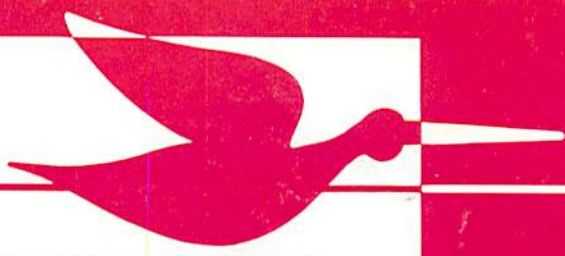
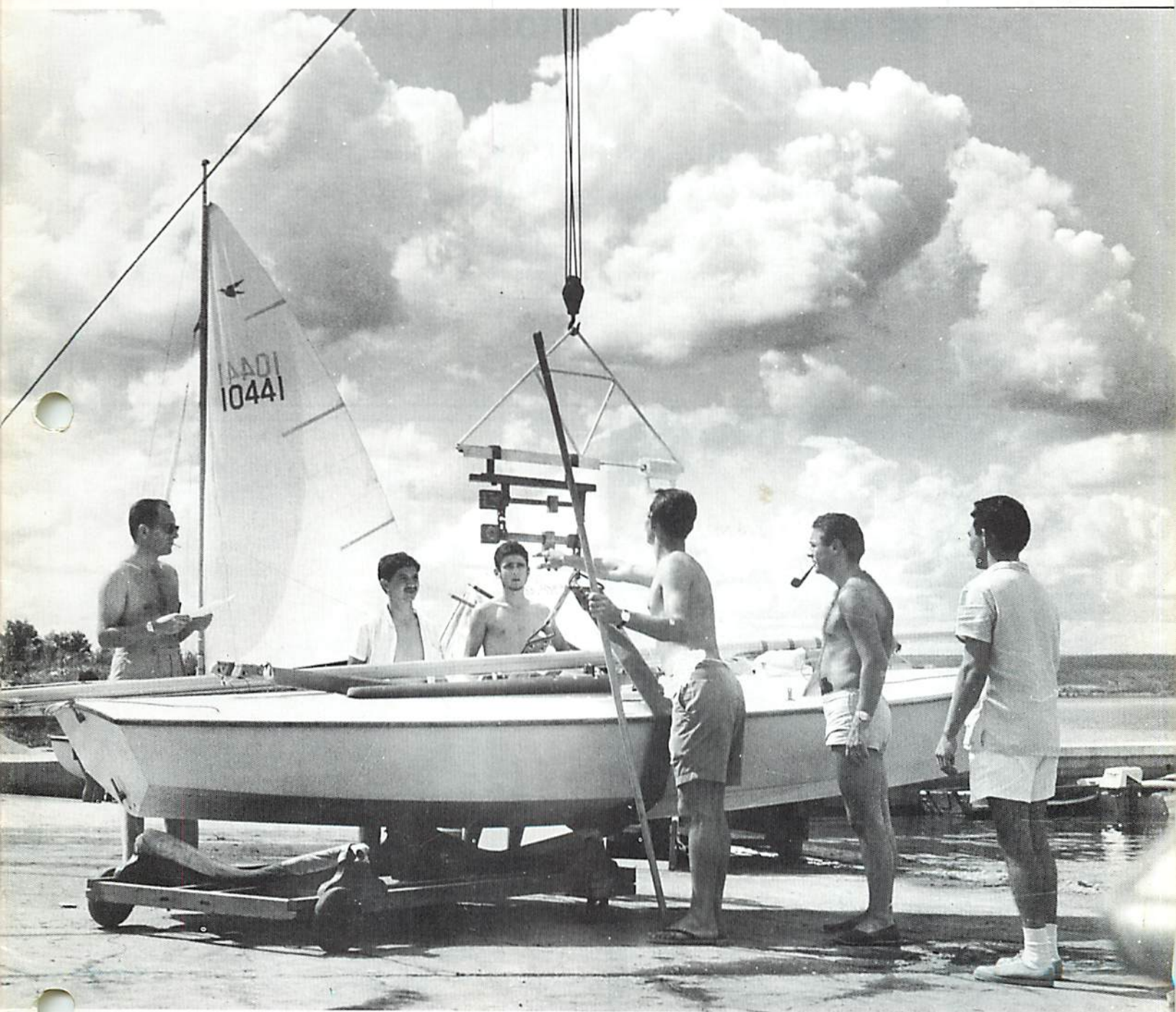


Snipe **BULLETIN**



SEPTEMBER 1965

Vol. XV No. 4



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"I am a member of the Lake George Club located on Lake George in Northeastern New York. A number of us are interested in encouraging the establishment of a new class at our club. We are particularly interested in a boat that would interest and challenge youngsters who have had some training in our Turnabouts but aren't quite ready for our Star Fleet. The Snipe looks interesting to us."

--- Fred H. Kindl
Schenectady, N. Y.

ALWAYS LIKED THE SNIFE

"I would like to build a Snipe Class sailboat and am in need of plans and specifications. I wrote Yachting magazine and they very kindly referred me to you.

I first met the Snipe at the age of 12 while living in India and while I have had the opportunity of sailing many other class boats, I have always liked the Snipe. I now have the time, place and (I hope) the funds to build one. I await your reply anxiously."

--- Robert B. Watson, Jr.
Chapel Hill, North Carolina

ALWAYS IN CONSTANT DEMAND

"I have seen your Snipe Class sailboat and I am impressed. It has been recommended to me as a very good boat and I can understand its great popularity as both a general fun boat and a racer.

I am interested in building this little sailer and would be appreciative if you would send me information regarding it."

--- Alan S. Ross
Ramsey, New Jersey

"It is with some pleasure that I request that you assign a number to the Snipe I am building. The hull is completely blanked as per Section 2 of the by-laws.

I have used a kit and it has worked out quite well. "Building A Plywood Snipe" by Harold L. Gilreath has been a great help. This book should do a great deal to keep Snipe within the reach of the amateur pocket book.

The boat name will be "Ariel," a spirit in Shakespeare's "Tempest" that changed shape at will to serve its master. This derives from my work in shaping the stem."

--- Roy Deng, Jr.
Hinsdale, Illinois

"I have just completed construction of a plywood Snipe, from the Gilreath plans which you sent me last fall. I am in full accord with your statement that it is one of the finest do-it-yourself construction books ever published for a boat. I have but one suggestion. An amateur woodworker has some trouble converting Gilreath's metric measurements into fractions of an inch. I'd suggest that he include a conversion table converting his decimal measurements into fractional measurements down to a 1/64th of an inch. The average woodworker, cannot work to a closer tolerance anyway."

--- Logan O. Scow
Lone Prairie, Minn.

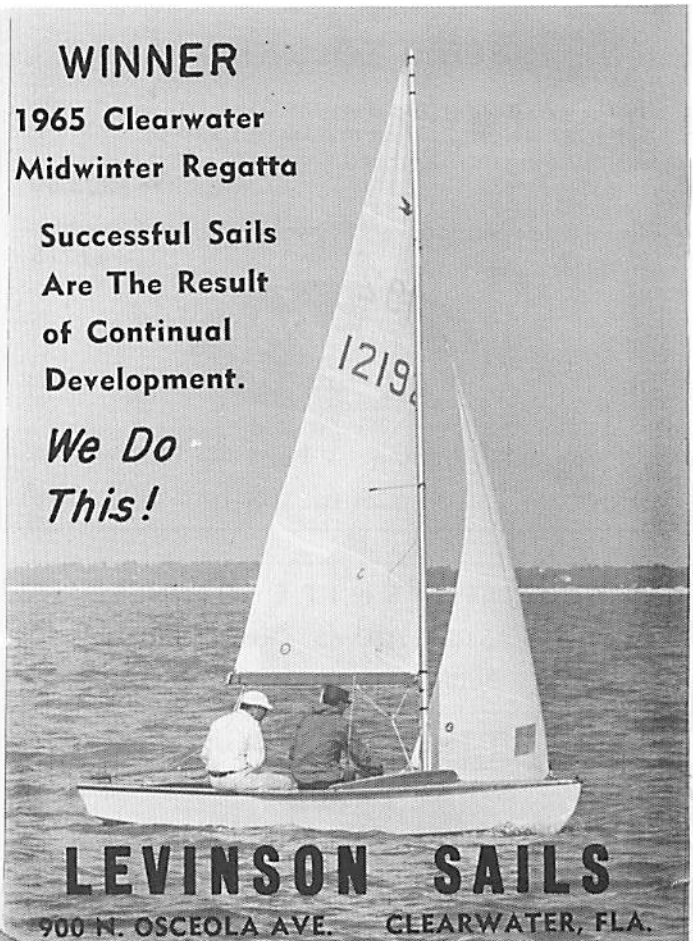
As the above letters indicate, there is a steady demand and enthusiasm for building Snipe, and there probably always will be regardless of what can be bought on the open market. Man has always derived delight and satisfaction from making something that will float and carry him over the water, and many sailors (especially if they like to work wood) get their start in "home-made" boats. Actually, this was one of the things Crosby had in mind when he designed the hull in 1930. Some real works of art have been produced over the years.

Mr. Scow's suggestion is a good one, and if there are any Snipe engineers who would like to undertake this task, SCIRA will gladly furnish a BAPS and materials for the job. Any volunteers?

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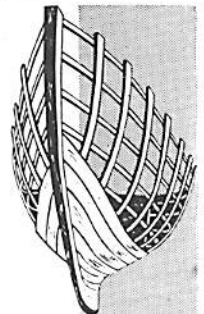
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SNIPE BULLETIN

The SNIPE BULLETIN is edited and produced monthly by Birney Mills, Executive Secretary.

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The Cover

"How much does she weigh?" is a question often heard at big regattas. And the answer is all-important to the enquiring owner, for it can mean work and worry if unfavorable. The cover picture shows an ideal set-up at the XV Brazilian Snipe Championships in 1964. From left; Ernesto Reibel, Afonso de Souza, Jorge Waitting, Bertholino Loewen, Fabio Petrachi and Luiz Baldez. — Foto de Stuckart

— THE SCORE —

Numbered SNIPES — 16043

Chartered Fleets — 601

A little spurt last month resulted in issuance of 72 new numbers, an increase of 25 over the preceding period.

Had a good distribution, too: 21 to the United States; 20 to Denmark; France 15; Turkey 10; Portugal 2; and 1 each to Bahamas, Portuguese East Africa; Colombia; and Canada.

Now we are up to 689 and we have 2 months to reach our all-time yearly record of 755. Looks like we might do it.

Just a year ago last July, we bragged about the fact that we had issued #15000 and that SCIRA was steadily holding its lead over other one-design classes and on the way to establish new records. And so we reached another predicted milestone when #16000 was issued in the block of 20 (15995-16014) which went to Denmark. Uffe Josephson, National Secretary, thinks he was pretty lucky to get this desirable and historical number, and he is especially pleased that his friend, Svend Rantil, National Secretary for Sweden, who got #15000, can no longer lord it over him.

Anyone who has been around in the Snipe Class over the last 20 years has seen (or at least heard of) GOOD NEWS IV — Snipe #6025. Ted Wells carved out a fine record with that famed boat and he still sails in it on occasion. So when he recently applied for a number, it seemed both fitting and proper that 10625 should be assigned to him. Now he has it — and not many Snipers can claim boats which are 10,000 hulls apart. But predictions are he will still have a soft spot for his old boat, and the very fact that he will probably have a hard time to decide which one to use speaks volumes for the one-design Snipe. And as Chairman of the Rules Committee for many years, Ted has had a lot to do with maintaining that strict "no change" policy, whose benefits are now so vividly demonstrated. We all wish him fair sailing in his new 16025 — presumably GOOD NEWS V.

For 2 years Tom Braxton has been trying to get Snipers organized into a fleet at Lansing, Mich. Finally, he got six signatures and when they applied for a charter, #601 went to the Kick-up Fleet. They will have 3 more boats in 1966. Tom's address is 2101 Cooper St., Lansing, Mich., and if you would like to sail with the new fleet, drop him a line. The water along shore is shallow - hence hinged "kick-up" rudders.

European National Secretaries Meet in Switzerland

At the meeting held in Zurich on the 5th of June 1965 by the National Secretaries, convoked by the General Secretary and with the attendance of East and South District Secretaries and the presence of France's National Secretary and the representation of several European National Secretary's offices, were treated the following points:

(1.) Possible alterations of the Snipe was largely debated. The three existing trends were considered: (1) alteration of the boat's lines, within SCIRA's lines. (2) Alteration of the weight. (3) And subsistence of the boat in the actual situation.

Into consideration was taken the fact that the development of the Snipe has decreased during the last years in Italy, France, Switzerland, and Belgium but, on the contrary, it is developing itself with increasing impulse in all other European countries. Also, consideration was given to the growing development of the Snipe in the American Continent and Orient. The actual trend to super-light boats of curved lines, and essentially directed to make easy their planing facilities, ought to be considered as a very interesting speciality within the sailing regattas, but it is to be taken into account that the excessive development of the whole sailing sport in this direction would carry to make regattas practically an exclusive of people of very especial athletic conditions, and excluding people of extreme cleverness as skipper and who, although of normal physical conditions, are lacking other athletic capacities which, for example, in an Olympic they have proper specialities to show themselves, as sportive gymnastics.

It was considered that if a monopoly was to come in Olympic and no Olympic regattas, (on the part of these modern boats orientated essentially for planing), a serious risk would be run by classic regattas where regatta's tactics play an important role, because the trend of these so-called modern classes is each time more inclined to emulate the tactics of motor planing regattas.

It was considered that the Snipe must raise the banner of classic sailing sport, in which victory is attained by those who, knowing how to prepare their boat, are familiar not only with planing tactics, but also with the whole technics and tactics of a regatta.

Was taken into serious consideration the opinion of Turkey's National Secretary, who said that more than 15,000 skippers can't be wrong and that if we start with great alterations of the Snipe, we would impair all of them and, at the end, we shall have shaped a boat better or worse, but which will not be our old and dear Snipe.

It was considered that the trend to divide regattas into keel boats and planing boats, will only result in sailing regattas for young athletic supermen and to people of high economic standing, able to purchase high-priced boats, condemning to ostracism in sailing regattas, the majority of people who prefer classic regattas.

Also was considered that the Snipe is the only boat that keeps sailing sport alive in many countries, and that any alteration in the boat - even if it were for declaring it Olympic, could threaten the disappearance of our sport in some of the mentioned countries.

Also was considered that the assail against our Snipe in some countries, is essentially founded on economic reasons of builders who obtain a greater profit by building with plastic materials, boats with lines more adequated for these manufacture and who, in some occasions, grant commissions and frequently publicity. All these reasons are quite strange to fair sailing sport.

Also was considered that the Snipe shows a brilliant development in no-European countries, as well in the greater part of our Continent.

For all that, the attendants to the meeting have unanimously considered that the Snipe must keep loyal to its tradition and
(Turn to top of next page)

SAILS - SENSE



"Jerry's got it!"

1964 U.S.A. NATIONAL SNIPE CHAMPION, Jerry Jenkins, Crescent Sail Yacht Club, Grosse Pointe, Michigan, also took top honors for the highest total point score in both the eliminations and the U.S.A. finals, using Boston-developed Karnac sails exclusively.

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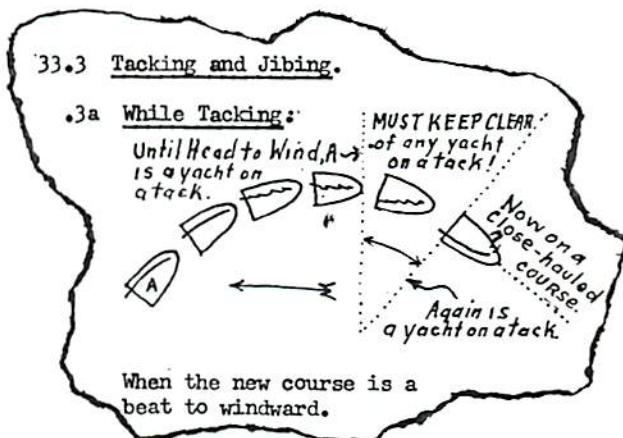
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(EUROPEAN SECRETARIES MEETING from Page 5)
maintain essentially its lines and weight, only accepting minor
alterations, which practice may advise, at the biannual meet-
ings.

The attendants consider publicity has to be given to this
decision of the European Secretaries, which being the same
as the decision of the Americans, expresses the unanimity
to preserve the Snipe just as it is. Because rumours which
were spreading regarding the possible alteration of the Snipe,
have obviously contributed to check the building of Snipes,
waiting for definite resolutions regarding restrictions and
measurements.

(2.) The second point to be debated has been, the action
to be taken in order to obtain a favorable resolution at the
IYRU's next meeting in London, with regard to the Snipe being
declared as the VI Olympic Class.

A careful consideration was given to the votes of IYRU's
Permanent Committee members, which will probably be
negatives and to those votes which will probably be positive.
The conclusion was drawn that there may exist a clear majority
favoring the Snipe, a boat that according to Warren, Class
Finn Olympic Medal at Tokyo, has the greatest popularity in
the world and, therefore, expresses better than any other
boat, Olympic spirit, because it can offer a contest between
representatives of ample sections of sailing sport in the
greatest number of countries. In opposition to Classes re-
served to small minorities which can offer a specialists'
regatta but, in no case, a regatta expressing what undoubtedly
was the spirit of Baron de Coubertin.

It was considered that the Snipe belongs to Group B of
International Classes, but it is clear that IYRU's Permanent
Committee ought to be empowered to include the Snipe into
Group A and also to elect it as VI Olympic Class.

It was considered as the duty of the whole world's Snipers
to work in the mentioned direction by their National Authorities,
in order to attain that their Representatives at the IYRU, favor
with their vote the election of the Snipe as Olympic boat.

(3.) Careful examination was given to several problems
of interest to the Class, but the fundamental resolutions were
those before mentioned.

Snipe and the Pan-American Games —

The next Pan American Games are scheduled for the
summer of 1967 in Winnipeg, Canada, and the Snipe has again
been selected to compete in the yachting event. In order to
select the best United States Snipe team to sail in the Games,
SCIRA will conduct an elimination series open to any sailor
from any class.

The tentative plan is to conduct eliminations in each of the
seven districts if the number of sailors warrants it; then to
conduct a final series with 20-30 boats at a site which has
sailing conditions approximating those to be found at Winnipeg.

All Snipe skippers who desire to compete in this elimination
series should send a post card with name, address, boat
number, and district to Dick Tillman, 6636 Larcomb Dr.
Dayton, Ohio 45424 by Sept. 30, 1965. Failure to do so will
not necessarily eliminate you from the competition but the
approximate number or interested people must be known so
that plans for holding the eliminations may go forward. You
will be given additional information in subsequent BULLETINS
as to the exact date of the games, the dates and places of
trials, etc.

You Should Have the NAYRU Rule Book

If you want a copy of the official Rule Book of the North
American Yacht Racing Union, you can get one at the regular
price of 75¢ from SCIRA. We have a supply to use in conjunction
with our Principal Sailing Rules, and we are anxious to move
them, although they will be in effect without change until 1969.

Incidentally, sales of PSR are better than ever, and here
are typical comments made to Mr. Moore on past editions:
" I have studied your (12th Edition) carefully... a fine job of
putting the rules over in a simplified form. All others, as well
as the Snipe Class, should find this most helpful. "

"Very timely and excellent, as were the previous editions. "

Regatta for Women in Brasil

Established in 1949 and annually promoted as a national affair until 1964, the International Spring Games of 1965 will congregate more than twenty nations in a real Olympiad for Girls during the fortnight September 18 to October 1st., with not less than sixteen different sports in its program, including yachting (Snipe Class). The "Games" will be part of the Official Program for the Fourth Century of Rio de Janeiro foundation and are conducted and promoted by "Jornal dos Sports," a daily sport newspaper edited in Rio since 1931.

The sailing races, to be made in Guanabara Bay, will be six, counting the best five of each contestant, but all races will be considered if only five or less are raced.

Every representative team will be exclusively formed by yachtwomen of a club and not a national or Snipe fleet crew, and will enter only 1 boat, presenting its measurement certificate.

The entering of the sailing girls should be made either by clubs or through the National Secretaries of the SCIRA, and addressed to Departamento de Certames e Promocoos do Jornal dos Sports, Rua Tenente Possolo, 15, Rio de Janeiro, GB, Brazil, without any fee or expense. Every girl will present two little photographs (size 3 by 4 centimeters) with her entering blank, for identification card and file. The boat number will be indispensable.

Final scores for each club will be by the average system of SCIRA and the race discarded can be by disqualification. The International Yacht Racing Union rules and SCIRA's rules will prevail and special rules for the contest will be available to the contestants.

The International Spring Games, as always, will be started with a big parade in the stadium of Maracanan - the biggest stadium of all the World - that usually has 20,000 girls of clubs and schools.

The Jogos Mundiais da Primavera are made free of charge of any kind and without commercial patronage, in the greatest movement of people for sporting and sport promotion the world knows. This is a sufficient reward for the Jornal dos Sports



THE GIRLS IN THE PHOTO - Miss Sibylle Buckup takes a mast measurement while Mrs. Carmen Caldeira (wife of Josa Carlos Caldeira, Fleet Captain of Sao Paulo Fleet 311) takes down notes. The occasion was the last Brazilian Snipe Championship at Rio April 10-17, 1965.

— Jornal dos Sports Photo.
as the organizer and promoter of the biggest Feminine Olympiad, unique of its kind.

Tom St. John Wins at Winchester

EXCELS OVER ARCH-RIVALS CRONBERG AND LEGERE

On Saturday and Sunday, July 10 and 11, the Winchester Boat Club, Winchester, Massachusetts, held its annual Regatta. With two firsts and a second in a series of three races, Tom St. John of Lake Quassapaug, Connecticut, won the Regatta, returning the bowl to Quassapaug. Terry Cronberg of Winchester took second place and Tom Legere, also of Winchester, placed third. Winchester's Norman Towle, last year's winner, was unable to attend the Regatta this year.

There was considerable excitement at the Club on Friday evening, with the forecast for Saturday of winds 20 to 25 knots. Boats arrived at the Club from Overboard (N. J.), Sealiff (N. Y.), Cottage Park (Winthrop, Mass.), Quassapaug (Conn.), and Wessagusett (Mass. Bay), a total of twenty-four visitors, swelling the total fleet to fifty-one.

Saturday, July 10, opened with a good breeze from the southwest, though shifty as usual on the lake, clear weather, with a few sprinkling showers on occasions. The fleet was divided into four groups to sail three-point score races in alternating divisions. The courses for each of the races was triangular three miles.

In the first race, Tom St. John met Tom Legere, the winner in 1963, and the two fought a skillful duel, with St. John succeeding in covering Legere for the final beat, to take a first, which proved to be decisive. Richard Zimmerman of Sealiff was third in the first division. The second division winners were Bob Blomquist of Cottage Park, Jack Hurley of Wessagusett, and Hugh Fisher of Winchester.

In the second race, St. John won the first division followed by Terry Cronberg and V. Stanton of Quassapaug. Tom Legere won the second division followed by R. Van Dusen of Winchester and R. Smith of Cottage Park.

On Saturday, all sailors' crews and friends were invited to an outdoor dinner and refreshments at the home of Mrs.

Martin S. Swanson where, relaxing in the atmosphere of pine trees and spacious lawn overlooking the lake and boat club, every race and maneuver, blunder, and clever tactic of the day was thoroughly discussed and debated.

Sunday was disappointing with practically no wind. What puffs appeared first favored one part of the fleet and then another. Nevertheless, Tom St. John managed to take second in the first division behind D. Anderson of Winchester and ahead of J. Zambella of Cottage Park. The second division finished Cronberg, E. Younie of Wessagusett, and J. Hurley, with Tom Legere not finding the puffs, ending in sixth place.

Terry Cronberg entered the last leg of his final race in the lead only to lose it and then regain it as he and Ed Younie of Wessagusett alternately spotted a puff and took advantage of it. Terry and Ed then provided the closest and most exciting finish of the Regatta, Terry finishing only 2 feet ahead of Ed. With a second and sixth place the day before, Terry finished second over all.

On Sunday afternoon, trophies were awarded the top five winners. Tom St. John and his crew received the traditional dunking in the pool. Sunday evening most of the visitors started for home, but a few left their boats at the Club for the District I Championship to be sailed the following weekend.

FINAL RESULTS - WINCHESTER INVITATIONAL REGATTA

Boat	Skipper (Top 10 of 51)	Crew	Club	Fin
14114	Tom St. John	B. Pettitjean	Quassapaug	1
11863	Terry Cronberg	D. Gordon	Winchester	2
10181	Tom Legere	J. Swanson	Winchester	3
13010	Joe Zambella	R. Lally	Cottage Park	4
14177	John Murdock	P. Giramini	Cottage Park	5
11908	Bob Blomquist	J. Crowley	Cottage Park	6
10214	Dean Anderson	D. Anderson	Winchester	7
14091	Ed Younie	J. Willie	Wessagusett	8
12499	Tom Nichols	G. Doyle	Cottage Park	9
8300	Ernie Hardy	R. Coolidge	Cottage Park	10

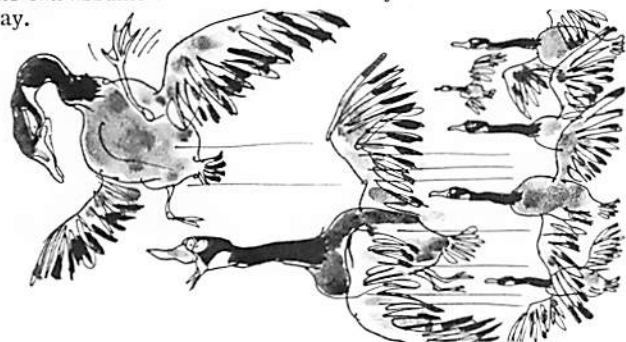
1964 Season High-Point Scores

Here are the rest of the point scores which we were unable to print last month when space ran out.

You will recall that Charles Webster of the Newport Fleet at Rochester, New York, made a clean sweep when he won both high-point score trophies—the international Reichner Trophy and the U. S. national Minneford Trophy. Chuck sailed 17 races from May 30th to September 9th with an average of 11 contestants in a race. He got 14 first places and 3 seconds for a total score of 1736.1.

Francis Seavy of the Clearwater, Florida, fleet was a close second with less than a point separating the scores. Francis sailed one less race than Webster from April 30th to September 13th and he got 13 firsts and 3 seconds with an average of 9 competitors in a race. It is noteworthy he had only one DNS in the 17 scheduled races and that was on August 9th. He missed that one because he was in San Diego attending the U. S. National Regatta. If he had stayed home, he might have won and thus tied with Chuck with 14 firsts and the same total score. A good example of why local fleets should not schedule official point score races when their leading sailors are at the national championship regatta. That one weekend should be reserved as a "fun day" with visitors, trading boats or sails, etc.

For some reason, the cartoon below (taken from Oren Arnold's column in the Kiwanis Magazine) has great appeal, and one can assume that Webster and Seavy have often felt the same way.



Leader of flock of geese, to the goose flying just behind him: "Cut out that infernal honking. If you want to pass, pass!"

BOAT	SKIPPER	FLEET	RACES	POINTS
14008	Earl W. Wright, Chicago	Corinthian, Ill.	6	1410
14570	Engin Deniz, Istanbul, Turkey		5	1409
12331	Charles Fox, Newport, N.Y.		24	1408.9
11556	Farrell & Richard Meers, Queen, Mo.		5	1408.4
10558	Jack Pryor, Loon Lake, N.Y.		14	1408
13529	Robert Hayner, Island Bay, Ill.		6	1407.33
11045	Joe Bartel, Quivira, Mo.		10	1406.3
12165	Ray Frankel, Walkins, Mich.		9	1405
13176	Andy Berry, Green Lake, Mich.		6	1405
12513	Jack Fair, Barrie, Canada		7	1404.25
13482	Ira Hentschel, Queen City, Mo.		5	1404
11983	Peter Gottschalk, Potomac, Wash. D.C.		6	1403.6
10214	D. Anderson, Winchester, Mass.		13	1401.6
7198	Paul Whittier, Atlanta, Ga.		18	1400.3
8480	U. Ahlback, Vaasa, Finland		14	1400
8530	R. Lindros, Tampere, Finland		7	1399.5
6643	Clint Oliver, Los Angeles, Calif.		13	1399.3
8151	James J. Lawlor, Quassapaug, Conn.		17	1399
14108	J. Herbert West, Atlanta, Ga.		17	1398.2
12966	Danny Angelides, Sierra Y.C., Nev.		7	1397.2
15008	Jerry Peterson, Potomac, Wash. D.C.		13	1396.2
13999	R. Cook, Winchester, Mass.		16	1396.1
14328	Rosemarie Fitzek, Chicago	Corinthian	8	1396
9900	V. Andersen, PLYC, Akron, Ohio		12	1395.5
12756	Jim Hutchinson, Barrie, Canada		7	1395.25
14979	Bob Stoddard, Lake Worth, Tex.		9	1395.22
5554	M. Siljamaki, Vaasa, Finland		13	1395.08
13050	Raymond R. Flowers, Shreveport, La.		25	1395
10376	Dr. John Senn, Galway, N.Y.		20	1394
14329	Bud Nies, Crystal Lake, Ill.		13	1393.6
12592	Jim Buchner, Lake Mohawk, N.Y.		10	1391.7
11047	George Weiner, Chicago	Corinthian, Ill.	5	1391.4

8485	L. Kolster, Tampere, Finland		5	1391
14592	Danny Urquhart, Green Lake, Mich.		5	1390.2
3518	Bob Huggins, San Francisco, Calif.		13	1387.7
13669	Dick Fleck, Chicago, Ill.		8	1387.8
11186	J. Bexar, Kokkola, Finland		11	1387.6
13019	Richard D. Chastain, Indianapolis, Ind.	28	1386.4	
13462	K.V. Bruum, Vaasa, Finland		14	1386.6
13980	H. Koskinen, Kotka, Finland		21	1386.1
15161	William V. Hancock, Indianapolis, Ind.		15	1386
14323	Kit Sommer, Peoria, Ill.		6	1385
10152	Tahsin Doruk, Kalamis, Turkey		5	1385
11323	Frank H. Smith, Jr., Potomac, Wash. D.C.		6	1384
14924	Bill Wittler, Glen Lake, Mich.		6	1383.7
7926	P. Vennonen, Kokkola, Finland		15	1383.7
11399	Dan Mullane, Massachusetts Bay, Mass.		18	1383.1
12470	Roberto Geyer, Rio de Janeiro, Bra.		13	1382.8
8546	K. Liinamaa, Hamina, Finland		8	1382.5
11295	Ralph Slepecky, Onondago, N.Y.		10	1382.4
14207	J. Ertl & W. Ertl, Chicago, Ill.		13	1382.7
13383	Russel Chase, Bay State, Mass.		6	1381.7
10360	Gail Getzinger, Birch Lake, Mich.		15	1381.7
10149	Yavuz Malkoc, Kalamis, Finland		7	1380
14326	Robert Cournoyer, Pistakee, Ill.		11	1380
14245	P. Von Knorring, Turku, Turkey		14	1379.9
7668	T. Tagstrom, Tampere, Finland		10	1379
12542	Bernie Landress, Dallas, Texas		8	1378
7823	P. Gaddnas & S. Sarvimaki, Vaasa, Finland		13	1377.85
6998	Fred Rammes, Peoria, Ill.		20	1377.25
14353	Payson Adams, Iowa-Nebr.		18	1377.22
9489	James Cazeault, Bay State, Mass.		6	1376
14139	P. & J. Wik, Jakobstad, Finland		10	1375.3
7613	Walter Kornrich, Newport, N.Y.		22	1375.1
11160	James Porter, Grand Rapids, Mich.		7	1374.9
13666	Jane Ake, PLYC, Akron, Ohio		26	1374
4590	Joe Cacopedro, Sequoyah, Okla.		5	1373
9925	Leslie Powers, Chautauqua, N.Y.		12	1372.1
11190	O. Strandell, Turku, Finland		18	1372
11553	Robert L. Worden, Cuba Lake, N.Y.		14	1371.4
3886	Gene Eaton & Robert Simon, Lincoln, Nebr.	10	1370	
9900	V. Anderson, PLYC Akron, Ohio		6	1369.1
14667	John Ficher, Los Angeles, Calif.		8	1368.9
13859	Rita Bragg, Lake Worth, Texas		8	1368.1
13667	Dr. James Lawlor, Quassapaug, Conn.		21	1368
13479	W. Hendershot, Oakville, Canada		8	1367.2
9310	Jack Michel, Onondago, N.Y.		8	1367.1
13224	Jack Hasteller, Gull Lake, Mich.		18	1367
13018	Fran Gilfoyle, Massachusetts Bay, Mass.		5	1367
10136	Erim Gozen, Marmara, Turkey		7	1367
13993	James E. Field, Jr., Shreveport, La.		27	1365
13990	Pennie Davis, Iowa-Nebr.		26	1364
5837	Robert Miles, Loon Lake, N.Y.		15	1363
14892	Jack Busch, Chicago, Ill.		5	1362
12204	Fred Poule, Walkins Lake, Mich.		8	1362
13257	Helio Soares, Rio de Janeiro, Brazil		7	1361.5
14710	Bertholind Loewen, Brasilia, Brazil		5	1361
13071	Philip Ball, Muncie, Indiana		7	1361
12395	Eugene Wright, Galway, N.Y.		10	1360
8505	M. Niemela, Kotka, Finland		17	1359
14712	Jose Alberto Motta, Brasilia, Brazil		15	1358.6
11832	Thomas Morse, Newport, N.Y.		20	1357.9
13381	Jack Willy, Bay State, Mass.		8	1357.4
9885	Don Opanhoske, Overboard, N.Y.		14	1356.5
5935	Robert Johnson, Island Bay, Ill.		9	1356
13648	Irwin Brown, Chicago, Ill.		7	1355.43
13500	Bob LaScala, Lake Lotawana, Mo.		9	1354.33
12775	Ford & Steve Fisher, Newport, N.Y.		15	1353.1
7667	K. Nyman, Helsinki, Finland		17	1353.82
12715	Ruard Vanderploeg, Gull Lake, Mich.		16	1353
1	W.C. Dick & Bob Sorensen, Shreveport, La.		14	1352.6
14544	Jay Featherstone, Los Angeles, Calif.		8	1351
11405	Yalcin Berkkam, Marmara, Turkey		7	1351
11981	Ray Blagof, Los Angeles, Calif.		5	1350.4
11234	Harry Hawkins, Barton, Mich.		5	1349
11891	R. Heaton, Grand Rapids, Mich.		9	1348.7
11604	Pat J. Crowe, Privateer, Tenn.		10	1347
14151	John O'Brien, Los Angeles, Calif.		5	1346.8
13311	Carl & Peter Lauterbach, Newport, N.Y.		21	1346.2
11353	Mike Beaumont, Island Bay, Ill.		7	1346.28
14546	Ed Yantes, Cowan Lake, Ohio		20	1345.9

11712	Eduardo Frias, Rio de Janeiro, Brazil	6	1345.8	14059	Duane Hines, San Francisco, Calif.	36	1293.5
12028	James O. Woodbridge, Chautauqua, N.Y.	9	1345.1	11940	Chuck Moffet, Lake Lotawana, Mo.	7	1293.14
12140	Dave Shane, Gull Lake, Mich.	15	1345	9898	Darrel Crocker, Wichita, Kansas	.9	1292.75
9102	Mark Hesselchwerdt, Grand Rapids, Mich.	8	1342.4	10323	John H. Gaskins, Lake Lotawana, Mo.	18	1291.09
15050	Jill Ramel, Lake Lotawana, Mo.	12	1342.33	7856	Ned Daly, Quassapaug, Conn.	9	1291
11240	Eduardo Carpentieri, Pernambuco, Brazil	8	1341.5	12702	Jerry Newcomb, Los Angeles, Calif.	9	1290.9
10375	John Warner, Galway, N.Y.	21	1341	11007	John Boyd, Quivira, Kansas City, Kans.	8	1290.7
2875	E. Bradley & J. Thomas, Iowa-Nebr.	24	1340.1	14354	Charles McKusick, Iowa-Nebr.	19	1290
14683	Bob Miller, San Francisco, Calif.	36	1339.6	11196	P. Eriksson, Emsalo, Finland	6	1289
10640	Marion Axton, Sequoyah, Okla.	7	1338.7	8508	E. Piiranan, Kotka, Finland	10	1289
13440	Stuart Griffing, Cowan Lake, Ohio	10	1338.7	15103	Jim Baillie, Oakville, Canada	9	1287.8
13906	Pedro Avelino, Rio de Janeiro, Brazil	5	1338.6	11559	Phillip Blair, Clearwater Y.C., Fla.	15	1287.1
10378	Rose, Galway, N.Y.	24	1338	13005	R. Thuma, Winchester, Mass.	24	1285
10018	K. Byholm, Vaasa, Finland	13	1338	13550	Robert Campbell, Pistakee Y.C., Ill.	8	1283
10567	John Jenks, San Francisco, Calif.	27	1337.2	10037	J.R. Herzog, Cuba Lake, N.Y.	10	1283
13699	Tom Pearson, Chicago, Ill.	11	1337.55	11376	Jacob A. Blanton, Jr., Atlanta, Ga.	8	1283
11920	Frederico Carvalheira, Pernambuco, Bra.	7	1337	14655	Mike Isaacs, Chicago Fleet, Ill.	11	1283
14442	Andrew E. Steffen, Indianapolis, Ind.	21	1337	12752	Jack Botteron, Quivira, Kansas	5	1281
5525	David Winans, Chautauqua, N.Y.	11	1336.6	14013	Ross Glynn, Bay State, Mass.	5	1280.2
13865	J.B. Parks, Indianapolis, Ind.	17	1336.4	15116	Ronald J. Burks, St. Simons, Ga.	8	1280.2
14604	William Wilson, Lake Mohawk, N.J.	20	1336.4	14714	Fernando Araujo, Brasilia, Brazil	12	1280
12209	M. Goddard, Keuka, N.Y.	6	1336	12091	Roberto Marques Nunes, Brazil	6	1279.8
3596	Coutant, Galway, N.Y.	17	1335	14604	William Wilson, Lake Mohawk, N.J.	15	1279.5
14597	Ergin Baydar, Istanbul, Turkey	5	1335	11899	Mike Knox, Clearwater Y.C., Florida	7	1279.5
11534	Dan Murphy, Overboard, N.Y.	9	1334.4	15113	Doug Armour, Oakville, Canada	8	1278
14649	Sig Kaufmann, St. Simons, Ga.	9	1334.1	8646	John Judy, Quassapaug, Conn.	21	1278
10368	Don Campion, Chicago, Ill.	6	1333.3	5552	P. Lindberg, Turku, Finland	5	1277.4
12881	Bill Grabb, Barton, Mich.	6	1333	10700	H. Young, PLYC, Akron, Ohio	26	1276.5
11406	Ata Sakmar, Marmara, Turkey	6	1332.6	11527	David Rankin, Quivira, Kansas City, Kan.	7	1276.1
14850	Ray Tallan, Lake Mohawk, N.J.	16	1328.3	11198	O.Von Koskull, Helsinki, Finland	13	1276.4
14852	Vincent Stanton, Quassapaug, Conn.	24	1328	13275	Francis R. Edwards, Cuba Lake, N.Y.	13	1272.1
8522	E. Orara, Kotka, Finland	13	1327.6	12704	Joseph L. Bucek, Indianapolis, Ind.	17	1271.8
13296	Tom Sly, Decatur, Ill.	15	1327	14014	William A. French, Atlanta, Ga.	10	1271.3
14850	Ray Tallau, Lake Mohawk, N.J.	15	1326	10153	Russell G. Hayes, Indianapolis, Ind.	10	1270.6
11918	Cristina Tavares, Pernambuco, Brazil	8	1324	14287	Pete Hawk, Gull Lake, Mich.	18	1270
12449	Erica Johnson, Lake Mohawk, N.J.	11	1323	1774	Richard Ruffi, Pistakee Y.C., Ill.	8	1270
8200	Andy Zimmerman, Overboard, N.Y.	12	1322.6	14985	Norton Jensen, Chicago, Ill.	6	1268
8511	P. Koski, Tampere, Finland	11	1322.5	8534	E. Berner, Hamina, Finland	5	1267
7183	Robert Schaefer, Lake Mohawk, N.J.	15	1322.3	13868	Raphael Shanley, Winchester, Mass.	25	1265.8
12773	Philip Knauf, Newport, New York	15	1322.1	10544	Luiz Baldez Carvalho, Brasilia, Brazil	7	1265.4
12660	August "Bud" Hook, Indianapolis, Ind.	9	1321.7	3554	Claude Winklehake, Crystal, Ill.	5	1262.8
8494	J. Eronen, Helsinki, Finland	16	1320.5	10007	Michael Hanna, Newport Y.C., N.Y.	15	1261.9
14007	Bill Stine, Los Angeles, Calif.	6	1320.3	12547	Kurt Born, Oakville, Canada	10	1261.5
12609	Randall Wilkin, Pistakee, Ill.	5	1320	14093	Larry Callahan, Bay State, Mass.	6	1261.2
9872	S. Swanson, Winchester, Mass.	15	1319.6	8661	Bob Sheldon, Chicago, Ill.	12	1261
10239	Adrian Buisch, Loon Lake, N.Y.	12	1319.4	11476	Malcom Stewart-Morrice, Chicago, Ill.	6	1259.5
8498	V. Piensoho, Kotka, Finland	10	1317.6	13011	Scot Overton, Lake Mohawk, N.J.	11	1258.2
12717	Dave Schwindler, Lake Lotawana, Mo.	10	1314.2	7675	O. Lankinen, Turku, Finland	6	1258.8
8573	E.G. Gibson, Chautauqua, N.Y.	14	1313.7	13454	Harry Witherell, Peoria, Ill.	11	1258.4
10026	R. Iver, Turku, Turkey	5	1313	14306	John Brush, Iowa-Nebr.	15	1257.7
12948	Frank Suesz, Cowan Lake, Ohio	12	1312.8	10851	Will Bittick, Shreveport, La.	17	1251.5
3161	Richard Walker, Sequoyah, Mo.	6	1312.5	11567	Mario Alberto Salles, Brazil	5	1251
13522	William Kebea, Pine Beach, N.J.	19	1311.8	5562	O. Nyholm, Vaasa, Finland	10	1250.9
7439	Lee Rynkowski, Overboard, N.Y.	11	1311.5	14511	Joy Corson, Lake Mohawk, N.J.	19	1250.7
7885	Phillip Paul, Quassapaug, Conn.	25	1311	11960	Steve Travis, Brazil	5	1249
13180	Jim Goetz, Lake Lotawana, Mo.	13	1311	10093	Mauricio Castro, Pernambuco, Brazil	5	1248
10960	Don St. Lawrence, Island Bay, Ill.	6	1310	10852	Dick Parkman, Shreveport, La.	21	1247
7673	P. Gronlund, Tampere, Finland	6	1310	11315	Robert Perrigo, Cuba Lake, N.Y.	11	1242.8
10507	Richard A. Todd, Spanish Pt., Bermuda	15	1309	12059	Ronaldo Richers, Brazil	6	1242.3
12398	Donald Yost, San Francisco, Calif.	15	1308.7	14352	Bill Koons, Dallas, Texas	12	1241
13207	Richard Schaffer, St. Simons, Ga.	8	1308.7	6229	T. Daniels, PLYC, Akron, Ohio	6	1238
3087	Guy Duffield, Watkins, Mich.	5	1307	11800	Hamilton Johnson, Grand Rapids, Mich.	5	1237.4
13034	Nancy Moore, Lake Mohawk, N.J.	18	1306.2	8037	John Looby, Bay State, Mass.	5	1237
10175	John Eilers, Cowan Lake, Ohio	14	1306.1	5557	C.D. Malm, Helsinki, Finland	13	1236
9103	W. Fannon, Winchester, Mass.	7	1306	5565	E. Tulimaa, Vaasa, Finland	13	1236
13044	Lyman Bittman, Barton, Mich.	6	1306	12503	John Miller, Newport Y.C., N.Y.	12	1234.7
14091	Ed Younie, Bay State, Mass.	6	1303	12230	C. Borggaard, Winchester, Mass.	19	1234.1
8503	R. Hernberg, Helsinki, Finland	17	1302	14586	Larry Logue, Decatur, Ill.	9	1233
14733	Robert Perrigo, Cuba Lake, N.Y.	11	1300	13382	Kim Hobbs, Bay State, Mass.	5	1231
10963	Keats Vining, Grand Rapids, Mich.	8	1298.5	14238	Charles Eshleman, Pine Beach, N.J.	18	1230
9900	V. Andersen, PLYC, Akron, Ohio	6	1298.5	11316	J.T. Forrestel, Cuba Lake, N.Y.	9	1230
7877	Tom Hanna, Newport, New York	6	1298.5	10056	Pete Laseau, Clearwater Y.C., Fla.	6	1229
12574	John Meaden, Glen Lake, Mich.	10	1298.5	10984	David W. Schmidt, Indianapolis, Ind.	12	1228
9899	Ted Boersma, Portage Lake, New York	9	1297.6	13838	Tom Randall, Dallas, Texas	10	1225
11373	John McLain, Peoria, Ill.	13	1297.3	13494	Thomas Curran, Bay State, Mass.	5	1224
11300	S.J. Curran, Chautauqua, N.Y.	9	1296.7	14143	Karl Faust, Indianapolis, Ind.	22	1222
13874	Ted Van Dosen, Winchester, Mass.	14	1295.4	13480	Paul Potter, San Francisco, Calif.	34	1221
12766	Jane Deloach, Privateer Y.C., Tenn.	5	1296	12535	John & Bob Canterbury, Peoria, Ill.	5	1217
12973	Randy Pickelman, Clearwater Y.C., Fla.	10	1294	11450	Bob Bondurant, Lake Lotawana, Mo.	13	1217
15104	Ted Hains, Oakville, Canada	7	1293.8	12559	Jack Peters, Massachusetts Bay, Mass.	8	1216

11464	Cathy Jones, Glen Lake Y.C., Mich.	9	1214.	11818	R. Handwerk, PLYC, Akron, Ohio	14	1097.7
14275	Jim Belford, Oakville, Canada	11	1212.5	13021	Bruce Lockwood, San Francisco, Calif.	34	1097.1
8529	R. Terho, Tampere, Finland	6	1212	13016	McCandless, Winchester, Mass.	12	1095
11863	W. Cronburg, Winchester, Mass.	14	1211.8	10355	William Frey, Indianapolis, Ind.	17	1094
13356	Bob Cook, Lake Lotawana, Mo.	5	1210	7691	A. Alho, Turku, Finland	6	1093.6
11173	George Crall, Cowan Lake, Ohio	12	1209.9	12004	Chuck Peters, Peoria, Ill.	7	1093.2
12767	Edward Fuller, Newport Y.C., N.Y.	11	1207.3	12515	Bob Aitken, Oakville, Canada	8	1091
11188	H. Holm, Kotka, Finland	7	1207.7	11191	M. Enegren, Kotka, Finland	7	1090
13866	J. Berger, Winchester, Mass.	13	1206.9	9031	B. Meikle, PLYC, Akron, Ohio	23	1089
6435	Pete Knight, Shreveport, La.	14	1200	8502	V. Neovius, Vaasa, Finland	14	1089
8794	Frank Fehsenfeld, Grand Rapids, Mich.	10	1199.2	7878	B. Mills, PLYC, Akron, Ohio	24	1087
12771	Mike Grapenstetter, Newport Y.C., N.Y.	12	1198.5	9441	Barbara Albers, Grand Rapids, Mich.	5	1085.6
8644	B. Ansley, PLYC, Akron, Ohio	13	1198.2	15114	Bent Poulsen, Oakville, Canada	5	1084.6
14017	C. Carpelan, Kotka, Finland	9	1198.1	14682	John Norheim, San Francisco, Calif.	39	1084.4
13869	R. Eddy, Sr., Winchester, Mass.	13	1197.5	13870	Corda Kenzie, Gull Lake, Mich.	7	1080
12188	David S. Allen, Indianapolis, Ind.	9	1196.2	14286	John Bowers, Gull Lake, Mich.	7	1070.1
13012	Bob Goebel, Cowan Lake, Ohio	8	1196	11182	A. Niemi, Vaasa, Finland	12	1070.8
4140	R. Howell, Winchester, Mass.	7	1195.9	5606	H. Bjorkman, Turku, Finland	13	1070.7
8498	P. Lindholm, Hamina, Finland	6	1195.3	11203	K. Finne, Vaasa, Finland	9	1068
13009	Howard Whittemore, Quassapaug Y.C. Conn	10	1195	12525	James L. Jordan, Indianapolis, Ind.	13	1063
4217	Bob Luera, Los Angeles, Calif.	5	1193.2	9909	L. Hoffman, PLYC, Akron, Ohio	6	1059
14415	Aloisio Carvalho Silva, Brazil	5	1193	8782	S.G. Nordblad, Helsinki, Finland	16	1057
11218	Delano Silva, Rio de Janeiro, Brazil	9	1192.6	11178	E. Metso, Kotka, Finland	6	1056
12507	Bill Shapers, Chicago, Ill.	11	1192.6	3594	Alex Von Gleich, Lake Mohawk, N.J.	13	1051
11619	A. Ciruce, Winchester, Mass.	6	1189	10065	J. Harper, Winchester, Mass.	20	1050
12712	David J. Ryan, Indianapolis, Ind.	12	1188.7	15107	Hedley Cross, Oakville, Canada	7	1045.1
14398	Owen Cassidy, Peoria, Ill.	8	1187.5	5212	Adalberto Z. Diniz, Brazil	5	1045
10374	D. Plumley, Galway, N.Y.	11	1187	13641	Warren Pilling, Grand Rapids, Mich.	7	1043
12323	Mike Underwood, Peoria, Ill.	6	1186.3	11768	Denis Silva, San Francisco, Calif.	26	1041
7922	P. Lannonen, Kotka, Finland	11	1185.7	11284	Custavo Adolpho de Carvalho, Brazil	5	1033.6
10509	J. Nummila, Turku, Finland	12	1185.2	5561	V. Lappalainen, Vaasa, Finland	12	1033.3
14146	L. Davis, PLYC, Akron, Ohio	5	1185	14351	Ted McClure, Cuba Lake, N.Y.	10	1030.6
7383	Dick Edwards, Cowan Lake, Ohio	10	1184	15245	Ibate Jost, Rio de Janeiro, Brazil	6	1029.6
14481	Jim Amos, San Francisco, Calif.	38	1184	14355	Henry Davis, Iowa-Nebraska	12	1029.2
9241	Richard Haas, Crystal Lake, Ill.	5	1183	7083	Richard Grant, Grand Rapids, Mich.	6	1024
10528	P. Taiminen & J. Torneblom, Helsinki, Finland	5	1176.5	9391	A. Shominen, Turku, Finland	8	1023
12751	Bud Williams, Cuba Lake, N.Y.	7	1176	12569	Roger Flawn, Oakville, Canada	8	1022.8
12440	Skip, Sid, Harry Baxter, G.R., Mich.	10	1171.9	14490	T. Thompson, PLYC, Akron, Ohio	5	1022.5
12774	James O'Hara, Newport, N.Y.	17	1171.4	11211	C. Parke, PLYC, Akron, Ohio	14	1013
9887	Eugene Lemke, Indianapolis, Ind.	21	1171.3	11769	Fred Kennedy, San Francisco, Calif.	40	1012
14141	Rex Ely, Cowan Lake, Ohio	17	1171.3	12680	Basil B. Dulin, Indianapolis, Ind.	15	1011
12387	F. Palmberg, Turku, Finland	11	1170.3	14003	Marjanne Vanderhorst, Cuba Lake, N.Y.	7	1003
1005	Joe Shopis, Quassapaug, Conn.	16	1170	12519	Jones-Bartell, Winchester, Mass.	10	1002
14847	Waren Wheaton, San Francisco, Calif.	26	1162.2	13188	Bill Heidman, Grand Rapids, Mich.	10	1000
7021	C. Brown, Winchester, Mass.	16	1162.1	8549	J. Nhotio, Helsinki, Finland	13	998
13873	John Post, Quassapaug, Conn.	14	1161	13226	J. Hoyer, Helsinki, Finland	11	997
14673	John Montgomery, G.R. Mich.	13	1159	14023	Ab. Seigelklubb, Turku, Finland	11	986
12442	Bill Pratt, Glen Lake, Mich.	6	1154	8495	M. Kunnari, Kotka, Finland	5	982
3555	Charles McLean, Crystal Lake, Ill.	5	1153	7433	Charles Robertson, Cowan Lake, Ohio	6	975
10208	John & Howard Uhl, Grand Rapids, Mich.	5	1151	12062	R. Wittkopp, San Francisco, Calif.	7	974
13037	K. Parke, PLYC, Akron, Ohio	27	1151	15106	I. Crook, Oakville, Canada	8	972
12511	David Taylor, Clearwater, Florida	6	1150	13864	Pat Needham, Grand Rapids, Mich.	5	970
9425	Harry Booth, Grand Rapids, Mich.	12	1141	11765	Horacio Camargo, Brazil	6	964
7628	Frank Rappleyea, Newport Y.C., N.Y.	15	1138	8383	R. Dawson, PLYC, Akron, Ohio	5	962.8
9190	H. Riska, Helsinki, Finland	10	1137.7	11754	Ken Daniels, Cowan Lake, Ohio	8	962.3
5566	O. Hasselblatt, Vaasa, Finland	13	1137.3	10240	Robert Richards, Grand Rapids, Mich.	12	961
3865	Joe Spearing, Iowa-Nebr.	19	1136	14382	John McGeehan, Cuba Lake, N.Y.	11	957
3849	P. Gastrin, Helsinki, Finland	13	1135	8525	P. Stackelberg, Helsinki, Finland	10	953
8500	K. Damholm, Helsinki, Finland	15	1129	6288	G. Towell, San Francisco, Calif.	10	943
13256	Fernando G. Pedroza Filho, Brazil	6	1127	15093	Mary Scott, Lake Mohawk, N.J.	8	937
5556	T & K. Henricson, Helsinki, Finland	14	1127	12506	Miles, Winchester, Mass.	7	936
12380	H. Ericson, Helsinki, Finland	12	1126	7811	S.E. Stenback, Helsinki, Finland	6	935
9107	L. Law, Winchester, Mass.	20	1123	8519	K. Lonqvist, Helsinki, Finland	12	926
11038	Bill Colton, Iowa-Nebr.	15	1123	8521	O. Siponen & A. Harkonen, Finland	12	921.6
11815	Byron Oberst, Iowa-Nebraska	12	1123	14015	K. & T. Airaksinen, Helsinki, Finland	16	921.2
5602	E. Aikala, Helsinki, Finland	77	1123	14484	Stan Copen, San Francisco, Calif.	33	919
11688	Paulo Batista Reis, Brazil	5	1118.6	9913	Jim Henderson, Iowa-Nebraska	10	916
9387	K. Vesterinen, Kotka, Finland	9	1118.2	13199	Ken Buchanan, Oakville, Canada	5	912
11866	C. Rhonemus, PLYC, Akron, Ohio	5	1115	14271	W.M. Shaw, Oakville, Canada	7	907
8039	P. Allison, PLYC, Akron, Ohio	16	1113.8	9728	John Baster & Frank Whitman, GR, Mich.	5	901
7657	Karjalainen Pitkanen, Hamina, Finland	5	1113.4	15234	Luiz Fernando Marchese, Brazil	5	894
14126	K. Wessberg, Vaasa, Finland	12	1113.3	10438	Henrique Violland, Brazil	5	893
10400	G. Logan, PLYC, Akron, Ohio	9	1111	11824	Wm. M. Petre, Cuba Lake, N.Y.	6	890
11518	Walter I. Longworth, JR., Indiana	19	1109	13362	John Salvin, San Francisco, Calif.	9	886
12068	Richard F. Madden, Indianapolis, Ind.	8	1105	12061	K & L Granberg, Helsinki, Finland	9	880
14689	J. Haaren & D. Somers, Iowa-Nebraska	23	1104	12057	G. Palmgren, Helsinki, Finland	7	874
6768	Jake Stopinger, Quassapaug, Conn.	15	1103	8126	Jim Fitzpatrick, Oakville, Canada	6	871
15118	Phil Sheriden, Iowa-Nebraska	7	1099.1	11794	Douglas S. Bowen, Cuba Lake, N.Y.	7	867
13666	Jane Ake, PLYC, Akron, Ohio	5	1099	11388	Keith Weller, Grand Rapids, Mich.	6	862
4220	Phyllis King, Pine Beach, N.J.	14	1099	4158	George Tomlinson, Cowan Lake, Ohio	6	861

3519 R. Halisey, Winchester, Mass.	6	860
11193 B. Rosenqvist, Helsinki, Finland	12	824
5563 J. Finne, Vaasa, Finland	6	812
11879 Norman F. Beisswenger, Indiana	9	794
10569 S. Miller, San Francisco, Calif.	13	790
9600 Chas. Rogers, Grand Rapids, Mich.	6	782
6739 R. Holsinger, San Francisco, Calif.	34	777
4154 Linda E. Bartlett, Coronado, Calif.	5	773.6
14110 Bill Floyd, Coronado, Calif.	5	773.6
3994 Peter Charnley, Grand Rapids, Mich.	5	773.6
5559 T & S Brandt, Helsinki, Finland	6	768
5560 S-E Owren, Helsinki, Finland	9	761
14890 R. Wilkinson, San Francisco, Calif.	6	758
11392 Elizabeth Kimball, Oakville, Canada	8	757
5564 K. Bjorses, Vaasa, Finland	6	756
11397 W. Eriksen, San Francisco, Calif.	18	753
11532 Jim Callahan, Coronado, Calif.	5	750
12162 George Coats, Alamitos Bay, Calif.	8	745
3940 Clifford Boyce, Grand Rapids, Mich.	5	740
8129 Al Donaldson, Oakville, Canada	7	737.4
7818 J. Tallqvist, Helsinki, Finland	9	727.4
14295 Phil Greene, Alamitos Bay, Calif.	7	723
5601 Tlmom & Nyman, Helsinki, Finland	5	721
13309 Dave Richards, Oakville, Canada	6	710
11865 Bob Ritchie, Alamitos Bay, Calif.	7	699
12069 R. Raikkonen, Helsinki, Finland	7	678
10660 David and Ann Caperton, Indiana	6	674.
10534 M,Ch. & A. Lemstrom, Helsinki, Finland	11	670.6
12581 P. Aarnio, Helsinki, Finland	8	670.1
11867 D. Bender, San Francisco, Calif.	10	663
8080 Walt Gleckler, Alamitos Bay, Calif.	9	648
9020 Jim Blixt, Alamitos Bay, Calif.	7	647
11400 Henry Font, Alamitos Bay, Calif.	8	641
10031 N. Nyberg, Helsinki, Finland	11	637
12052 Henry Schofield, Alamitos Bay, Calif.	9	634.2
7787 Fred Bellmar, Alamitos Bay, Calif.	8	634.2
13481 Bob Cook, Alamitos Bay, Calif.	8	634.2
5568 B.O. Eklund, Helsinki, Finland	7	628
8111 J. Zilliacus, Helsinki, Finland	11	616
13836 Ken Larsen, Alamitos Bay, Calif.	7	612
13232 Don Adams, Alamitos Bay, Calif.	9	611
10173 Z. Chase, San Francisco, Calif.	10	599
6171 Bob Schaffer, Alamitos Bay, Calif.	7	598
6452 Jim Schaeffer, Alamitos Bay, Calif.	8	578
7132 Francis Merchant, Alamitos Bay, Calif.	8	577
13201 E. Murphy, San Francisco, Calif.	4	552
10064 Bernard Fowle, Alamitos Bay, Calif.	9	551
13290 Paul Merrill, Alamitos Bay, Calif.	9	539
10947 L. Grover, San Francisco, Calif.	8	480

Don't feel too bad because you are in the bottom part of the list. Remember that sailing and racing are a lot of fun and the most satisfaction is derived from beating your old buddy and/or arch rival right in your own back pond on the weekend. Competition can be just as cut-throat regardless of the level of sailing, and victory just as sweet regardless of the color or letters on the ribbon.

The Caribbean Circuit

Announcement has been made from Freeport, Grand Bahama, that the HAWKSBILL YACHT CLUB has just been formed and that they have made the Snipe Class their official club boat, planning to enter into competition as soon as things are well under way. They intend to teach children how to handle and race and expect to be very active. Address is P. O. Box 581. The above report will prove particularly interesting to all sailors in the Western Hemisphere, for it means that another competitor will join the WH regattas. When Cuba was active, hopes of forming a Carriibbean League with Bahamas, Cuba, and Florida were high, but the course of events put a stop to that dream. But now Mr. Casellas reports that there is a nucleus for a new fleet in the Virgin Islands (which would be ranked as another country, as is Puerto Rico), and the second fleet for the Bahamas Islands is now an accomplished fact. With Nassau, Freeport, Puerto Rico, Virgin Islands, Miami, and Clearwater as members, a good racing circuit could readily be established. It could be mighty popular in the winter time.

PERFORMANCE



* For second consecutive year **Howie Richards** wins Canadian National, Maritime and Nova Scotia Provinces Championships

* **Dan Williams** and **Brad McFadden** place 1-2 in Southern Championship at Chattanooga

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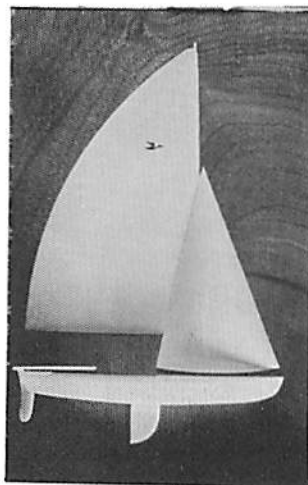
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POETRY CORNER

The following poem is reprinted from "The Rudder"; and our thanks to Editor Conrad Miller for permission to use it.

DADDY LOST TODAY

Children, children please be quiet!
Run upstairs and play.
But you must not make a sound
'Cause daddy lost today.

I'd really like to come with you
But I, alas, must stay
To hear the horrid story of
How daddy lost today.

From ill-timed start to ghastly end,
Terrible in every way,
I'll hear in utter detail
Why daddy lost today.

At six, with two martinis,
Other sailors he will flay,
Who cheated and were the reason
That daddy lost today.

At eight the sails will catch it.
He'll stamp, and scream, and cry
Of how they sagged, and drooped
and made him lose today.

By Tuesday he'll have forgotten
His battles on the bay.
He'll smile and start to get ready
to sail back into the fray.

Next Saturday, kids, however
Be prepared to go away.
And I'll do my best to listen to
How daddy lost today.

This poem so moved Mrs. Lowry Lamb, Jr. of Chattanooga, Tennessee, (she crews for husband "Buzz." See Page 10 of the July BULLETIN) that she sat right down and dashed off this clever little "take-off."

DADDY WON TODAY!

Children, children, rave and riot
Run outside and say
That the reason for the din
Is that Daddy won today.

I'd really like to come with you
But I, alas, must stay
To hear repeated twenty times
How Daddy won today.

From well-timed start to glorious end
Wonderful in every way,
I'll hear in infinite detail
How Daddy won today.

At six, with two martinis,
"Other sailors," he will say,
"Made such boners, stupid errors,
That I had to win today."

At eight, when I have had it,
He will still be in the fray
Telling of each tack and tactic
How he could not lose today.

By Tuesday he will have forgotten
Of his triumph of today;
He'll frown and read Ted Wells again
And prepare for another fray.

Next Sunday, kids, however,
Be prepared for either way,
But let's hope its not the flip side of
How Daddy won today.

WEIGH YOUR BOAT PROPERLY

Seems like we're on the natural subject, for this time of the year, of weighing sailboats, which is a national problem. Few indeed have ideal facilities; all kinds of methods and scales have been used — truck, platform, cotton, meat, etc. (Meat scales are (a) not too expensive for a fleet to buy (b) easy to carry and attach to a fixed gallows on a tree or post (c) and are extremely accurate. Highly recommended).

But the simplest way to get a reasonably close weight is the time honored bathroom scale method. Let Dick Barnes, National Measurer of the International Cougar Catamaran Association, tell you how to do it:

First, you procure four car jacks and four bathroom scales, and four flat pieces of plywood at least 18 inches square. Findin' yourself a level bit of ground where you can run the boats to the weighin' rig on a production line basis (in one end, and out the other), you bring boat and trailer up. You then remember you also need two two by sixes ten feet long. These you slip under the boat, thwartships, just forward of the cockpit and just aft of the cockpit. You then put down the plywood squares, put the bathroom scales on the plywood, and the car jacks on the scales, and you jack up the two by sixes, thus lifting the boat off the trailer. You read the bathroom scales, add all four readings, and subtract the weight of the two by sixes and jacks; you've got boat weight. Then you dejack (is that a word?) and put the boat back down on the trailer, remove the timbers, and tow her to the water. One word of warning. She must be, of course, in racing trim. If there's little wind, the mast can be up. If there's a lot, weigh with mast down. The jacks are not unstable, but they won't take a lot of side load, and we don't want the rig falling over on the trailer, do we?

Now, bathroom scales aren't the most accurate scales in the world, but the errors in any one tend to get cancelled out by the errors in the rest. Boats weighed this way come out surprisingly close to the weights we get with an accurate beam scale. And, since the cost is very little (two 2 x 6 timbers and some scrap plywood), it should be the easiest way to get the job done. (From COUGAR TALK)

Mr. Barnes concludes by warning against the use of truck scales, citing several "horrible" examples of incorrect weighing. However, good modern electric-operated truck scales are designed to give accurate and honest weight—it all depends on how the scale is maintained, who operates it, and its location. (In Akron, a 20-ton Howe electric scale must register within 10 lbs. of any given tested weight. If not, the Dept. of Weights and Measurers will put a 3-day repair limit on it; if the error is 2% or over, the scale is immediately condemned and sealed until repaired and approved. But such a scale is designed for weighing thousands of pounds and the beam is marked in units of 5 lbs., thus creating a tolerance of 2 1/2 lbs. plus or minus. They are not built to weigh sailboats, so, if you want to find out whether your 425 lb. boat weighs 423 or 427 lbs., don't accept truck scale weights as final. Your best and simplest bet is to use bathroom scales and car jacks.

Snipes Are in Every State in the Union



Adam J. Marshall really enjoys the easy winds on Lake Nancy. His 14321 at Anchorage is the only Snipe in Alaska. Does any other one-design class have this wide distribution? We think not!

Jenkins Won Slauson Regatta



FIRST FIVE WINNERS - (left to right in order of finish) Jerry Jenkins, 1964 U. S. National Champion; Dexter Thede; Jim Richter; Dan Wesselhoft; and Dick Chastain. —Peoria Journal-Star

A fleet of 46 boats attended this year's annual Slauson Memorial Regatta held June 26-27, and were split into four fleets.

Saturday was a beautiful sunny day with temperatures in the 80's and winds 12 to 15 mph. The old pro's came to the front with Jerry Jenkins, Dexter Thede and Jimmy Richter all winning races.

After the Saturday races Stan & Dorothy Salzenstein had a cocktail party at their lovely home after which everyone returned to the IVY Club for dinner and dancing to the music of the "Ivy Club Stompers" (a real swinging group.)

Sunday again was a beautiful day and the winds picked-up to 15 - 20 mph with gusts to 25, which provided some good planning weather on the reaches. The race committee did an excellent job and provided us good starting lines and Olympic courses. Again the winners were Jerry Jenkins and Dexter Thede.

Many of the contestants had their boats measured and weighed prior to and after the Regatta preparing to come back to Peoria in August for the Nationals. Everyone, skipper and crews, were given beer mugs with the Ivy Club emblem and plenty to fill it with. Trophies were given for the first 10 places.

I am sure everyone had a wonderful weekend; we are looking forward to seeing you again next year.

FINAL RESULTS - SLAUSON MEMORIAL REGATTA

IVY Club - Lake Peoria - Illinois River - June 26-27, 1965

SKIPPERS (Top 30 of 46)	FLEET	RACES	1	2	3	Pts.	Fin
Jerry Jenkins	Warren, Mich.		1	1	1	4800	1
Dexter Thede	Grand Rapids, Mich.		4	1	1	4569	2
Jim Richter	Indianapolis, Ind.		1	3	2	4565	3
Dan Wesselhoft	Peoria, Ill.		4	2	3	4334	4
Dick Chastain	Indianapolis, Ind.		3	5	9	3764	5
Stan Salzenstein	Peoria, Ill.		5	7	6	3677	6
Bill Buckles	Decatur, Ill.		14	4	3	3542	7
Owen Ackerman	Peoria, Ill.		6	11	4	3494	8
Carl Zimmerman	Akron, Ohio		10	3	8	3494	9
Harry Goldstein	Peoria, Ill.		6	6	9	3474	10
Phil Peterson	Springfield, Ill.		10	10	4	3291	11
Lou Leber	Peoria, Ill.		2	18	7	3206	12
Phil Nieman	Wheaton, Ill.		2	DNF	5	3178	13
Bob Wesselhoft	Peoria, Ill.		DSQ	5	2	3106	14
Bud Leonard	Evergreen Park, Ill.		3	9	17	3044	15
Tom Head	Columbus, Ind.		5	6	DNF	3005	16
Frank Castelli	Decatur, Ill.		9	14	6	2978	17
Bill Vaughan	Naperville, Ill.		12	2	DNF	2865	18
Jim Coberly	Decatur, Ill.		9	12	10	2826	19
Frank Jones	Memphis, Tenn.		13	8	11	2773	20
Mark Schoenberger	Cincinnati, Ohio		8	12	12	2771	21
Ed Probeck	Western Springs, Ill.		11	4	DNF	2753	22
Ed Grier	Peoria, Ill.		7	DNF	8	2645	23
John Canterbury	Peoria, Ill.		18	9	10	2514	24
Dr. Gunnar	Rochester, Minn.		19	15	5	2456	25
Kit Sommer	Peoria, Ill.		8	16	14	2443	26
Chuck Peters	Peoria, Ill.		17	10	11	2437	27
Bud Hook	Indianapolis, Ind.		7	13	DSQ	2424	28
Dick Clark	Indianapolis, Ind.		DNF	7	12	2358	29
Berkley Duck	Indianapolis, Ind.		13	8	DNF	2357	30

Wells Wanderings



MORE ON MASTS

As I mentioned in the August Bulletin, that debacle with mast at the Wichita Regatta started me on an engineering analysis of the whys and wherefores of mast failing when it didn't really seem that they should.

One of the most dramatic events was in the Junior Championship at Fort Worth two years ago when a gust removed the masts of quite a few boats. The difficulties are not confined to wood masts—aluminum masts have had their problems also. (Note the neat bend on the one in the photo.)



The first common denominator that I could come up with was that these failures occur either on a reach or a run. The occurrence of this type of failure will be made more likely by anything which results in a flatter angle between the side stays and the mast.

At Fort Worth, the mast failures were written off as being caused by having the chain plates too far forward, or by just having too flimsy a mast. In retrospect, no one noticed that most, if not all, the failures were on fiberglass boats; and that Dan Flaherty who won the race without difficulty was using Francis Seavy's wood boat, which I suspect also had 1/8" diameter side stays (most of the boats in Clearwater do.)

After the Wichita episode, I began to suspect that deflection in the fiberglass hull between the mast and chain plates might contribute to a sudden rapid build up in stress in the mast. I rigged up a test setup in the garage, with the lower third of my recently broken wood mast stepped on deck, the top being prevented from going up by a beam in the ceiling. Load was applied to the chain plates by two hoists, one with a spring scale in the system.

A load of about 525 lbs. was applied pulling up at each



by Ted Wells

chain plate, and vertical deflection was measured between the mast step and the chain plates. On my old wood hull—the deflection was 3/32". On my fiberglass hull, it was 21/32". The calculated deflection of a 3/32" diameter stay is about 3/4" with this load. The combination of these two deflections, especially with a mast rigged with a little forward rake—can increase the forward rake—and stress in the mast—very rapidly.

I wedged in a couple of wood braces 3/4" square, from the deck near the mast step down to the chines and rechecked the deflection—it was decreased to about 5/32". A better fit on the ends would reduce this further. I'm also using 1/8" diameter side stays now.

These values are good only for a mast stepped on deck, with a good solid web from the deck to the keel and center-board trunk. A keel stepped mast would have more deflection. I, also, don't know what the maximum load is on the stays, but I would guess about 700 lbs.—525 lbs. was all I could measure on the spring scale.

The problem with wood masts is accentuated by the difficulty of getting good spruce. The mast that I broke was about 2 1/2" fore and aft, 3" wide laterally, and with only a 1/2" hole in the center—but the wood had a very low density and therefore was brittle and weak in both bending and compression.

MAINSAIL TRIM

Two diametrically opposed theories have come out recently on how to trim mainsails in a light wind.

One theory involves use of a line to trim the boom in without pulling it down—the theory being that in a light wind the apparent wind varies more with height above the water and increased twist won't hurt, that there is less interference between the jib and main near the boom with the boom trimmed in farther, and that the main will have more draft if there is less tension on the leech. The net result is supposed to be pointing higher and going faster.

The other theory is that everything possible must be done to keep the luff of the jib straight, and therefore the boom should be pulled down even in a very light breeze.

The trouble is, of course, that light winds are so fickle that you don't get the controlled conditions necessary for easy and conclusive test results. Where you are is often more important than what you do. The first method seems to be popular on the West Coast. I've tried it, but I'm not convinced. I prefer an adjustable rope traveler with a freely sliding pulley. For light winds I let the traveler out so that the main sheet block on the traveler practically hits the boom when the mainsheet is pulled in so the end of the boom is about six inches or so inside the sheer. (But I haven't removed the fittings for the other system.)

For high winds there is no argument about the desirability of being able to pull down without pulling in. The only question is how best to do it.

The same auxiliary lines mentioned above can be used—only in this case the line on the leeward side of the boat is used to pull down. Forgetting to release this when tacking can be fatal.

One of the chief advantages of a rod type traveler is supposed to be the possibility of accomplishing this and it does—but practically the same thing can be accomplished with an adjustable rope traveler pulled flat. In very high winds, this will put quite a strain on the traveler—don't rely on just any old piece of left over line.

The boom vang should always be pulled tight when going to windward in a breeze, but this alone will not do the job when you are being overpowered and have to slack off on the main to hold the boat up. The vang will do a pretty good job of reducing twist in the mainsail, but won't do anything for the jib luff. Outward movement of the sheet block on the rod traveler, or flattening out the rope traveler will permit a high tension on the mainsheet, and therefore maximum tension on the forestay—and also maximum mast bend, without pulling the boom in too far. Both of these are necessary to go to windward in a blow.

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FOR SALE: WATTS DACRON SAILS - Jib and main, both full cut. Good racing record. Good condition. Number 12641. Only \$75.00. Write: Dean Jeynes, 32 Clark Ave., Cincinnati, Ohio. 45215

FOR SALE: FIBERGLASS SNIPE 15115. Built especially for 1964 Western Hemisphere Championships by Grampian Marine. Stainless steel fittings; automatic bailer. Clinton Johnson sails. Health necessitates sale. \$1100.00 Canadian or \$1040.00 American. Ian Donaldson, 453 Avon Crescent, Oakville, Ont., Canada.

FOR SALE: IRISH FIBERGLASS SNIPE 14146. Dry-sailed. Best mariner fittings. **BAILER COMPARTMENT.** Proctor aluminum spar. Cover. Boston sails. Everything is the finest! Must sell. Make an offer - no reasonable offer refused. Lawrence Davis, 4785 Welford Rd., Warrensville Heights, Ohio. Phone: 292-6376

FOR SALE: VARALYAY FIBERGLASS SNIPE 12162. North sails - 2 suits. American trailer; fitted boat cover; fiber-glassed mahogany dweck and rudder; chrome fittings; stainless steel board. Beautiful condition (garaged when not sailing) \$1450.00 **COMPLETE and READY TO RACE.** Byron Coates, 871 San Vicente Rd., Arcadia, California. Call 213-795-7765, daytimes.

FOR SALE: CLARK MILLS PLYWOOD SNIPE 10175. 2 wood masts; 2 sets of sails; cover; bailer; dry-sailed. 4 coats Epoxy. Minimum weight. Good racing record. With Sterling trailer - \$900.00. John W. Eilers, Jr., 7770 Rockhill Lane, Cincinnati, Ohio. 45243 Tel. 513-561-7179.

FOR SALE: 1 MURPHY & NYE set of medium-weather sails - excellent shape. New this year - \$105.00. 1 gold-colored medium-weather jib - \$35.00. Daniel E. Wesselhoft, 5419 Sherwood Ave., Peoria, Illinois

FOR SALE: LOFLAND SNIPE 13836. Excellent condition - New Levinson sails - White deck with turquoise hull. \$900.00. J. R. Lott, 113 Jennings St., South Bend, Indiana. Phone 28-70839.

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SANCTIONED SNIPE REGATTAS—

SEPTEMBER 3-4-5 LAKE WORTH Invitational Regatta, Lake Worth, Fort Worth, Texas. V. E. Cresswell, 301 Jones St., Ft. Worth, Texas, 76102

SEPTEMBER 5-6 DECATUR Snipe Regatta, Decatur Snipe Fleet, Lake Decatur, Illinois. Thomas S. Sly, 255 N. Summit Ave., Decatur, Illinois.

SEPTEMBER 9-15 1965 WORLD CHAMPIONSHIP Snipe Regatta. Gran Canaria Club Nautico, Las Palmas, Canary Islands. Under the auspices of Spain. Secretary and the Snipe Fleets

SEPT. 11-12 INDIANA STATE Open Championship, Indianapolis SC, Geist Reservoir, Indianapolis, Indiana. Paul Zent, 3605 Balsam - Apt. 22, Indianapolis, Ind.

SEPT. 18-19 CHICAGO INDIAN SUMMER Regatta, Burnham Park YC, Lake Michigan, Chicago. Dick Ver Halen, 1035 Keystone St., River Forest, Illinois. 60305

SEPT. 25-26 CRACKER BARRELL Regatta, Chattahoochee SC, Lake Harding, Georgia. J. C. Hogg, 1800 Malco Dr., Columbus, Georgia.

OCTOBER 2-3 GEORGIA SNIPE CHAMPIONSHIP, Valdosta YC, Long Pond, Twin Lakes, Ga. Garnett Puett, Box 397, Hahira, Georgia

NOVEMBER 6-7 HALLOWEEN REGATTA, Atlanta YC, Allatoona Lake, Atlanta, Ga. Mrs. S. W. Norwood, 76 Inman Circle NE, Atlanta, Ga. 30309



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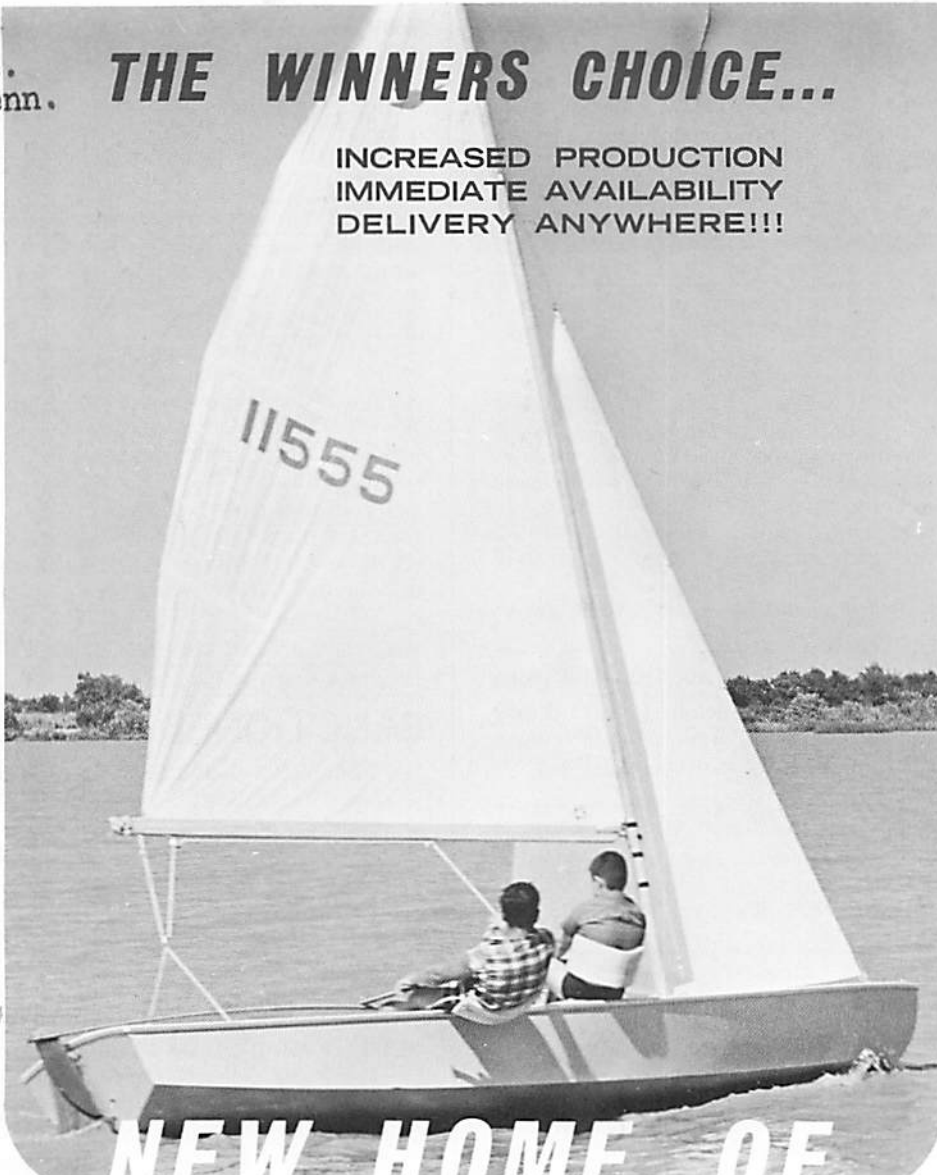
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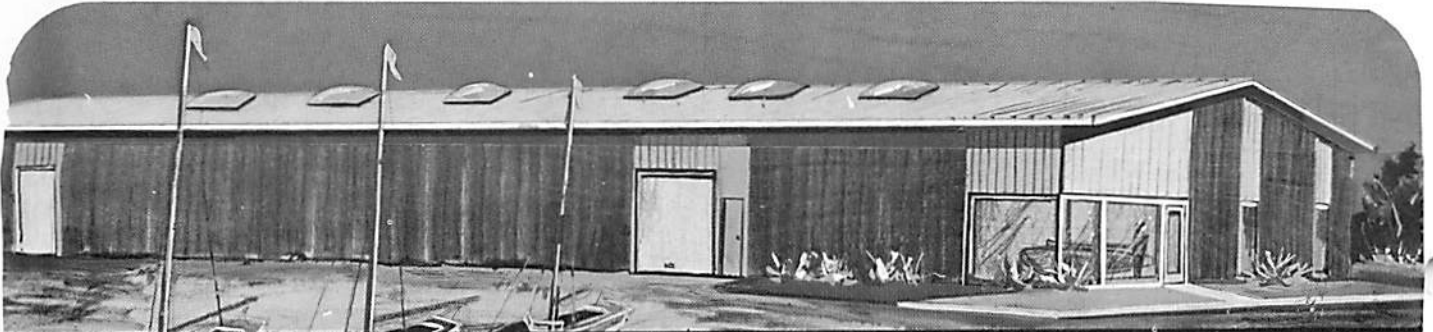
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