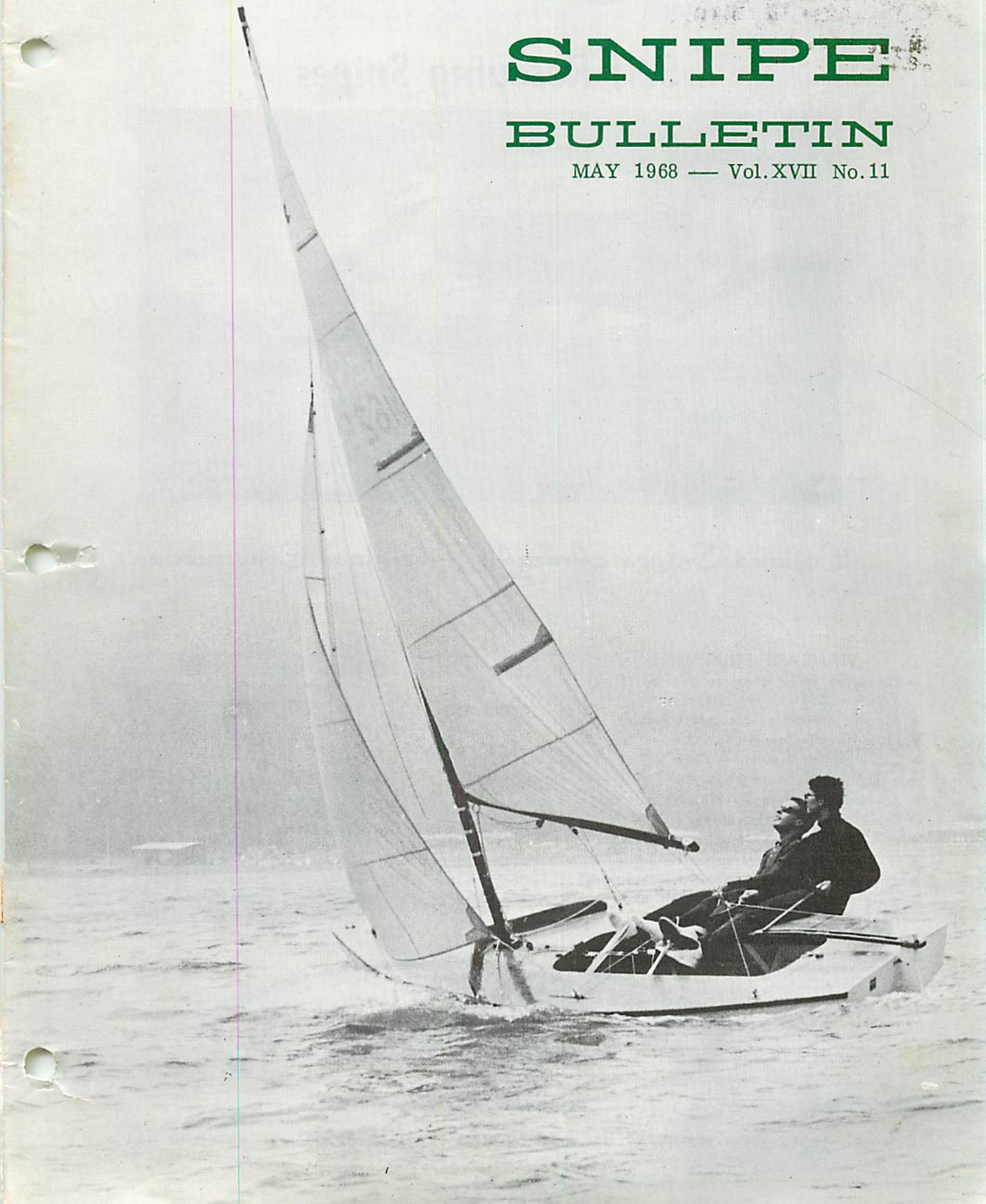


SNIPE

BULLETIN

MAY 1968 — Vol. XVII No. 11



Lofland Scores Another First

Self-Rescuing Snipes



Lofland Snipes Are All Fiberglass Construction

STANDARD EQUIPMENT

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

*Proven in
the 1967
World
Championships
Held at
Nassau*



10817 WEST HIGHWAY 54 — WICHITA, KANSAS 67209 — (316) PA 2-3406

The Need for Flotation

These observations were made by Winton McMillen and printed in the WINDMILL NEWS, the official publication of the Windmill Class. They apply, of course, to all small sail boats, and anyone who has ever been capsized in rough water and strong current will readily agree with the evident necessity of sufficient flotation and self-righting characteristics.

The International Snipe Class already has satisfactory flotation, and after January 1st, 1969, all new hulls will be required to be self-righting.

During the action of the 1967 Internationals it was possible to observe in detail the efforts of self-rescue. Here, then, are a few pointers, as seen from the Press-boat.

Many hulls present made use of but one under-deck area of flotation: amidships; using either an airbag or foam blocks. A smaller number used flotation in two or all three of the under-deck areas.

It will be recalled that via "Discussions," it was recommended that all three under-deck areas of the wooden Windmill hull be used for flotation. For self-rescue, only one side can be turned over to the flotation-equipped side, after which the boat could be righted nearly dry. Under-deck flotation on both sides would merely simplify matters in that boat would never need to be "turned" after a capsize.

Conditions on Chesapeake Bay can be described as rough: small craft warnings were up throughout the Bay area during the regatta. Here are personal conclusions drawn by this witness:

FLOTATION AMIDSHIPS ONLY: Self-rescue was possible but required careful teamwork. Wave action tended to fill an open hull facing to weather, trapping water in the empty fore and aft sections. This tended to sink the on-its-side hull even lower in the water. Crew efforts to stand or haul on the extended DB sunk the hull even lower. Consequently, when the hull was righted there was much water aboard. The hull still floated well but was less stable than a dry hull. Skipper and crew, swimming alongside, could maintain upright position of the hull even with sails aloft and luffing.

Trouble came quickly, however, when either crew tried to climb aboard. Trapped water rushed to the weighted area, available free board lessened, often the hull would fill up rapidly, lose stability and capsize again.

TWO AREA UNDER-DECK FLOTATION: Similar problems were encountered, although to a lesser degree. The surge of trapped water due to wave action or crew movement often threw the hull out of control. In any case, further bailing was required and the hull for some minutes was not competitive with a dry hull.

FULL AREA UNDER-DECK FLOTATION: Only these boats tended to permit almost instant righting and continuation on a competitive level. With minimum water aboard, easily handled by automatic bailer within seconds or so, the capsized hull remained competitive when righted. One observed capsized hull was righted in 15 seconds without loss of place.

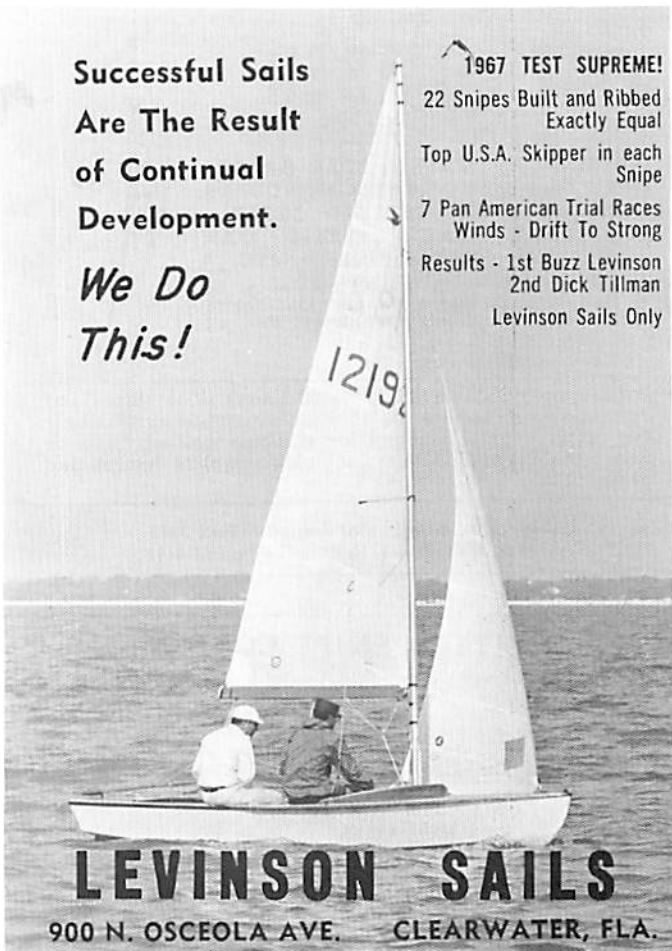
CONCLUSIONS: That only full under-deck flotation is practical for Windmill hull self-rescue. True, in light or moderate weather, with minimum sea, less complete flotation might have served. But in a seaway, only the full flotation is satisfactory. In brief, when the 'Mill is capsized on one side, it must have no areas capable of filling; and only flotation can prevent filling up with water.

FURTHER OBSERVATION: The problem of drift is new to Windmill sailors. A flotation-equipped 'Mill capsized in high winds will drift faster than the crew can swim. In one case it was noted that the crew left the boat to retrieve floating gear, but was then unable to overtake the boat until his companion tossed him a coiled line.

The lesson is clear. Windmill sailors should not attempt to leave a drifting capsized hull. If they must, they should take a rope with them. It is best to allow rescue craft to retrieve loose gear, or better yet, secure such gear so that it will not come adrift!

**Successful Sails
Are The Result
of Continual
Development.**

*We Do
This!*



1967 TEST SUPREME!
22 Snipes Built and Ribbed
Exactly Equal
Top U.S.A. Skipper in each
Snipe
7 Pan American Trial Races
Winds - Drift To Strong
Results - 1st Buzz Levinson
2nd Dick Tillman
Levinson Sails Only

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

**Like most
Out Island resorts,
we're right on
the water.
End of similarity.**

Our beach is the most beautiful in the Bahamas. And Elizabeth Harbour (famed for the Out Island Regatta), the most beautiful natural harbour in the world. (Sailing? Reef exploring? Unbelievable.)

We have our own fleet of Flying Scots, dinghies, and Sunfish. And our own fleet of power boats. We have one of the finest gourmet restaurants in the Bahamas. A beautiful swimming pool. Tennis. Brand new air-conditioned rooms. The best bonefishing, shelling, and deep-sea fishing anywhere. (Yes, anywhere.)

And we have a brand new brochure that tells all about Great Exuma, our new resort, and about the pure joy of just getting here. (Even the flight from Nassau, or from Miami, is something to rave about.)

See your travel agent. Or our representatives, Leonard Hicks, Inc. Or write us via Airmail, 15c to the Bahamas.



out island inn
GEORGE TOWN, GREAT EXUMA, BAHAMAS

BOAT LUMBER

For Fine Boat Building and Repairs

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

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

Ripping and planing to order



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

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

FITTED SNIPE COVERS

Proven designs of heavy Army Duck treated with the best mildew water repellent obtainable. Extras include a bolt rope around edges for added strength, brass grommets, and snaps with double thickness stress points. Vinyl coated nylon covers, prices on request.

- | | | |
|---|--|---------|
| 1. COCKPIT COVER— | Over the boom-snap closed front - mast collar to keep rain out with boom tip cover | \$25.00 |
| 2. COVER FOR ENTIRE DECK— | Similar to No. 1 Snaps or ties under rub rail including snaps for boat | \$50.00 |
| 3. OVER BOOM, FULL DECK AND SIDES COVER | —With draw rope in bottom edge | \$75.00 |
| 4. TRAILING COVER— | Covers deck & sides with mast up or down. Has mast collar which closes opening when trailing | \$50.00 |
| 5. WINTER COVER— | Covers deck and sides but with no openings. | \$50.00 |
| 6. TRAILING COVER— | Choice of styles, similar to No. 4 or 5, with separate bottom cover | \$85.00 |
| 7. BOTTOM COVER— | Overlaps deck with draw cord | \$35.00 |
| 8. MAST COVER with Red Flag— | For protection when trailing | \$10.00 |
| 9. BATTEN BAG \$3.00— | RUDDER BAG—Foam Lined | \$ 8.00 |

Satisfaction guaranteed!

K & D Supply Co.

Shipped Postage Paid

Phone 366-3167 501 Ashworth Rd., Charlotte, N. C. 28211

A reliable pair of "hands"



SWIVEL BLOCK
WITH SYNCRO-CLEAT

For sheet downhaul. Stainless steel cam for severe salt water exposure. Cat. No. 960.

SEND FOR FREE CATALOG ON BLOCKS, TURNBUCKLES, ETC.

ROLEDGE

RACING FITTINGS

I. L. STEPHAN • BEVERLY 7, N. J.

SNIPE WINDOW KITS

Includes Instructions, Window Material, Dacron Thread, and a Special Tape to Insure a Perfect Fit. Easily installed with any Zig-zag or Straight Stitch Machine.

One Square Foot or under - \$4.00

Over one square foot - \$5.00

Specify size and shape - Send check or money order.

CAMERON RACING SAILS

717 EAST 16TH

WINFIELD, KANSAS 67156

SNIPE BULLETIN

The SNIPE BULLETIN is edited and produced monthly for the INTERNATIONAL SNIPE CLASS by Birney Mills, Executive Secretary.

Address all correspondence to:

Snipe Class International Racing Association, Inc.

655 Weber Ave., Akron, Ohio 44303, U. S. A.

Subscription Rates

\$2.00 Per Year.

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

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

The Cover

Gabriel Anzola Wille of Bogota, Colombia says, "Since illustrations have always been one of the major attractions of the BULLETIN, I enclose a couple of photographs of my own Snipe 16022 sailing in a foggy day, with me at the tiller and Fernando de la Concha as crew. Sails were borrowed from a Fleet 634 boat. Photographs by Luis E. Osorio. It looks like happiness is sailing a Snipe in a fog!" A good picture!



—THE SCORE—

Numbered SNIPEs — 17685

Chartered Fleets — 651

Rather a quiet 30 days as far as issuing numbers for new Snipes — and right after our enthusiastic prediction of last month! And if it hadn't been for the 30 assigned to Spain, the record would have been about the lowest in years. The U.S. took 16 and Canada 2, so the 48 total brought our grand total up to 306 compared to 259 last year. Still satisfactory, and who knows what the next wave might bring in?

Our claim to be "The World's Largest Racing Class" has been based on the fact that we have issued over 17,500 numbers since the class was organized. But that is over a 36 year period. Now it looks like certain other dinghy classes are experiencing and reporting a very rapid growth, as this extract from Jack Knights in YACHTS and YACHTING reveals: "The rate of growth of the Mirror Class is best illustrated by the fact that when a dinner was held to celebrate the first ten thousand, the actual numbers were already past 11,200 kits. 430 kits and boats were sold for cash in the month of January alone. The total for the first 3 months of 1968 was 998, and 80% of these were kits. This is Jack Holt's second "Golden

Disc", the first being the Enterprise."

This is a most fantastic record (although we have no information of the qualifications, size, or price of the Mirror to make a fair comparison), and it portends the time when we might have to revise our class slogan a little.

Here's another hot item gleaned from Jack's fine writings:

The world-wide copyright of the Tornado, a twin-hull catamaran design, is now owned by the IYRU. They are now perfecting the class rules, tolerances, etc., with the intention of keeping it a very strict one-design. It is, of course, a potential Olympic boat of the future. It is unashamedly a stripped-down, super-light racer. 20 feet long by 10 feet wide, with 235 square feet of sail set in sloop fashion on a 31-ft. mast, it weighs only 237 lbs., with half of this weight presumably in the gear. This must be the first sailing craft in the world to weigh only one pound for each square foot of sail. (Snipe weighs 425 lbs. with 128 square feet of sail). It brings ice boating to the water.

A Nice Report from Bogotá, Colombia

I am happy to bring you news once again from Colombia, although our National Secretary, Mr. Daniel Moreno Grob has been keeping you informed of our promotion of Snipe.

My sailing club, Club Nautico del Muna is the largest and most experienced sailing club in the country, organizing more than 70 official Lightning races a year, and having hosted 2 Lightning South American Championships (1959, 1967). So, the help of this organization is very important for the future of Snipe in Colombia.

Under my suggestion, a Snipe Committee was formed, uniting those members who preferred a less expensive and complicated boat than Lightning. Overcoming the doubts and fears that the new class raised among Lightning fans, and getting official recognition and support, were the objective of our work, that finally succeeded.

As you may know, we are building ten new Snipes that will join the two units already sailing in our inland waters, Tomine and Muna, two large dams 8775 feet above sea level near Bogotá, our two million hab. capital city located in the middle of the Andes. With these boats and those sailing in fleet 634 on the northern coast, our National Championship for Snipes is going to mean tough competition; and that is good for Snipe in Colombia and for our future international performance.

We have two gentlemen from Cali (the site of next Pan American Games in 1971) who have ordered two Snipes from our builder in Barranquilla. They are going to develop not only the Snipe, but sailing as well in Cali. Cali is 1,249 kilometers south of Barranquilla.

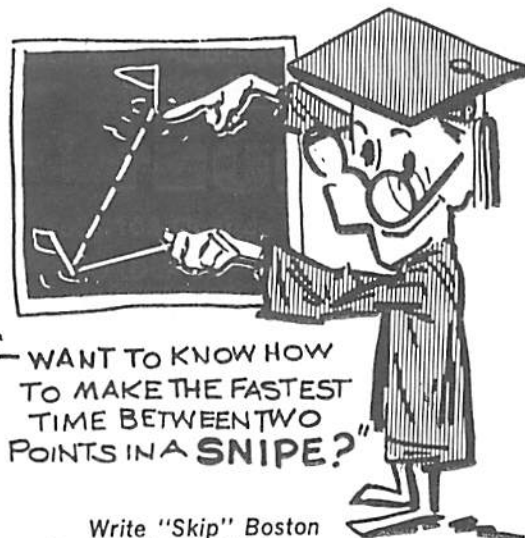
In this success the regular flow of Snipe Bulletins has played a major part, as it shows effectively the strength of the class. We thank you very much for this help and continue to welcome it. The Bulletins are carefully distributed so as to provide the maximum information and promotion possible. The National Secretary for Colombia, Mr. Moreno Grob, although living far on the northern coast, has been in constant touch with us, keeping the growing Snipe activity in Colombia united and organized. —Gabriel Anzola Wille

New SCIRA Officers in Finland

We are happy to inform you that SCIRA/Finland, in the official yearly meeting in March 1968, elected the following persons for leading offices within the organization of Finland:

National Secretary.....Rafael Wolontis, Helsinki
Vice-National Secretary.....Bengt Rosenquist, Helsinki
Secretary.....Anita Arho, Helsinki
Chr. Executive Committee....Antti Wahlstrom, Turku

Rafael Wolontis is since many years familiar with the Snipe and the Class organization. He is an active Snipe sailor in his boat L5570 Ariette II, and the builder of fleet 577 in Jakobstad. In 1967 Rafael Wolontis was Vice National Secretary and member of the executive committee SCIRA, Finland. He has had good opportunities to get familiar with Finnish Snipe sailors and the class organization and we think he will be a good leader for our class, which today is the biggest and most important racing class in Finland.



Write "Skip" Boston
Boston Yacht Sail Company
38807 Harper Avenue
Mount Clemens, Mich. 48044

BOSTON
MT. CLEMENS, MICH.

Sailmaker for the Champions

Marc Teurlay

PRESENTS TO YOU HIS NEW
FIBERGLASS SNIPE

- SELF-BAILER
- ELEGANT
- COMFORTABLE

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

AGENTS

PORTO RICO and VIRGIN ISLANDS

SIRENA MARINE CENTER

P.O. Box 562

Hato-Rey, Porto Rico

SCANDINAVIA

AKTIEBOLAGET ROBERTS or AB ROBERTS
Orebro, Sweden

ETS TEURLAY

Face 103 Quai de Queyries

BORDEAUX, FRANCE

North Sails are the winningest sails in the world

1967 RACE RESULTS

Western Hemisphere Championship
Caribbean Mid-Winter Championship
Combined Mid-Winters (1st five boats)
Mid-Winter Championship, Los Angeles
Dudley Gamlin Memorial Trophy
California State Senate Perpetual
XII Taca Do Generalissimo
VIII Gran Tropeu de Valencia
I Tropeu Mediterraneo
Hurricane Gulch
North Atlantic Districts
District 7 Championship
North Eastern Championship
Swedish National Championship
Nordic Championship
Canadian National Championship
U.S. National Championship, 3 of first 8 boats
Pan American Games, 3rd
District 3 Championship
Indian Summer Regatta-Chicago
Portuguese National Championship
Spanish National Championship

1968

CARL ZIMMERMAN TROPHY
NASSAU — MIAMI — CLEARWATER OVERALL

"CALL US COLLECT TO ORDER
YOUR NEW NORTH SAILS"

NORTH  SAILS

1113 Anchorage Lane, San Diego, Calif.
(714) 224-2424

8132 Tutzing, Seestr. 6, West Germany

913 Electric Ave., Seal Beach, Calif.
(213) 596-4461



The 1968 U.S. Nationals

Once again Alamos Bay Yacht Club at Long Beach, California, will be the host for the U.S. National Snipe Championship. Jerry Thompson, the Regatta Chairman, promises an exciting program for both the sailing participants and their non-sailing families and friends. Southern California will be interesting at sea and ashore.

The Junior Championship will be sailed August 7 - 8, a 5 race series. A fleet of about 25 boats is expected from local fleets.

The Crosby Series will be August 9, 10, and 11. The Heinzerling and Wells Series will begin on the 12th and finish on the 15th.

Participants should arrange lodging through Ron Fox, 2131 Tevis Ave., Long Beach, 90815. Lewellyn Bixby is hoping for an adequate group of spectator boats; the sailing course will be offshore about one mile from the yacht club.

This area cannot be observed from the shore.

The Southwest winds usually are brisk in August owing to our built-in consistent thermals generated by the heat of the Mojave Desert, one hundred miles Northeast of us. Winds normally are 5-8 knots in the morning, rising gradually to about 15-17 knots at 3-4 p.m. In open water, this usually dictates a complex, rough, chop on the water late in the day. Check out your bailers, and hope they will keep you dry during a windward beat. The regular Olympic Course area is in open ocean, unobstructed by any land or commerce.

Your fleet captains should have your entry forms available for you. We expect about 60 boats, but would be delighted with 80.

General inquiries should be to Jerry Thompson, 55-66th Place, Long Beach, Calif. 90803. Be sure to get here early enough to be measured in reasonable time. As always, measuring will be strict.

Some California News

Ted Wells visited the Southern California area in January. In honor of his presence, Redondo Fleet 117 hosted a special "Fargo - Wells Regatta" at King Harbor Yacht Club on January 20-21. Although short notice was given, twenty-five Snipes entered the regatta.

The wind was a very light five knots on Saturday, and Sunday's race turned into a drifter with many boats not finishing. Ted Wells, sailing his reshaped "Good News" with a new set of sails, did not finish better than third in any race but won the regatta on consistency with finishes of 3-3-6-6. Ted demonstrated his ability to pick out the wind shifts and stay out of the numerous holes. Jim Boldt, Jack Steele, Bob Schaeffer, and Larry Gray finished next in above order.

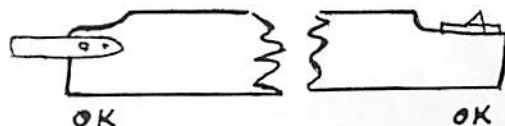
Arch Higman has been elected to another term as District 6 Governor. Arch is the catalyst of Snipe activity and expansion in Southern California and is instrumental for the rebirth of the Redondo, Santa Monica, and Santa Barbara Fleets. Since this district is comprised of many new Snipe sailors, Arch has been experimenting with an A & B division at several major regattas. The response has been encouraging and Snipe participation has increased at these regattas.

— Jim Boldt, FC Redondo 117

Two Interesting Items

SANDING FIR PLYWOOD = Admiration of one's own handiwork is probably the biggest time consumer in our boat building projects, and so it should be. But who can admire a great hulk of unsanded fir plywood? Well, learn to, because that is the proper way. Stand back and look, but don't sand until it has been primed. This goes for areas that have been treated with plastic wood and the like as well. When we sand an unprimed fir board, the abrasive tends to remove the lighter color soft wood more quickly than the darker hard portion. Thus in the end, we would be making the grain more prominent, not less so. So prime first, fill and fix the softer areas and then sand to your heart's content. —Richmond (IN) Y.C.

A LITTLE CLARIFICATION ON BOOM MEASUREMENT = The Maximum 4" applies to any point on the boom; the Minimum 3½" is for the basic section, but it may be less in vicinity of tack and clew outhaul as illustrated.

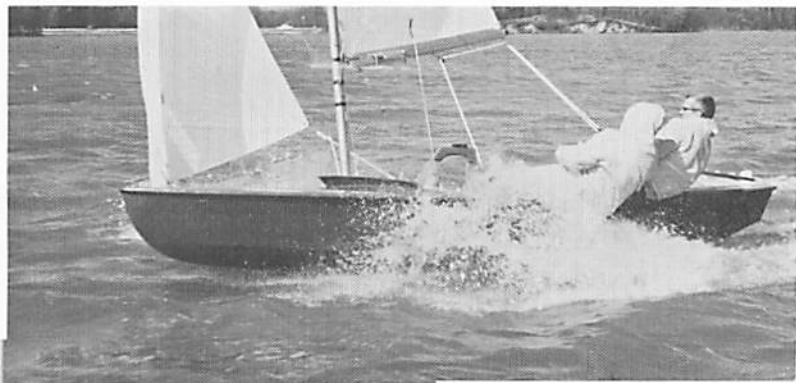


THE NEW ALL FIBERGLASS LEMKE SNIPE

SELECTED BY SCIRA FOR USE IN THE WESTERN HEMISPHERE CHAMPIONSHIP

SPEED, SECOND TO NONE

This year a number of significant improvements in hull design were made for better speed. This was recently verified at the Miami Winter Regatta where the new Lemke all glass snipe took two firsts by a very large and decisive margin, against the best competition and equipment.



COMFORT AND SAFETY

The cockpit and strap arrangement is made to provide the utmost in hicking power and comfort. Besides positive hull buoyancy there are adequate air chambers that make self-rescuing possible after a capsize.



CONSTRUCTION

The hulls are now made utilizing the revolutionary synthetic micro-honeycomb cell sandwich construction which, besides being mechanically stronger, does not have the disadvantages of high moisture absorption found in conventional polyurethane sandwich construction. This results in extremely stiff and light hulls and the same type construction allows us to make glass decks of the same weight and strength of wood decks.



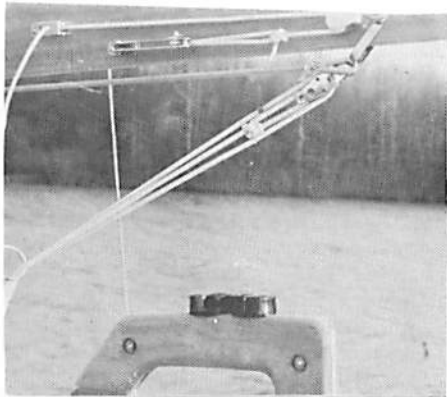
WESTERN HEMISPHERE SNIPE

As announced in the March Bulletin, 20 of these snipes will be made for the Western Hemisphere Championship Oct. 20-25. These will be available after the races at Jacksonville, Florida or Atlanta, Georgia at a \$150.00 discount on boats and \$25.00 discount on trailers on a first come basis. This represents a rare opportunity to own a performance snipe at a reduced cost, so get your order in early.

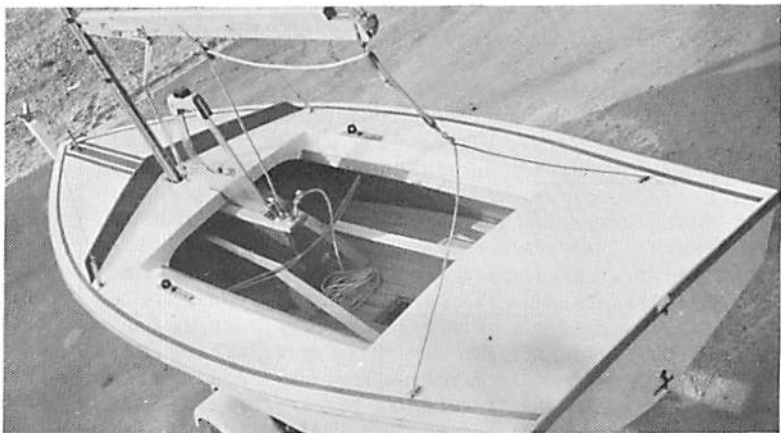


**ENGINEERING &
BOAT CO. INC.**

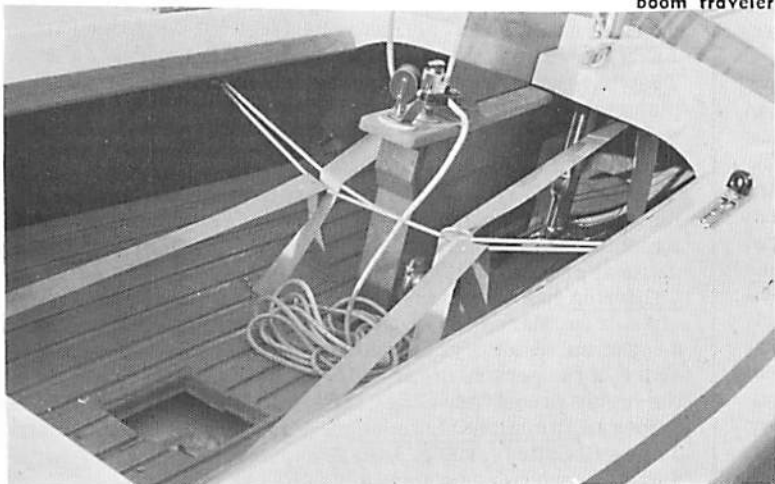
9226 Gleannloch Dr., Indianapolis, IN 46256
Phone: 317-849-2821



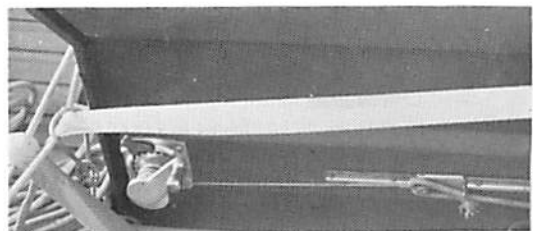
4:1 Clew outhaul with independent continuous and lever adjustment. 3:1 Boom vang.



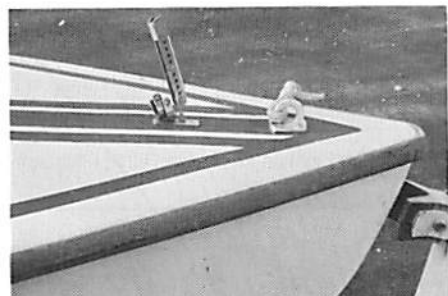
Individually adjustable parallel hocking straps. Adjustable travel LIMIT boom traveler.



Textured nonskid fiberglass floorboards.



Jib halyard tensioning winch.

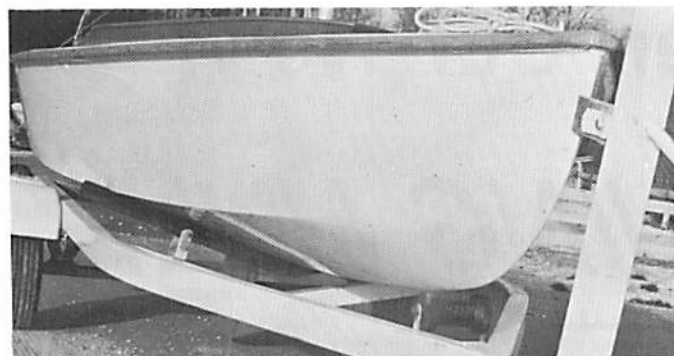


Magnesium alloy bow eye. Jib cloth downhaul. Jib tack and forestay adjuster.



The snipe trailer provides unobstructed rear view and improved side and supports.

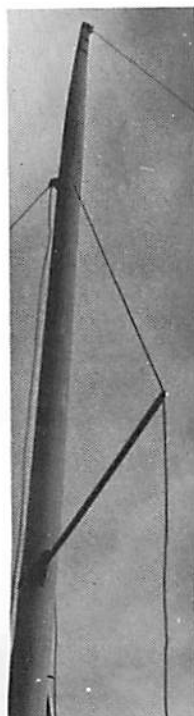
New Proctor EX mast with increased taper and reduced weight at top. Adjustable spreader limiters.



Deep and clean entry provides absolute minimum wave resistance and maximum waterline length possible in a snipe.



Note the clean bow wave, less resistance — more speed.



Proctor EX mast in place of Proctor E and deck racing stripes optional at extra cost, standard on Western Hemisphere snipes.

There is an unusual opportunity for those headed west next August for the Nationals in California, to stop off in Colorado on the way out and experience the joys of sailing high up in the Rocky Mountains. This successful regatta is now fondly referred to as "The World's Highest Snipe Regatta". Sponsored by Fleet 210 in Denver, it is held on Shadow Mountain Lake, Grand Lake, CO. near Rocky Mt. National Park. Last year, the event was the largest and best they have ever had with 47 boats participating. This year, they expect to have over 50, and cordially invite all travelers to stop off and get in some practice before Alamitos. . . . Fleet 53, Lake Worth at Ft. Worth, had a very fine year under the leadership of Mrs. Rita Bragg, the only woman Fleet Captain in SCIRA/USA. They grew to 12 registered boats with 4 more on the sideline. They added 2 more boats and had 22 races, the best record in 7 years. Rita did a fine job for SCIRA there; she and her son Jimmy sailed in the Nationals at Ft. Gibson. . . . Looks like we are really getting a good group going in Minnesota now. This new Fleet 641 has been quite busy all winter getting prepared for an early start. They had representation at the Minneapolis Boat Show, picked up a few boats plus some hot prospects. Have some good crews lined up and are all eager to go to regattas in the area. Get in touch with Charles H. Muth, Rt. 1 Box 161, Lake George, Anoka, MN 55303 if you want to make a good connection. Charlie reports that the latest member is a fine sailor from Switzerland who brought an experienced crew from England; their fleet measurer is from Holland, so they have a very cosmopolitan group. Anyone should feel at home there! . . . San Francisco Fleet 12 just finished their Spring series with from 28 to 40 boats in each race. The SBRA circuit series started in April and they sent 33 boats - will be traveling to various locations and racing every weekend to boot. They now have 59 paid-up current members. . . . Bud Hook has been re-elected to a second term as chairman of the Region 7 executive committee, Boy Scouts of America. The largest of 12 in the nation, the region governs activities for over 670,000 boys in Indiana, Illinois,

Michigan, and Wisconsin. Bud, an old Eagle Scout himself, has been active in scouting for 46 years. Whatta man! Anybody ever get an eye on Snipe 13299, be sure and let Fleet No. 1 at Dallas, TX know about it. A natural finish plank hull and ply - wood deck - it was stolen from the owner last winter. . . . Mary Davis wants all the dope on how to rebuild Snipe #49, which has been stored unused in a barn for over 20 years. Originally bought when new by her father, N. H. Lund of Sacramento, CA, it has never been out of the family's possession. . . . Samuel M. Garber, 325 Westvale Rd., Syracuse, NY 13219 writes, "This year we expect to have 4 or 5 Snipes at the Mid-Lakes Country Club in Borodino (Skaneateles Lake), and would like to obtain information about establishing a fleet. I think our lake is one of the finest sailing lakes in Central New York State and this, coupled with a great increase in interest in sailing, should lead to a fleet with real growth potential." If you live in that area, get in touch. Skaneateles is famous for its fine regattas. . . . Seems old boats are popping up this Spring. Albert S. Filemyr of Millersville, PA has 979, which was built by his father in the early thirties. Says it is in good shape and he hopes to sail it soon. . . . Annapolis Fleet 532 elected Ian Smith FC after his return from a stint in Iran with the Peace Corps. They have over 25 active members now and are considering plans for holding the Nationals in a couple of years or so. Expect to continue growing and hope to double their number if the present rate of increase keeps up. . . . Going to Yugoslavia this summer? You are invited to participate in the Open Championship at Split on June 12-16, and the Open Championship of Republic Slovenia at Koper August 15-20. Their big international regatta was held at Rijeka in May. . . . The SBRA of California has a schedule of 10 series at 10 different yacht clubs from March to October, the usual setup. Snipers have a lot of fun under a great variety of conditions. The highest score of the person attending the most of the 10 regattas gets the highly-prized Traveling Trophy. . . . There are enough local Snipes in Richmond, Indiana, to form an official fleet, and James R. Guthrie, 100 N. 15th St., invites all unattached area Snipe owners to come join up.

STOP! WAIT!

Do Not Buy a Snipe Until You Have Seen Our New

"SELF-RESCUING HULL"

Write for Details

VARALYAY BOAT WORKS

1868 W 166 STREET
GARDENA, CALIFORNIA

Aicardi Florida State Champ



THE FINAL RACE - Bill Aicardi in 14092 is first across the starting line, and went on to win the State Championship Title. It is interesting to note the wide divergence in sail numbers in this group. There was a difference of almost 11,000 boats between the highest (17345) and 6940 (not visible) in this regatta. And 6940 beat the newest boat with 3 to 5! Also, this fleet, while small, is one of the toughest, for the sailors are all of high calibre. Carl Zimmerman says the rivalry there is as close and hard as any he has ever experienced.

Veteran skipper Bill Aicardi of Coconut Grove Sailing Club won the 1968 Florida Snipe Championship in a closely contested duel with 13-year-old Augustin Diaz to highlight the Miami YC Annual Midwinter Regatta co-sponsored by the City of Miami on March 16-17th.

Aicardi, a retired USAF major, and now an administrative assistant Miami-Metro Dept. of Publicity and Tourism, was leading by only one point at the start of the bob-tailed final heat in the 2 days of racing in Biscayne Bay.

In the head-to-head fight with young Diaz (who had his father Gonzalo, 1966 winner, crewing), Aicardi went ahead in the first 2

heats sailed in heavy air Saturday, March 16th. He slipped, however, to a 2nd and 3rd Sunday with two 1sts going to Diaz as the wind abated.

In the 5th and final race, Diaz was around the first marker with Aicardi next. Here, the wind died away and the fleet drifted and drifted and drifted, etc.

"I was probably among the first to notice that we were beginning to drift back," Aicardi said, "and quietly slipped my anchor over the side."

A participant in the first International Snipe Championships in 1934 at age 14, Aicardi noted, "It was a real test of skill, with wind conditions varying from small craft warnings to a drifter, and my greater experience undoubtedly helped me to victory."

"Another decided factor was my recent change over to an aluminum mast like Diaz', as this was my first race with the new mounting rig," said Aicardi.

He won the State Title in 1966, and was alternate to the U.S. team in the 1959 Pan-American Games in the Finn Class. He was a finalist the following year for a spot on the U.S. Olympic team, and represented the Philippines in the world 100 Class Championships in 1964 held in San Francisco. He has lived in Miami since retiring in 1964.

Bruce Colyer of Ft. Lauderdale, posting a score of 3-4-5-4-2, finished 3rd behind Diaz.

— John Walters, M-M N. B.

FINAL RESULTS - FLORIDA STATE CHAMPIONSHIP SERIES

Miami, FL — March 16-17, 1968

BOAT	SKIPPER	Club	RACES	1	2	3	4	5	Pts.	Fin.
14092	Bill Aicardi	Miami		1	1	2	3	1	7765	1
10111	Augustin Diaz	Miami		4	2	1	1	4	7459	2
6940	Bruce Colyer	Ft. Lauderdale		3	4	5	4	2	6999	3
9554	Charlie Fowler	Miami		2	3	6	6	3	6859	4
17345	Frank Keeley	Miami		5	5	4	2	dnf	6571	5
9000	Larry Aicardi	Miami		6	6	7	7	dnf	5851	6
16612	Carol Morrison	Miami		dnf	dns	8	8	dnf	4356	7
15940	Carl Zimmerman	Miami		dns	dns	3	5	dnf	3829	8

ELMS SAILS WIN!

In the regattas where the competition is fierce the fastest sails will usually go to the front. In 1967, our first year in production of Elms Sails, we have definitely gone to the front. We supply this list of major victories to support our claim.

U.S. NATIONAL CHAMPIONSHIPS

- 1st Heinzerling
- 1st Crosby
- 1st Griffith High Point
- 2nd Wells

WORLD CHAMPIONSHIPS

- 1st, 2nd, 3rd Christopher Columbus Tune-Up Series
- 3 of top 5 boats 1967 World Championships

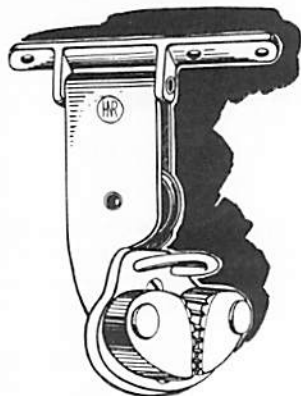
- 1st District 6 Championships
- 1st & 4th San Diego Snipe Hunt (5 straight 1sts)
- 1st & 2nd Lake Ontario Briodi Cup
- 1st District 6 Pan Am Eliminations
- 1st Pan Am Trials, Puerto Rico
- 1st Pan Am Trials, Canada
- 1st Northern European Championships
- 1st Semana Nautica, Santa Barbara
- 1st Belgium National Championships
- 1st Pacific Coast Championships

- 1st & 5th Clearwater Midwinter Championship
- 1st Miami Winter Championships
- 1st (tie) Caribbean Midwinter Championships
- 1st & 2nd Mission Bay Wells Wandering Regatta
- 1st, 3rd, 4th & 5th Lake Havasu Snipe Regatta
- 1st & 3rd Redondo Snipe Invitational
- 1st & 4th District 6 Governor's Cup
- 1st Atlanta Open
- 1st St. Croix Regatta (8 straight 1sts)
- 1st Puerto Rico National Championships
- 1st Florida State Jr. Championships
- 1st Virgin Islands National Championships
- 1st Atlanta Halloween Regatta
- 1st Illinois State Championships
- 1st, 2nd, 3rd New York State Championships
- 2nd Canadian Championships
- 2nd Denmark Championships
- 2nd Southern Championships
- 3rd 1966 Western Hemisphere Championships

We have accumulated this list because we devote our time exclusively to designing and making winning small boat sails which is definitely a specialized field of sail making.

ELMS SAILS

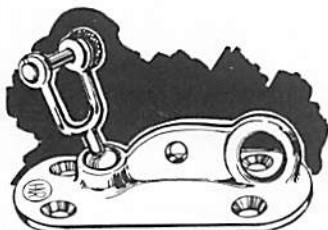
4035 R. PACIFIC HIGHWAY SAN DIEGO, CALIFORNIA 92110
Telephone (714) 295-8887



Boom-mounted Mainsheet Jam

PRICE \$18.00 POSTPAID

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



4 in 1 Forestay Fitting

PRICE \$12.00 POSTPAID

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



QUALITY FITTINGS



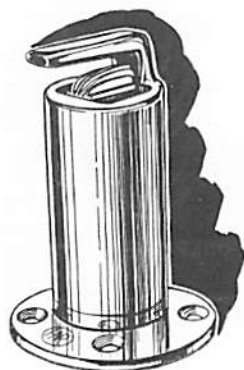
HOWARD N. RICHARDS

508 Morrison Road - Oakville, Ontario, Canada

QUALITY FITTINGS

for the discriminating yachtsman

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

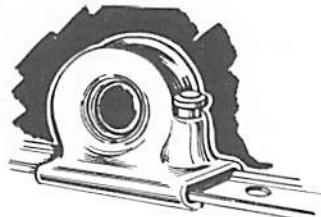


Jiffy Jib Jam

PRICE \$18.00 POSTPAID

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

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



Jibsheet Fairleads

PRICE \$14.00 A PAIR POSTPAID

The new low-profile streamlined fairlead that you can actually hike-out over without feeling a thing. No protrusions to catch your clothing or you. Only 1" high by 1 1/2" long and weighs but 2 oz. Takes up to 1/2" rope and fits standard 3/8" external type track. Adjusts in seconds with spring-loaded plunger. Made of high-tensile bronze, chrome plated. (Stainless steel track, polished and drilled for plunger, available on request at \$2.50 per foot.)

LOFLAND

NEW FIBERGLASS SNIPES

DELIVERY FROM STOCK

SABOT PRAMS

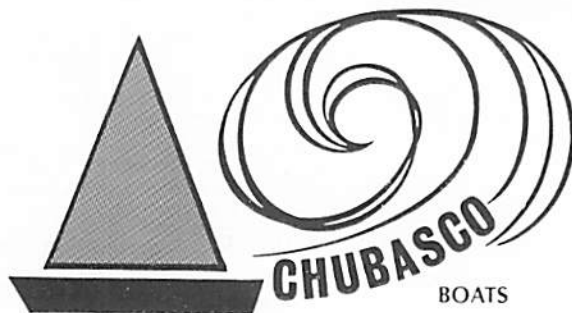
DN ICE BOATS - SARNIS FITTINGS

The Dinghy Float

71 NORWOOD AVE., UPPER MONTCLAIR, NEW JERSEY 07043

201 - 744-0970

We Build the Fastest Snipes



821 Fesler St., El Cajon, California, Phone 442-4266

Wells Wanderings



by Ted Wells

MAY 1968

STARTING LINE RULES

The season will probably be just far enough along when this appears so that there will have been some good arguments about right-of-way on the starting line.

HERE'S THE DOPE:

(1) Barging occurs only at the mark at the windward end of the line and all the anti-barging rule says is that you don't have to give a windward boat room to clear the mark, subject to the limitation that you can't run into him after the starting signal by heading above the first mark or luffing above close-hauled. Note: boats reaching down the line are not barging!

(2) If the leeward end of the starting line happens to have a race committee boat serving as a mark, it is improbable that a leeward boat can ever successfully hail a windward boat for room to tack no matter how big an obstruction the RC boat is, because there is almost sure to be someone to windward who can fetch the mark and who can therefore tell the leeward boat to get out of the mess he is in the best he can. A leeward boat can, of course, try to clear a mark on the leeward end of the line by luffing if he wishes and the windward boat must allow room for him to do this. The boat trying to do this had better be going fast and there had best not be any chop or waves or he won't make it.

(3) At any other point on the starting line, right of way depends on who is leeward of whom and how he got there and how long he has been there. A close-hauled boat does not have right of way just because he is close hauled; he gains right of way by being a leeward boat, limited by the fact that his overlap must be established far enough away from the windward boat so the latter has ample room and opportunity to keep clear. This ample room requirement doesn't last forever (Appeal #36) and can disappear quickly if a close hauled boat is coming up fast on a converging course on a loafing reacher. The leeward reacher can luff slowly if he is forward of mast abeam on the windward boat, and after the starting signal regardless of position.

In trying to convince people that they don't have right-of-way just because they are close-hauled, and that a boat running down the starting line or loafing on the line is not violating the anti-barging rule or any other just by doing this, I may have created the impression that reaching down the line or loafing on it can be done with impunity. This is not correct—either operation can be very dangerous.

There are two types of loafers - those who loaf on a close hauled course and those who loaf on a reaching course. Loafing close-hauled is safer, but Appeal Decision #46 says the loafer better anticipate the necessity of getting his boom hauled in where it won't be clipped by an overtaking boat.

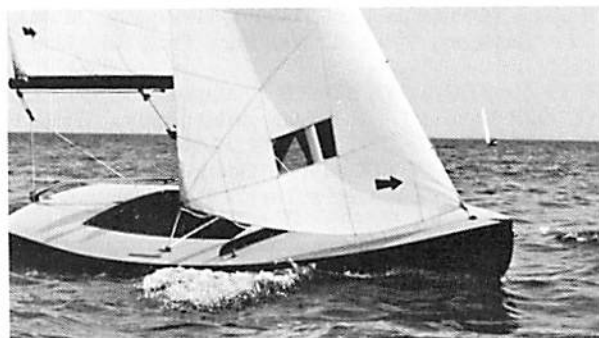
There are two kinds of reachers - the full speed and the loafer. The reaching loafer might well ponder the second sentence of Appeal Decision #36 to the effect that the obligation on a leeward overtaking boat to give ample room and opportunity for the windward boat to keep clear is not a continuing requirement - it exists only at the instant that the overlap is established. If, for

instance, a boat is overtaking to leeward on a course which is converging by only a few degrees, he might establish his overlap four or five feet to leeward; certainly ample room and opportunity for the windward boat to keep clear. But, the windward boat had better start doing something right then and there, even if it carries him over the line, because those few feet of clearance will disappear rapidly even with only slightly converging courses.

Also, a reaching boat, full speed or loafing type, still on a reaching course at the starting signal with a boat to leeward has just about had it. The leeward boat can head up to close-hauled and it will probably be impossible for a windward reacher to head up without his stern swinging over and interfering with the leeward boat.

So, virtue will still triumph! Well timed close hauled starts can pay, although you may have to get a few starts messed up to prove it. Loud and lusty yelling of advice to the windward boat may help, but don't accuse him of barging anyplace except at the windward mark, because he isn't.

more boat speed ... go Johnson



Snipe skippers report more boat speed with the switch to Johnson sails. And the record proves it! Both the '67 Southern Snipe Championship and the '67 District 4 title were won by Johnson owners.

More good news! The Johnson loft has again doubled its facilities to meet increased volume and give better service. Write or call Clint for a quote on fast, all-weather racing sails.

(813) 527-4378

clinton *Sailmaker*
johnson

13185 49th ST. NORTH, ST. PETERSBURG, FLA. 33732

DON'T FORGET TO DO IT NOW!!!

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

SNIPESPARS

\$72⁰⁰ and up

ORDER NOW AND BE READY

VARALYAY BOAT WORKS

1868 W. 166th Street

Gardena, Calif. 90247

SANCTIONED SNIPE REGATTAS

- JUNE 1-2 FORT WORTH BC INTERCLUB Series, Eagle Mountain Lake, Ft. Worth, Texas. R. H. Wheelock, 2201 Green Hill Circle, Ft. Worth, TX.
- JUNE 8-9 GOVERNOR'S CUP and ILLINOIS STATE Championship (highest ranking Illinois boat). Island Bay YC, Lake Springfield, Springfield, IL. Robert Hayner, 1925 Wiggins St., Springfield, IL 62704
- JUNE 15-16 LAKE ONTARIO Regional Open - Briody Cup, Newport YC, Irondequoit Bay, Newport, New York. John Goldsworthy, 55 Sunset Trail, Fairport, NY 14450
- JUNE 15-16 RIFF-RAFF Regatta, Cowan Lake, Cowan Lake SC, Cincinnati, Ohio. Rex E. Ely, 66 N. 5th St., Batavia, OH.
- JUNE 15-16 HEART OF AMERICA Regatta, Quivira SC, Lake Quivira, Kansas. Bob Elwell, Lake Quivira, Kansas City, KS 66106
- JUNE 22-23 CRACKER BARREL Regatta, Chattahoochee SC, Chattahoochee Lake, Columbus, Ga. Ham Clark, 3820 Woodlawn Dr., Columbus, GA 31904.
- JUNE 22-23 MIDWESTERN Championship, Wichita SC, Santa Fe Lake, Wichita, Kansas. Dick Caspari, 5223 E. Murdock, Wichita, KS 67208
- JUNE 22-23 SLAUSON MEMORIAL Regatta, IVY Club, Illinois River, Peoria, IL. Paul G. Campbell, 1504 W. Callender, Peoria, IL 61606.
- JUNE 29-30 WHITEMORE - ST. JOHN INVITATIONAL Regatta, Quassapaug YC, Lake Quassapaug, Middlebury, CT. Raymond Tyler, 92 Westbury Park Rd., Watertown, Ct.
- JUNE 29-30 MICHIGAN STATE Championship, Gull Lake YC, Gull Lake, MI. Michigan sailors only. Write to Roger Turner, Jr., R#1 Box 154, Hickory Corners, MI.
- JUNE 29-30 NEW YORK STATE Open Championship, Cuba Lake YC, Cuba Lake, New York. Don Cutler, Box 246, Duke Center, PA 16729.

JUNE 8-9

ILLINOIS STATE CHAMIONSHIP

(Awarded to the Highest Ranking Illinois Boat)

Governor's Cup

ISLAND BAY YACHT CLUB - Springfield, Illinois

Write: Robert Hayner, 1926 Wiggins St., Springfield, IL 62704

Riff-Raff Regatta

Cowan Lake, Ohio

—June 15-16, 1968

Write:
Rex E. Ely
66 North 5th St.
Batavia, OH 45103



NOTE: The RIFF-RAFF Regatta is not the Ohio Open Championship series this year as printed in this ad last month. The title will be in competition at Lake Acton, Hueston Woods, Sept. 21-22.

NEWPORT YACHT CLUB
invites you to the

LAKE ONTARIO REGIONAL OPEN

June 15-16



"Briody Cup"

Write to:
John Goldsworthy, 55 Sunset Trail, Fairport, NY 14450

- JUNE 29-30 WISCONSIN- MINNESOTA Open Championship (for the first time). La Crosse SC, Lake Onalaska, La Crosse, WI. James J. Horn, 424 N. 23rd St., La Crosse, WI 54601
- JUNE 29-30 OKLAHOMA CITY BC Series, Oklahoma City Boat Club Fleet 14, Lake Hefner, Oklahoma City, Okla. William Kilpatrick, Box 60178, Oklahoma City, OK 73106
- JUNE 28-29-30 SCIRA DISTRICT 2 Championship Series, Lake Hefner, Oklahoma City, Okla. Bill Kilpatrick, Box 60178, Oklahoma City, OK 73106.
- JULY 5-6-7 Annual MISSOURI VALLEY Regatta, Iowa-Nebraska SA, Lake Manawa, Council Bluffs, Iowa. Floyd E. Hughes, Jr., 8 Westlake, Council Bluffs, IA.
- JULY 13-14 WINCHESTER FLEET 77 INVITATIONAL Regatta, Upper Mystic Lakes, Winchester, MA. Jack McInnis, 117 Mt. Vernon St., Winchester, MA 01840.
- JULY 13-14 DISTRICT 3 JUNIOR Championship, Birch Lake YC, Birch Lake, Michigan. Robert Hague, 317 Eckman St. South Bend, Indiana.
- JULY 19-20-21 DISTRICT 3 CHAMPIONSHIP, Crescent Sail YC, Grand Traverse YC, Grand Traverse Bay, Traverse City, Michigan.
- JULY 19-20-21 DISTRICT 5 CHAMPIONSHIP, Onondaga YC, Onondaga Lake, New York.
- JULY 19-20-21 DISTRICT 1 Junior and Senior Championships, Bantam Lake YC, Bantam Lake, Connecticut. Jacob G. Stockinger, Fairwood Rd., Bethany, CT.
- JULY 27-28 DIAMOND LAKE OPEN Regatta, Diamond Lake, Cassopolis, Michigan. J. K. Gore, Rt. 3, Cassopolis, MI 49031.
- AUGUST 17-18 COLONIAL CLUB Regatta, Severn S.A., Chesapeake Bay, MD. Ian R. Smith, 7 Shipwright St., Annapolis, MD 21401.
- AUGUST 24-25 BOARD OF GOVERNORS Invitational Regatta, Norman Carlson, 54 Summit Rd., Naugatuck, CT.

Fleet 131

PEORIA, ILL.

SLAUSON MEMORIAL REGATTA

June 22nd-23rd

ALWAYS A GOOD REGATTA!

For complete information, write to:
Paul G. Campbell, 1504 W. Callender, Peoria, IL 61606

IMPORTANT *District V* REGATTAS

LAKE ONTARIO REGIONAL OPEN REGATTA

FOR THE BRIODY CUP

June 15th and 16th

Newport Y.C., Rochester, N.Y.

NEW YORK STATE OPEN CHAMPIONSHIP

June 29th and 30th

Cuba Lake Y.C., Cuba, N.Y.

DISTRICT 5 CHAMPIONSHIP

July 20th and 21st

Juniors on the 19th and 20th
Onondaga Y.C., Liverpool, N.Y.

WANTED AND FOR SALE DEPARTMENT

CLASSIFIED ADS. Used Boats and Equipment

Why not try an ad here for only five cents a word, at a minimum charge of \$2.00? **RESULTS WILL BE GOOD!** These small ads are accepted on a cash basis only, so send a remittance for the proper amount with your order.

RUGGED ALUMINUM WHISKER POLES - buoyant, light, strong. Shaped half-moon rubber pad clings to the mast, yet cannot gouge or scrape the varnish. Large, clothespin type jaws grasp the jib sheet hard enough to jibe the pole, yet releases instantly. \$20.00 Postpaid.

We also make buoyant, light, aluminum tubing **UPHOLDERS** for dagger boards. 18" uplift, enough to retract the point of the board within the trunk. \$3.50 Postpaid.

Clarence Borggaard, The Boat Shop, 391 Riverside Ave., Medford, Mass 02155. Telephone: 396-4416

FOR SALE: JIB SHEET AND MAINSHEET ROPE - Having trouble with your sheets not holding in your jam cleats? Marlow Pure Anchor Braid is made especially for the racing sailor. **FUZZY FINISH** (not the slick-finish braid). It will not slip in cam cleats. Will outwear all other types - easy on the hands. 1/4" @ 14¢ ft; 5/16" @ 21¢ ft; 7/16" @ 32¢ ft. Imported from England and exclusive with **LEVINSON SAILS**, 900 N. Osceola, Clearwater, Florida.

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

FOR SALE: LOFLAND FIBERGLASS SNIPE 15219. Always dry-sailed; never left without full deck cover protection; like new condition. North dacrons. Dark blue hull with light blue deck - \$975.00. Trailer extra - spare tire, winch, and tilt - \$125.00. Dick Madden, 5757 Brockton Dr., Indianapolis, IN 46220.

FOR SALE: SNIPE 9738. Top condition; dry-sailed, planked wood hull; trailer; new full over boom cover; Ulmer sails; Race-Lite fittings. Ready to race for \$700.00. Albert Closser, 156 Floradale Ave., Tonawanda, NY 14150. Phone: 832-4390.

FOR SALE: FIBERGLASS SNIPE 11449. Keel-stepped wood mast. Always dry-sailed. 2 sets sails - North and Boston. Trailer; bailer; cover. \$700.00. Write: William Requarth, 139 W. King St., Decatur, IL 62521. Phone: 217-429-5458.

FOR SALE: LOFLAND SNIPE 15515 (1965). Always dry-sailed and ready to sail with Levinson sails for \$1000.00. Lofland trailer extra for \$125.00; cover for \$25.00. Bob Forbes, 3646 E. 71st St., Indianapolis, IN 46220. Phone: 849-0116.

FOR SALE: SNIPE 3691. Double plank mahogany; very sound, dry sailed; full cut dacron sails; 800 lb. capacity Tilt Trailer with spare tire. Please contact Frank Lagan, 235 Washington Lane, Jenkintown, PA 19046. Tel: TU4-7772. \$490.00.

FOR SALE: SNIPE 12762. Twice Junior National Champion; Eichenlaub built. New rolled deck; Proctor E mast; aluminum boom; 2 new suits of sails; trailer covers. Excellent condition - \$1295.00. Green card. Tom Young, 439 Goldenrod, Corona del Mar, CA 92625.

FOR SALE: Snipe 15495. Fiberglassed plywood BAPS. Measurement certificate; deck-stepped spruce mast 2½" deflection; racing hardware. 1965 North sails. All good condition. Dry-sailed. \$750.00. G.K. Nichols, 52 Sand Creek Dr., Decatur, IL 62521. Phone: 217-429-1407.

FOR SALE: LOFLAND SNIPE 14384 and trailer. Larsen sails; wood mast; very good condition. Always dry-sailed. \$1050.00. H.L. Marres, 2614 Englewood Rd., Springfield, MO 65804. Tel: 3-3914.

FOR SALE: SNIPE 13632. White fiberglass hull; blue deck; in good racing condition; dry-sailed. North sails; aluminum centerboard. \$800.00. Dr. W. Baumann, c/o Hormel Institute, Austin, Minn. 55912. Phone: 507-289-1467.

TIGER HAIR! - A scientific blending of shreaded fiberglass in a polyester resin putty base. Ideal for anchoring chain plates, lifting eyes, patching large holes in glass hulls, etc. \$5.75 quart. U.S. Postage paid. **CARD-WALKER**, 50 High st., Woburn, Mass. 01801.

FOR SALE: ALL FIBERGLASS IRISH SNIPE 13036; excellent condition; Watts and Murphy-Nye sails 2 seasons old. Almost new trailer, metal haul-out cradle; adjustable cloth, jib down-haul, mast vang, and forestay all on centerboard trunk. Ready to race - \$1075.00. Phil Ordway, Gull Lake, Rt. #1, Hickory Corners, Michigan. Phone: 616-671-7777.

FOR SALE: STAINLESS STEEL CENTERBOARD - excellent condition. Shaped and smoothed for racing. Need to use your own handle. Weighs 67 lbs. - \$75.00. Contact: D. Bruce Cochran, 1878 Stevenson Ave., Clearwater, FL 33515, or call 447-2818 after 5:00 P.M.

FOR SALE: LOFLAND SNIPE 16154, blue and white, keel-stepped Proctor E mast, and North sails. Always dry-sailed and in very good condition. Clew outhaul, Elvstrom bailer, other extras. Complete with 1966 Lofland trailer for only \$1250.00. Contact: Charles Fletcher, 127 Pimlico Place, Jackson, Miss. Office: 601-948-1515; home: 601-366-4063.

FOR SALE: EICHENLAUB SNIPE 14676 - the National Championship boat of 1964. Keel-stepped Proctor E mast and North sails. \$1500.00. Also new Eichenlaub Snipe 17396 with keel-stepped Proctor E mast and North sails - \$1700.00. Jerry Jenkins, 4031 Los Angeles Apt. 9, Warren, MI 48091. Tel: 313-757-1948.

FOR SALE: 1965 VARALYAY Fiberglass Snipe 15189. Blue hull and deck. Baxter & Cicero sails. 6-piece mast, internal halyards, Elvstrom bailer, fiberglass rudder, all racing gear like new condition. Complete with custom fitted trailer and cover. Asking \$1400.00. Contact: Jack Jakosky, 1718 Terrapin Way, Newport Beach, CA 92660. Tel: 714-548-5103.

FOR SALE: Snipe 13152 - Leon Irish fiberglass self-bailing hull; deck-stepped mast; 2 suits sails - one Roberts and the other 1967 Bostons. \$900.00. Write or call Howard Linder, 1200 Chesterfield, Birmingham, MI 48009. Phone 313-646-0274.

Someone always has what you want - and wants what you have!



New Sails \$105.

Main & Jib in 4 oz. Dacron, bag & battens



LAMINATED FIBER GLASS
SAIL BATTENS
4 OZ. PER SET OF 3 UNBREAKABLE

\$12.00

Sailing Books



STAINLESS FITTINGS

Send for free catalog.



GYRO-WINDFEATHER
FOR SAIL TOP MOUNTING
VANE IS BRIGHT RED PRESENT TAIL

\$6.95

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



\$4.50



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

\$6.95

Shamrock Sails

BOX 659, VENICE, CALIF. 90291

ENLARGE YOUR FLEET!

BOOST NEW SNIPEERS! Give Spring training program using Basic Snipe Sailing Manual. Now printed 7"x9" manual at low price. Nomenclature, knots, sailing, heave-to, capsizes, simplified rules, and thumb-nail tactics. \$1.00 for first copy and 50¢ for each additional copy (i.e. 5 copies for \$3.00). **SAM CHAPIN**, 1601 S. Douglas St., Springfield, IL 62704

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

Want to Win?

HAVE YOU BEEN WANTING A PROCTOR
MAST BUT NOT WILLING TO WAIT?
NO NEED TO WAIT!

QUALITY MARINE PRODUCTS

IS A STOCKING DISTRIBUTOR
OF PROCTOR MASTS

- * Quick delivery and service
 - * Also distributors of Gibb Fittings, R.W.O. Fittings and Marlow Rope.
 - * Dealer network being established
- Recommendations Welcome

Quality Marine Products, Inc.

294 South St. Oyster Bay, N.Y. 11771

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 1/4" SPECIFY MATERIAL when ordering — \$2.00.

SAME EMBLEM ALSO AVAILABLE ON

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

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

ALL FOR \$7.00

Send Payment with order to

SCIRA 655 WEBER AVE. AKRON 3, OHIO

Sails by Schock

*for custom sails,
personal service, and
individual attention*

CONTINUALLY ADDING MORE WINNERS



SNIPES NATIONALS 1967
Dave Ullman
2nd in CROSBY SERIES
3rd in HEINZERLING SERIES



NORTHWEST SNIPES CHAMPION
Fred Lennard
1967

write or wire — Sails by Schock • 501 29th Street • Newport Beach, California 92660 • Phone (714) 673-1823