
- * Minimum Moment of Inertia.
- * Base price fully rigged for racing.



SOUTHERN
YACHTS

Phone 316-685-8611 / 3550 S.E. Blvd. / Wichita, Kansas 67216

SNIFE BULLETIN

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

MARCH 1977
Vol. XXVI No. 3

S.C.I.R.A. OFFICERS

Commodore

Dan N. Williams
108 Wilder Drive
Signal Mountain, TN 37377

Vice Commodore

Bruce Colyer
2901 N.E. 26th Place
Ft. Lauderdale, FL 33306

Rear Commodore

Flavio Caiuby
Rua Libero Badaro, 501-16 andar
Sao Paulo, Brazil

Executive Secretary and Treasurer

Lowry Lamb
Privateer Road
Hixson, Tenn. 37343

RULES COMMITTEE

Chairman: TED A. WELLS
5 Huntington Ave.
Wichita, Kansas 67208

EDITOR

Lowry Lamb

EDITORIAL & BUSINESS OFFICE

Address all correspondence to:
Privateer Road, Hixson, Tennessee
37343, U.S.A.

PUBLICATION INFORMATION

Published monthly by Snipe Class International Racing Association, Incorporated, (not for profit).
Forms close on the 1st of the month preceeding publication. Material received after that date will not appear until later month.

Printed in the U.S.A. at Chattanooga, Tennessee. Second-class postage paid at Hixson, Tennessee and at additional mailing offices.

ADVERTISING

Contract rates furnished upon application.

SUBSCRIPTION

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

CHANGE OF ADDRESS

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

THE COMMODORE SEZ

The editor of the Snipe Bulletin says that I have to write a column for "Commodore Sez" for the remaining months of 1977. Because he is already tough enough to beat in our Sunday afternoon Point Score races, and I don't want to aggravate him any more, I guess I'd better start writing.

I suppose the best way to start is to say that I am very proud and, I hope, not a little humble, to have been elected SCIRA Commodore for 1977. I am amazed that a skipper from a fleet in East Tennessee, U.S.A., can be elected Commodore of a world-wide class such as ours. And it really is a world-wide class with chartered fleets in 31 countries from Japan to Finland and from Argentina to Finland. Almost half of our active members now reside outside of the United States.

The activity of these countries is shown by the fact that most of them will usually send representatives to the Western Hemisphere and European and African Championship Regattas. Half of them will have boats in the World Championship Regatta.

My wife, Joan, and I have been fortunate in being able to attend 3 Western Hemisphere and 2 World Championship Regattas. We have always been impressed by the vast amount of hard work required to put on a major regatta, and also by the spirit of friendliness and helpfulness exhibited by the regatta organizers.

In 1956, shortly after I started sailing a Snipe, Joan and I showed up unannounced at the Spanish Point Yacht Club in Bermuda, and explained that we had come to watch the Western Hemisphere Regatta then in progress. We were immediately greeted with open arms, made to feel welcome, and introduced around. Two of the participants that we met were Sid Forsey and Steve Astephen from Nova Scotia.

This past August, at the Northern Yacht Club, North Sydney, Nova Scotia, Joan and I again met Sid and Steve for the first time in 20 years. Sid was still active in the yacht club, although retired from Snipe sailing, and Steve was Regatta Chairman for the Western Hemisphere Championship Regatta.

This experience only confirms what I've known for a long time: What a great class we have that can inspire people to be active in it as sailors and officials for over 20 years.

You Snipers have given me a very big

job to do for the coming year. I shall do my best.

DNW

Dues Again — Save SCIRA Postage

Any 1976 dues paid member of SCIRA in the U.S., Canada, Bermuda and the Bahamas who has not paid 1977 dues by March 31, will be billed individually about April 15. Save postage. Send your dues in either via your Fleet Captain or on your own.

Any boat must have a 1977 decal to be eligible to sail in any 1977 SCIRA event.

Commodore Francis V. G. Penman

Dr. Francis V. G. Penman, SCIRA Commodore in 1961, died in Largs, Ayrshire, Scotland, November 11, 1976. Dr. Penman was the first European Commodore for the class.

U.S. Nationals Slated

Dates for the U.S. Nationals to be held on Lake Ray Hubbard, Dallas, TX are July 15 through July 22. Lief Zars will send us a schedule of races and activities as soon as its definite.

THE COVER

The Winter of '77! Here boats rig in a snowstorm for Lucia Day races in Stockholm. The trophy, an ice bucket, went to Per Gothlin. Photo by Stefan Ankarstav.

THE SCORE

Four numbers were issued during the month, all to the U.S. A new fleet was chartered in Uppsala, Sweden, near Stockholm. The organizing was started last winter and the fleet has now grown to 18 boats. Fleet Charter Number 752 was assigned to this fine new fleet and we all wish the best of luck to them.

Numbered SNIPES — 22724
Chartered Fleets — 752

National Secretaries — Changes

Carlos Gomez Garrera has been elected National Secretary for Spain replacing Santiago Mendez Farina. Carlos is a member of the very competitive fleet at Malaga. His address is Carlos Gomez Garrera, Alameda Colon 6, Malaga, Spain. SCIRA extends a welcome to Carlos and thanks to Santiago for a job well done.

We have a new address for Jose Luis Murguia National Secretary for Uruguay. It is: Jose Luis Murguia, Luis P. Ponce 1484, Montevideo, Uruguay.

1977 District Governors

The District Governors for the US for 1977 are as follows. Fleet Captains need to have sanction applications approved and sent to SCIRA through the District Governors.

District I: Ned Daly, 193 Clough Rd., Waterbury, CT 06708

District II: Leif Zars, c/o Gary Pools, 111 NE Loop 410, San Antonio, TX 78216

District III: Berkley W. Duck III, 9010 Wickham Rd., Indianapolis, IN 46260

District IV: Albert Lamar, 2672 Lake Circle Dr., Jackson, MS 39211

District V: Fritz Gram, 305 York St., Olean, NY 14760

District VI: Co-Governors: Doug DeSouza, 3918 La Cresta Dr., San Diego, CA 92107 and Tom Nute, 4021 Bernice Dr., San Diego, CA 92107

District VII: T Jerome Weber, 952 Trophy Dr., Mt. View, CA 94040

World Championship Schedule

Nils Toftgaard-Hansen has sent the schedule for the 1977 World Championship Regatta, Copenhagen, Denmark. Ten countries have already sent their registrations:

Sunday, August 21 Arrivals and measuring

Monday August 22 Arrivals and measuring

Tuesday August 23 Measuring and tune-up race

Wednesday August 24 2 races

Thursday August 25 2 races

Friday August 26 2 races

Saturday August 27 1 race

Sunday August 28 reserve day

The opening ceremony will be Monday 22, and the closing ceremony and awards party will be held Sunday 28th in the evening. All boats and contestants must

be at the disposal of the measurement committee on Monday 22nd at 11 a.m., at the latest.

THOUGHTS WHILE SAILING

Some comments have been made about the decline in the number of boats built last year. It is true that we had only 361 last year as compared to our 45 year average of 505 and we would all feel better if we exceeded our average every year. But cries of anguish would not get much sympathy from me.

The decline can be explained. The increased price of petroleum products coupled with the world wide economic problems has produced a difficult market for recreational products. Purchasing a new boat can be deferred and apparently this is what happened.

Snipe is getting a great deal of competition from other classes as well as the smaller cruising boats. A boat that a man can spend a week end on with his family has much appeal, especially since the price of these boats has come down to about the price of a family car.

Yacht racing in general is not growing. Even the much touted Laser is not drawing the number of boats that it has in the past. Snipe is basically yacht club oriented and not many clubs are being formed; most of the choice locations have already been taken. Even in the present clubs, the average age of the member is increasing. A man's sailing activity tends to diminish as he reaches a certain stage of maturity.

However, Snipe is a strong and viable class. Snipes would be sailing 25 years hence, even if no more boats were built. Most of our boats were built to last — I have one 28 years old that is probably a better boat than I am a skipper. I would venture to say most fiberglass boats stand up better than wooden boats since maintenance is less. In the U.S., Snipe has more members than all the Olympic classes put together. And most of our members stay through thick and thin. So I say, be concerned but at this point there is no cause for worry.




821 Fesler
El Cajon, Calif.
USA 92020
(714) 447-1253

Quality Snipe Masts and Booms / Write for Brochure

NOW!

PRINCIPAL SAILING RULES OF NAYRU GRAPHICALLY INTERPRETED



Hot off the press... this 15th edition Fearon D. Moore contains 16 pages of diagrams and explanations of Rules to be used until 1977. Send 60c for a single copy or \$7.50 for 20 copies. Include another \$2.50 for the official IYRU-NAYRU Rule Book, if wanted (one universal price for this book).

FOR SALE ONLY BY
SCIRA
Privateer Road, Hixson, TN. 37343

FIREWATER REGATTA

MAY 28-29-30 6 Races
Snipe Fleet #567
Jack Wagener 1318 M
Lincoln, Nebraska 68508
Held on Private Camp Ground

GET YOUR LIVER HEALTHY
FOR THIS ONE

BOAT LUMBER

For Fine Boat Building
and Repairs

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

Fir and Mahogany Plywood for marine use - lengths up to 16 feet. Bruynzeel Marine Plywood, solid Regina Mahogany throughout. Quality unsurpassed. Most sizes in stock.
Ripping and planning to order.

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

M. L. CONDON CO.
BOAT LUMBER SPECIALISTS SINCE 1912
236 Ferris Ave., White Plains, N.Y. 10603
(914) 946-4111



VECTOR SAILS

Save 23-35%

VECTOR SNIPE MAIN & JIB - ROYALTY PAID

4.5 OZ. MAIN - 3 OZ. NYT JIB - FIRST QUALITY HOWE & BAINBRIDGE MATERIAL

2 YEAR WRITTEN WARRANTY ON WORKMANSHIP & MATERIAL

NORTH 271

ULLMAN 250

VECTOR 225

Special Limited Offer

\$175.00

on First 100 Suits

YOUR CHECK MUST ACCOMPANY YOUR ORDER.

SAILS WILL BE SENT U.P.S. - PLEASE INCLUDE \$3.00 FOR SHIPPING & HANDLING



VECTOR SAILS

2650 West Belden Avenue (312) 227-2244
Chicago, Illinois 60647

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

MAST SECTION _____ SAIL NUMBER _____ COLOR _____

QUALITY AND SPEED - SENSIBLY PRICED

SPARS

(continued from last month)

The material in this article is excerpted from a booklet put out by Proctor Masts. Proctor was the first to build a metal mast for Snipe and has continued to design and build them since the class approved their use in the late 1950s. All material in the booklet has been included except certain sections dealing with options not permitted in our class, such as spinnaker poles. Also eliminated were certain items dealing with installation of a mast in the boat. We are indebted to Proctor Masts USA for permission to use this material.

28. The limited swing spreader is virtually identical in operation to the fixed spreader, the difference being that instead of being rigidly attached to the mast in all directions, the limited swing spreader is free to rotate forward from a fixed adjustment, but not aft. This allows the leeward spreader to swing forward clear of the sail when sailing downwind with the mainsail eased, thus avoiding the sail being distorted as it presses against the spreader.

29. There are some applications when it is necessary to control the forward swing of the spreader as well as aft swing, for example when using a very light mast which tends to bend aft in the middle when running downwind. On these applications the fixed spreader must be used.

30. With limited swing or fixed spreaders, the adjustments necessary to control mast bend are quite straight forward.

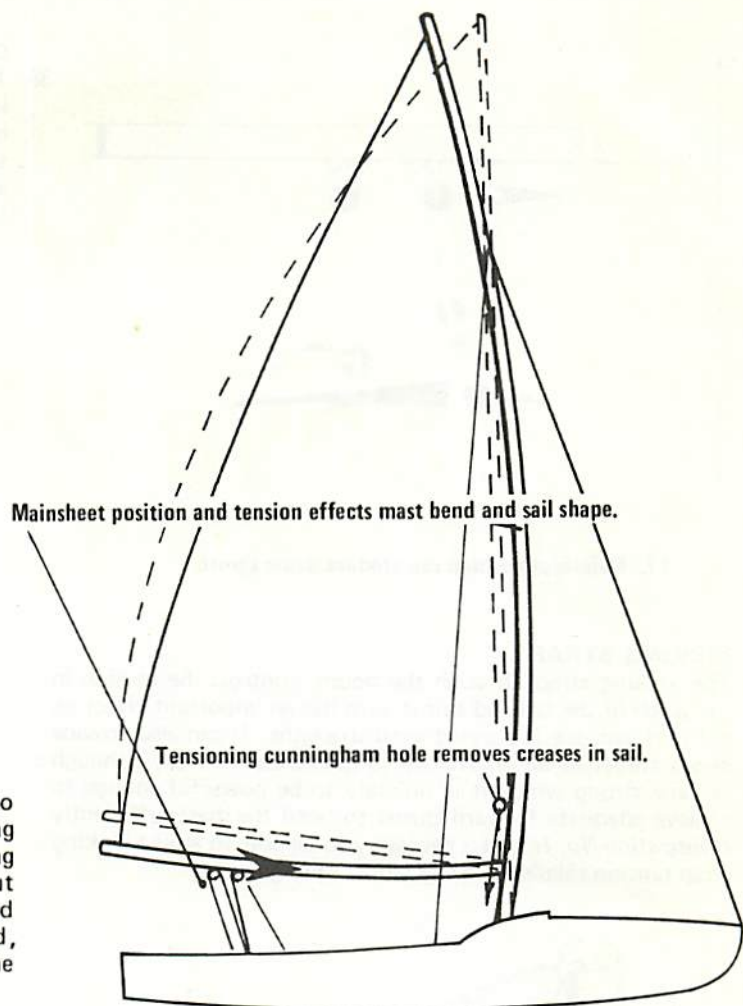
- (i) To increase bend to leeward, the spreader should be lengthened.
- (ii) To decrease bend to leeward or cause bend to windward, the spreader should be shortened.
- (iii) To increase forward bend, the spreader should be angled farther aft at its outboard end.
- (iv) To reduce forward bend, the spreader should be angled farther forward at its outboard end.

The method of adjusting spreaders is described in paragraphs 52, 53 & 54 (Illustration Nos. 23A, 23B, 24, 25 & 26).

31. As an initial setting to commence tuning, the spreader should be adjusted so that the shroud is deflected about 2½" outwards, with the spreader taking up its natural position fore and aft.

32. On boats fitted with a trapeze a considerable proportion of the load necessary to hold up the mast is taken on the trapeze. The windward shroud therefore takes less load, and is less effective in controlling the mast through the spreader attached to it. The spreader adjustments required to control the mast, either angle or length, are greater in any direction in trapezed boats compared with non-trapezed boats.

33. Sideways mast bend can be adjusted Lengthening



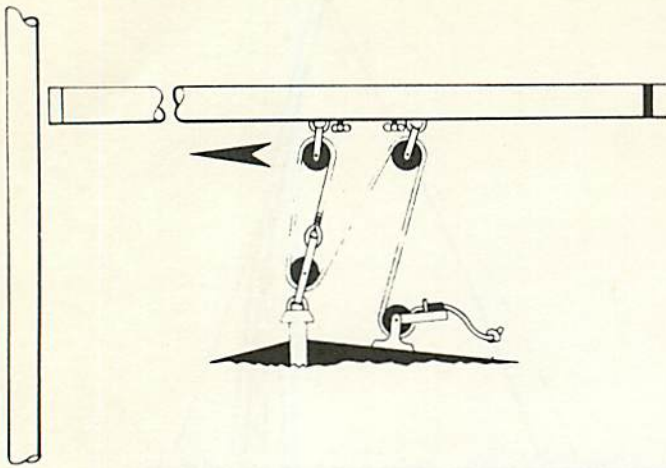
16.

the shroud will cause the mast to lean over sideways slightly and bend to windward in the middle, frequently an advantage in heavy winds. Shortening the shrouds will straighten the mast or cause it to bend to leeward slightly, an advantage in light winds. In trapezed boats it frequently pays to tighten both windward and leeward shrouds in light to medium winds, thus supporting the mast more rigidly. This imparts more power into the sail plan, enabling the crew to trapeze in lighter wind strengths than more loosely rigged boats.

34. It is possible to combine the diamond rig with the limited swing spreader rig, utilising the diamonds to control sideways bend and the spreaders to control fore and aft bend. This enables a light and small section mast to be used, at the expense of extra rigging windage.

MAINSHEET

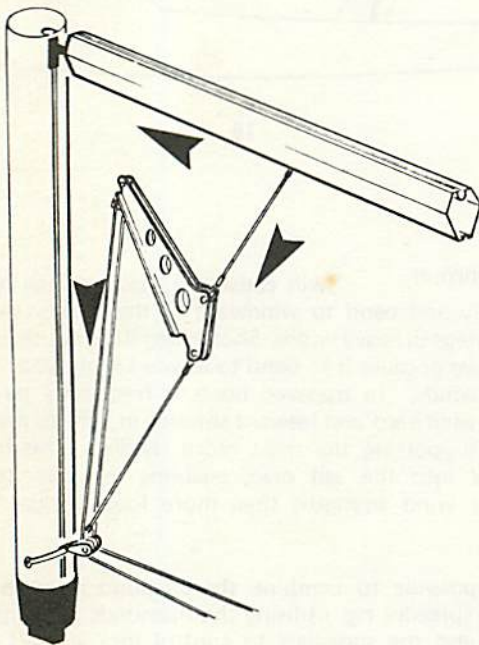
35. The fore and aft position of the mainsheet blocks on the boom effects mast bend and hence sail shape. Moving the mainsheet blocks aft on the boom will increase boom thrust and hence fore and aft mast bend. Moving the mainsheet blocks forward will reduce boom thrust and reduce fore and aft bend. It is therefore important for the boom to have the facility for altering the position of the mainsheet in the fore and aft direction. This is best achieved by sliding eyes which can be firmly locked in position by thumb screws in an integral track on the underside of the boom (Illustration Nos. 16 & 17).



17. Mainsheet position can produce boom thrust.

KICKING STRAP

36. The kicking strap, through the boom, controls the tension in the leach of the sail and this in turn has an important effect on sail performance in varying wind strengths. It can also provide boom thrust as an alternative to mainsheet tension, although in very strong winds it is unlikely to be powerful enough to achieve adequate forward thrust to bend the mast sufficiently (*Illustration No. 18*). It is necessary to be able to adjust kicking strap tension relatively easily whilst sailing.



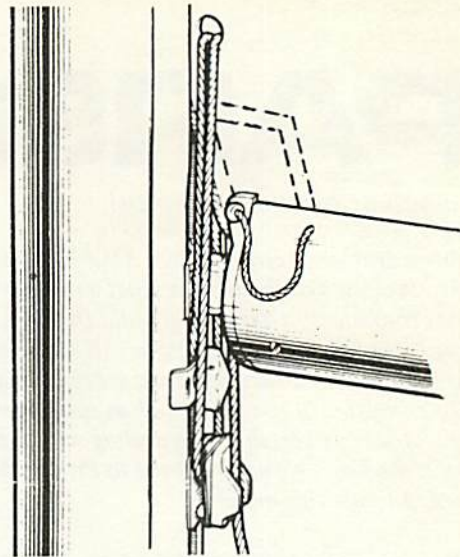
18. Lever adjusts locking strap tension easily.

CUNNINGHAM HOLE ADJUSTMENTS

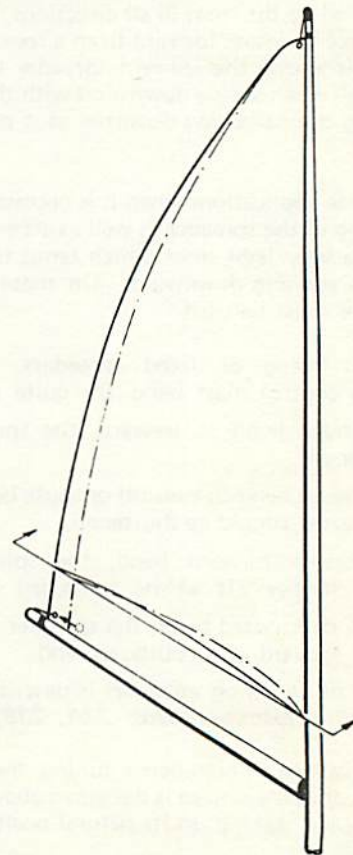
37. The tension in the sailcloth of the luff also effects the shape of the sail, on both mainsails and foresails. The tension is adjusted through the Cunningham Hole device (*Illustration Nos. 16 & 19*). Generally as the wind strength increases and the mast is bent forward, the fullness in the sail moves aft. This can be corrected by tightening the Cunningham Hole control. This moves the flow forward, an advantage in strong winds, and also eliminates creases in the luff.

CLEW OUTHAUL

38. The boom should also have facilities for adjusting the tension in the foot of the sail, an outhaul which can be operated at the inboard end being a valuable facility. Increasing tension on the foot of the sail will flatten the sail and move the flow aft, although this effect is limited to the lower part of the sail, (*Illustration No. 20*).



19. Cunningham hole adjuster.



20. Sail is flattened as foot tension is increased.

MAST RAKE

39. Mast rake is often a matter of personal tuning and preference. However, it is generally accepted that boats go faster to windward with their masts raked aft, and faster downwind with their masts upright or raked forward. In light winds the mast is

raked well aft, and progressively raked less far aft as the wind strength increases. This compensates for the fact that weather helm tends to increase as the wind strengthens. Many boats are rigged to enable mast rake to be adjusted whilst sailing, by a combination of forestay or jib-halyard adjustment and the shroud adjusters referred to previously. It is important that the rig, including any mast raking system, is arranged so that the jib-luff carries load when sailing to windward rather than the forestay, otherwise the luff of the jib will sag.

BOOMS

40. The preceding notes have been confined to masts but obviously the boom can also affect the shape and performance of a sail. A certain amount of vertical bend can improve some sails and does in many cases seem to improve off the wind performance. Generally, however, booms should be as stiff as possible, sideways deflection being particularly undesirable. The idea of a deep flat boom to give extra sail area when off the wind is naive and unrealistic. It is the sails which drive the boat along and the spars have got to be designed so that the sails have the proper shape and give the optimum performance. Except in the very exceptional case of wing sails, forget about spars driving the boat along.

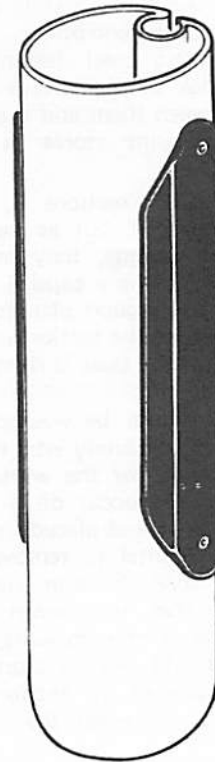
CARE AND MAINTENANCE OF PROCTOR SPARS

61. Our spars are made from anodised aluminium alloy extrusion, which if cared for properly will last many years and perform satisfactorily. Remember, however, that the factor of safety on the spars is relatively small owing to the desire to keep the weight and size to the absolute minimum. Generally speaking the weak points are where attachments or cut-outs have to be made to the basic spar. A regular check on fastenings and shroud attachment points is advisable. Make sure that sheave boxes and heel castings are properly secured and that the mast step is fixed rigidly to the keel of the boat. Check that the tenon on the heel casting is a tight fit in the step, tightening the locating bolts to reduce the width of the step channel if necessary.

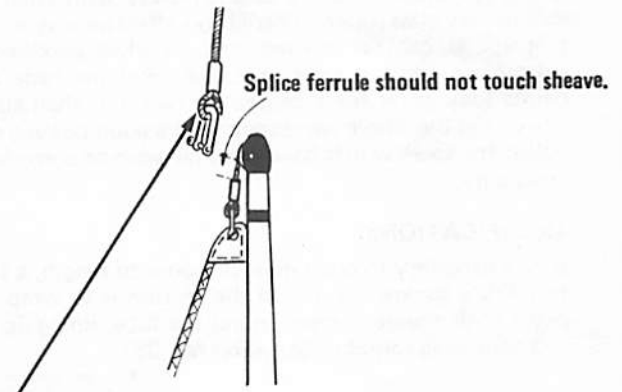
62. Scratches, dents and abrasions in the anodised film on the extrusion have very little effect on the strength of the spar, unless they happen to be in the highly stressed areas which occur on a mast near the spreader attachment or at mid-span. Small dents found in the mast walls at the deck level support are frequently caused by sailing with too slack rigging, which allows the mast to bear hard against the support. These dents are usually not serious, but in cases where it is common practice to purposely slacken rigging or use some other means to encourage sideways mast bending, the mast walls at deck level should be strengthened locally by fitting doubling plates (*Illustration No. 33*).

63. Halyard sheaves tend to be on the small size in nearly all masts owing to the limited space available because we are generally trying to improve the aerodynamic performance of the spar as well as mechanical performance. We do our utmost to achieve the best compromise, but sheave boxes are an area where regular attention can reduce halyard breakages and save frustration when hoisting and lowering sails. A light oil or grease should be used on the sheave bush and pin, and any sheaves which have become badly worn or flattened in one place due to non-rotation should be replaced.

64. The distance between the upper limit of hoist for the mainsail and the sheave over which the main halyard runs is kept to a minimum in order to save weight and windage at the top of the mast. For this reason, the eye on the halyard should also be kept short, by looping the wire tightly over a shackle without a thimble, and using a pressed ferrule to secure the eye (*Illustration No. 34*). An added advantage of this system is that the shackle is permanently attached to the halyard and cannot be lost.

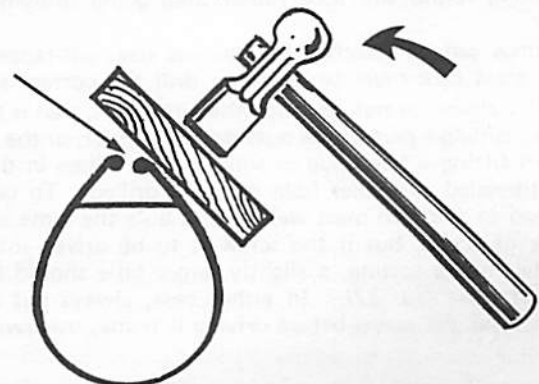


33. Chafe plates prevent dents in mast.



34. Use tight eye splice on main halyard without thimble.

65. Masts made from sections B, C, D, E and F have a tendency to open at the luff rope groove as they bend and trouble is sometimes experienced due to halyards "popping out" of the groove. If the gap in the groove has become too great, it can be closed quite easily by hammering (*Illustration No. 35*). A block of wood should be used between the mast and the hammer so that the surface finish of the spar is not spoilt. On the newer Alpha and Beta type sections, with halyards inside the main tube, this problem is not encountered.



35. Reduce width of sail groove by hammering.

66. Brass or copper fastenings or fittings should not be used on aluminium spars. Dissimilar metals when immersed in salt water create electrolytic corrosion. To reduce this, only aluminium or stainless steel fastenings should be used. Stainless steel fittings should always have a coating of zinc chromate paste between them and the spar. This is available from most marine paint stores or from our Stockists.

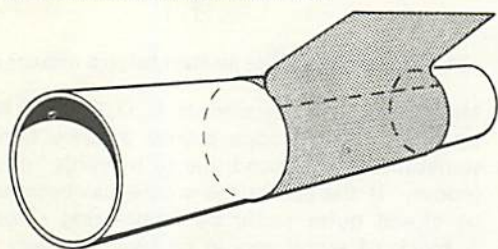
67. Many masts made from sections B, C, D, E and F were designed to be watertight, but as the years go by and the number of capsize mounts, they may well start to leak slightly. Since even during a capsize the heel of the mast is seldom immersed, it is a good plan to drill a 3/8" diameter hole at the very base of the section so that any water which does enter runs out as the boat is righted.

68. Once a year spars should be washed thoroughly in warm fresh water, and it is absolutely vital that this is done before stowing the spars away for the winter months. The very worst corrosion troubles occur on a spar when it is taken straight out of the boat and placed in a shed for the winter. Before laying-up it is vital to remove all traces of salt or salt water from the spar. Even in inland areas the dirt from the atmosphere can stick up sheaves and generally corrode the spar during the winter months, unless it is washed properly. Masts should not be stored with stainless steel rigging tied tightly against the section, because electrolytic corrosion may occur between the section and the wire.

69. If the anodised surface has worn away in patches or the spar has become badly corroded, it should be thoroughly washed and any corrosion gently cleaned away with emery cloth or wet and dry glass paper. There is no effective way to re-anodise a spar. It can be painted, and on silver anodised spars an aluminium paint is very effective. Polyurethane or enamel paints look good for a season or two, but then start to peel away. On the whole we recommend a good coating of wax car polish for spars which have become worn or corroded in small areas only.

MODIFICATIONS

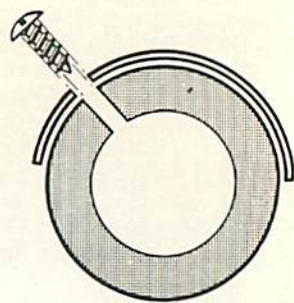
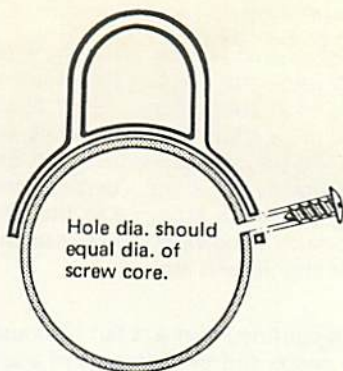
70. If it is necessary to cut a mast or boom to length, a simple way to mark a square line round the section is to wrap a piece of paper with square corners round the tube, lining up the edges, and pencilling round (*Illustration No. 36*).



36. Pencil round edge of paper to obtain square line for cutting.

71. The section should be cut with a 24 tooth per inch hacksaw, working round the tube rather than going straight through.

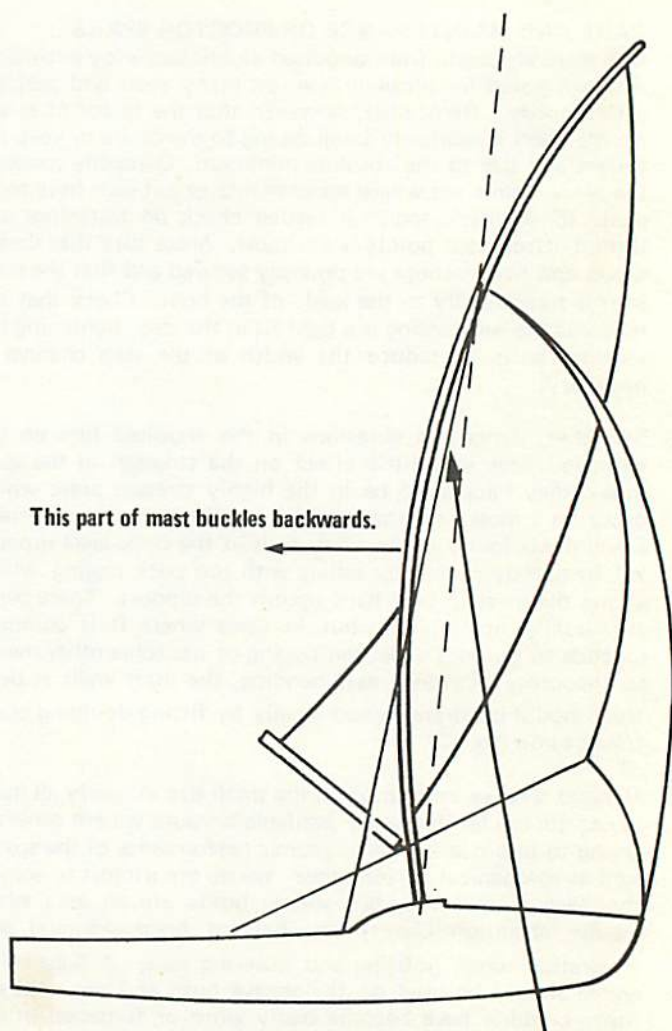
72. Fittings can be attached by stainless steel self-tapping screws but great care must be taken to drill the correct size holes. Drill a clearance hole through the outer part, that is the fitting when adding a part to the outside of the mast, or the mast wall when fitting a heel plug or similar plug. Then in the part to be threaded a smaller hole must be drilled. To get a good thread in the thin mast wall, drill a hole the same size as the core of screw, but if the screw is to be driven into thicker metal, like a casting, a slightly larger hole should be drilled (*Illustration No. 37*). In either case, always put a spot of grease on the screw before driving it home, otherwise it may shear off.



Hole dia. should be slightly larger than screw core.

37.

73. When moving fittings, or attaching new ones, care should be taken to avoid drilling holes too close to each other, particularly horizontally across the section, and in high stressed area of masts (*Illustration No. 38*). For the same reason, large holes should not be cut for internal spinnaker uphaul sheaves etc. In these applications, a top and bottom fixing sheave cage should be used rather than one with side fixings.



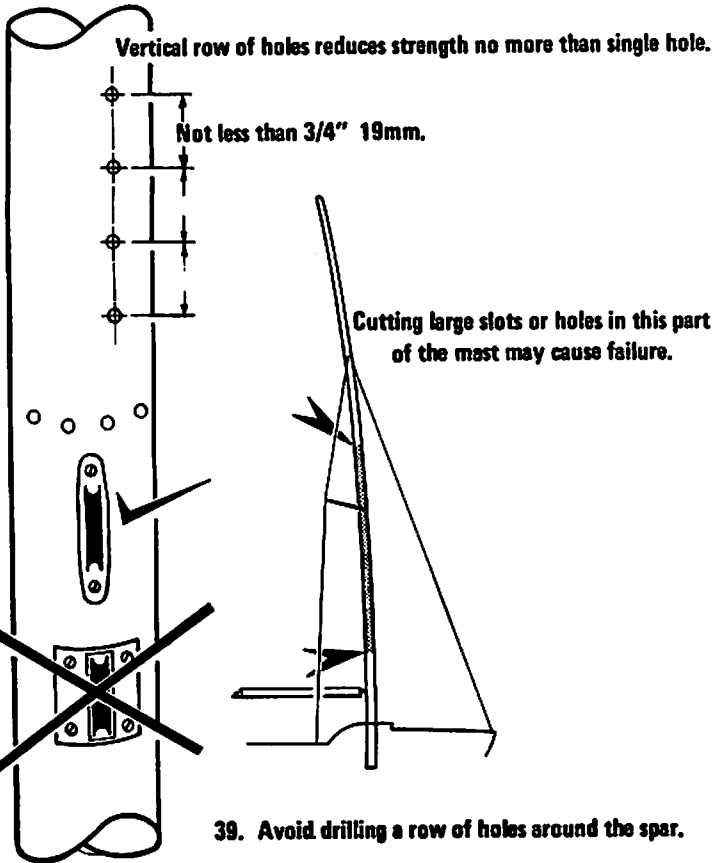
38. Shroud is no longer supporting mast in fore and aft direction.

THE REPAIR OF DAMAGED MASTS

74. The masts on racing dinghies are supported very badly in the fore and aft direction, and this is why most mast failures occur when running downwind in strong winds. Awkward seas or sudden gusts of wind inland can suddenly increase the

compressive forces in the mast, because the boat is unable to accelerate quickly enough. The common belief is that the top of the mast blows forward, but in practice it is the whole mast which moves forward slightly, reducing the angle made by the shrouds with the mast in the fore and aft direction and increasing the compressive force. The mast then buckles in the direction that it is most easy for it to buckle, that is, backwards (*Illustration No. 39*). This tendency to buckle aft

when running in strong winds can be countered by ensuring that the mast is free to bend forward at deck level by removing chocks or releasing the ram control if fitted, and also by avoiding letting the main boom out too far, so that the kicking strap tension ensures that the mast is always thrust forward between the deck and hounds. If shroud adjusters are fitted, shrouds should be shortened in strong winds. Provided the mast is kept bowing forward below the hounds rather than buckling aft, it will be safe.



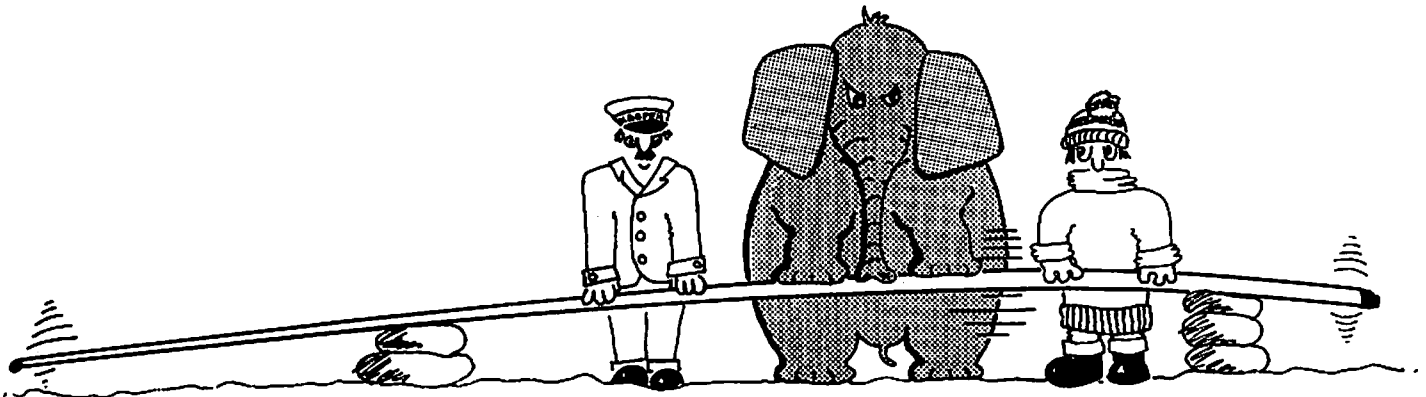
39. Avoid drilling a row of holes around the spar.

75. Masts which have been bent in use can be straightened with no adverse effect providing the curve is gentle and there are no distinct signs of the wall of the extrusion denting or collapsing locally at the bend. In an emergency the mast can be straightened supporting it on sandbags or something soft about 10ft apart equally spaced either side of the point of maximum bend. Then with the help of two or three friends,

continuously bounce up and down on the spar (*Illustration No. 40*). Check after every couple of bounces to see how things are going. The spar is quite springy and must be pushed appreciably past the point of straightness in order to make any affect on the bend.

76. Do not be tempted to place the spar between two trees or posts and straighten from one end, this will almost certainly result in a kink at one of the supports and make repairing impossible.

77. Our Official Stockists all have experience at repairing masts and carry many spare parts, so if any trouble arises please do not hesitate to contact them. A full list of these Stockists appears in our current literature but if it is difficult to find one easily, then please telephone us at the Factory. Locks Heath 4146.



40. Bounce.

DISTRICT V REGATTAS	
June 4-5	N.Y. State Open, Cuba Lake
June 18-19	Dist. V Seniors, Newport Y.C. Rochester, NY
June 25-26	Northeasterns, Oakville, Canada
July 9-10	Lake Ontario Regional Open Chautauqua Lake Y.C.
July 8	Dist. V Juniors, Chautauqua
Sept 10-11	Onondaga Invitational Liverpool, N.Y.
Sept 17-18	Silver Lake, Perry, N.Y.
Sept 24-25	Champagne, Keuka Lake

We Build the Fastest Snipes...in the World!

CHUBASCO BOATS

821 Fesler St., El Cajon, CA 92020
(714) 442-4266
Dallas, Texas - (214) 630-1991
Grand Rapids - (616) 456-1434

Basic Snipe Sailing Manual

Intended for beginning Sniper, crew, and wives, this excellent manual (6" x 9") is a glossary of nautical terms with a sketch applicable to Snipe; knots with illustrations; handling the boat; tacking; running; reaching; jibing; heave-to; capsizing; all simplified rules; thumb nail tactics; check list, important Snipe measurements. A most valuable handbook - still not complicated. \$1.00 per copy - 10 for \$8.00. From SCIRA only.

MURPHY & NYE DOMINATES THE NATIONALS

1st THE CROSBY ELIMINATION SERIES

(light to medium air)

FOUR RACES – THREE BULLETS

1st U.S. NATIONAL CHAMPIONSHIP

(light, medium and heavy air)

FIVE RACES – FOUR FIRSTS

Our sails are always improving and winning. That's a result of our continuous testing program. And pattern sailmaking insures that your sails are identical to those which won the Nationals.

If you want fast sails for your next Regatta, call the Clearwater loft at (813) 441-4731.



Murphy & Nye Sailmakers, Inc.

1211 N. Betty Lane, Clearwater, Florida 33515

Wally Lineburgh's Insurance Is Different!

1. Every Snipe is insured for \$2750 regardless of age.
2. Every Trailer insured for actual cash value up to \$250.
3. Hull, spars, sails, covers and all miscellaneous equipment is included except personal effects.
4. Coverage is "all risk" while racing, day sailing, trailing and ashore year round anywhere in the U.S. and Canada.
5. Reimbursement for loss is "New for Old" with a \$50 deductible. No depreciation taken even on sails and covers.
6. Damage to another boat up to \$2750 applies.
7. Medical payments provided up to \$2,000.

This policy is available in most states where Snipes are sailed. Send your Name, address, class, sail number, age of boat & trailer, and Home Port. Your Premium depends on your Home Port location. Select your area. Make your check payable to Lineburgh & Co.

AREA 1: \$55.00 per year. Inland lakes and rivers of the U.S. including the Great Lakes and Chesapeake Bay.

AREA 2: \$88.00 per year. South Atlantic Coastal and tributary inland waters below the North Carolina/South Carolina state line including Gulf coast.

AREA 3: \$76.00 per year. North Atlantic Coastal and tributary inland waters above the N.C./S.C. state line.

AREA 4: \$61.00 per year. Pacific coastal waters and inland waters for the states of California, Oregon and Washington.

LINEBURGH & COMPANY

P.O.Box 3312, Bridgeport, Conn. 06605
(203) 334-3151

BRIDGEPORT'S OLDEST AGENCY / ESTABLISHED 1866



Urethane coated **NYLON** • Stronger than canvas • More compact for storage • Quick drying • No shrinkage
Bainbridge **YACHTCRILLIC** • The very best fabric made for boat covers • Will not rot, mildew, shrink, fade, or stiffen • Longest lasting of all boat covers.

Full Deck Trailing AND Mooring Cover (above)

- Lies flat for trailing • Draws up for good water run-off while mooring • 5/16" shock cord under rubrail • Extra reinforcement at all stress points • Heavy duty nylon zipper • Loops for under the hull straps
- Coated **NYLON** or 13 oz. canvas \$80.30 ppd.
- Bainbridge **YACHTCRILLIC** \$94.60 ppd.
- Specify make and year Snipe

Bottom Cover \$75.90 ppd.

- Flannel lined grey vinyl canvas (Napbac) • Fits with shock cord over deck

Rudder Cover \$11.00 ppd.

- Napbac • No zippers or snaps to scratch rudder

Football shape cockpit bag \$6.50 ppd.

- Hangs in cockpit & zips closed

Daggerboard Cover \$15.40 ppd.

- Napbac • Specify size & shape

Satisfaction guaranteed. Send check to:



THE SAILORS' TAILOR
191 Bellecrest • Bellbrook, Ohio 45305
Bob Rowland • 513-848-4016

Also: skirted covers, duffie, ditty, and floor length clothes bags

European Regatta List for 1977

Write National Secretary of country for details

MARCH 6, REGATTA NAT. WEDST, Mons/Bergen, Belgium

MARCH 13, REGATTA NAT. WEDST, Galgenweel, Belgium

MARCH 19-20, REGATTA NAT. WEDST, Hofstade, Belgium

MARCH 19-21, TROFEO VILLANUEVE, Barcelona, Spain

APRIL 3-6, TROFEO PALMA, Palma de Mallorca, Spain

APRIL 7-10, TROFEO PRICESA SOFIA, Palma de Mallorca, Spain

APRIL 8-10, Criterium International, San Remo, Italy

APRIL 16-17, CHAMPION NAT. LIEUE ILE-de-FRANCE, Meaux/Paris, France

APRIL 23-24, MEMORIAL GERMAINE COTY, Le Havre, France

APRIL 29-MAY 1, TROFEO REGATTA, Valencia, Spain

APRIL 29-MAY 1, TROFEO MENESTRINA, Caldonazzo, Italy

MAY 1, KERTEMINDE OPEN, Denmark

MAY 7-8, TOP CUP, Aarhus, Denmark

MAY 7-8, CHALL. ELBERS, Galgenweel, Belgium

MAY 7-8, MAJSNIPEN, Goteborg, Sweden

MAY 7-8, COPPA ALBERT I, S. Margherita Ligure, Italy

MAY 14-15, BELGIAN CHAMPIONSHIP, (Belgians only) Nieupoort, Belgium

MAY 19-21, TROFEO CLUB MARITIMO, Barcelona, Spain

MAY 19-22, COPPER CUP, and SOUTH EUROPEAN DISTRICT CHAMPS, Ostend, Belgium

MAY 21-22, QUEEN ELIZABETH SILVER JUBILEE INTERNATIONAL, Stone S.C., Essex, England

MAY 21-22, COPPA BARBANERA, Trieste, Italy

MAY 21-22, APELLA CUP, Skanderborg Sejlklub, Denmark

MAY 28-29, WHITSUN REGATTA, Helsinki, Finland

MAY 28-30, FRENCH NATIONAL OPEN CHAMPIONSHIPS, Troyes, France

MAY 28-30, WIILBROE CUP, Espergaerde Sejlklub, Espergaerde, Denmark

JUNE 4-5, HELSINKI SPRING REGATTA, Helsinki, Finland

JUNE 4-9, TROFEO REGATTA, Ibiza, Spain

JUNE 9-11, TROFEO BAHIA, Vigo, Spain

JUNE 11-12, SILVERSNIPEN, Motala, Sweden

JUNE 11-12, AIRISTO REGATTA, Turku, Finland

JUNE 11-12, COPPA G. CAMPARI, Riccione, Italy

JUNE 18-19, NORTHWICH REGATTA, Northwich S.C., Cheshire, England

JUNE 18-19, CHALL. VERMETTEN, Galgenweel, Belgium

JUNE 18-19, HOVASSNIPEN, Goteborg, Sweden

JUNE 18-19, SILVER SNIPE CUP, Hanko, Finland

JUNE 18-19, COPPA TAMBURINI, Rimini, Italy

JUNE 24-26, NORWEGIAN NATIONAL CHAMPIONSHIPS (Scandinavians only), Norway

JUNE 25-26, CHALL. MER DU NORD, Ostend, Belgium

JUNE 25-26, TROFEO DE ZOTTIS, Venice, Italy

JUNE 25-26, COUPE INTERNATIONALE, PORTE OCEANE, Le Havre, France

JUNE 26-29, GRAN TROFEO, La Corana, Spain

JUNE 27-29, TROFEO REGATTA, Santiago De La Ribera, Spain

JULY 2-3, PORI RANKING, Pori, Finland

JULY 2-3, HAMFER CUP, Grimstad, Norway

JULY 5-7, WESTERN CHAMPIONSHIPS, Bergen, Norway

JULY 6-7, SNIPE MIXED CUP, Goteborg, Sweden

JULY 7-11, DANISH NATIONAL CHAMPIONSHIP, (Danes only), Denmark

JULY 9-10, HANKO REGATTA, Hanko, Finland

JULY 9-10, JUNIOR CHAMPIONSHIP, Vila Moura, Algarve, Portugal

JULY 9-10, BROADSTAIRS REGATTA, Broadstairs, Kent, England

JULY 14-15, TOURNO DE L'ATLANTIQUE, Le Crouesty, Vannes, France

JULY 14-17, COPPA ESPANA JUNIORS, Ciudadela, Spain

JULY 14-17, MEMORIAL CANTALOUBE, Andernos, France

JULY 16-18, REGATTA INTERNATIONALES, Audierne, France

JULY 18-24, SPANISH NATIONAL CHAMPIONSHIP, Ciudadela, Spain

JULY 23-24, JUNIOR FINNISH CHAMPIONSHIPS, Oulu, Finland

JULY 23-24, KING GEORGE REGATTA, King George S.C., London, England

JULY 23-24, SNIPE CUP, Malcesine, Italy

JULY 26-28, MEMORIAL COINTREAU-TROPHEE C.N., Ligue Andernos, Claoquey, France

JULY 29-31, BRITISH NATIONAL CHAMPIONSHIP, Thorpe Bay, Essex, England

JULY 29-31, CHAMPIONMAT LIGNE AQUITAINE, Andernos, France

JULY 30-31, SUMMER CUP (Danes only), Denmark

JULY 31-AUGUST 4, ITALIAN NATIONAL CHAMPIONSHIPS, Monfalcone, Italy

AUGUST 2-6, TROFEO REGATTA, Gijon, Spain

AUGUST 2-6, FINNISH NATIONAL CHAMPIONSHIPS, Tampere, Finland

AUGUST 19-21, SNIPE GOLD CUP, Skovshoved, Copenhagen, Denmark

AUGUST 22-29, XXVIII WORLD CHAMPIONSHIPS, Skovshoved, Copenhagen, Denmark

AUGUST 27-28, MEMORIAL MICHEL BARTHE TROPHEE C.N., Claoquey, France

AUGUST 27-28, XXII INTERNATIONAL ADRIATIC CHAMPIONSHIPS, Chioggio, Italy

SEPTEMBER 1-2, INTERNATIONAL REGATTA, Budworth S.C., Cheshire, England

SEPTEMBER 10-11, VIKING SNIPE, Oslo, Norway

SEPTEMBER 10-11, PORI OPEN, Pori, Finland

SEPTEMBER 16-18, LA MANGA DEL MAR MENOR TROFEO DOS MARES, Spain

SEPTEMBER 17-18, S.E. CHAMPIONSHIP, Maldon S.C., Essex, England

SEPTEMBER 24-25, INTERNATIONAL REGATTA & JUNIOR NATIONAL CHAMPIONSHIP, Blue Circle S.C., Kent, England

SEPTEMBER 25, REGATTA NAT. WEDST, Hofstade, Belgium


OCTOBER 8-9, SNIPE A PARIS, Paris, France

OCTOBER 9-11, TROFEO REGATTA, Blanes, Spain

OCTOBER 21-23, TROFEO REGATTA, Las Palmas, Canaries, Spain

OCTOBER 29-31, TROFEO REGATTA, Ferragut, Spain

NOVEMBER 5-6, REGATTA NAT. WEDST, Galgenweel, Belgium



Sloop Building Plans

BLUEPRINTS — \$10.00
Revised January 1976

SCIRA
Privateer Road, Hixson, TN 37343



Sanctioned Snipe Regattas

MARCH 4-6, DON Q RUM KEG REGATTA, Miami Fleet 7, Gonzalo E. Diaz, 2825 SW 92 Place, Miami, FL 33165.

MARCH 9-12, NASSAU WINTER CHAMPIONSHIPS, Nassau Fleet 391, Godfrey Kelly, P.O. Box N 1113, Nassau, N.P., Bahamas.

APRIL 2-3, REDNECK REGATTA, Magnolia Fleet No. 604, Albert Lamar, 2672 Lake Circle Dr., Jackson, MS 39211.

APRIL 23-24, WORLD SINGLEHANDED SNIPE CHAMPIONSHIP, Atlanta Fleet 330, Brad McFadden, 6364 Warren Dr., Norcross, GA 30071.

MAY 7-8, SOUTHERN SNIPE CHAMPIONSHIP, Privateer Fleet No. 142, Van Wesley, 2207 Ashmore Ave., Chattanooga, TN 37415.

MAY 21-22, TULSA SPRING OPENER, Sequoyah Fleet No. 68, Larry Danahey, 272 E 46th St., Tulsa, OK 74105.

MAY 28-29, SOUTHWESTERN CHAMPIONSHIP, White Rock Fleet No. 1, Chuck Laird, 3368 Park Lane, Dallas, TX 75220.

MAY 28-30, FIREWATER REGATTA, Lincoln Fleet No. 567, Richard Wadlow, 1225 L. Street, Lincoln, Nebraska 68508.

JUNE 4-5, NEW YORK STATE OPEN, Cuba Lake Fleet 442, Fritz Gram, 305 York St., Olean, NY 14760.

JUNE 18-19, DISTRICT V SENIORS, Newport Fleet No. 103, Melvin Young, 504 Webster Road, Webster, NY 14580.

JUNE 25-26, NORTHEASTERN and ONTARIO CHAMPIONSHIPS, Oakville Fleet No. 321, Jayne McCutcheon, Apt. 501, 395 Martha St., Burlington, Ontario, Canada.

JULY 9-10, LAKE ONTARIO REGIONAL OPEN, Chautauqua fleet No. 124, Royce Mallorey, 145 Front St., Lakewood, NY 14701.

JULY 15-22, U.S. NATIONAL CHAMPIONSHIP, District II Fleets, Leif Zars, c/o Gary Pools, 111 NE Loop 410, San Antonio, TX 78216.

AUGUST 19-21, SNIPE GOLD CUP REGATTA, SCIRA Denmark, (Immediately preceding Snipe World Championship in the same waters.)

AUGUST 21-29, 28th SNIPE WORLD CHAMPIONSHIP, Skovshoved Sejlklub, Nils Toftgaard-Hansen, Skovshoved Sejlklub, Showshoved Havn, DK-2920, Charlottenlund, Denmark.

SEPTEMBER 17-18, OHIO OPEN, Chippewa Fleet No. 621, Paul Elsbree, 420 Dorechester Road, Akron, OH 44320.

SEPTEMBER 24-25, KEUKA CHAMPAGNE REGATTA, Keuka Fleet No. 382, Bill Hamilton, 141 Ontario Street, Honeoye Falls, NY 14472.

IX INTERNATIONAL TROFEO 2 MARES Top 15 of 57 Entries

Boat	Skipper/Crew	Fleet	Races	Points	Finish
Gran Numa	Gancedo y Bernal	Malaga	1-8-1-2-2	6	1
Grego	Villen y Marques de T.	Malaga	7-5-3-6-1	27,4	2
Punfla	Gomez y Lopez-Cozar	Malaga	8-2-2-13-7	33	3
Calma Negra	Maso y Sastre	Vigo	21-4-15-1-5	39	4
Grec	Cella y Ceballos	Barcelona	3-7-9-19-3	39,4	5
Pegote	Gomez y Martinez	Malaga	29-3-4-10-8	43,7	6
Chiqui IV	G. de Soto y G. de Soto	Santander	4-15-6-17-6	52,4	7
Bruxo	Queiroz y Figueiredo	Portugal	16-1-7-14-15	54	8
Arpon IV	Madrid y Madrid	2 Mares	2-24-27-5-13	62	9
Olimpo III	Sanchez y Alonso	2 Mares	5-20-5-20-10	62	10
Chuvias X	Armada y Pacheco	Vigo	22-13-20-3-11	67,7	11
Polux	Domenech y Gomis (Sra.)	Barcelona	17-6-24-4-ns	72,7	12
Brothers	Brossard y Brossard (Sra.)	Francia	9-21-11-24-9	74	13
Katankantas	Costas y Cisa	Blanes	19-23-8-23-4	76	14
Fado	Delgado y Saez	Madrid	14-12-25-16-17	83	15

Europeans Race in Trofeo Dos Mares

As usual, the Trofeo Dos Mares, organized by the Llamamiento del Club Nautico 2 Mares, drew top Snipe crews from all over Europe. 57 boats from Portugal, France, Sweden, Finland and Denmark participated in the event held in late October.

Felix won, though not as easily as he sometimes does, winning only two of the

5 races. The next 6 places were also taken by Spanish boats. Eduardo Quiroz of Portugal who won the second race was the highest finishing foreign boat, in 8th place.

The winds were light and steady for the entire series, being less than force 2 for all but one race when they were clocked at about 3½.

The pre-race festivities included opportunities for the sailors to take part in practice bullfights with "vaquillas".

Diaz Clan Romps in Rasco Regatta

This regatta, held Jan. 8-9 at the Coconut Grove Sailing Club, Miami, honors Manuel Rasco, late commodore of the Miramar Yacht Club, Havana, Cuba.

Weather conditions: Saturday; only one race in variable winds condition.

Sunday we had two races in a good day with sunny skies, winds from the southeast 10 to 15 mph (Typical Bis-

cayne Bay day).

Race Committee Chairman was Max Telhiard ably assisted by Commodore Bob McTague, Rick Preston, Saul Diaz, Ronald Mercurio (all of these using their own boats to run the races).

Commodore McTague presented trophies to the first five skippers and crews and the two first boats of class B.

VII ANNUAL COMODORO MANUEL RASCO REGATTA Top 10 of 18 Entries

Skipper/Crew	Club	Races	Points	Finish
Augie Diaz/Eric Sheeder	CGSC	3-1-1	5.7	1
Gonzalo E. Diaz/Mark Williams	CGSC	1-3-2	8.7	2
Gonzalo A. Diaz/Jim Martin	CGSC	5-2-4	21	3
Bruce Colyer/Cory Stebner	CRYC	4-4-3	21.7	4
Vincent Brun/Keith Crown	Clwtr.	2-7-7	29	5
Mike Brown/Adam Goldweber	CGSC	6-6-8	37.4	6
Buddy Culbertson/Ron Russell	CRYC	12-5-5	38	7
Bob Brown/Robby Brown	CGSC	7-8-6	38.7	8
Frank Levinson/Joan Levinson	Clwtr.	8-10-12	48	9
George Stebbins/Vicky Stebbins	MYC	10-9-14	51	10

First Two Boats, Class B

George Stebbins/Vicky Stebbins	1
Charlie Bustamante/George Guerra	2

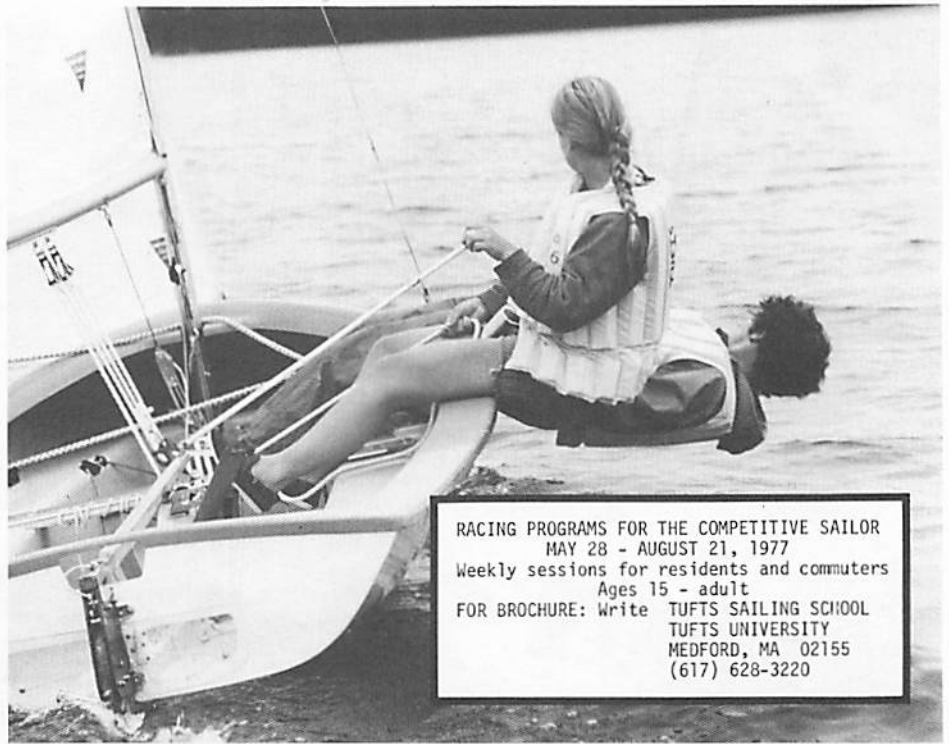


Scientific Sailboat Racing

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

From any book store or direct from
SCIRA — \$7.95

DODD, MEAD & CO.
79 Madison Avenue
New York, N.Y. 10016



RACING PROGRAMS FOR THE COMPETITIVE SAILOR
MAY 28 - AUGUST 21, 1977
Weekly sessions for residents and commuters
Ages 15 - adult
FOR BROCHURE: Write TUFTS SAILING SCHOOL
TUFTS UNIVERSITY
MEDFORD, MA 02155
(617) 628-3220



26TH SNIPE SOUTHERNS
PRIVATEER YACHT CLUB
MAY 7TH & 8TH
LAKE CHICKAMAUGA
Y'ALL COME!

VAN WESLEY
2207 ASHMORE AVE.
CHATTA. TN 37415

REGATTA RESULTS.

Send your regatta results to
SCIRA Headquarters
for publication in the SNIPE BULLETIN.

CLASSIFIED

Classified ad rates ten cents a word.
Minimum charge \$3.00. Ads accepted
on a cash basis only. Send remittance
for the proper amount.

ACRYLIC SNIPE DRYSAIL COVERS.
Yachtacrylic will not rot, mildew, shrink, or
become brittle. Best cover material available.
Outstanding workmanship. No. 1 Full
deck/6" skirt, mast up, boom off, and halyard
lifting tabs for drainage — \$89. No. 2 Tent
like cover/6" skirt supported by boom in
centerline position with mast up — \$99.
Above prices for white, add 4.50 for blue.
Terms are ppd. with full payment or 50%
down and balance including shipping COD.
Shipment via UPS. Bottom covers,
centerboard and rudder covers out of
fuzzy-soft napbac available July 15, 1976. It's
your move. Contact Bob Moore or Chris
Rooke at Rooke Sails, 3000 Vantage Dr.,
Memphis, Tenn. 38131. Phone 901/398-3140.

ATLANTA SNIPE FLEET 330 is proud to
invite you to sail in the First Annual Snipe
Singlehanded Championship to be held at
Atlanta Yacht Club April 23 and 24, 1977 -
three races - all singlehanded. SCIRA
sanctioned. For information write or call:
Brad McFadden, 355 Glencourtney Dr.,
Atlanta, GA 30328. (day) 404-448-1011,
(evening) 404-255-8351.

SCIRA POSTERS Only a few left! 34"x40"
on heavy material, these posters are the
SCIRA emblem in 5 colors. Every fleet should
have one. \$4.75 plus 25 cents handling.
SCIRA, Privateer Rd., Hixson, TN 37343.

ROOKE SNIPE SAILS NOW AVAILABLE!
For information contact Bob Moore or Chris
Rooke at ROOKE SAILS, 3000 Vantage Dr.,
Memphis, Tenn. 38131. Phone 901/398-3140.

EICHENLAUB 20302, Yellow hull, white
deck, Cobra mast and boom, Harken blocks
and cleat, Levinson sails, top and bottom
cover all in excellent condition. \$2075. C.
Stump, 366 S. Linden, Decatur. IL 62522.

LEMKE 19365 With trailer, 3 suits of sails
(one brand new), Cobra mast and boom —
Dark blue hull, light blue deck — \$1300. Hal
Nash, Liverpool, New York, (315) 424-1642
days, (315) 652-7221 nights.

FOR SALE: Chubasco Snipe, Number 19266
— dark blue hull, simulated wood grain deck,
cobra mast, self rescue, large low-cut board,
full bottom cover, two suits Elm sails, extra
jib, Southern Yachts Trailer, \$1600 or best
offer. David Cheek, Oklahoma City, Okla-
homa 405-239-6444.

SOUTHERN 20501, Yellow hull and deck,
Ullman sails, Williams board, self rescuing.
\$1600 without trailer. Will consider transport-
ing. (314) 524-1069.

LEMKE 18854, Excellent condition, mini-
mum weight. Self rescuing. Dark blue hull,
light blue deck with feature stripe. North
sails, Proctor Mast, Fat rudder. \$950. Bob
Foster, Elkhart, IN (219) 875-6037.



DO YOU KNOW

Snipe Sails Are
Brokered Regularly Thru
Bacon & Associates, Inc.?

If you need one right now, walk in, buy it, and carry it out
in a few minutes. Or we can ship it to you in a matter of
days.

Give us more time, and we can sell one for you.

We also have sails for anything from a Sailfish to a 60-footer.

To purchase or sell sails, write:

BACON & ASSOCIATES, Inc. SAIL BROKERS for
528 Second St., P.O. Box 3150 New, Used & Damaged Sails
Annapolis, Maryland 21403 Phone: (301) 263-4880

CYCLONE

BOATS, INC.

Race Prepared Snipes
1st 1976 U.S. Nationals
Lofland Style Trailers

George G. Lee
5443 Gwynne Rd., Memphis, TN 38117
(901) 685-5593



ALL PURPOSE SAILS?

North Sails have won around the world

1976 Results

EUROPEAN CHAMPIONSHIP... first
RACE WEEK, PALMA (90 boats)... first
SWEDISH NATIONAL CHAMPIONSHIP... first
SWEDISH SILVER SNIPE... first
CANADIAN NATIONALS... first
ENGLISH NATIONALS... first
SOUTHERN CIRCUIT... second overall
BACARDI CUP... first
PACIFIC COAST CHAMPIONSHIP... first
CROSBY SERIES... second (three daily firsts)

CALL COLLECT

1111 Anchorage Lane
San Diego, CA 92106
(714) 224-2424



OR WRITE

Traubingerstr. 24
8132 Garatshausen
West Germany
0 8058-8676

We make more sails that win more races than any other sailmaker in the world.