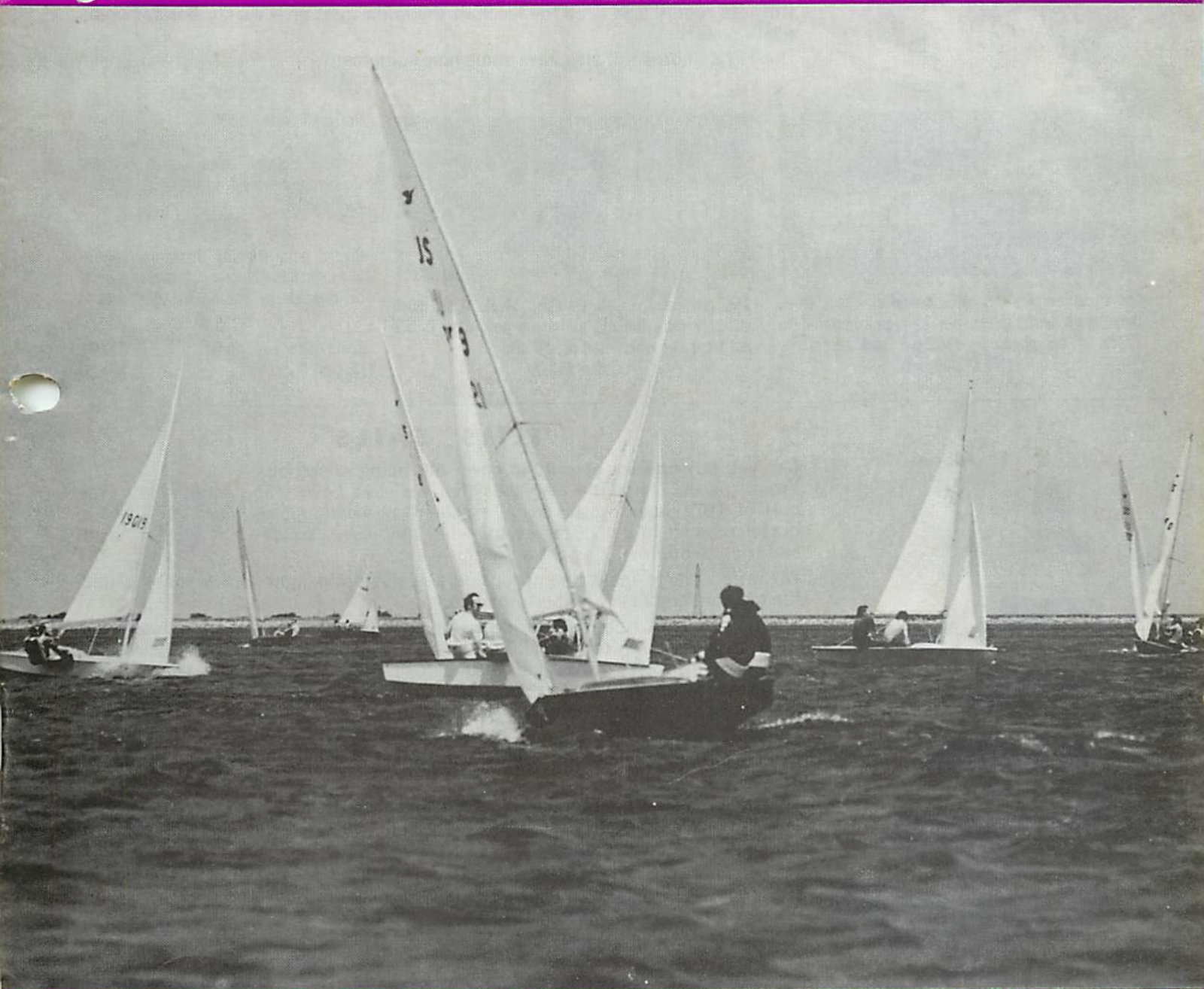




SNIPE

BULLETIN



SEPTEMBER 1972

Cobra Masts

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



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

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

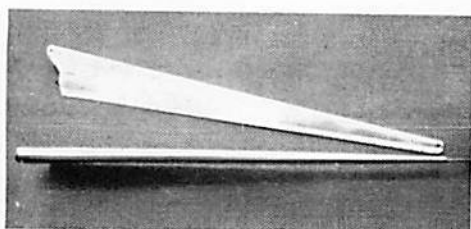
They were used by the winners of the last 2 Jr. Nationals, in '71 they were 1st, 2nd, 3rd, 4th and 5th.

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

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

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

The 1972 Cobras will also have some new equipment —



The spreaders are now of polished stainless steel, they weigh under 8 oz. per pair as compared to 17 oz. of the aluminum type we used before.
Price \$12.00 pair



The gooseneck is all stainless steel. It is much stronger than the old aluminum one. Also it will not freeze up when used in salt air.
Price \$12.00

MAST PRICES

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

\$200.00

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

\$255.00

Boom with end plates\$32.00
Rigged Boom\$75.00

ELMS SAILS

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

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

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

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

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

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

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

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

We are calling them the 1972 No. 1.

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

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



ELMS SAILS

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



THIRTY YEARS OF SNIPE SAILING

Above: Curly haired nine year old Dan Wesselhoft holds the tiller of his first Snipe.

Below: More recently, Dan and his comely crew Joan, accept trophy at C.D.Y.C.

Note: Son, Dave Wesselhoft now sails his own Snipe



Frank Pontius has sent the results for regattas sailed in District III in 1971. Sixty-five skippers qualified for the Red Fleet standings - at least 3 regattas, one of which must be class 10 or better. There were 268 in the Blue Fleet, making a total participation of 333 sailors! The top 10 of the Red Fleet are listed below:

- 1 Don Hite - Lake Angelus, MI
- 2 Bill Buckles - Decatur, IL
- 3 Harry Levinson - Indianapolis, IN
- 4 Jeff Troeger - Diamond Lake, MI
- 5 Bob Hill - Acton Lake, OH
- 6 Frank Pontius - Diamond Lake, MI
- 7 Bud Leonard - Diamond Lake, MI
- 8 Frank H Levinson-Indianapolis, IN
- 9 Lee Reichart - Indianapolis, IN
- 10 Terry Timm - Barton B C, MI



- * Low Moment of Inertia
- * Quality Controlled Production
- * 381 # Weight for 1974
- * Hull and Deck Molded in One Piece
- * Hull Rigidity Surpassing Wooden Hulls
- * All Fiberglass for minimal Maintenance
- * Base Price Full Rigged for Racing
- * Hull Speed Second to None
- * Management has 15 years Fiberglass Exp.
- * Build to SCIRA Measurements

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your pants—

you win one leg
at a time

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SNIFE BULLETIN

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

SEPTEMBER 1972

VOL. XXI No. 9

S.C.I.R.A. OFFICERS

Commodore

Richard L. Tillman
1609 Boone Hall Drive
Charleston, S.C. 29407

Vice Commodore

Ralph M. Swanson
44 Swan Road
Winchester, Mass. 01890

Rear Commodore

Stuart L. Griffing
1087 Meredith Drive
Cincinnati, Ohio 45231

Executive Secretary and Treasurer

Lowry Lamb
Privateer Road
Hixson, Tenn. 37343

RULES COMMITTEE

Chairman: TED A. WELLS
755 Edgewater Rd.,
Wichita, Kansas 67230

EDITOR

Lowry Lamb

EDITORIAL & BUSINESS OFFICE

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

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CHANGE OF ADDRESS

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

THE COVER

In case you do not know why they have big winds in the middle of the U.S. here is the proof - nothing to stop it. The photo is a scene from the District II Championships held this year at Oklahoma City Boat Club on Lake Hefner.

WESTERN HEMISPHERES

Daniel Moreno, National Secretary for Colombia has announced the following dates for the Western Hemisphere Championships. Because of the heavy tourist demand for accommodations in January, the decision was made to hold the regatta earlier than scheduled. The new schedule is as follows. December 1 - 9, 1972.

- 1st - Measure sails
- 2nd - " "
- 3rd - 2 tune up races
- 4th - 1 " " & skippers Meeting
- 5th - 1st race
- 6th - 2nd & 3rd races
- 7th - 4th race
- 8th - 5th & 6th races
- 9th - 7th race & Awards Ceremony

THE SCORE

Numbered SNIPES — 20203

Chartered Fleets — 722

Only 10 numbers were issued this month, all going to the U.S. This brings the total for the year to 412, which is not bad considering this is only for seven months.

No new fleets were chartered but Fleet No. 61 was re-issued to a group on Walloon Lake. A fleet existed there back in the 1930's. Anyone interested contact P.B. Lange Box 397, Walloon Lake, Michigan 49796.

COMMODORE BECKER

With deep regret, we convey the sad message that George Becker, former Commodore of SCIRA and Sea Cliff Yacht Club, died in his home in Glenwood Landing, New York, July 1. He was 78 years old.

An enthusiastic participant in boating activity, Mr. Becker helped reactivate Sea Cliff Yacht Club in 1932 and served as the Commodore there from 1946 to 1948. Mr. Becker, encouraged by the growing interest of local youngsters, started Snipe Fleet #4 in 1933. Today, the fleet he organized, is one of the most active on Long Island Sound. His efforts for the Snipe cause did not go unnoticed; he was named Commodore of SCIRA in 1945.

THOUGHTS WHILE SAILING

1972 is the year classes are chosen for the Olympic games to be held in Canada in 1976. As previously reported, the I.Y.R.U. Class Policy and Organization Committee recommends classes to the Permanent Committee. However, at their meeting this year they decided not to make any recommendations. Paul Henderson, Canadian member of this committee reported that there were several strong proponents of Snipe. We are still in the running but the final outcome will not be known until the Permanent Committee makes the choices at their meet in November.

A number of Snipe sailors are contending in other classes for the Olympics in Kiel this year. Earl Elms (in Solings) and Jeff Lenhart (Finns) finished in the top five in the U.S. eliminations. Scott Allen won the right to represent the U.S. in Flying Dutchman. Ted Hains is representing Canada in the Tempest class. We have not heard the results of the eliminations in other countries but do know that a number of Snipe sailors are attempting to qualify.

The Snipe class is not one of the Olympic classes this year but it certainly is contributing a number of very fine sailors to the Olympic effort.

Known as "Uncle George" to most of the younger population who grew up in Sea Cliff from the 30's on, Commodore Becker believed that every child who wanted to sail should have the chance. He would lend a boat or sell one cheaply just so a youngster could have that opportunity. As a result, many of those youngsters are good skippers today. In addition to encouraging their interest, Commodore Becker was always on hand to help and guide them. During the war years, he stored many a boat in his yard for a departing serviceman. Eventually, there were so many boats, he bought a boatyard just to store them all.

Commodore Becker was also active in Snipe building. He constructed 13 boats from 1933 through the war years.

In recognition of all his efforts in Snipe activity, a Snipe Team Trophy was rededicated in 1956 in his honor as the George Becker Perpetual Trophy. It is sailed for annually in Snipe Fleet #4 competition.

Perhaps most significant of all is that Commodore Becker has left a legacy behind - he introduced and encouraged children to sail for almost 4 decades.

Joan Lawson
Sea Cliff Yacht Club Fleet #4

THE COMMODORE SAYS

In July and August I had the pleasure of doing what the Commodore should be doing - travelling to regattas and talking to Snipers throughout the world; well, at least Europe, Africa and America. In July the Commodore was a guest of the Portugese Snipe Class and attended the XII Europe and Africa Snipe Championship. This regatta, formerly open to one entry per nation, now permits two entries per nation. Thirty competitors from 10 countries raced in the Atlantic off Porto, Portugal, 15 - 22 July. In this championship, as well as its twin, the Western Hemisphere Championship, the Snipe class is unique in that the host country provides room and board for all competitors. Portugal's regatta was the most elaborate and best organized I have ever seen. Dinners and entertainment were planned each evening and every detail was skillfully attended.

The racing itself was fiercely contested between Felix Gancedo of Spain and Ove Lorentzen of Denmark. Gancedo, considered the best of Spain's small boat sailors, trailed Denmark's national champion throughout the series despite two firsts and a second behind Lorentzen's one first and 3 seconds. In the final race, Gancedo, with a 45 second lead at the leeward mark, needed one boat between himself and Lorentzen, who had been well up in second place during the race. In an exciting strategic and tactical duel, Gancedo waited for

Lorentzen midway up the final leg and by covering and tacking was able to slow the Dane enough to allow Antonio Basilio of Portugal to move up to second place, thus gaining the Championship. Portugal's Paulo Santos, who won the Europe and Africa Championship the last two times, finished 13th, one place ahead of Ruy Moreira, the organizer of the event. Santos has not actively raced Snipes during the last year, which is evidence of how highly competitive our class is. The same can be said of Ruy Moreira, as it is very difficult to organize a large regatta and also race in it. The top 10 places are shown below.

A significant decision of the European National Secretaries was to open the championship to three entries per country in the future. This is a healthy trend in my opinion, to increase the interest and amount of participation in our more important international regattas. The next world championship scheduled for Malaga, Spain in October 1973, will be open to two entries per nation.

Also of significant interest was the stepping down of Svend Rantil, who has carried out the duties of European General Secretary so well for the past 10 - 12 years. Eduardo de Queiroz was elected the new European general Secretary and Arturo Delgado the Vice General Secretary.

Dick Tillman

Gancedo/Parga	Spain	11,8,2,1,1,13,1	34	1
Lorentzen/Norgaard	Denmark	2,1,15,2,2,00,3	35.7	2
Basilio/Pacheco	Portugal	8,4,7,7,9,1,2	51	3
Krafft/Krafft	Sweden	3,7,14,4,4,3,6	52.1	4
Brezich/Apolonio	Italy	4,5,10,10,7,2,14	66	5
Vanja/Ivica	Yougoslavia	1,19,5,14,3,5,15	66.7	6
Masso/Cervera	Spain	7,9,9,3,5,11,5	68.7	7
Winqvist/Renvall	Finland	14,2,11,5,8,7,7	70	8
Graux/Stercx	Belgium	5,11,1,12,14,6,13	75.7	9
Bjurstrom/Bjurstrom	Finland	9,12,8,6,6,10,9	83.4	10

RULE BOOKS

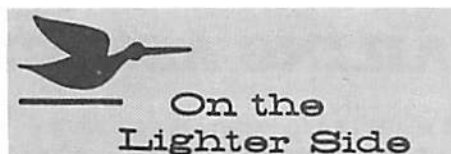
1972-73 Rule Books were sent to Fleet Captains in May for all dues paid members in the US. All members who paid dues after that time have either been sent their rule books directly or they were sent to the Fleet Captains. If your Fleet Captain has not given you your rule book - ask for it. If you are a Fleet Captain and have not received rule books for your DUES PAID fleet members please inform the SCIRA office, Privateer Rd, Hixson, TN 37343.

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 — by Ted Wallis —

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At bookstores or direct from SCIRA - \$6.50

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IT'S ALL IN THE NAME

Our first boat bore a startling resemblance to a Snipe, and that was about all you could ask for \$150. Since I had never named a boat before, I insisted on expressing myself in Snipes. After discarding several grand sound sobriquets such as "Intrepid" and "Flying Cloud", I brilliantly looked up Snipe in our handy Spanish dictionary. It said simply, "La zopenca". This I painted raggedly on the transom of our boat.

After wallowing through Mission Bay for a year, feeling very slow, we got around to looking closely at the boat and weighing it. According to the more or less accuracy of the neighborhood's bathroom scales, she weighed 575 lbs. And according to a brass plate permanently attached to the rear of the daggerboard she was MADE IN JAPAN.

Beset with uneasiness, I hurriedly looked up "La Zopenca" in the Spanish section of our dictionary. Sure enough, it said, "Fat, stupid, sluggish. Also snipe."

Our next boat was slightly used, but the genuine article. I decided to work within a field I was a bit more familiar with - musical terms. "Veloce" means quickly, rapidly! Everyone said it sounded a lot like a belch. We ended up referring to it by number - 12217.

The time finally came when we could afford a new boat. I lay awake pondering names, and eventually dreamed up "Fink Fast". The Fink part it was, but the Fast, it wasn't. We sold it to a pleasure sailor and resurrected Veloce, which had been converted to a wading pool for our kids.

As wood rot helped Veloce slowly self-destruct, we ordered an all-glass boat. I was determined to find the perfect name, this was to be the final step in a great evolution, the ultimate Snipe. And that foretold its fitting name, "Ultimate Bird."

Giddy with a winning boat and idea, we decided to extend the "Bird" theme to name our future Snipes. Next came "Superbird", and my son, Michael suggested the simple "Bird III" or "Third Bird" for our present boat.

In family discussions, we had been submitting entries for the next Snipe, but somehow "Bird Power" or "Birdspeed" didn't turn me on. Yesterday, our 8 year old, Susannah, ran onto the dock as we returned from fleet races, sparkling with excitement. She had invented the perfect name for our next boat... "Absurd Bird."

Sounds like a winner to me.

Margaret Boswell
 Austin Fleet # 505

SAILING ASSOCIATIONS

I would like to expand upon Commodore Tillman's theme, expressed in a recent article, that our relationships with each national sailing authority are of extreme importance. There is a need to establish a strong relationship especially in the United States, between U.S. Snipe sailors, SCIRA, and the North American Yacht Racing Union.

The N.A.Y.R.U., through many volunteer committees, organizes and conducts the five North American Championships (Sears, Adams, O'Day etc.) preceded by quarter and semi-finals; establishes racing rules; decides appeals; administers off-shore racing and safety; represents us in life jacket regulation; and other functions, not the least of which is to provide the U.S. delegates to the I.Y.R.U. The officers, executive committee, committee chairmen, and committee members hold such positions largely because they were willing to accept responsibility. As vacancies occur, N.A.Y.R.U. is trying to fill them with young, active, competent sailors; the new Class Advisory Committee is so constituted, but does not include a Snipe sailor.

A reading of the committee rosters shows that Ted Wells, as a member of the Racing Rules Committee, is the only familiar Snipe name.

While the N.A.Y.R.U. membership includes individuals, yacht clubs, and class associations, the voting at annual meetings is by the delegates of the 34 constituent geographical yachting associations (one delegate per association). These delegates in recent years have been invited to listen to the meetings of the various committees, preceding the annual general meeting.

A given association's delegate is obviously chosen from among constituent yacht club delegates to that association, who have proven themselves willing to attend association meetings, organize annual multi-class regattas, and conduct area quarter and semi-final N.A.Y.R.U. events.

The opportunities for work in support of the N.A.Y.R.U. organization are enormous, and we should undoubtedly undertake more of it as individuals over the next ten years.

Short-range, there are great advantages to both yacht clubs and individual sailors being members of N.A.Y.R.U. A yacht club must be a member, or its geographic association must be a member, for appeals to be heard. Membership also guarantees prompt receipt of rules changes and appeals decisions.

The N.A.Y.R.U. is deserving of our support. If you are not a member at present, please consider becoming a member by filling out the membership application form in this issue, which identifies the applicant as a Snipe sailor.

The United States International Sailing Association assists in the training of amateur yachtsmen to represent the U.S. in the Pan American and the Olympic games. As an example, it provides money

toward the transportation and support of Snipe entries in the Pan American Games, and exists through contributory memberships. A membership application form is in this issue, and it also identifies the applicant as a Snipe sailor.

Stu Griffing
Rear Commodore
U.S. National Secretary

Application reprinted in SNIPE BULLETIN, monthly publication of the Snipe Class.



United States International Sailing Association

APPLICATION FOR MEMBERSHIP

I desire to become a member of the United States International Sailing Association and have checked the type of membership desired in the appropriate box below. Please mail my receipt card, bulletins and any other data to the address shown below.

NAME (in block letters)

ADDRESS

.....
.....

Zip Code

DATE

Check for annual dues	<input type="checkbox"/> Benefactor (for Life)	\$1000.
Money Order	<input type="checkbox"/> Sponsoring Member	\$250.
enclosed herewith	<input type="checkbox"/> Sustaining Member	\$100.
	<input type="checkbox"/> Contributing Member	\$50.
	<input type="checkbox"/> Supporting Member	\$25.
	<input type="checkbox"/> Associate Member	\$10.
	<input type="checkbox"/> Junior Member (under 18)	\$5.

Your attention is drawn to the fact that dues and contributions are deductible for Federal income tax purposes.

Please return this form to the Secretary
United States International Sailing Association
37 West 44th Street
New York, N. Y. 10036

West Coast Regattas District 6 Championship

DISTRICT SIX CHAMPIONSHIPS

With six time winner Earl Elms absent, (sailing in a Soling event for qualification for Soling Olympic trials) Mission Bay sailors Lenhart, McLaughlin, and Peterson took the top spots at the District 6 Championship, sailed June 3-4 at Balboa Y.C.

At the Skippers meeting the majority of skippers voted to use the 720 rule and it appeared to work satisfactorily.

While the normal winds at Balboa are light, the wind Saturday was fairly strong, but came back Sunday to its normal lightness, causing a shortening of the final race.

Saturday's first race was a triangle, with DeSouza finishing in front of Lenhart and McLaughlin. The next race was a modified Olympic course in which McLaughlin was ahead of Lenhart and DeSouza. So the first day finished with McLaughlin and DeSouza tied with 5.7 points, followed by Lenhart with 6.

The first race Sunday was a long triangle won by Lenhart ahead of McLaughlin and Kimball. Another triangle followed, with Mike Eisenberg coming on strong at the finish ahead of Peterson and McLaughlin.

With the wind dying, the last race was a shortened windward-leeward course, with Peterson picking up the first spot over Schofield and Lenhart.

Marty Van Wolfswinkel, by being the top junior finisher, became the new District 6 junior champion.

Results, best 10 of 24

Skipper and Club		1	2	3	4	5	Points	Position
Jeff Lenhart	MB	2	2	1	4	3	19.7	1
Tom McLaughlin	MB	3	1	2	3	5	24.4	2
Dave Peterson	MB	5	4	6	2	1	32.7	3
Doug DeSouza	MB	1	3	4	6	7	38.4	4
Ron Fox	AB	4	8	14	5	9	67.0	5
Dennis Allison	MB	7	11	9	10	4	69.0	6
Alex Kimball	AB	17	6	3	7	12	71.4	7
Marty Van Wolfswinkel	SB	9	5	8	8	13	72.0	8
Jim Boldt	KH	6	9	5	9	15	72.7	9
Mike Eisenberg	DR	10	F	11	1	8	76.0	10

HIGMAN SERIES

Twenty one Snipes, including four from San Diego and three from Santa Barbara, turned out for the second Traveling Trophy event of the season, sailed at Alamitos Bay May 13-14. Winds were quite strong for both days racing.

In the first race it was Peterson in front at the weather mark followed by DeSouza, but at the leeward mark McLaughlin had passed DeSouza. However on the final beat DeSouza forged into the lead while Schofield came on strong to edge McLaughlin for third place.

The wind dropped slightly for the second race and at the weather mark the order was Peterson, McLaughlin and DeSouza. Peterson still led at the leeward mark, but on the final beat DeSouza pulled into second with Schofield third.

In a dropping wind the order of finishes for the third race was Peterson, McLaughlin, and Boldt.

A bunch of hungry sailors congregated around the barbecues for a hamburger bash, lots of beer, and sailing talk far into the evening.

With the wind still holding well on Sunday DeSouza led Peterson at the finish of the fourth race, with Boldt in third.

In the final race it was Schaeffer first at the weather mark, followed by DeSouza, and Peterson at this point was a distant sixth, but with a fantastic burst of speed Dave was back in front half way down the reach, finishing well ahead of DeSouza and Schaeffer.

Results, best 10 of 21

Skipper and Club		1	2	3	4	5	Points	Position
Dave Peterson	MB	2	1	1	2	1	6	1
Doug DeSouza	MB	1	2	6	1	2	17.7	2
Jim Boldt	KH	8	5	3	3	6	47.1	3
Tom McLaughlin	MB	4	4	2	15	8	54.0	4
Ron Fox	AB	9	7	4	5	5	56.0	5
Roger Seapy	AB	7	6	8	8	4	60.0	6
Bob Schaeffer	KH	5	11	12	6	3	62.4	7
Henry Schofield	AB	3	3	9	13	F	65.4	8
Jack Huhsing	SB	6	8	10	12	10	75.7	9
Alex Kimball	AB	12	9	7	9	13	80.0	10

Application reprinted in SNIPE BULLETIN, monthly publication of the Snipe Class.

North American Yacht Racing Union

FORM OF APPLICATION FOR MEMBERSHIP

NAME (in block letters)

ADDRESS

Zip Code

YACHT CLUB

YACHT (if any)

DATE

Check for annual dues Sustaining Membership (\$25.)
 Money Order Contributing Membership (\$15.)
 enclosed herewith. Regular Membership (\$10.)*
 Yacht Club Membership (\$15.)

Please mail the Year Book, Bulletins and any other data to the address shown above.

* Persons under 25 years of age (\$5.)

Please return this form to the

Corresponding Secretary
 North American Yacht Racing Union
 37 West 44th Street
 New York, N. Y. 10036

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Most Snipe skippers want North sails because they know their suit will be just like those that are winning regattas.

To insure your sails are identical, we test our cloth thoroughly and use plastic templates in production.

You can be racing with new North Snipe sails one month from the day you order, so don't delay! We want to help make your 1972 sailing season your best one yet, so call us collect when you wish to order.



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WEST GERMANY
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WHO SAYS OBSOLETE?

Since being elected Brazil's National Secretary, I've visited all of Brazil's fleets. I was astonished to see that only 200 of the 600 Snipes ever built in Brazil were active. The other 400 are considered obsolete. I simply don't believe in obsolete wooden hulls; bad "motors" (masts and sails) – yes!

I've owned 15 Snipes in the last three years and on 5 of these boats I used the same Bruder mast and North sails. In competition, I maintained a steady position, losing only to the same few boats.

So, in my first circular letter to all fleet captains and sailors I stated: "Old, obsolete boats don't exist." Very few Brazilians believed my statement. But now I think I have a chance to prove it.

Under a tree, lying upside down for more than ten years in a suburb of Sao Paulo, I found "Grandpa." (see photo) Carved in his mahogany keel batten, a number – 5206! Built 32 years ago, it was a 3/4" cedar planked, heavy decked snipe hull. I thought, "I must own this boat." It was love at first sight.

It took me more than twenty days to find the owner. After a good deal of bargaining, I bought "Grandpa" for US \$80.00. Then began the big job of restoration. I took "him" to senhor Luiz, a fine boat builder. The planking was open but there was absolutely no rot. We filled each joint with wood battens and glue. Off came the heavy deck. We added a new simplified 1/4" plywood deck, a Cobra mast, a Bruder rudder, a spruce boom, an aluminum center board, and an Elvstrom super-large bailer. Then came the big test: the weight. I was trembling. With cedar 3/4" planking, mahogany keel it seemed to me impossible to meet the new international weight.

But "Grandpa" proved that the diet was worth while. Total weight – 384 pounds!! Final cost was \$900.00.

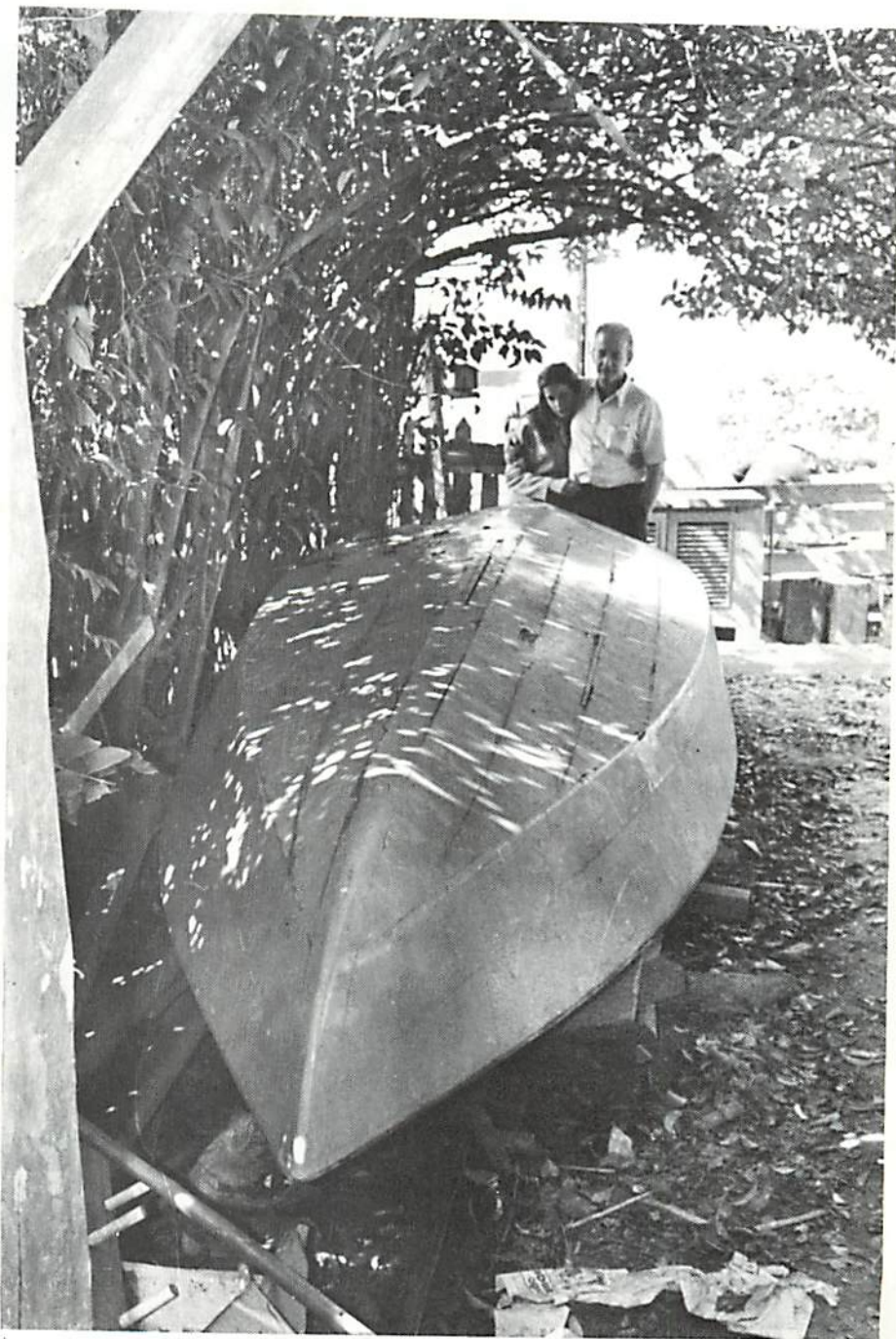
Now "Grandpa" is waiting for the big day. Nelson Picollo is working on the new 5206 sails. And, since a great sailor has accepted the challenges, that sail will carry a silver chevron. Ralph Conrad, former Western Hemisphere Champion, and number 2 in the last World Snipe Championship, will be his skipper in the third South Brazillian Open, to be held in Sao

Paulo in September. "Grandpa" will be racing against 70 boats from all over South America. He is going to test his qualities against Chubascos, Skippers, Linenburgers, Bordolanis, Anels, Florios, Pedros, etc. The next lowest sail number will be 10825, and the highest will be 19708. This makes the average boat 25 years newer than "Grandpa". Against this

competition, can 5206 do it??? "He" will tell you personally in the next chapter.

*Flavio Caiuby
National Secretary, Brazil*

**In Brazil, boats are masculine, not feminine as in the U.S., "machismo"!*



Before, Snipe 5206, Grandpa, almost "resting in peace". At his side is Flavio Caiuby and his pretty daughter and crew, Priscila.

Don Hite Makes Clean Sweep at Middlefork



On May 6th and 7th, at Richmond, Indiana, the District 3 regatta schedule began with the annual Middlefork Opener. 46 boats from 4 states formed balanced "A" and "B" fleets of 23 boats each, and made it the biggest and best regatta for the 177 acre reservoir. The "A" fleet had many of the district's best and the large "B" Fleet represented many new skippers in growing fleets.

The typical spring weather was 18 knots average with gusts to 30 on Saturday. It stayed S.S.W. and warm on Sunday but died to a gentle 5 knots.

The highlight of all the races was Don Hite who usually got a lead by the 2nd leg and then got whole legs ahead. He and his petite crew Gayle Nelson did nearly as well in the heavy air as in the light.

4 races on Saturday afternoon produced some sore hiking muscles, although the first race was thrown out due to a mark drifting to shore. The small size of the lake produced irregular wind patterns and the down wind leg had to be a nearly straight run. Capsizes resulted as expected - too numerous to count.

The A Fleet leaders following Hite around were Terry Timm, Ann Arbor, Harry A. Levinson, Indianapolis, and

Dick Schmidt, Ann Arbor. These last two tied for 3rd in an unbreakable manner which was solved by the flip of a coin.

The B Fleet leaders were Gary Guthrie of Richmond who won last year and newcomer Mark Constant of Muncie. Mark had the advantage until the only protest of the regatta knocked him out of one first. Third place Ralph Townsend, Indianapolis, did better every race and really moved well in the light air on Sunday. Gary Guthrie also received the best junior award again.

A new perpetual trophy, The Vintage Boat Award was initiated by the local fleet. It is awarded by modifying the finishing positions by a number according to the age of the boat. For every thousand less than 20,000, the boat gets 1 place, thus Jerry Makela, Richmond, in #6290 in 9th place, received 14 places for a minus 5 to win the trophy.

The B. Fleet will be combining their standings in this regatta with the Muncie regatta and the Oxford Accident to compete for the MOM perpetual trophy (Middlefork-Oxford-Muncie).

*James R. Guthrie
Whitewater Valley Fleet #653*



Front L to R: Gail Nelson, Marie Lucas Harry Levinson, Gwen Gordon, and Sandy Rowland. Back L to R: Don Hite, Terry Timm, Harry A. Levinson, Dick Schmidt, and Bob Rowland.



Front L to R: Steve Elzemeyer, Bob Lamb, Marilyn Andrew, Kevin Lee, Earl Barb. Back L to R: Gary Guthrie, Mark Constant, Ralph Townsend, Marvin Lee and Steve Barb.

Timm Wins at Birch Lake

The annual Champagne Regatta was held at Birch Lake the weekend of May 27th and 28th. Sunny skies with temperatures in the mid 80's greeted the fleet of 27 boats on both days.

On Saturday with winds varying from 5-10 knots, two Barton Boat Club sailors showed the rest of the fleet the way as Terry Timm won the 1st race with Dick Schmidt and Don Hite of Lake Angelus close behind. In the second race, Dick Schmidt crossed the finish line first with Terry Timm in second and Tim Nichols of Wolf Lake third.

By race time on Sunday, winds had decreased to a light and shifty 0-3 knots. Terry Timm got away from the fleet early and led the entire distance to finish first with Bud Leonard of Diamond Lake second, and Frank Pontius, also of Diamond Lake third.

Pewter cup trophies were awarded to the skipper and crew of the first six boats with Terry Timm the winner, Dick Schmidt second, Frank Pontius third, Bud Leonard fourth, Don Hite fifth, and Jeff Troeger sixth. The award of the traveling Champagne bucket, a "non traveling fifth of champagne, and the "Hackers" award, all significant of the best finish by a Birch Lake, Diamond Lake or Eagle Lake sailor went to Frank Pontius.

MIDDLEFORK OPENER

"A" Fleet

19267	Don Hite, Lake Angelus	1-1-1-1	0.0	1
19386	Terry Timm, Barton	2-4-4-6	30.7	2
12192	Harry A. Levinson, I.S.C.	7-6-7-2	40.7	3
16103	Dick Schmidt, Barton	3-5-5-9	40.7	4
20007	Bob Rowland, Cowan	8-9-3-4	42.7	5
16796	Lee Reichart, I.S.C.	5-2-6-13	43.7	6
19388	George Drake, Lake Angelus	13-3-2-17	50.7	7
19062	Mike Zalzal, Acton	4-7-8-10	51.0	8
9299	Bud Leonard, Diamond Lake	12-10-9-3	54.7	9
18120	Bob Hill, Acton	11-13-14-8	70.0	10T
18858	Ed Griffith, Acton	10-14-15-7	70.0	10T
18502	Steve Sherman, Muncie	9-8-13-21	75.0	12
13023	Ed Probeck, Burnham	6-17-17-18	81.7	13
19368	Warren J. Hanselman, Barton	15-12-12-20	83.0	14T
19800	Tom Rolfes, Acton	16-18-11-14	83.0	14T
19361	James Guthrie, Richmond	14-15-10-22	85.0	16
7192	Hy Finegold, Cowan	17-16-19-16	92.0	17
16697	Dick Glenn, Chippewa	DNS-11-16-19	93.0	18
19715	John Stanley, Crystal Lake	18-DNF-18-15	94.0	19
18116	John D. Brannan, I.S.C.	DNS-DNS-DNS-5	97.0	20
18501	Carl Levinson, I.S.C.	DNF-DNS-DNS-11	100.0	21
17465	John Gore, Diamond Lake	DNS-DNS-DNS-12	105.0	22
13008	Arnold Lundmark, Cowan	DNS-DNS-DNS-DNS	116.0	23

"B" Fleet

17331	Gary Guthrie, Richmond	1-2-2-12	24.0	1
16402	Mark Constant, Muncie	DSQ-1-1-3	30.7	2
17560	Ralph Townsend, I.S.C.	7-5-4-2	34.0	3
19345	Marvin Lee, Muncie	3-6-3-8	37.1	4
19269	Steve Barb, Muncie	2-4-10-7	40.0	5
19724	J. Craig Speck, Birch Lake	4-3-6-10	41.4	6
19362	Stuart Spencer, Richmond	9-8-11-4	54.0	7
15221	Scott Maddox, Diamond Lake	5-10-12-6	56.7	8
6290	Jerry Makela, Richmond	8-7-5-17	60.0	9
16608	Vince Hellmann, Muncie	6-14-8-11	62.7	10
19278	George Howell, Richmond	10-9-14-14	71.0	11
19618	Louis Spencer, Burnham	12-13-9-19	78.0	12T
18914	Erick Laine, Richmond	13-12-16-13	78.0	12T
18913	John Meredith, Richmond	DNS-11-7-15	80.0	14
10593	Erick Laine, Jr., Richmond	11-15-15-16	81	15
185 1	Paul Porter, Muncie	DNS-DNS-DNS-1	87.0	16
19179	Dave Schafer, Burnham	DNF-DNS-DNS-5	92.0	17
19399	Dave Kerper, Diamond Lake	DNF-DNS-DNS-9	97.0	18
11467	Kiffin Gilbert, Richmond	DNS-DNS-13-18	101.0	19
19367	Tom Wilson, Richmond	14-DNS-DNS-21	105.0	20
14982	Stanley Kowalski, I.S.C.	DNS-DNF-DNS-DNS	109.0	21
16140	Bob Hill, Jr., Acton	DNF-DNS-DNS-DNS	111.0	22
17224	Marjorie Smith, Richmond	DNS-DNS-DNS-20	113.0	23

J. Craig Speck Birch Lake Fleet #304

19386	Terry Timm	Barton	1-2-1	3.0	1
16103	Dick Schmidt	Barton	2-1-11	20.0	2
17163	Frank Pontius	Diamond Lake	6-7-3	30.4	3
19299	Bud Leonard	Diamond Lake	9-8-2	32.0	4
19267	Don Hite	Angelus	3-4-20	39.7	5
16953	Jeff Troeger	Diamond Lake	4-10-13	43.0	6
19724	J. Craig Speck	Birch Lake	10-11-5	43.0	7
15400	Tom Crookston	Wall Lake	8-5-15	45.0	8
17700	Tom Troeger	Birch Lake	7-21-4	48.0	9
19447	Dan Wesselhoft	IVY	13-9-12	52.0	10
13835	Wayne Milne	Birch Lake	15-15-6	53.7	11
17780	Tim Nichols	Wolf Lake	12-3-NS	54.7	12
19388	George Drake	Angelus	5-14-19	55.0	13
19715	John Stanley	Crystal Lake	20-12-8	58.0	14
9432	Earl Troeger	Birch Lake	17-6-18	58.7	15
15182	Judy Corliss	Lansing	18-16-7	59.0	16
16600	John Gore	Diamond Lake	16-19-9	62.0	17
12400	Tom Wurster	Diamond Lake	11-17-17	63.0	18
19399	Dave Kerper	Diamond Lake	19-18-10	65.0	19
15221	Scott Maddox	Diamond Lake	21-13-14	66.0	20
17465	Jill Gore	Diamond Lake	14-22-NS	79.0	21
19711	Tom Athanas	Diamond Lake	22-20-23	83.0	22
18399	George Varga	Birch Lake	25-24-16	83.0	23
15218	Bill Carpenter	Birch Lake	23-23-22	86.0	24
14690	Skip Armstrong	Diamond Lake	NS-NS-21	91.0	25
18347	Gene Hains	Diamond Lake	24-25-NS	92.0	26
14375	Dick Gault	Diamond Lake	NS-NS-24	94.0	27

PRINCIPAL SAILING RULES OF NAYRU GRAPHICALLY INTERPRETED

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33.3 Tacking and Jibing.

3a While Tacking:

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Pete Duvoisin New D4 Champ

50 Snipes were on the line and ready Saturday June 10 for the first race of the District 4 Snipe Championship in the St. John's River at Jacksonville. The moderate wind lasted till the first 8 boats rounded the weather mark and then an immoderate tide and no wind at all threatened to take all boats to the Atlantic some 20 miles away. All races for the day were called and boats were towed back to Florida Yacht Club where District Governor Means Davis conducted the D-4 business meeting. Since the trophy requires at least three races, and this is also the qualifying series for the U.S. nationals, the decision was made to have at least 3 races on Sunday, no matter what the conditions.

A front had moved through by Sunday morning bringing overcast skies and winds of 15-20. Pete Duvoisin and his wife/crew Jane won decisively in the wind and chop with finishes of 1-1-2. Francis Seavy, in his new boat "Ralph," with Charlie Morgan, Jr. as crew showed his old form and took second place. "Old Man" Diza in third beat out Bruce Colyer and Augie Diaz in 4th and 5th for the other Nationals berth.

Scott Cline's 13th place won the District 4 Junior Championship and with it the Bud Hook Trophy.

Pete Duvoisin	Chattanooga	1-1-2	3.0	1
Francis Seavy	Clearwater	2-6-1	14.7	2
Gonzalo Diaz	Miami	3-4-5	23.7	3
Bruce Colyer	Ft. Lauderdale	5-2-6	24.7	4
Augie Diaz	Miami	6-3-4	25.4	5
Barry Cochran	Clearwater	4-7-3	26.7	6
Bruce Cochran	Clearwater	7-5-16	45.0	7
Julio Galletti	Miami	11-8-11	48.0	8
Dan Williams	Chattanooga	13-9-8	48.0	9
Bill Simons	Chattanooga	8-14-12	52.0	10

Leif Zars Tops in the Southwestern

The oldest Snipe Regatta in the world took place May 26, 27 and 28th on White Rock Lake, Dallas, Texas hosted by Fleet One and the White Rock Sailing Club.

"Ol' Joe" started playing with the wind machine for Saturday's race which resulted in a long drifter that seemed to last all day. Sunday morning the wind came up to 7 or 10 K but "Joe" was still making his presence known any time you tried to go windward.

Lief Zars of San Antonio had his problems Saturday with a 12th place, but came through with first in both of Sunday's races to grab the number one spot. Lief's wife Pat crewed and kept Papa Zars calm. Ted Wells took second with a young lady for crew that we think he stole from the Miss Kansas Contest! Fleet One continued to show it's Texas hospitality by taking only 4 of the 15 trophies awarded (that local knowledge is really wonderful). Gary Zars followed Ted and Papa to the finish line for 3rd Place.

The ladies of Fleet One cooked all the meals which went for a fee well below the break-even point and most out-of-town guests were furnished lodging in member's homes (we are trying to fight the high cost of regattas).

The Tune-Up Race and the 5 Ft. Tall Trophy went also to San Antonio with Dr. Bubba Horner winning.

Seventy-eight boats will likely force us to enlarge our lake next year or have two fleets or at least shoot Ol' Joe. Y'all come!!

*Ed Haynes
Fleet No. 1*

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Leif Zars	San Antonio	12-1-1	1
Ted Wells	Wichita	1-3-11	2
Gary Zars	San Antonio	7-12-2	3
Mike Choquette	Tulsa	4-14-5	4
Dick Fagin	Dallas	2-4-26	5
Quinn Dennis	Jackson	27-2-8	6
Frank Reisnecker	San Antonio	29-8-3	7
Jack Tillman	San Antonio	14-15-9	8
Pete Fenner	Dallas	3-21-20	9
Gordon Wallace	Dallas	24-17-4	10
Stan Vaughn	Dallas	27-13-6	11
Gary Boswell	Austin	35-5-7	12
Albert Lamar	Jackson	6-26-18	13
Jim Wild	San Antonio	24-10-15	14
Ed Menger	San Antonio	26-18-12	15
Bob Wylie	Dallas	15-25-17	16
Bob Cummings	Dallas	23-19-16	17
Bob Peugh	Wichita	17-20-25	18
Ken Rix	Wichita	19-32-23	19
Brownie Horner	San Antonio	33-11-30	20

Wells Wanderings



by Ted Wells

SEPTEMBER 1972

MORE GO-FASTS

Last month's article got caught in a speeded up schedule on printing the Bulletin, so a few last minute corrections and additions got omitted.

One of the older gadgets is a means of adjusting the clew outhaul on the main. There are generally two adjustments - one which determines the maximum stretch on the foot of the main to give the amount of draft desired going to windward with the sail being used and the wind velocity at the time, and another which quickly slacks the tension on the foot, resulting in more draft. This is supposed to make the boat go faster on a reach. There is difference of opinion on slacking off when running before the wind. My personal opinion is that area is more important than draft when before the wind.

One of the newest and cheapest go fasts consists of a piece of about 1/4" line about a foot long, attached to the mast so that it forms a loop into which the whisker pole is inserted when running dead before the wind. This has the effect of shortening the pole about six inches, and is a lot cheaper than a second pole which many skippers carry. The Proctor Mast has a couple of loops on the front of the mast to keep the pole from sliding down. I attached the ends of some 1/4" line to these loops, and it works well except when jibing. Jibing would be facilitated by having the loop of line below the boom. When I first saw this used, I questioned its legality in view of paragraph 54.3 of the racing rules, which says that the spinnaker boom "shall be fixed to the mast." However, nothing is said about how it shall be fixed to the mast and presumably a piece of line should be as satisfactory as a snap hook or just resting against the mast.

CASUAL COMMENTS ON THIS YEAR'S REGATTAS

Wichita's twenty ninth annual regatta did not take place on the last weekend in June as it generally does. We traditionally pick this date because it always rains during wheat harvest. Not this year. Maybe at the end of September.

At one regatta this year, and at one last year I would swear that about a third of the boats were over early but no one was recalled. Presumably you could protest if you could prove that your chances of winning were prejudiced when (and if) this happened. In one case, I won the race and in the other I didn't figure I had a chance of proving my contention so I didn't do anything but it might be an interesting thing to try some time.

Starting lines and courses have been good around here this year. We had one interesting hassel when a protest was lodged against the committee for shortening a course by dropping a new mark part way up the last windward leg and finishing between it and the committee boat. The protestor contended that paragraph 5(b) says that a race may be stopped only at a regular mark. The sailing instructions has contained a paragraph saying that code flag S and two guns meant finish between the adjacent mark and the boat - the intention being that the mark could be put anywhere as long as it was one of the standard marks, and did not have to be one of the turning marks of the course. When it is intended to shorten courses in this manner, the sailing instructions should clearly state this fact to avoid arguments.

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LEMKE

TOWING



In the tow line.

Photo by Donald J. Suesz

For years I have profited from bulletin articles by Ted Wells, Francis Seavy, Earl Elms, and others, and have intended to place a contribution on "How to Properly Tow a Snipe Fleet."

Here in Clearwater, as most of you know, we often have to tow to and from our race course, often in rough weather. Our original sailing fleet, 25 years ago, towed to all Florida regattas. These were the days before the lighter, trailable-type craft. We chartered a local power boat and towed a fleet of boats to Tampa, Sarasota, Ft. Myers—distances of 60, 80, and 125 miles—so we learned the hard way about this subject.

I have never attended a regatta that did not present problems of broken line, broken gear, and damaged boats. All the

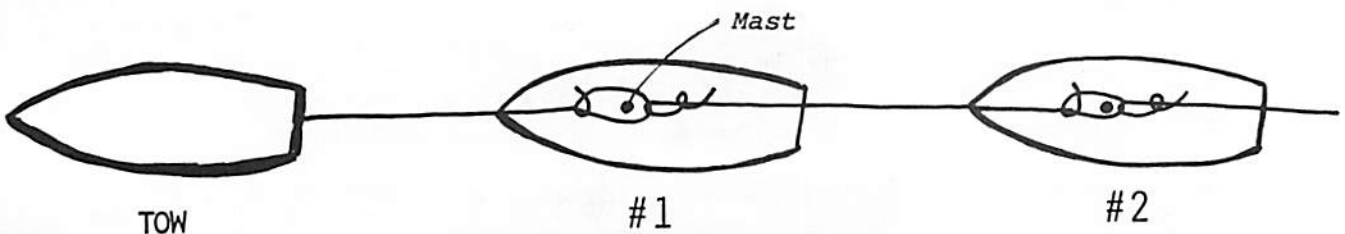
equipment needed is 60 feet of good 1/4 inch dacron or nylon line. This is not extra, since you should have this line aboard for anchorage. The other requirement is some form of fitting on the bow of your boat to act as a lead through which the towline goes. When you are preparing for a tow, pass the line through this lead (it can be just a loop of rope, if nothing else, attached to the foot of the head stay), and fasten the short end to your boat with a bowline knot, either around your mast, or around the forward end of your dagger board cutout with the board always up. Pass the long end to the towing vessel or the Snipe ahead of you.

The key to it all is how you attach the next Snipe following you. Take his towline and tie another bowline into your

bowline, which has been attached as previously described. In this manner, the only pull on your boat is the pull of your boat alone; the force from following boats is transmitted on forward to the towing vessel. In other words, all of the strain of the tow is on the rope and not on each Snipe.

You can imagine what might happen to the first Snipe in tow if nine or ten following Snipes were all pulling on his hull structure. I have seen many bows and sterns damaged by poor towing techniques.

*Don Cochran, Jr.
Clearwater, Fleet 46*



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Sanctioned Snipe Regattas

SEPTEMBER 9-10, HOSPITALITY REGATTA, Weatherby Lake Snipe Fleet, Hanns H. Hagen, 9909 NW 74th, Kansas City, MO 64152.

SEPTEMBER 9-10 INDIANA OPEN, Indianapolis Fleet, Jerry Peterson, 5844 Eastview Ct, Indianapolis, IN 46250.

SEPTEMBER 16-17, MASSACHUSETTS BAY OPEN, Mass Bay Fleet, R. F. Wood, 36 Sagamore Ave., Winthrop, MA 02152.

SEPTEMBER 16-17, JOE RAMEL MEMORIAL Regatta, Lotawana Snipe Fleet, Marian Petersen, L-12 Lake Lotawana, Rt. 1, Lee's Summit, MO 64063.

SEPT. 16-17 CHICAGO INDIAN SUMMER, Louis Spencer, 8635 S. 84th Court, Hickory Hills, IL 60457

SEPTEMBER 23-24, LAST CHANCE, Crystal Lake, Terry Gilkinson, 231 Lake Shore Dr., Crystal Lake, IL 60014.

OCTOBER 7-8 OXFORD INCIDENT and OHIO OPEN CHAMPIONSHIP, Acton Lake, Robert L. Hill, 11422 Pippin Rd, Cincinnati, OH 45231.

OCTOBER 21-22, GEORGIA STATE OPEN, John T. Friis, Box 2551, Valdosta, GA 31601

OCTOBER 28-29, HOSPITALITY REGATTA, John L. Whitfield, Jr., Box 4282, Jackson, MS 39216

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

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