

SNIPE BULLETIN

NOVEMBER 1968 — Vol. XVIII No. 5



Lofland Scores Another First

Self-Rescuing Snipes



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STANDARD EQUIPMENT

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Voice Of The People

MORE ABOUT THE OVAL MAST

"I was very much surprised to see an article that I wrote a year or so ago in the 1968 August Snipe BULLETIN.

The article, "The Advantages of an Oval Mast", was sent to you along with a plan for an oval mast. This mast plan was sent on to Ted Wells, who sent me his comments on the design.

I built a mast to this plan in June 1965 and have been using it ever since on my Snipe 15288. In the past 4 seasons, I have been able to compare this mast design to the Proctor masts, which are now popular. I have, therefore, written a follow-up article which you may find interesting for publication when you wish."

— David C. Bowes

(see Page 12)

60 Sullivan Road
Toronto 15, Ont., Canada

THE OLYMPIC SCORING SYSTEM

"The article on the Snipe Winter Circuit (1968 July BULLETIN) creates an incorrect impression concerning the result of scoring by the new system. The corrected Nute vs. Jenkins scoring is (see last paragraph of article):

NUTE			JENKINS		
Fin.	Olympic	SCIRA Pts.	Fin.	Olympic	SCIRA Pts.
1	0	1500	6	11.7	1225
15	19	784	5	10	1296
3	5.7	1444	7	13	1156
	24.7	3828		34.7	3677

Nute's SCIRA score adds to 3828, not 3628; Nute wins under either system.

Sailors at the Winter Circuit carried away some misgivings concerning the degree of premium given to the top six places under the Olympic system. The SCIRA Board had recognized this possible problem, but selected the Olympic (IYRU) system for world-wide uniformity over a SCIRA modification tried with a lesser premium.

However, when a round-robin portion of a regatta is scored in combination with direct scoring of a final championship series (for the Griffith Trophy at the U.S. Nationals, and in the District 3 Championship), many premium points can be earned in the round-robin (i.e. each division has a 1st) so that round-robin results can overpower the final championship results.

An alternate scoring system recognized by the IYRU is spelled out in its Team Racing Rules score system (page 150 of the NAYRU 1968 Year Book) wherein "Yachts shall score 3/4 point for 1st; 2 points for 2; 3 points for 3, etc." Not much for tie-breaking, but a new thought, and in use by other classes here at Cowan Lake. In case of a tie, the boat beating the other the most times is properly the winner.

While I personally endorse the Olympic system, we have agreed to discuss our scoring experiences and preferences at the District 3 Winter Meeting, and pass any conclusions on to the Board for their consideration."

— Stu Griffing
District 3 Governor
Cincinnati, Ohio

STILL PREFERS A SNIPE

"Please send me the booklet 'Building a Plywood Snipe' and a set of plans.

My first boat (back in the early 40's) was a Snipe which I sailed out of the Cabrillo Beach YC in San Pedro, CA. I can't remember her number except that it was in the hundreds, and represented a major investment for a 14-year old.

My two boys are now 12 and 13, and I believe a Snipe the ideal boat in which to teach them to sail and race."

— Erik Gude
Framingham, Mass.

"This is real madness, believe me! We sail an Invicta Clan ocean racing yawl, yet we intend to build a new Snipe to get our children started with an honest (but good) one-design sailboat."

— Leo Ariagno
Duxbury, Mass.

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PEORIA — 1st
COWAN — 1st



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Snipe Building Plans

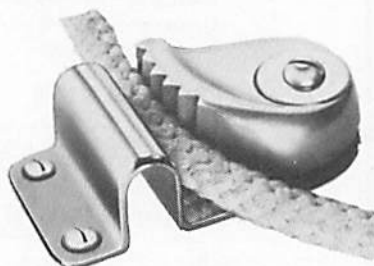
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REVISED FEBRUARY 1962

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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

Occasionally a picture pops up which one can't ever get out of his mind, and this one, showing a Snipe being sailed to perfection, is a prime example.

Taken at the 1967 World Championship Regatta in Nassau by Frederico Maura of the Bahamas News Bureau, it shows Finland on a screaming reach crossing Argentina's bow. Sails are set perfectly and drawing 100%; the hull is perfectly flat; the team hiked out, but still not uncomfortable. They are experiencing one of the thrilling moments of small boat sailing. And they are showing you how to do it!

For the Record:

A GENERAL REVIEW AND PRESENT STATUS OF THE "SELF-RESCUING" SNIPE

Under the dateline of November 20, 1967, Ted A. Wells, Chr. Rules Committee, sent the following notice to all concerned parties in accordance with action taken by the Board of Governors at the Nassau Meeting (this notice was printed in the 1968 January BULLETIN on page 5):

"All Snipes registered after December 31, 1968 shall be self-rescuing. The exact method of accomplishing this will be optional, but compliance with the following requirement is proposed:

When the boat is capsized, and has taken in all the water it will take in with 200 lbs. on the centerboard and with all the required equipment on board and with sails, after righting it shall float with the lowest point on the deck at least 8" above the water while supporting 400 lbs. on the deck.

All fiberglass boats must still have 6½ cubic feet of unicellular foam material weighing not more than two pounds per cubic foot, and plywood hulls must have at least three cubic feet of foam as any flotation system based on water tightness alone may be rendered ineffective by a collision."

On page 14 of the February 1968 BULLETIN, Ted outlined the three versions of self-rescuing boats most likely to evolve.

At the Alamitos Bay meeting in August 1968, progress on this feature was reviewed and discussed in detail. Agreeing that the term "self-rescuing" was misleading, it was suggested that "self-bailing or draining" would be more applicable to the current models produced. And since considerable experimenting was still in progress with no definite recommendation, it was deemed advisable to extend the experimental period for another year, or to December 31, 1969.

The above action was printed in the October BULLETIN on page 8. However, the date of January 1969 was printed in error. This should have been January 1979, or December 31st, 1969. On Nov. 1st, proper notice confirming the action and correcting the error was mailed to all concerned parties.

Thus the year 1969 will be another year of grace before definite methods and final minimum specifications will be recommended by the Rules Committee to the Board of Governors for adoption. This will probably take place at the meeting of the International Snipe Class at the 1969 World Championships in Portuguese West Africa late in the year.

Recently, Harold Gilreath assured that there would be no particular problem in preparing a supplementary sheet of instructions to send out with his book "Building a Plywood Snipe" and that this could also apply to all existing wooden hulls as well, if the owner wanted to convert.

This brings the whole matter up-to date, and should answer all possible questions.

New BULLETIN Committee Reports

In 1968, for the first time, a BULLETIN Committee was appointed to try to make the publication better than it already is. Jim Richter of Indianapolis was named Chairman; Arnold Lundmark of Dayton the Vice-Chr., and other members Brad McFadden, Joe Bucek, Harold Gilreath, Louis Leber, and Floyd Hughes.

Herein is printed part of a preliminary report made by Chr. Richter at Alamitos Bay in August, dealing primarily with advertising and format:

In order to improve the BULLETIN, our committee is bringing forth the following proposals:

1. If the BULLETIN is going to be published monthly, it should come out during that dated month as a rule rather than as an exception to the rule.

2. Change the BULLETIN from a two to three-column format. This would allow more inches of space for advertising using the same type of rate structure. The actual size of print would remain the same; therefore, articles would take up the same amount of space; but by using three columns instead of two, one could get more ads per page, thus freeing more space for meaty articles.

3. The Advertising rate structure should be reviewed. Our committee is presently reviewing advertising rates used in other sailing class bulletins. The last rate change that was made for BULLETIN advertisers was in 1953.

4. The BULLETIN as it stands with over 60% of its space devoted to advertising doesn't leave a great deal of space for technical articles. The problem will partially be solved by the three-column format. We may wish to increase the number of pages from 16 to 20 pages, which would help balance advertising space with space devoted to meaty articles. (Our committee feels the ratio of advertising to articles should be about 50/50.) However, this would increase the monthly printing costs from \$560 to \$674, but by going to a three-column page and increasing the BULLETIN size by 20%, plus reviewing our advertising rates, our committee feels would more than offset the additional cost of \$224 per month in printing.

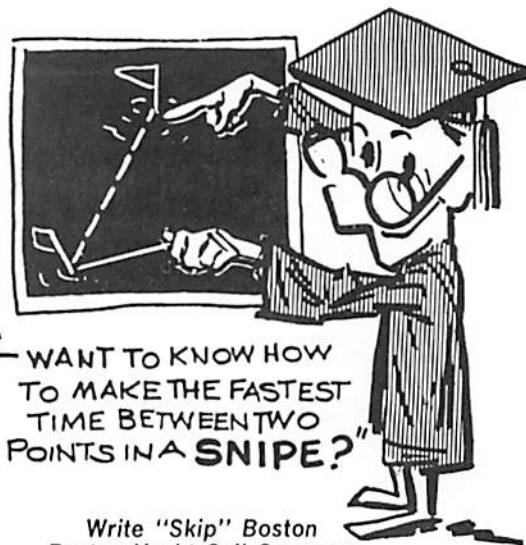
5. Charge the advertiser for any ad layout and design work which is presently being done by Birney at no charge to the advertiser. This work should be contracted out to the printer with the additional cost passed on to the advertiser. This would give Birney a great deal more time to devote elsewhere on the BULLETIN. The committee doesn't feel though that this should include the "classified ad" section (wanted and for-sale department section of the BULLETIN) because this should remain as a "service" to all SCIRA members.

6. Combine all regatta results into a clean-up issue in December. It isn't truly interesting reading when the regatta results are strung but six to eight months after the regatta was held. In the December issue all the regatta results for that year which had not been written up prior to the December issue could be included in this December issue.

7. Our committee should prepare a regatta report form for reporting all regatta results to the BULLETIN which would help keep the results consistent but yet would draw out the more interesting and exciting aspects.

8. Now for the biggest problem of all as related by most of the committee members and in conversations with other SCIRA

(Continued 2nd. Col. top of Page 6)



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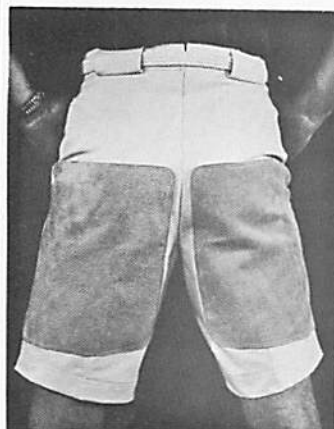
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(BULLETIN Committee Report from Page 5)

members: we must figure out some way to get more technical and controversial articles into the BULLETIN. The problem, as our committee members see it, is not the lack of willingness on the part of our editor to print these kinds of articles but the fact that our editor has difficulty in receiving them from our SCIRA members at large.

To solve this problem our committee is recommending that the BULLETIN have contributing editors assigned for each year. Their names would be listed, they would be assigned topics and given deadlines for their reports by Chairman Richter and his committee. Any suggestions from SCIRA members as to what kinds of articles should appear would go to Chairman Richter. His committee would then contact the contributing editors to write the articles.

Our committee is suggesting that ten well-known SCIRA members from around the world serve one-year terms with each one to be responsible for three two-page articles during his one-year term. SCIRA could give each one a certificate for his contribution. Of the ten contributing editors for the year, several should be recognized as champion caliber sailors while several others should be well versed on equipment, or be making equipment, to run stories comparing equipment available including hulls, sails, trailers, etc. Other topics the contributing editors could write about could be test evaluations of new products, racing strategy, editorial stands on controversial subjects, personality sketches, articles to the beginning sailor, how to build and maintain an active Snipe fleet, and rule interpretations and their significance.

Well, these are the proposals from the BULLETIN Advertising and Format Committee. Richter does not want you today to vote "in" or to vote "out" any of the suggestions at this time. Instead, the committee would like to experiment with the above suggestions on a trial basis making sure that the changes being made will be a definite contribution to our BULLETIN, for this is the sole purpose of our mission.

Our committee plans to inaugurate a few of the above proposals by December of this year. The floor is now open for comments, criticisms, suggestions and reactions on this report.

A FEW COMMENTS BY THE EDITOR:

The present makeup of the BULLETIN is exactly the way Bill Crosby laid it out back in 1953. Some of his original work is still maintained (see present masthead). As a professional publisher and editor, he chose the easiest and cheapest method to put out an amateur and non-commercial magazine, and his judgment, good at the time, is still considered worthy of respect. As one Sniper states, "If you have something good going for you, why change it?" All angles must be considered before changes are made just for the sake of change, or a so-called updating with "something new."

(1) Since 1953, the BULLETIN has never failed to reach the post office during the month printed on the cover. Second class mail requires that such matter be mailed at regular stated intervals in order to retain the permit; so we have to mail 12 copies a year once a month, or every 30 days. That is as far as our control over when you get the magazine goes.

We could advance the closing date another 30 days so that we would be 6 weeks ahead of the publication date instead of the present two. That would mean January 15th would be the closing date for the March issue, which would be made up and printed in February and in the mail at least by the 20th of that month for early (we hope!) March delivery.

(61) Sounds O.K., but what material would we print during the succeeding 4 months when sailing activities are at their lowest? After 15 years of trying to get enough such material, we would hesitate to go into that period with an entirely bare cupboard after a big December feast. If other material comes in as planned and hoped, would be fine, but I'm afraid we would have to adopt "Promises! Promises! Promises!" as our new theme song (One must always remember that BULLETIN contributions are voluntary and free, and not on a paid basis).

LEMKE ENGINEERING & BOAT CO.

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Dear Snipe Sailor,

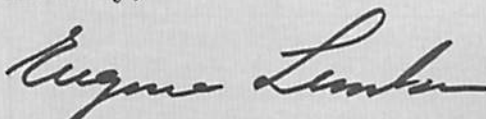
This has been a very busy year for us with the completion of the Western Hemisphere boats, expansion to our new and modern facilities, incorporation of our super stiff and light weight hull sandwich construction which also made it possible to produce for the first time a very light glass deck, plus many, many other refinements too numerous to mention.

As we look back, our efforts have been quite rewarding to us and to those who have purchased our snipes. The all glass snipe won the Indiana Open Championship this year against 93 boats, the largest assembly of snipe competition in the world. Our snipes also took 2, 3, 4, & 6th. Outside of sheer number of competitors what is significant is that this represented the type of lake sailing conditions in which better than 90% of snipes are raced. Noteworthy is the fact that boats that finished 1, 2, & 4th used the new EX mast which we developed with the cooperation of Proctor Ltd. The unintended implication that our snipes show superior performance only under lake sailing conditions is contradicted by a number of outstanding race results in open water. On Lake Michigan, for instance, which is about as open as you can get--in the Chicago 1968 Indian Summer Regatta our boats finished 1 & 2 overall. First place took all three firsts, and in both cases, by sailors that come from small lakes! There is strong evidence elsewhere that our snipes will perform at least as well in open water as snipes that have been compromised in design to give outstanding open water performance at some sacrifice in smooth water speed. Other wins of regattas with large participation include the Northeastern International Championship--1st; Cowan Lake Riff-Raff Regatta--1st (with a 1, 1, 2); Slauson Memorial Regatta, Peoria, Ill. --1st (with a 1, 1, 1); Diamond Lake Regatta, Michigan--1st; and others.

For 1969 we are going to continue our all glass snipe and we will still make the wood deck version for those who prefer it for appearance reasons. The wood deck will feature the same shape as the glass deck that was so well received by competitors at the Western Hemisphere Championship for ease of hicking. Changes will be limited to those that improve appearance and minor refinements. The big news in '69 will be a substantially improved level of quality. Each boat will receive a thorough going over before it is approved for delivery.

If you are contemplating a new boat for next year drop us a line and let us tell you why we feel we have the best and fastest all around snipe available today.

Sincerely,



Eugene Lemke

Terry Cronberg District I Champ



Usually cranes are used where banks are steep and water deep.

After coming out of a "youthful retirement," the recently re-activated Bantam Lake Yacht Club, Fleet #301, Morris, Conn., hosted its first SCIRA sanctioned regatta - the District #1 Junior and Senior Championships during July 19-21. Considering this fleet has grown in the past year from having 2-4 Snipes to 15-16 ACTIVE Snipes (not just registered sailors, but "Sailing" sailors-every Sunday and whenever weather and wives permit, which is often). The club now feels it has earned its place among the New England Snipe Clubs. Also, having 30 Snipes on the starting line of this regatta helped boost the morale of all the club members.

The lake, having an upper and lower bay, is conducive to alternate sailing in either one, depending on whether there is light or heavy winds. Fortunately, during this regatta, the weatherman was most cooperative and gave the Snipes the best possible 3 day weather—NO RAIN—and—GOOD STRONG WINDS. With such conditions prevailing coupled with cooperation among the Club members and Snipe sailors to promote a "well organized" and "fun" regatta, and enthusiastic Sailors who qualified for the Championships, this Fleet Captain, with full "sailor's pride," can fully report that this was a successful regatta in every way.

— Arthur Gill, FC

Final Results - 1968 DISTRICT 1 Championship Series

Boat	Skipper	Fleet	Races	1	2	3	Pts.	Fin
13018	Terry Cronberg	Winchester	1	2	4	11	1	1
16616	Ralph W. Swanson	Winchester	8	1	1	14	2	2
16314	Edward S. Vandusen	Winchester	2	6	3	20.4	3	3
4140	Roger Howell	Winchester	5	5	2	23	4	4
14114	John M. Swanson	Winchester	4	3	9	28.7	5	5
13438	James T. Fairclough	Quassapaug	3	4	10	29.7	6	6
13021	Bruce Lockwood	Quassapaug	6	14	6	43.4	7	7
13887	Keith J. Donald	Annapolis	12	12	5	46	8	8
15777	George Schwenk	Quassapaug	15	13	12	56	9	9
8641	Apley Austin Jr.	Bentam Lake	23	10	8	59	10	10
12999	Ralph M. Swanson	Winchester	20	9	13	60	11	11
11900	Lawrence White	Annapolis	21	8	14	61	12	12
9448	Luke Czarney	Quassapaug	7	15	22	62	13	13
17463	Charles Loomis	M.A. Bay	9	7	dnf	62	14	14
16234	William Ridge	Lake Mohawk	10	dnf	11	66	15	15
14002	Robert Greene	Annapolis	11	22	15	66	16	16
9599	Budge Gabrielson	Bentam Lake	19	11	18	66	17	17
17516	Larry Johnson	Annapolis	dnf	16	7	68	18	18
9106	Irving Margulies	Quassapaug	14	18	21	71	19	19
8677	Dr. Robert Longnecker	Lake Mohawk	15	19	20	72	20	20
8646	Norman Carlson	Quassapaug	24	17	16	75	21	21
9872	Robert Ford	M.A. Bay	17	21	23	79	22	22
14850	Ray Tallau	Lake Mohawk	16	dnf	19	80	23	23
8634	Skip French	Bentam Lake	18	dnf	17	80	24	24
15223	Hugh Donald	Annapolis	22	20	dnf	88	25	25
14328	Charles Eshleman	Pine Beach	26	24	24	92	26	26
4164	Robert Vadeboncoeur	M.A. Bay	25	23	dnf	94	27	27
12214	Dennis Heard	M.A. Bay	dns	dnf	25	98	28	28

A Junior District Championship series was sailed during the same period with final results as follows: John M. Swanson of Winchester Fleet 77 1st; Steve Crombie of Massachusetts Bay 244 was 2nd; and Bryan Stockinger of Bantam Lake 301 got 3rd place. Looks like the future will be interesting, with good young sailors now coming up in different fleets.

Jim Richter Harvested First —



HARVEST WINNERS - (Top row l. to r.) Bob and Peg Bigham, 3rd; Mark Schoenberger and Phyllis Richardson, 4th; Mark Holmquist, Jr. crew; Paul Zent and crew Bill Hancock, 2nd. Bottom row (l. to r.) - Jim Bigham, 1st Jr. skipper; Noel Harris (crew) and Jim Richter, skipper, 1st place.

The Hoosier Harvest Regatta hosted by the Muncie Fleet 557 (now 5 years old) is rapidly becoming an event in southern Indiana. 24 Snipes from 6 fleets attended this year's races held on August 24-25th.

Saturday, we sailed two 8 leg F courses with winds from the South West ranging from 15-20 miles per hour. Each race was slightly over an hour and about seven miles long. The hull speeds on the reaches between 1 and 2 were fantastic with Richter using the wind to its fullest.

Sunday, a cold front came through and the wind picked up from the west to 20-30 miles per hour with heavy chop and continuous white caps.

We sailed an eight mile - nine leg race in which Richter needed a first against Paul Zent's close second to take the lead and win the regatta.

We were honored to have J. D. Drake, Jr., and Grif Alford, his crew. They drove 700 miles from Jackson, Mississippi to attend the regatta. Our participants will remember - "THERE'S ALWAYS WIND IN MUNCIE!" — Steve Sherman

Final Results - 1968 HOOSIER HARVEST REGATTA

BOAT	SKIPPER	Fleet	Races			Points	Total	Fin.
			1	2	3			
13008	Jim Richter	409	2	3	1	5.7	0	8.7
16797	Paul Zent	409	4	1	2	8	0	11
16400	Bob Bigham	433	5	2	3	10	3	18.7
16734	Mark Schoenberger	433	3	5	5	5.7	10	25.7
17671	Berkley Duck	409	1	8	8	0	14	28
17910	Bob Rowland	433	8	9	7	14	15	42
15040	Jim Menzies	433	7	10	9	13	16	44
16711	Robert Blomquist	433	6	dsq	4	11.7	30	49.7
14767	Steve Sherman	557	11	12	10	17	18	51
17049	J.D. Drake, Jr.	604	14	4	dsq	20	8	53
13019	Dick Chastain	409	10	6	dns	16	11.7	57.7
15219	Dick Madden	409	16	14	11	22	20	59
15520	Tom Head	409	13	dsq	6	19	30	60.7
16796	W.H. Krieg	409	12	7	dns	18	13	61
12452	John Stanley	653	17	13	14	23	19	62
14771	Al Clark	557	21	dnf	12	27	27	62
16114	Jim Bigham	433	19	15	13	25	21	65
4340	Robert Hill	515	15	11	dns	21	17	68
17422	John Call	409	9	dnf	dns	15	27	72
17331	Jim Guthrie	653	22	17	16	28	23	73
15322	Warren Trenary	433	20	dns	15	26	30	77
16248	Suzanne Carroll	557	dnf	16	dns	30	22	82
13440	Stu Griffing	433	18	dns	dns	24	30	84
9589	Marvin Lee	557	dnf	dns	dns	30	30	90

New England Championship Won by Ted Van Dusen

"I love to sail in your waters" said Bruce Lockwood after the five race series held in upper Narragansett Bay off the Edgewood Yacht Club on August the 17th and 18th. He explained that this area seems to be getting conditions which include the best of both ocean sailing and sometimes approach the trickiest of lake sailing.

The first race on Saturday got off in 8-10 knot breezes that kept swinging from West to South to such an extent that the Race Committee had to "up-anchor" a number of times before being able to start the boats on a true windward leg. By the end of the first time around however, the wind was blowing about 15 knots from the West and by the end of the third race on Saturday it had dropped to about 5 knots.

As the wind picked up in the middle of the first race, Roger Howell of Winchester found himself with a comfortable lead as the boats came planing towards the downwind mark. On the beat back to the windward mark Ed Lally and Ted Van Dusen outsailed him and on the final run to the finish Lally squeaked past Van Dusen to finish first.

The second race followed much the same pattern: Howell took an early lead but lost it on the second reaching leg where Lally grabbed the lead and kept increasing his edge as he swept across the finish again in first place. The third race on Saturday showed the closest contest. At the end of the first beat Ted Van Dusen and Chuck Loomis of Cottage Park were threatening to run away from the rest of the fleet, but the second beat showed people splitting tacks all over the place and when they had sorted themselves out around the windward mark, Ted was still in control after he had covered the fleet perfectly with medium-size tacks up the middle of the leg. Now in second place however, was Roger Howell (Ted's old sailing buddy) who seemed to come from nowhere and left substantial open water between both Van Dusen in front of him and the rest of the boats behind him.

Sunday morning looked like the wind building up to quite a strength again, but this proved to be misleading as it proceeded to drop steadily. The winds were quite shifty and it was interesting to see that by and large the same skippers that had done well on Saturday also were in front on Sunday. With the widely differing conditions this seems to be an excellent testi-

monial to their abilities. Ted Van Dusen coming in fourth in the first race on Sunday practically wrapped the thing up for him and naturally the twelfth place in the last race became his "drop-out". His attractive crew, MIT Summer classmate Cathy Sheehan certainly contributed to his victory with her good hiking and sail-handling.

The first race Sunday was more interesting than most because the wind shifted at quite irregular intervals from North to Northeast and East. At the end of the first leg John Atwood of Narragansett Bay Fleet 17 held a slim lead over Chuck Loomis of Cottage Park all the way around the course and he ended up best of the local skippers.

Fleet 17 has now grown to 12 active Racing Snipes and John and his friends should start to figure as real competitors. To some extent, because of the excellent sailing conditions locally, but also because of a shortage of trailers in this fleet; they are not yet actively visiting other fleets in New England, and this may be the main reason why their showing against the visitors is not better. — G. H. Gerry Forman

Final Results - 1968 NEW ENGLAND CHAMPIONSHIP

Skipper	Fleet	Races	1	2	3	4	5	Pts.	Fin.
Ted VanDusen	Winchester, MA		2	2	1	4	14	14	1
Roger Howell	Winchester, MA		3	4	2	3	14	22.4	2
Chuck Loomis	Massachusetts Bay		8	9	4	2	1	25	3
Ed Lally	Winchester, MA		1	1	dnf	10	10	32	4
Bruce Lockwood	Quassapaug, CT		7	3	7	12	2	43.7	5
John Atwood	Narragansett Bay, R.I.		dnf	10	6	1	7	40.7	6
Gerald Zimmermann	Sea Cliff, N.Y.		4	8	5	15	5	42	7
William Eddy	Winchester, MA		6	13	3	9	7	44.1	8
Tom Forsythe	Narragansett Bay, R.I.		10	6	14	5	9	52.7	9
William McInnis	Narragansett Bay, R.I.		14	5	11	6	15	58.7	10
Robert Vernon	Quannapowitt, MA		5	18	12	11	13	64	11
Robert Ford	Massachusetts Bay		12	19	10	13	8	67	12
John Cole	Massachusetts Bay		17	23	20	7	4	70	13
Don Simpson	Quannapowitt, MA		18	12	17	8	dnf	79	14
Joe Conway	Winchester, MA		9	dnf	8	dnf	16	82	15
Pauline Mendez	Sea Cliff, N.Y.		13	17	9	19	20	82	16
Russel Furlong	Narragansett Bay, R.I.		*15	22	13	16	14	82	17
James Lembo	Narragansett Bay, R.I.		dnf	18	19	14	11	86	18
Raymond Prosser	Narragansett Bay, R.I.		dnf	7	22	20	17	90	19
Paul Pritchard	Sea Cliff, N.Y.		11	14	16	dnf	dnf	90	20
Cyril Joyner	Narragansett Bay, R.I.		19	21	15	17	21	96	21
Robert Saltz	Sea Cliff, N.Y.		dnf	19	18	21	18	100	22
Jeffrey Forman	Narragansett Bay, R.I.		*15	11	dnf	dnf	dnf	100	23
Ed Vallens	Quannapowitt, MA		dnf	dnf	dnf	18	19	111	24
Richard Olney	Narragansett Bay, R.I.		dnf	20	21	dnf	dnf	115	25

Russ Cook Beats 49 Snipes at Winchester Regatta

TIED POINT SCORES WITH OLD ARCH-RIVAL TOM LEGERE, BUT WON PAIRED RACE TO TAKE THE HONOR

Russ Cook of 68 Fletcher Street, with the help of his wife, Sue, won the Winchester Boat Club Invitational Regatta last weekend, beating 49 boats from fleets as distant as Colorado and Pennsylvania.

A longtime resident and WBC member, Russ now sails under the colors of Cottage Park Yacht Club in Winthrop. He realized a dream of many years by edging out Winchester's perennial champion, Tom Legere, and took the cup away from the home club for the first time in several years.

The Regatta began Saturday morning, July 12, with 50 boats registered from 9 fleets being divided into four divisions—Red, Green, Blue and Yellow. The winds were 12-15 knots from the east with typical gusts and shifts. The divisions raced two races Saturday and one Sunday.

In the first race on Saturday, in the Red and Blue heat, Cook beat Winchester's Patrick, with Murdock of Cottage Park finishing third.

In the Green and Yellow heat, Tom Legere swapped the lead position several times with Winchester's Scooter Swanson, edging him out at the finish, with Winchester's Howell coming in third.

In the second race, in the Red and Green heat, Lally of Cottage Park got off to a good start and held off Winchester's Van Dusen, who finished second, with Scooter Swanson finishing third.

The sailors gathered Saturday evening at the lakeside home of Mrs. Martin Swanson for cocktails, buffet dinner and countless stories of near-misses, tactics, and exciting moments during the day's racing. Movies were shown at the Club for the youngsters.

Sunday, July 13, opened with the common, early-morning flat calm over Mystic Lake and it looked as though the third race might have to be cancelled. However, by 10 a. m. a slight breeze came up and the races went on, the ocean sailers performing remarkably well in the light, shifty air.

In the Red and Yellow heat, Legere got out front at the start, holding off Lake Quassapaug's Luke Czarny's challenge, Lally of Cottage Park finishing third.

In the Blue and Green heat, Scooter Swanson, after a bad start, worked up to seventh position at the first mark and gained steadily on the rest of the fleet, taking the lead on the third beat to windward, beating Russ Cook, with Murdock finishing third.

With Cook and Legere having two firsts and one second, they were actually tied in point scores, but since Cook had beaten Legere in the heat in which they were paired, Russ was the winner over his old rival.

Jack McInnis of Mt. Vernon Street, was Regatta chairman. The Winchester sailors vowed to recapture the cup next year, but felt less badly to see it go to their former colleague.

Final standings brought Swanson third, and Lally and Murdock, both of Cottage Park, fourth and fifth respectively.

— Robert J. Hallisey, FC

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1967 Season High-Point Scores

Here is the final installment of point scores continued from the list started in September. This carries the list down to the 1400 point and there are several hundred more below that; however, due to lack of space this late in the year, they will be filed away for future reference if desired.

1967 SEASON HIGH-POINT SCORES

BOAT	SKIPPER	CLUB	No. of RACES	Points.
13028	Bill Houghton	Lake Mohawk, N.J.	19	1469.5
14690	Earl Wright	Chicago Corinthian, IL	4	1468.2
15315	Morris Pasternak	Memphis, TN	25	1468
11700	Mary Jane Bumby	Green Lake, WI	11	1467.9
15473	R.G. Ruffie	Pistakee, IL	5	1467
16386	Warren Hanselman	Minnetonka, MN	13	1467
13180	Jim Goetz	Lake Lotawana, MO	11	1466.1
16230	Jack Wagener	Lincoln, NB	24	1466
14638	Donald Stewart	Woodstock, Can.	5	1465.6
15498	Roy Deng	Chicago, IL	14	1465
5256	John Marsland	Quassapaug, CT		1465
16154	John Chas. Fletcher	Magnolia, MS	11	1464.5
14713	Alvaro Alberto Sampaio	Brasilia, Brazil	17	1463.8
14295	John Rueter	Willamette, OR	13	1463
15115	John/Michael Morgan	Royal Hamilton, Canada	14	1462.8
14640	Scott Best	Lake Angelus, MI	8	1460.1
8677	Bob Longnecker	Lake Mohawk, N.J.	7	1459.1
16153	George Lee	Memphis, TN	33	1458
14586	Peter Bruns	Decatur, IL	15	1456.2
13435	Pat Flaherty & C.Y.O.	Clearwater, FL	6	1454.4
11809	Oody Smith	Valdosta, GA	8	1453
13019	Richard Chastain	Indianapolis, IN	28	1452.8
16331	Thomas S. Sly	Decatur, IL	32	1451.5
15673	Jim Bookhout	Dallas, TX	13	1450
16607	Asger Andersen	Indianapolis, IN	10	1450
16477	L.B. Pickren	St. Simons, GA	14	1450
15110	Eric Jorgensen	Woodstock, Can.	5	1449
16211	Glenn H. Booth	Memphis, TN	17	1447
11908	Charles Wright	Aton, OH	13	1447
12575	John Cory	Portage Lakes, OH	21	1446.7
14236	Frank Leeming	Memphis, TN	19	1446
9985	Kenneth Rix	Wichita, KS	15	1445.4
15218	Brian Hague	Birch Lake, MI	14	1444.2
15671	Dick Fagin	Dallas, TX	21	1444
14364	Richard Gould	Lake Angelus, MI	6	1443.5
7613	Walt Kornrich	Newport, N.Y.	19	1443.2
11864	Deane D. Furey, Jr.	Chippewa, OH	20	1443.1
10880	Dease S. Ryan	Memphis, TN	50	1443
16233	Vinnie Beakey	Lake Worth, TX	14	1442.9
10640	Marion F. Axton	Sequoyah, OK	21	1442.5
16692	Edna G. Hall	Sequoyah, OK	7	1441.1
15106	Gordon Richards	Woodstock, Can.	5	1440.8
13176	Andrew Berry	Green Lake, MI	8	1440.6
15502	George Ference	St. Simons, GA	17	1440
16088	Mary Marion	Chicago Corinthian, IL	8	1438.1
15350	Gene Lawyer	Memphis, TN	13	1438
13644	Harley H. Hopkins	Magnolia, MS	11	1437.8
11077	Arthur B. Kenat	Chippewa, OH	29	1437
6108	Scott Fraser	Shediac Bay, Canada	5	1436
13429	George Ruston	Royal Hamilton, Canada	8	1435
16245	Ken N. Evans	Magnolia, MS	10	1434.9
13314	Jim Rapp	Peoria, IL	11	1434.9
13103	W. Wright	Seattle, WA	8	1434.8
16099	Bill/Frank Fehsenfeld	Grand Rapids, MI	23	1434.3
11130	Valles Dantas	Araçaju, Brazil	8	1434
13517	R. Rice	Pine Beach, N.J.	18	1432.2
15942	Phil Lloyd Shoop, Jr.	Woodlawn, TX	15	1430.6
13484	Ted Sammons	Atlanta, GA	14	1429.1
15393	John Olsson	Lincoln, NB	24	1428.9
16242	Edward O'Brien	Potomac River, WA D.O.	11	1428.8
14731	Doug Day	Lake Lotawana, MO	32	1428.6
14355	Vince Goeres	Lincoln, NB	17	1426.8
16085	Larry Gray	Redondo, CA	7	1426.4
14206	Erle P. Bennett	Memphis, TN	55	1426
11796	Jim Schmulen	Woodlawn, TX	11	1425.8
9870	Pete Leach	Green Lake, WI	6	1425.1
8698	Mort Disney	Gull Lake, MI	5	1425
11468	John/Van Wesley	Privateer, TN	25	1424.3
13105	Tom Olark	Peoria, IL	15	1424.1
15302	Bill Fithian	Miami, FL	7	1423
16755	R. Locke	Seattle, WA	9	1422.1
14367	Dr. Richard Galpin	Detroit River, MI	5	1421.3
15378	Perry Polley	Wichita, KS	21	1421.4
11926	E. Shelley	Seattle, WA	9	1421.3
12511	Randy Pickelman	Olewater, FL	5	1420.1

16338	Bob Sheldon	Chicago, IL	15	1420
14516	Bruce Peters	Aton, OH	14	1419.9
15088	H. Morgan/J. French	Chicago Corinthian, IL	9	1419.7
15072	Luis Lugo	San Juan, P.R.	9	1419
16949	Guy Olmstead	Decatur, IL	28	1418.8
14850	Ray Tallau	Lake Mohawk, N.J.	20	1418.1
17100	Dick Ver Halen	Chicago, IL	6	1418
14851	Jan Arps	Dallas, TX	17	1418
13018		Winchester, MA	6	1417.7
12884	Means Davis	Atlanta, GA	24	1415.9
13082	Richard Dimes	Massachusetts Bay, MA	11	1415.7
14702	W. Taylor Brown	Annapolis, MD	8	1415.4
13836	Don Holtz	Birch Lake, MI	15	1415.2
14307	Charles Brekus	Iowa-Nebraska	30	1414.6
15238	Goethe Maya Vianna	Brasilia, Brazil	14	1413
11910	Garmen Pastore	Massachusetts Bay, MA	10	1412.7
12503	John Miller	Newport, N.Y.	12	1411.8
15579	Jim Porter	Grand Rapids, MI	13	1411.3
8590	Dave Dunlap	Diamond Lake, MI	18	1410.9
17125	Robert Brandt	Potomac River, WA D.O.	6	1410.7
17218	Herbert West	Atlanta, GA	15	1410.4
15158	Herb Tucker	Diamond Lake, MI	5	1408.4
15400	Dan Pender	Gull Lake, MI	5	1407
6108	Scott Fraser	Shediac Bay, Canada	11	1406.5
14275	James Flowers	Woodstock, Can.	5	1406.4
13295	Robert E. Sanders	Sequoyah, OK	5	1405.6
17326	Clie Braga Guimaraes	Pernambuco, Brazil	6	1405.3
16806	Roy Whisenhunt	Bow Mar, CO	5	1405
5195	L. Kuppenbender	Lake Washington, CA	12	1404.8
12999	Ralph Swanson	Winchester, MA	23	1404.4
13361	Delkin Jones	Atlanta, GA	19	1403.4
15412	Robert H. Lane	Annapolis, MD	17	1402.4
14894	Rich Fritz	Decatur, IL	15	1401.5
10182	R. Towle	Winchester, MA	22	1400.6
14061	Kean Tilford	Wichita, KS	16	1400

* The Stopping Point!

Bud Leonard Still Top Sailor

One of the oldest - and most popular - regattas in Michigan is the annual event held by the Diamond Lake Fleet 158 at Cassopolis. Dates this year were July 27th and 28th.

Diamond Lake boats topped a 48 boat fleet in the Open this year. Bud Leonard won the regatta with fleetmate, Tom Wurster 2nd. Earl Troeger, former Reichner and Minneford Trophy winner from Birch Lake, was 3rd.

Sailed in near perfect weather, Bud Leonard won the race as John Call, who led most of the way, had his rudder fall off and by sailtrim alone still managed to finish 22th. Tom Wurster and Earl Troeger were not far behind for 2nd and 3rd.

Saturday's 2nd race found Jim Richter of Indianapolis win by a large margin only to be disqualified for a starting line infraction. This gave Bernie Rowe of Diamond Lake a first, Bob Foster of Gull Lake 2nd and Bud Leonard again near the top with a 3rd.

The 3rd race again mixed up the fleet as Frank Pontious of Diamond Lake used "Ted Wells port tack lift button" to get out ahead and finished 5 feet ahead of Tom Townsend of Indianapolis. Don Hite, of Lake Angelus, Mich., challenging the leaders most of the way, finished 3rd.

A steak fry cook-out, sailing movies, and a congenial, social atmosphere topped off a successful regatta. - F. Pontious.

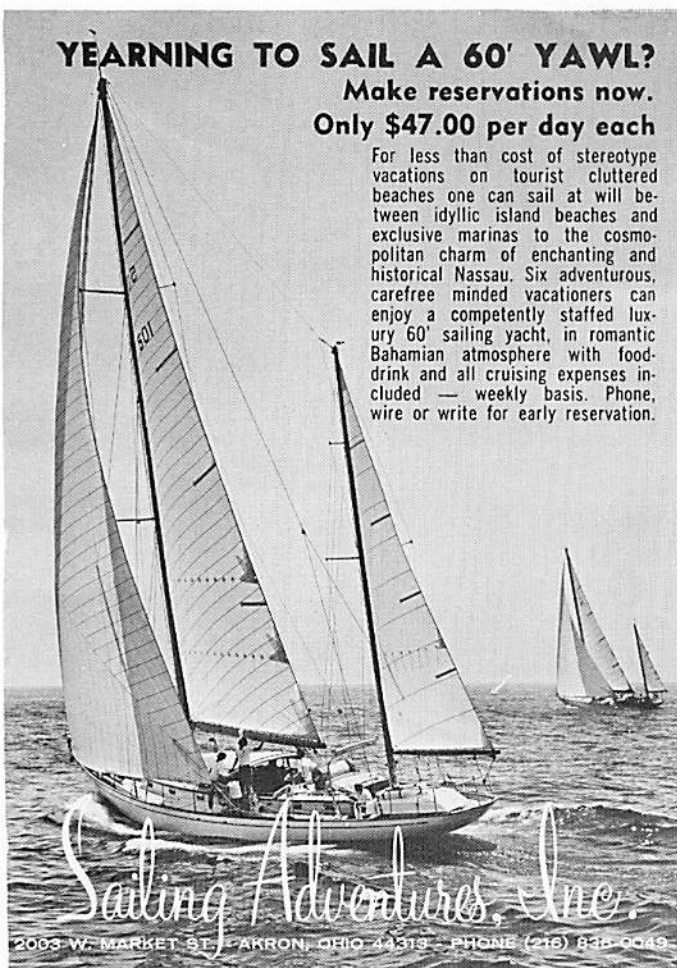
Final Results-1968 Diamond Lake Open Regatta-Top 17 of 47.

BOAT	SKIPPER	FLEET	Races	1	2	3	Pts.	Fin.
16799	Bud Leonard	Diamond Lake	1	3	7	18.7	1	
13837	Tom Wurster	Diamond Lake	2	4	13	30	2	
16953	Earl Troeger, Jr.	Birch Lake	3	9	5	30.7	3	
16856	Tom Townsend	Indianapolis	12	8	2	35	4	
16977	Woody Cox	Crescent Sail	16	6	10	49.7	5	
17780	Mel Nichols	Wolf Lake	6	10	17	50.7	6	
10547	Howie Richards	Oakville, Can.	9	12	15	54	7	
15762	Jim Bieneman	Diamond Lake	7	24	9	58	8	
17515	Steve Heller	Grand Rapids	15	11	16	60	9	
9508	Ron Knight	Diamond Lake	8	19	19	64	10	
17163	Frank Pontious	Diamond Lake	10	dnf	1	64	11	
13008	Jim Richter	Indianapolis	4	dsq	4	68	12	
17700	Bernie Rowe	Diamond Lake	5	1	dsq	68	13	
17556	Don Hite	Lake Angelus	dnf	6	3	68.4	14	
11518	Nick Longsworth	Memphis, Tenn.	19	15	22	74	15	
17422	John Gail	Indianapolis	11	dnf	6	76.7	16	
7999	Bill Fehsenfeld	Grand Rapids	26	20	14	78	17	

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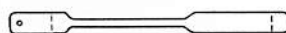
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The Oval Mast

by David C. Bowes

I made an oval mast in June 1965 and have used it ever since. This mast has good fore and aft flexibility, but is fairly stiff sideways, much stiffer than a Proctor "E". My North A 17 (1967) main sets perfectly on the mast. As a result of using this mast, I firmly believe that everything I said in the original article is true. The only problem is how to hold the boat down in a good breeze. I can't do it unless I have a 200 lb crew (I weigh 160). The solution to this problem has been to get a Proctor "E" mast, which bends sideways, and therefore spills wind. But the lost wind means less heeling force, enabling the boat to be kept flat and therefore moving fast. The technique is to adjust mast bend by limiting spreader travel and using blocks at the front of the mast at the deck so that you can just hold your boat down. Many people make the mistake of letting their Proctor "E"s bend too much with the result that they just sit on the deck enjoying themselves, but not going as fast as they should be. A point I would like to make (with which some will take exception) is that the spilling of wind off the main sail is much more important than the opening of the slot between main and jib when a mast bends sideways. The fact that the side bend opens up the slot doesn't make the boat easier to keep flat.

A few other thoughts I would like to throw in are:

1. It doesn't matter what you hold your sails up with in winds 0 - 15 mph.
2. Too flexible a mast will hurt your performance in 15 - 22 mph.
3. Too stiff a mast can hurt your performance in 20 mph and above.
4. A Proctor "B" mast may be better, or at least as good, then the Proctor "E". The Proctor "B" will hold your sails up in light winds; is not too flexible for the mid-range (I believe it is better than the "E" here) and bends enough to allow you to compete in 20 mph and up if you are willing to work hard! Any Comments?

AN ASIDE OR TWO!

When I wrote the first article I was living in Halifax, N. S., Canada and in the process of building Snipe 15288. I sailed there with fleet #95 until moving to Toronto in June 1968. Since then I have been sailing with the Oakville, Ontario fleet #321.

I am not a great sailor, but I am a keen observer of what happens around me. The fastest Snipe I have ever seen was equipped with a Proctor "B" and won the 1967 Canadian Championship. The boys sailing this boat worked harder than some of the better known Canadian Snipers (who were using Proctor "E"s), but they won with the Proctor "B" and there were good breezes all week.

Some Miscellaneous Items

CALIFORNIA SBRA WINNERS

Snipers in northern California participate in the Small Boat Racing Association schedule of regattas throughout the season. This consists of a series of regattas rotated throughout the many member clubs. This year, 55 Snipes met all the required qualifications and travelled the circuit, and the awards dinner will be held Nov. 30th with Jim Warfield top man with 21 pts. (looks like he hardly ever lost); Rudy Hornung 2nd - 48; Bob Miller 3rd-51; John Jenks 4th-63; and Duane Hines 5th - 100 the first five. Was considered a most successful season!

CHANGE OF NAME FOR FLEET 585

Nils Toftgaard-Hansen, FC of the Copenhagen Fleet 585 in Denmark, announces that it will henceforth be known as the Skovshoved Fleet. This is because, with a second fleet there when the Hellerup Fleet 638 got a charter, there could be some resulting confusion. Skovshoved is a little area in the northern part of Copenhagen and the site of a very big harbour for yachting. Snipe is very popular there, the site of the 1952 European Championship and the 1968 National Championship. It is the biggest fleet in Denmark with more than 50 members.

CONGRATULATIONS AGAIN TO



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**First Three-in-a-Row
U.S. Snipe Champion**

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MIKE SHEAR

**His Crew
for the Second Year**

FOR THE SECOND TIME, EARL SAILED A CHUBASCO SNIPE TO VICTORY, THIS YEAR CHOOSING OUR FIRST ALL-GLASS MODEL.

The Nationals this year was a boat-speed regatta, and 18 of the 25 Heinzerling skippers sailed CHUBASCO Snipes.

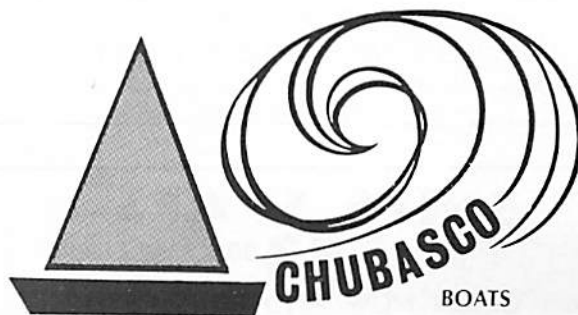
Here are the Sail Numbers of the CHUBASCO Snipes in the Heinzerling ———
Check the results for yourself:

17471 All-Glass
16617 Wood
16421 Wood
16606 Wood
17737 Glass Hull, self-rescuing
17518 Glass Hull, self-rescuing
17758 All-Glass, self-rescuing
17387 Glass Hull
17739 All-Glass, self-rescuing

17092 Glass Hull
17740 All-Glass, self-rescuing
17241 Glass Hull
17730 Glass Hull, self-rescuing
16861 Glass Hull
17512 Glass Hull
17500 Glass Hull, self-rescuing
13332 Glass Hull, self-rescuing
17016 Glass Hull

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Scenes from the 1968 Nationals

*Wells
Wanderings*



by *Ted Wells*

NOVEMBER 1968

RACE OR NO RACE?

I recently received a two page letter outlining a comedy of errors which wasn't considered so funny by some of the participants.

This race was to have been an official fleet point score race, although it was run in conjunction with local fleet races in several other classes, and an area championship in another class. It was started as a 1-1/3 lap, triangle plus a beat race, in a very light wind, and probably wouldn't have been started at all except for the desire to get in the last scheduled race in the area championship (Under SCIRA Rules for Conducting Sanctioned Regattas, it would not have been started).

Shortly after the race was started, the course was shortened to finish at the second mark (total length less than 1-1/2 miles) and it took the leading Snipe one hour and fifty-five minutes to get there. Four others eventually got there. Seven more got discouraged and went in. The race for fleet championship was so close that counting this race shuffled the top three places, and there were no really unprejudiced points of view on whether the race should count.

One argument was that the course was shortened illegally because the shorten course signal was made after one Snipe had passed the preceding mark, and that this signal must be made before a boat passes the preceding mark. While this is generally done, it is not necessarily required. In the absence of any Sailing Instructions (I gather there were none) the rules for shortening course are covered in the NAYRU rules paragraph 4 (1) under "S", subparagraph (c) which lets the committee stop the race anywhere they please.

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Another argument which came up concerned one of the skippers who went for a swim, climbed back in and finished the race. This was felt to be grounds for disqualification. While diving energetically off the stern of the boat might be viewed as a means of propulsion other than the natural force of the wind, I don't see anything against leaving for a swim. Of course, kicking the crew overboard and making him swim for an hour to reduce the weight on board would be given rather a dim view.

Which brings the whole argument down to one of course length. Paragraph 14 page 114 of the 1968-69 Year Book says (as the Year Books have said for at least 30 years) that the minimum course length is 2-1/2 miles. While I'm sure this requirement is not always adhered to in local races, it should be because anything less isn't much of a race. It would therefore be my opinion that this race wasn't a legal race and should not be counted.

APPEAL #119

There has been some concern out here concerning Appeal #119 which decided in effect that barring extenuating circumstances of tide, waves, high wind or submerged rocks, the inside boat is entitled to enough room to handle sails and equipment in normal fashion in rounding and no more. Some people have felt that the inside boat was entitled to approach the mark far enough to leeward to make a perfect rounding. Appeal 119 implies that this is not so and definitely says that a very wide swing is not allowed.

APPEAL ???

An appeal is being prepared on a ruling from a protest during the District II Championship regatta. The boats were on port tack approaching the down wind mark to be left to port. The rear boat hailed for room when the lead boat was about two lengths from the mark. The lead boat said you're nuts—you don't have an overlap. The inside boat didn't want to argue because the rules say the burden of proof is on him and this is hard to prove — so he bore off — and hit the lead boat about an inch ahead of the transom.

This proved he had the overlap all right — but he was the windward boat and the rules say windward boats keep clear of leeward boats. The windward boat drew a DSQ and is appealing. I think he will win because of the fine print just above Rule 42 — Rounding or Passing Marks and Obstruction.

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FOR SALE: CHUBASCO SNIPE 17767. Self-bailing. Custom trailer with fitted cover for travelling. One set Elms sails. Boat in immaculate condition. Lee Thompson. 383 Bay Shore Dr., #220, Long Beach, CA.

FOR SALE: A RACE-WINNING EMMONS 9308. Sound wood hull covered with fiberglass; modernized cockpit. Fitted out for top competition. Equipment includes full-cut Levinson sails; keel-stepped Proctor E mast; aluminum centerboard; cover and trailer. \$800.00. Ron Knight, 1251 E. Colfax, South Bend, IN 46617. Phone: 219-234-1640.

FOR SALE: LEMKE FIBERGLASS SNIPE 16731. 2 Elvstrom bailers; Proctor E keel-stepped mast; all latest racing equipment and fittings. 2 suits North sails. \$1400.00. Betty G. Zeratsky, Inlet Rd., Green Lake, WI 54941.

FOR SALE: 1967 LOFLAND SNIPE 17123. Green hull with white deck; keel-stepped Proctor mast; aluminum boom; Elvstrom bailer. With Lofland trailer and one suit Levinson sails - \$1400.00. James A. Warrington, 415 Anthony St., Schenectady, NY 12308.

FOR SALE: SCHOCK FIBERGLASS SNIPE 16117. White deck and yellow hull; dry-sailed; Boston sails; trailer; deck-stepped spruce mast; completely adjustable - \$1590.00. L. R. Hess, 13660 W. 10 Mile, Oak Park, MI. Phone: 313-LI7-6297.

FOR SALE: LOFLAND FIBERGLASS SNIPE 12346 and Lofland trailer. 1 suit North sails; fully equipped with cover and ready to race. Freshwater dry-sailed; excellent condition. Twice champion of Fleet 382. \$975.00. John Shoemaker, 2230 Nursery Rd., B-22, Clearwater, FL. Call: 813-531-7507.

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Address *3432 Fayette Ave*
City & State *Lawrence City, Mo*

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Dear Mr. Erlandson:

Thank you for your inquiry about sails for your Snipe. We have enclosed a description sheet and an order blank for your convenience. If you have any questions after reading the enclosed information, please let me know. If you wish to place your order, just pick up the telephone and call me collect.

NORTH SAILS WARRANTY

You are now the owner of the finest racing sails being made in the World today. Because we believe so strongly in the superiority of our sails, we hereby guarantee to perform any necessary repairs or recutting during the first season (until next December) at no charge (except for problems caused by improper use or carelessness, and zipper replacement).

We wish you the best of sailing.

TO: North Sails

September 23, 1968

Attention: Pete Bennett

I want to express my appreciation for prompt arrival of sails and compliment you on an outstanding job. Here are the results of the last two Regattas.

Lake Lotawanna Championships

First two races, sailed in 22 knot winds with total crew weight of 240 pounds. First race placed Second, Second race placed First and in Third race sailed in 8 mile winds. Placed Fourth for First in Regatta.

Weatherby Lake Regatta sailed the following week-end. All races were sailed in 15 knot winds. Placed Second, First and Third, for Second place in the series.

So, I indeed have reason to be happy with your sails.

Yours, thanks again

R. R. Erlandson