

**SNIPE**  
.....  
**BULLETIN**



**APRIL 1975**

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*Skipper Felix Gancedo and crew Rafael Parga in their standard SKIPPER SNIPE with which they won the 1973 World Championships and the 1974 European Championships.*

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# SNIFE BULLETIN

SNIFE CLASS  
INTERNATIONAL RACING  
ASSOCIATION

APRIL 1975  
Vol. XXIV No. 4

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Notify Snipe BULLETIN of any  
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month to become effective.

## THE COVER

World Champion Felix Gancedo on his  
way to winning the European and African  
Championship at Hango, Finland. Photo  
by Peter Lindholm, Hango.

## THOUGHTS WHILE SAILING

Our Constitution requires that items  
be placed on the agenda and publicized in  
the BULLETIN before the Board of  
Governors votes on any rules changes.  
Such changes can be made only every  
four years except in the case of extreme  
emergency.

In keeping with the above and the  
philosophy of having an informed  
membership, the report of the Rules  
Study Committee is presented in this  
issue. This is not in its final form for  
there are a few areas that are unresolved,  
and the Rules Committee can make  
changes before submitting it to the board.  
However, since the Rules Study  
Committee has worked closely with  
members of the Rules Committee, there  
will probably not be many changes.

The changes are shown right along side  
the present wording. This should make  
for easier understanding.

In the past there have been some loud  
complaints about rules changes that  
members had not heard about. Some of  
these complaints were justified and the  
culprit was failure in communication.  
Members are urged to study the rules  
changes very carefully and make known  
their thoughts. Now is the time to do this  
— not next year when the changes have  
been adopted. Since we are working on a  
tight schedule you should do it now.

## You Are On Notice

Non-paid members are DELINQUENT  
as of March 31 if dues have not been  
received in the SCIRA office. Letters  
have been sent to US, Canada, Bermuda  
and the Bahamas urging Fleet Captains to  
get all dues in on time. Dues statements  
will be mailed to delinquent members on  
April 15.

IF YOU RECEIVE A DUES NOTICE  
THE SCIRA OFFICE HAS NO RECORD  
OF YOUR DUES PAYMENT. WRITE  
THE SCIRA OFFICE.

## '75 National Champ to be Pan-Am Representative

As reported in the January Snipe  
BULLETIN, we have to choose another  
US representative for the PanAmerican  
Games. The requirements were to have a  
regatta as close to the dates of the Games  
in October as possible and preferably not  
before August. This narrowed the choices  
to holding the trials in conjunction with  
the US Nationals or to having a separate  
series just before or just after the US  
Nationals. The conditions at Green Lake  
are probably as near to those of Valle de  
Bravo, Mexico as are readily obtainable.  
The logistics of a separate series proved it  
inadvisable. Accordingly, it has been  
decided that the winner of the US  
Nationals will be the US representative.

## New National Secretaries for Finland and Sweden

Henry Ericsson was elected to be the  
new National Secretary of  
SCIRA/Finland at the annual meeting in  
February. The outgoing Secretary is  
Bengt Rosenquist who received grateful  
applause from Finland's Snipers. He has  
served as secretary for one year and had  
been treasurer since 1967.

Henry is best known as editor of the  
"Viklatieto", the Finnish Snipe  
BULLETIN. His address is: Henry  
Ericsson, National Secretary,  
Framlingsgatan 1 B 11, 00140 Helsinki  
14, Finland. We welcome Henry and  
express grateful appreciation to Bengt for  
a job well done.

Peter Lundh of Sweden has resigned as  
National Secretary and Soren Petterson,  
Byvagen 11, 151 52 Sodertalje, Sweden  
has been elected to replace him. Thank  
you Peter and welcome to Soren.

## THE SCORE

Thirty four numbers were issued last  
month. Sweden got the most with 15,  
followed by 10 going to Denmark, 5 to  
France, 3 to the U. S. and 1 to Canada.

One new fleet was chartered. Number  
742 went to the Saugatuck Yacht Club,  
Saugatuck, Michigan.

**Numbered SNIPES** — 21760

**Chartered Fleets** — 742

# PROPOSED RULE CHANGES

## Rules Study Committee unveils rule changes to tighten one-design characteristics of the Snipe

The following are the changes that the Rules Study Committee has submitted to the Rules Committee. This is the culmination of a tremendous amount of work by the committee which was composed of Chairman Flavio Caiuby, Brazil; Nils Toftgaard-Hansen, Denmark and Dan Williams, U. S. The idea originated with Flavio. He had just translated the rules into Portuguese and decided that there must be an easier way. The basic idea was to eliminate details and to simplify wherever possible. The philosophy was to maintain a one-design boat, so tolerances would be tightened and certain options that are no longer being used (such as deck-stepped masts) would be eliminated. The only part missing is the rule concerning measuring moment of inertia. The work on this rule has not been completed but will be included in the next issue of the BULLETIN.

The committee has endeavored to learn current practices by sending a survey to builders. They were also asked for their ideas on various rules. A number of members have expressed their opinions and it is felt that since the committee members are located in various parts of the world, the results are pretty representative. A great deal of time has been spent on this project so it is not just any one person's offhand thinking.

The only real departure from the original philosophy is the new centerboard. There was an almost universal demand that we have only one centerboard. The membership is now pretty well divided on the radius and the 6½ inch bottom straight board. Dan Williams did a lot of research and found that neither board

was ideal from a design point of view. Considering the parameters of the design of our boat, a more ideal centerboard was designed. As it turned out, the area of the proposed board is half-way between the two boards presently being used.

In order to test the theory a number of experimental boards have been tried. Reports from the U. S. and Brazil indicate that the new board is equal or faster than the present boards. As a result, it appears that the committee was on the right track.

The proposal now goes to the Rules Committee for their study. They will then submit the proposal, along with their recommendations, to the Board of Governors for final action. Since Snipe is an International Class, these proposed changes must be submitted to IYRU. This is generally perfunctory and since most changes are toward closer tolerances, there should be no doubt about their approval. However, since the submission must be made by September, we are working on a tight schedule. The Rules Committee has agreed to complete their study and give their recommendations to the Board of Governors by May 15, 1975. The Board will then have to make the final decision in time to submit the changes to IYRU.

The proposed changes are being published in the BULLETIN so that all members may be aware of what is going on. Your opinions are being actively solicited! If any member has strong feelings, one way or the other, he should let them be known. The surest way is to write a separate letter to the SCIRA office. Your opinions will be relayed to the board.

(No changes in paragraphs 1 through 6)

### GENERAL RESTRICTIONS

7. Boats to be eligible to race in this class must be built to conform in every way to this data sheet. Boats that do not meet all these requirements shall be ineligible to receive a Certificate of Measurement but they must retain their identifying numbers. Such boats cannot take part in any open or closed regattas whatsoever. Owners of such boats shall be ineligible to join SCIRA. The measurer must notify the Executive Secretary of any boats that cannot pass these requirements, giving the boat number, and name and address of both the builder and owner.

*The purpose of the restrictions under which Snipe hulls and sails are approved is to insure that, to as great a degree as possible, all hulls and sails have identical racing capability. It is impossible to list every single variation that might turn up in the future, and it is impossible to make any set of restrictions in which, at some future date, someone cannot find what appears to be a legal means of obtaining some racing advantage. Any boat or sail having features which are not consistent with this purpose will not be approved and cannot race even though there is no specific restriction preventing the item in question. Improvements and changes will be made only when these changes do not obsolete older boats from the standpoint of racing capability or when they can be accomplished by anyone at reasonable expense.*

8. Options. Nothing is optional in these plans, specifications or restrictions unless definitely stated as such.

~~The stem must be a smooth curve. If the stem does not appear to be a smooth curve, the following offset shall be checked: 10½" up from base line, 10½" 11½" back from stem head; 12" up, 7 11/16" 8½" back; 15" up, 4¼" 5" back; 18" up, 2 3/16" 2¾" back.~~

(Stem offsets have been moved to drawing)

### Approved Options not covered elsewhere:

1. Self-bailing cockpit: No restriction on method of construction. ~~Bailing equipment must still be carried.~~
2. Hiking Straps: No restriction on number or location.
3. Tiller Extension: No restriction on cross section or length.
4. Boom Vang: No restriction on type. May be used at any time.
5. Cleats for Jib Sheets or Mainsail Sheets: No restriction on number, type, or location.
6. Jib Fairleads: Any type or location permitted.
7. Mainsheet Bridle: Any type or location permitted. May be adjusted while racing.
8. Attachment of Jib Tack: Any method permissible. Height above deck may be adjusted while racing.
9. Mainsail Clew Outhaul: Any type permitted. May be adjusted while racing.
10. Sliding Goosenecks: May be on track or in slot in mast. May be swiveling and may incorporate roller reefing gear. Must have some means to prevent downward movement beyond position giving maximum legal length of luff. The position of the gooseneck may be changed while racing. The tack of the sail shall be so located that the bolt ropes do not deviate appreciably from a straight line.
11. ~~In countries where Styrofoam or equivalent material cannot be secured, the use of flotation bags will be permitted. At least two bags must be used and be of approximately equal capacity. Twice as much flotation must be provided as is required with Styrofoam.~~

12. Movement of the mast, fore and aft or lateral, may be restrained by blocks at the deck level. Fore and aft guys may be used, with the fore guy attached to the mast no higher than the top band of the lower set of bands. Mast can not be moved at the maststep while racing.

13. Floorboards are optional.

14. Length of whiskerpole is optional.

9. Boats must be measured by officially appointed or elected Fleet Measurers or by Class Measurers approved by SCIRA. No Certificate shall be acceptable unless recommended and signed by such a Measurer. Boats must be weighed at the start of each season, and the Measurer shall note the weight and the amount of ballast, if any, on the owner's SCIRA membership card. Sails are subject to remeasurement and to cancellation of approval at any time. They must be measured at the start of each season and so marked. On any measured item (mast, boom, rudder, or centerboard), only one can be measured and these items can be changed only on irreparable damage or loss, after the start of any racing season.

See "Instructions for Fleet Measurers" in the Rule Book.

### HULL

(The entire section is deleted and the following substituted therefor.)

10. Thickness of sides, transom, sides of centerboard trunk, and bottom:

Fiberglass: (majority felt it should be 1/8" (3 mm), minority wanted 5/32" (4 mm)).

Fiberglass & Foam Sandwich or  
Fiberglass & Honeycomb Sandwich:  
1/8" (3 mm) Outerskin and  
1/16" (1.5 mm) Inner skin, min.

Wood: Density of .0185 lbs per cubic inch or greater - 1/2" min. Density of less than .0185 lbs per cubic inch - 3/4" min.

Plywood: 3/8" min.

Plywood and fiberglass: 3/8" minimum  
Plywood plus fiberglass

Thickness of plywood deck: 1/4" minimum. Exterior grade plywood may be used.

11. Keel width 4" ± 1/8" on flat under surface from stern to frame 2, and minimum 2" wide at frame 1.

12. Stem must be a smooth curve and it must follow the table of stem offsets as shown on drawing.

13. Maximum chine radius is 3/4" at station 1, tapering to 1/8" at station 2, and is 1/8" from there aft.

14. Maximum lack of flatness in any cross section is 1/8" per foot of distance over which the lack of flatness is being checked.

### DECK

19. Forward deck. This must extend the full width of the boat to a point no further than 2 1/2" ahead of the aft end of the dagger board slot, or 1" ahead of the forward end of the centerboard slot.

This must extend the full width of the boat to a point at least 72 1/2" aft of the stem.

Maximum crown of deck 5". The top of the sprayboards must be minimum 2" vertically above the deck for minimum 2' of their respective lengths. Maximum projection of deck or sheer molding beyond sheer is 1 1/4" in a horizontal plane, perpendicular to the sheer.

20. After deck minimum 18" in length.

21. If the deck is covered with 1/2" planking, 16 deck beams, 3/4" x 2", shall be used. If the deck is covered with 1/4" plywood, the following simplified structure may be used:

Ahead of and in back of the cockpit, there shall be two 3/4" x 1 1/2" fore and aft stiffeners, one on each side of the centerline, with the 1 1/2" dimension vertical, and one 3/4" x 1 1/2" fore and aft stiffener on the center line. This may lay flat. There shall be 3/4" x 3" deck beams near station 1 and station 2, and at the fore and aft ends of the cockpit. If the aft end of the cockpit is forward of station 5, there shall be an additional deck beam between it and the transom.

Approximately equally spaced between the deck beams at the fore and aft ends of the cockpit, there shall be two stiffeners from the side of the boat to the cockpit side rail on each side, and also from the side rail to the chine piece. Minimum thickness of these stiffeners 3/8".

Fore and aft members shall be spruce or equivalent; deck beams and stiffeners may be either plywood, spruce, or equivalent wood.

### COCKPIT

22. Greatest length of cockpit \_\_\_\_\_ Greatest width \_\_\_\_\_

Maximum width of cockpit 36"; on boats meeting new flotation requirements 40". If the deck alongside the cockpit curves down on a radius, the maximum width shall be checked at the intersection of the deck with a plane two inches below the sheer. Cockpit corners may be square or rounded to any desired radius.

23. Use of floorboards is optional.

### CENTER-BOARD

24. Check type on this boat. Dagger \_\_\_\_\_ Pivoted \_\_\_\_\_

25. Verify dimensions with sketch. No other shape permitted. Slot in centerboard trunk maximum 1 1/2" longer than 21 1/2" long

the width of board and no more than 1/2" in width if in fiberglass nor 9/16" if in wood or plywood.

The aft edge of centerboard trunk shall be perpendicular to base line. Forward edge of centerboard trunk shall either be perpendicular or slope forward 1/4"

maximum at the top of the trunk. Boards must be of uniform thickness except within 1" of edges which may be tapered off. Centerboard may be cut out for lightness, either radius or straight cut. (See plans drawing.)

The top of the front leg of a centerboard may be sloped back at an angle not greater than 45 degrees, starting at a point 12" above the centerpunch mark 33 1/2" from the bottom of the board.

26. A dagger board cannot be used in the slot of a pivoted centerboard. The centerboard must be restricted

, while racing,

in such a manner that not less than 12 inches extends below the keel when the board is at its maximum height. 35

27. No center-board of either type shall exceed 80 lbs. in weight. The dimensions for boards as given on the sketch on the back of this sheet must be adhered to. All types of centerboards must be made of one single kind of metal. There shall be no inserts or other means of changing the distribution of the weight. Aluminum boards may shall

be made of any hard aluminum alloy. 6061T6 or its equivalent is recommended. Minimum thickness of aluminum boards 1/4". Minimum thickness of steel or bronze boards 3/16". Recommended minimum thicknesses are 5/16" for aluminum and 1/4" for steel or bronze. Only one centerboard shall be permitted to be measured. Only steel bronze, aluminum boards are approved.

The thickness of the board shall be 3/8" (10 mm.). If seals are used on the centerboard trunk, they shall be used at the top of the trunk only. Any type of seals may be used

Centerboard material \_\_\_\_\_ shape \_\_\_\_\_  
thickness \_\_\_\_\_ weight \_\_\_\_\_

RUDDER

28. See that rudder is substantially made of wood, fiberglass or fiberglass and foam.

See that tiller is strong and attached firmly to rudder head in such a manner that it cannot be slid fore and aft. There shall be a suitable means of preventing rudder from falling off with boat inverted.

29. ~~Thickness above waterline~~  $(\frac{3}{4}"$  minimum)

The basic rudder thickness above and below the waterline shall be 1" minimum and 1½" maximum.

30. The length from the point on the rudder which is projected from the bottom of the keel at the transom, measured diagonally across to the most distant point on the radius at the bottom of the rudder should be 1'-11½" (allowance ½" plus or minus).

31. The width of blade below waterline 10¼" maximum and 9 7/8" minimum ~~9 7/8"~~ at any point. This measurement is taken across rudder at approximately right angles to its leading edge. <sup>where</sup>

32. Metal rudder blades are prohibited. ~~While~~ pivoting rudders are desirable because of purely local conditions, they may be used for local point score races only. They may not be used in any regattas or championships. Tillers must be direct connected and all above the aft deck. Rudder must at all times be submerged as shown in the plans. Vertical adjustments or changes in angle are not permitted. Rudder must be attached to the transom and as close to the transom as conveniently possible with 1½" maximum clearance.

MAST, BOOM AND RIGGING

33. Only one mast shall be measured. It shall be stepped

on the keel, or no higher than 2" above the top of flotation tank in bottom. The mast step shall have a 1" high collar to restrain the butt of the mast when boat is inverted.

(One member was opposed to the last sentence stating that it should be a recommendation, not a requirement.)

34. The minimum allowable length from sheer molding shall not be under 20'-1".

35. The center line of the mast shall be located 60 to ~~71~~ <sup>64"</sup> inches aft of the stem. This measurement shall be taken to the mast step. ~~Where the mast is stepped on the keel, the hole in the deck where the mast goes through the deck shall have a maximum size of 8" x 8" or 10" in diameter if round.~~

36. ~~Mast may be stepped on deck provided height above sheer is correct.~~ Rotating masts <sup>are</sup> and any means of artificially inducing bending prohibited.

37. The mast must be minimum 1½" athwartships at the top band or at any point below.

38. If mast is made of wood, it must be minimum 2" athwartships and minimum 3" fore and aft at deck. If mast is round (not streamlined), the dimension at deck must be minimum 2½" in diameter. In hollow wooden masts the walls must be at least ¾" thick. Give dimensions of this mast .....

39. 40. 41. Measure distance from sheer to the intersection of the jib stay with surface of the mast . . . See sketch on measurement drawing for method of determining the intersection. Dimensions may be 15' maximum, 14'9" minimum. Shroud inter-

section must be within 2" above or ~~4~~ <sup>5"</sup> below. If a tube projecting in front of the mast is used for the jib halyard, the tube shall be attached to the mast by a strap running from the front of the tube to the front of the mast, the intersection with the mast being between 14'9" and 15'0" above the sheer. The tube shall not project more than 4" from the front of the mast and the forestay and the strap shall form a straight line when the forestay is under tension in its normal position.

42. Halyards must be used, and they must lead down the mast toward the boat, alongside or inside the mast. The length of the luff of the mainsail shall be limited while racing by the following means:

Bands 1" wide shall be painted around the mast in color to contrast with the color of the mast, the bands being located as follows:

1. The lower edge of the top band to be not more than 20 feet ½ inch above the sheer.
2. Two more bands whose lower edges are 6" and 12" below the lower edge of the top band.

~~3. Three additional bands, the upper edge of each band being a maximum of 16' 9¼" below the lower edge of the corresponding top band.~~

2. One more band whose lower edge is 6" below the lower edge of the top band.
3. Two additional bands, the upper edge of each band being a maximum of 16' - 9¼" below the lower edge of the corresponding top band.

In racing, the sail must be set so that the edge of the sail is limited at the top by the lower edge of one of the bands, and at the bottom by the top edge of a corresponding band.

Tape which is not readily removable and which soon becomes as permanently attached as paint (such as one mil mylar) may be used for bands.

(Two members felt the above sentence should be removed. One felt it should be retained.)

43. Length of boom shall be 8'8" maximum, 8'6" minimum, measured from the aft side of the mast (the aft side of the mast includes the sail slot and material enclosing the bolt-rope). The foot of the mainsail shall not be stretched beyond the following limit while racing: the aftermost edge of the sail at the clew shall not be farther aft than the forward edge of a band 1" wide, and forward side of which is 8'4¾" aft of the aft side of the mast or a projection thereof downward.

44. The maximum depth of boom no matter what type or material shall be 4" at its widest point, minimum 3½" for a wood boom. Check ..... Maximum width at any point 3". Minimum thickness of plank boom ¾". If slotted boom is used, the maximum depth of 4" includes the material forming the slot.

Booms shall be essentially straight.

45. Aluminum extrusions may be used for masts and booms and masts may be tapered subject to Para. 37. Masts must be made of alloy 6061T6 or equivalent. Booms may be made of alloy 6063T6 or equivalent. ~~Weight of mast without winches, halyards, stays, or spreaders, including only the bare mast and fittings for stays, spreaders, and butt end must be at least 15½ lbs. if stepped on deck, or 17 lbs. if stepped on keel. Center of gravity in the condition when weighed must be at least 70 inches above the upper band of the lower set of bands if deck stepped, or at least 60 inches if keel stepped. Masts having an athwartship dimension of 2¼" or less must use spreaders.~~

Weight of mast with winches, halyards, stays, gooseneck, stays, spreaders and butt end must be at least 20 lbs (9.1 kg). Center of gravity in the condition when weighed with the stays and halyards extended full length and temporarily taped to the mast shall be at least 60 inches above the upper band of the lower set of bands. Masts having an athwartship dimension of 2 1/8" or less must use spreaders.

Any section which may be used for a mast may be used for a boom. For booms only, a basic section 2½" deep and at least ¾" wide at its widest point may be used. The height of the boom at either end may be reduced for access to the bolt rope.

46. Boom and mast may be slotted to take sail bolt rope provided dimensions are met.

47. ~~No restrictions on whisker pole length or its location.~~

48. All boats must have regulation jib stay and two side shrouds as per drawing restrictions. No back stay may be used. Shroud anchorages must be not more than 4" in from the edge of deck, not counting sheer moulding,

and between 70" and 78" aft of stem. (one member recommends 70" to 79")

Anchorage of jib stay and shrouds may be under deck, but location and length of jib stay and shrouds must be incapable of change during a race. The use of elastic light line between the shrouds and the mast is permitted.

50. Side-rouds and jib stay must be as shown in plans (within allowable variations). All other rigging optional. So-called streamlined rigging not permitted. Running rigging optional. Double jib stays not permitted. If, in the opinion of the Measurer, the rig shall be considered unsound, weak or unseaworthy, the Measurer must not recommend a Measurement Certificate. Changes must not be made after the Certificate is issued, unless the owner has Measurer recheck the rig.

#### WEIGHT LIMIT

51. THE BOAT COMPLETE MUST BE WEIGHED. THIS WEIGHT DOES NOT INCLUDE ANCHOR, PADDLE, LIFE PRESERVERS, BAILING EQUIPMENT (unless permanently attached), SAILS, OR ANY OTHER LOOSE GEAR. IT DOES INCLUDE MAST, BOOM, RIGGING, MAINSHEET, CENTERBOARD, RUDDER, AND TILLER. BOATS THAT DO NOT MEET THE WEIGHT LIMIT MUST HAVE WEIGHT PERMANENTLY ADDED BEFORE THEY CAN BE GIVEN MEASUREMENT CERTIFICATES.
52. The weight of this boat as outlined above is \_\_\_\_\_ lbs.  
Amount of ballast \_\_\_\_\_ lbs.  
Weight of anchor (minimum weight 4 lbs.) \_\_\_\_\_ lbs.
53. All boats must be weighed before issuing a measurement certificate and must be re-weighed at the start of each season. The weight and the amount of ballast, if any, shall be noted on the membership card.
54. The Measurer shall either witness the weighing of the boat or require the owner to furnish a weight certificate signed by at least two witnesses and the owner as well as the owner of the scales, that the minimum weight of the boat complete complies with this paragraph. The minimum weight shall be 381 lbs., except in countries where the National Authority has determined that it will be in the best interest of the Association to have a 425 lb. minimum weight. A boat which weighs less will not be issued a Certificate under any conditions. Ballast, up to 10 pounds, may be permanently added under and attached to the deck; 20 pounds maximum on an all fiberglass boat (hull, deck, floorboards, etc.). If the boat's centerboard weighs less than 80 lbs., additional ballast may be carried, located in any visible place; the amount to be 80 lbs. less the centerboard weight when the minimum boat weight is 425 lbs., and 36 lbs. less the centerboard weight where the minimum boat weight is 381 lbs. All ballast must be installed where it may be seen and it shall be attached with peened over bolts or glass cloth except 10 lb., may be easily removable.

The bare hull including deck, centerboard trunk, floorboards, flotation, hull fittings, and sailaway equipment shall weigh 276 lbs (125 Kg) minimum. In addition ballast up to 33 lbs (15 kg) may be permanently added in any location, subject to the requirements for Moment of Inertia. All ballast must be installed where it may be seen and it shall be attached with peened over bolts or glass cloth.

The bare hull including ballast, as defined above shall be subjected to the moment of inertia test as contained in the Supplement to the Measurement Data Sheet for Moment of Inertia Test.

55. Weight certificates from builders will not be accepted.  
56. All boats built after March 1, 1970 shall comply with the following flotation requirement:

When the boat has been capsized and has remained in any position long enough to take in as much water as possible in high wave conditions, it shall, upon being righted, float so that the lowest point around the cockpit edge where water might enter the boat is at least 6" above the water when the boat is supporting 300 lbs.

(One member recommends the following be substituted for the above sentence:  
The crew must turtle the boat in medium winds (10 - 15 mph) right the boat and sail to dock or shore.)

This may be accomplished by means of tanks, flotation bags, self-bailing cockpits, increased low density flotation material, or any other suitable means. Holes with maximum area 100 square inches may be made in the transom to facilitate drainage. Where transom drains are used to comply with this rule they should have a minimum area of 45 square inches.

In boats meeting the requirements of this rule, the centerboard trunk may have a minimum height of 9" above the outside of the keel if the boat, after capsizing and being righted, floats high enough so that water will flow out of the trunk; otherwise, the trunk shall be 2" above the water level in the boat after capsizing and being righted.

(The U.S. Board of Governors recommends the minimum height of trunk be 12". The Rules Study Committee recommends no change or a change to 10" or 11" minimum.)

57. If this boat has a weight certificate, it must be attached to this Measurement Data Sheet and sent to the class Secretary. A duplicate weight certificate may be retained by the owner.
- MISCELLANEOUS
58. Measurer must notify the owner of the following essential requirements: Boat must carry wearable life preservers for all occupants at all times, and race committees may require wearing them when racing when they consider it necessary. Suitable paddle (or oar) and adequate hand-bailing equipment must be carried. A sponge is not considered adequate. Electric bilge pumps are approved as auxiliary equipment. Anchor with a minimum weight of 4 lbs. must be carried with 50' of suitable line.
59. There shall be no advertising matter whatever on the outside of any boat or sails. Any boat infringing this ruling shall be subject to loss of measurement certificate. Measurers shall not issue a certificate to any such boat.
60. Give name and address of builder of boat \_\_\_\_\_
61. Sliding seats, hiking boards, trapeze rigs, and other artificial methods of supporting the skipper's or crew's weight to balance the boat are prohibited. This does not prevent the use of hiking straps or any kind of line or cord attached to the boat within 8" of the top of the deck. It is permissible for the crew to hold on to the side stays.

#### SUPPLEMENT TO THE MEASUREMENT DATA SHEET FOR THE 76. CONSTRUCTION OF FIBERGLASS HULLS

Only professional boat builders can make fiberglass Snipe hulls. Effective January 1, 1965, the construction of fiberglass hulls will be allowed under the same tolerances as approved by IYRU and now in effect for wood hulls. The loft lines do not show any sheer molding. Part or all of a sheer molding may be molded with the hull.

The completed fiberglass hull must conform to the standard weight limitation of 381 pounds, and/or comply with all weight specifications listed in Paragraph 54. The minimum weight of the bare, trimmed fiberglass hull including the trunk, floorboard supports, mast step, stay anchorages, and 6½ cubic feet of Styrofoam having a maximum weight two pounds per cubic foot for flotation shall be 195 pounds.

MATERIALS Cloth, woven roving or mat may be used, with either polyester or epoxy resins. Glass content must be at least 30% by weight.

FLOTATION: 6½ cubic feet of Styrofoam, Urethane foam, or equivalent having a density of 2 pounds per cubic foot maximum must be built into the hull. Balsa wood enclosed in resin-impregnated fiberglass cloth is considered equivalent. Supposedly airtight compartments are not considered adequate.

CLAMP: Optional. If used should be laminated in order to not deform hull.

TOLERANCE: All fiberglass boats are to be measured to standard tolerances.

The thickness of the hull must be uniform except where reinforced locally such as at the keel, the chine, the stem, the mast step, and where the stay anchorages and rudder gudgeons are attached. Increased thickness due to incorporation of flotation material in either the sides or bottom of the hull is not a violation of this requirement.

If desired, floorboards may be bonded directly to the bottom of the boat, omitting supports. A fiberglass and foam sandwich floor structure may be used.

DECKS: The deck may be plywood as specified in the measurement data sheet, or it may be fiberglass. In general, a fiberglass deck will require some type of double surface and core construction to secure adequate stiffness.

Each builder's method of construction must be approved by the Rules Committee.



**-SUPPLEMENT TO THE-  
MEASUREMENT DATA SHEET FOR THE  
CONSTRUCTION OF PLYWOOD HULLS**

**77. BOTTOM AND SIDES:** Minimum thickness— $\frac{3}{8}$ -inch—or-near-  
-est-metric-equivalent. The weight of the plywood used must be at  
least one pound, two and one-half ounces per square foot. If  $\frac{3}{8}$   
inch material is used throughout, fiberglass or other covering  
material may be used to bring the hull up to minimum weight.

**KEEL:** Same thickness as bottom— $\frac{3}{8}$ -inch—or- $\frac{1}{2}$ -inches-(which-  
-ever-used) x 4-inches wide. May be beveled so plywood overlaps  
it and is in turn beveled.

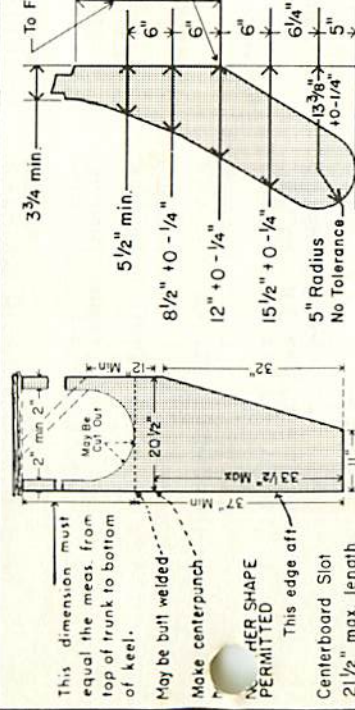
**KEEL BATTEN:** 1-inch thick, 7 inches wide.

**CHINE PIECES:** 1 x 2 inches. The top of the chine pieces may  
be beveled to be parallel to the bottom.

**CLAMP:** The clamp will be on the sheer next to the sides.  
FLOTATION: Three cubic feet of Styrofoam must be installed  
in the hull. Restrictions for frames, deck beams, transom, trunk  
deck, and etc. are not changed.

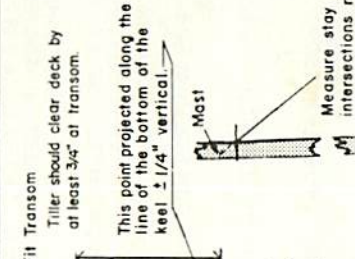
**MINIMUM HULL WEIGHT:** The hull including the center-  
board, trunk, mast step, stay anchors, and flotation, but not  
including the deck, deck beams, or cockpit framing shall weigh  
at least 195 pounds. Fiberglass or other covering material may be  
included in this weight.

**FOR EXPERIENCED PROFESSIONAL BUILDERS:** Option-  
-al methods of construction may be approved on application. One  
option presently approved permits use of fewer cross members but  
more longitudinal members, assembled with adequate tooling.



This dimension must equal the meas from top of trunk to bottom of keel.  
May be butt welded.  
Make centerpunch.  
**NO SHEER SHAPE PERMITTED**  
This edge aft.  
Centerboard Slot  
2 1/2" max. length  
1/2" max. width

**Boam 8'-6" to 8'-8" to aft side of mast**  
15'-6" ± or - 1/2"



Measure stay intersections regardless of fittings. Jib stay intersects mast not less than 14'-9" nor more than 15' above sheer. Shrouds must intersect within 2" above or 5" below.

The following tolerances are allowed on the dimensions shown, unless a specific tolerance is shown on the drawing:

**Keel** + or - 1/4" on vertical measurements  
+ or - 1/8" on width, sta. 2 to stern

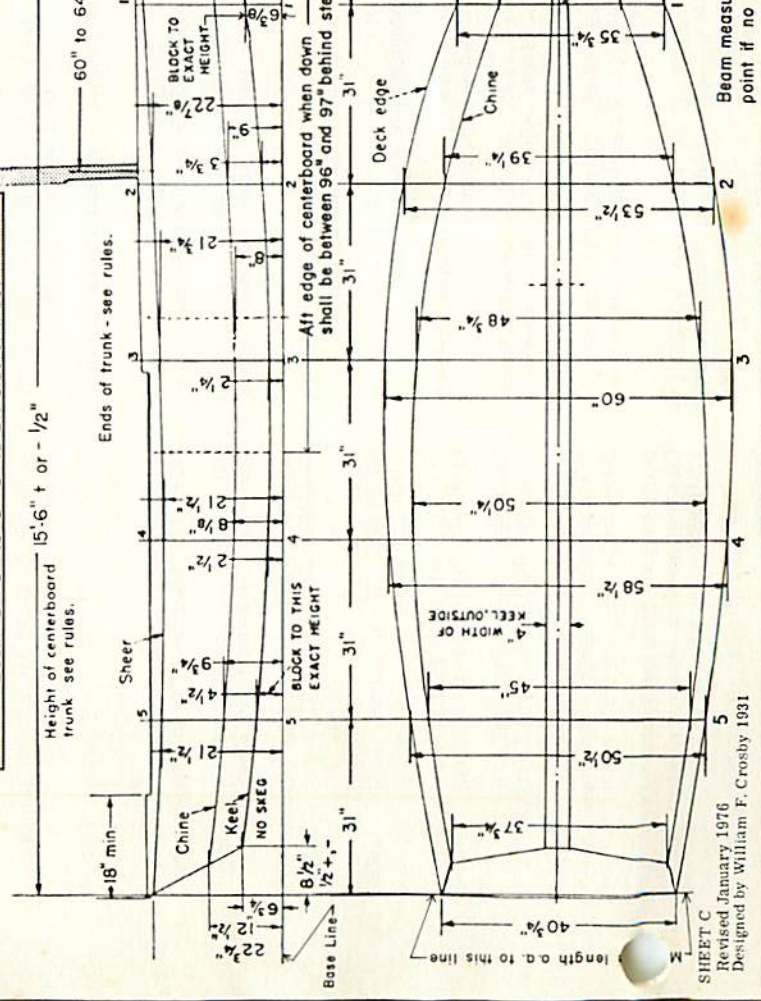
**Chine** + or - 1/4" on height  
+ or - 1/4" on width

**Sheer** + or - 1/2" on width  
+ 0 - 1" on height (including stem head)

**Additional Requirements - refer to Rules**

The following tolerances are allowed on the dimensions shown, unless a specific tolerance is shown on the drawing:

Up From		Back From	
Base Line	No. Tol.	Stem Head	Stem Head
10 1/2"	+ or - 1/4"	10 3/4"	7 7/8"
12"		13 1/4"	6 1/4"
15"		15"	4 1/2"
18"		20 3/4"	2 3/8"
12 1/4" to chine intersection.		15 1/4"	1 1/4"



Beam measurements to inside of sheer molding, or to such theoretical point if no sheer molding is used. See sketch.

**EXCEPTION TO  
APPLICABILITY OF PRIOR RULES**

The changes made to the measurement rules to be effective with boats built after Jan. 1, 1976 do not apply to boats built previous to that date with the following exception:

The new centerboard shape and thickness will be used on all boats in the 1976 Western Hemisphere/European and African Championship Regattas; the 1977 National Regattas; and the 1978 Fleet Level Races. Those boats which cannot use a 3/8" (10 mm) thick board because of trunk slot width shall use a 5/16" (8 mm) thick board of the new shape. The length of the trunk slot shall be 21 1/2".

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MAY 1-3, GRAN TROFEO VALENCIA, Real  
Club Nautico, Valencia, Spain.

\*\*\* MAY 2-4, COPPER CUP, Ostende,  
Belgium.

MAY 3-4, MAJSNIPEN, Goteborg, Sweden.

MAY 8-11, TROFEO PALMA, Real Club  
Nautico, Palma de Mallorca, Spain.

MAY 10-11, ICEBREAKER REGATTA,  
Lohja, Finland.

MAY 10-11, COPPA ALBERTI, Circolo  
Velico, Casa del Mare, Calata Porto, Santa  
Margherita Ligure, Genoa, Italy.

MAY 10-11, VARREGATTA, Motala,  
Sweden.

MAY 14-16, INTERNATIONAL REGATTA,  
Yacht Club Jadran, Opatija, Jugoslavia.

MAY 17-19, WIIBROE CUP, Espergaerde,  
Denmark.

\*\*\* MAY 17-19, NATIONAL  
CHAMPIONSHIP OPEN, Maubuisson, 33  
Gironde, France.

MAY 23-25, RIJECKA REGATA  
INTERNACIONALNA, Rijeka, Yacht Club  
Galeb, Jugoslavia.

MAY 24-25, WHITSUN REGATTA, Helsinki,  
Finland.

MAY 24-25, VITUS BERING CUP, Horsens,  
Denmark.

MAY 24-25, KATTEGAT SNIPE CUP,  
Marstrand, Sweden.

\*\*\* MAY 24-25, V. VIKINGSNIPEN, Oslo,  
Norway.

\*\*\* MAY 29-31, III TROFEO BAHIA DE  
VIGO, Real Club Nautico Vigo, Spain.

MAY 31-JUNE 1, VARREGATTA, Goteborg,  
Sweden.

MAY 31-JUNE 1, SAVONLINNA OPEN  
CHAMPIONSHIP, Savolinn, Finland.

MAY 31-JUNE 1, COUPE DE L'ESTE, Yacht  
Club de Der, St Dizier, 52 Haute Marne,  
France.

JUNE 7-8, BAROSUND OPEN  
CHAMPIONSHIP, Barosund, Finland.

JUNE 14-15, KOTKA OPEN  
CHAMPIONSHIP, Kotka, Finland.

JUNE 14-15, INTERNATIONAL EVENT,  
Stone Sailing Club, England.

JUNE 14-15, WORLD CHAMPIONSHIP  
SELECTION REGATTA No.1, Stockholm,  
Sweden.

JUNE 14-15, COUPE DE LA FORET  
D'ORIENT, Societe Nautique de Haute Seine,  
France.

\*\*\* JUNE 21-24, REGATTA VASCO DE  
GAMA, Sport Club do Porto, Leixoes,  
Portugal.

JUNE 23-25, HANSA CUPEN, Bergen,  
Norway.

JUNE 26-30, NORWEGIAN  
CHAMPIONSHIPS (For Norwegians only),  
Grinstad, Norway.

JUNE 27-29, III TROFEO CIUDAD DE LA  
CORUNNA, Real Club Nautico, La Coruna,  
Spain.

JUNE 28-29, NORTHWICH OPEN  
MEETING, Northwich Sailing Club, England.

JUNE 28-29, FABODA REGATTA,  
Jacobstad, Finland.

JUNE 28-29, SNIPE SILVER CUP, Hango,  
Finland.

JUNE 28-29, TOURNOI DE LA PORTE  
OCEANE, Societe des regates du Havre, 76  
Seine Maritime, France.

JULY 4-6, HELSINKI REGATTA, Helsinki,  
Finland.

JULY 5-6, TOP CUP, Aarhus, Denmark.

JULY 6-9, WORLD CHAMPIONSHIP  
SELECTION REGATTA No. 2, Marstrand,  
Sweden.

JULY 10-13, MARSTRANDSREGATTAN,  
Marstrand, Sweden.

JULY 11-13, HANGO REGATTA, Hango,  
Finland.

JULY 11-15, DANISH CHAMPIONSHIP (for  
Danes only), Denmark.

JULY 12-14, TOURNOI DE  
L'ATLANTIQUE, Club Nautique d'Audierne,  
29 Finistere, France.

JULY 17-20, MEDWAY YC  
INTERNATIONAL EVENT, Medway Yacht  
Club, England.

JULY 19-20, SNIPE MIXED CUP, Goteborg,  
Sweden.

JULY 18-20, AIRISTO REGATTA, Turku,  
Finland.

JULY 19-20, BROADSTAIRS OPEN  
MEETING, Broadstairs Sailing Club, England.

JULY 22-26, GRAN PREMIO S.A.R., Real  
Club Astur de Regatas, Gijon, Spain.

JULY 24-26, OPEN FINNISH  
CHAMPIONSHIP, Turku, Finland.

JULY 26-27, KING GEORGE OPEN  
MEETING, King George Sailing Club,  
London, England.

\*\*\* AUGUST 1-3, OPEN SCANDINAVIAN  
CHAMPIONSHIP, Helsinki, Finland.

AUGUST 2-3, EASTERN GULF OF  
FINLAND REGATTA, Hamina, Finland.

AUGUST 2-10, SEMAINE DU BASSIN  
D'ARCACHON, Memorial Cointreau, Ares,  
Andernos Clauouey, Gironde, France.

AUGUST 8-10, BRITISH SNIPE NATIONAL  
CHAMPIONSHIPS, Alexandra Yacht Club,  
Southend on Sea, England.

\*\*\* AUGUST 9-10, SILVER SNIPE, Motala,  
Sweden.

(Continued in May issue)



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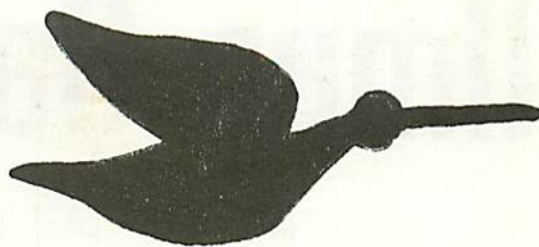
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They were used in winning the 1969, '70 and '71 U.S. Nationals. In '71 they were 1st, 2nd, 3rd, 4th, 5th and 6th.

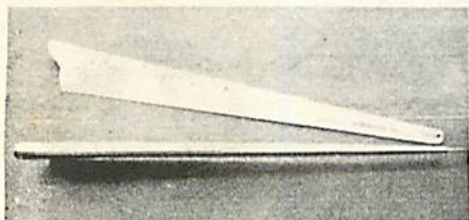
They were used by the winners of the last 2 Jr. Nationals, in '71 they were 1st, 2nd, 3rd, 4th and 5th.

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).

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Rigged Boom .....\$75.00

# Wells Wanderings



by Ted Wells

APRIL 1975

## PRO-AM REGATTAS?

Periodically, the subject of who is an amateur and who is a professional comes up — especially during and after important regattas — and most recently — from some skippers out in this neck of the woods with nothing to do more intimately related to sailing this time of year than gab sessions. A recent long distance call from a skipper who had worked himself up to writing an article on the subject, until he decided it would be easier to con me into writing the article, leads to this article. I might add, that writing a piece every month for seventeen years leads to problems on subjects on which to write an interesting article — each month. Now that I'm learning banking from the top down it is particularly difficult.

The problem arises of course from the fact that large, important small boat regattas are generally won by sailmakers. The larger the regatta, the more places taken by sailmakers. Those who complain about the situation point out that these people have an unfair advantage over the non sailmaker — the Internal Revenue Service allows the taxpayer to finance their regattas by making all their expenses deductible business expenses and therefore they can go to a lot more regattas. They

also theoretically at least have the advantage of trying out sails and keeping the fast ones and selling the slow ones. Whether or not they do this, I do not know. I am convinced however that they can't just hoist them and keep the good looking ones. Any sail made by a prominent sailmaker is going to be good looking. I'm also convinced that not all good looking sails go fast. This I cannot prove, but I'm convinced that the mere fact that a sail sets well does not mean it is fast.

The sailmakers defend their position by saying that if they did not race competitively they couldn't make as good sails, and that if other sailors didn't have such good competition, they wouldn't be such good sailors. Both of these statements are true, but the fact that the sailmakers almost always win still bugs a lot of people.

The suggestion made to me over the phone a while back was to let them race, but give them no trophies — they are to be sort of the people who aren't there when it comes to trophy time. This subject has never bothered me too much but since it seems to be important to a lot of people — I bring it up. It has caused some heated arguments in the past and maybe they are coming to the head again.

Maybe we should recognize the fact that we do in fact have two basically different classes of skippers with two different opportunities for improving their skills — and instead of trying to separate them into separate regattas as some people propose, have the equivalent of Pro-Am Golf Tournaments, with everyone competing together but for different types of prizes or trophies (I don't know enough about golf to really know what I'm talking about here — maybe the amateur golfers get money in an open tournament these days like college athletes do for studying physical education) but it seems to me that we might have sort of a reverse system to keep everybody moderately happy like this:

Everybody races together as now. The winners who get indirect monetary rewards such as sailmakers or boat builders get ribbons or just vocal and literary acclaim — the people who spend their own dough and foot the taxpayers share of the winners expenses get the real loot — which used to be nice silver trophies here but no more, or whatever the regatta chairman's budget can stand.

There you are. I promised the man I would write an article. I needed a subject and I think this one might promote some comment. Let Buzz know what you think.

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**FOR DAY SAILORS ONLY** — Stiff fiberglass covered, plywood center, keel-stepped spruce masts and vee-shaped spruce boom. Prepaid to nearest terminal — both for \$80.00 Only a few left. Fred Post, Jr., 7026 E. Latham St., Scottsdale, Arizona, 85251.

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**FOR SALE:** Chubasco 19060 "Yellow Submarine". Like new North and Levinson sails. Trailer, bottom cover, rudder cover, minimum weight. Being transferred. Asking \$1800. Contact John Cole, 191 Manning St., Needham, Mass. 02194, (617) 446-8796.

**FOR SALE:** Chubasco Snipe No. 20403, white deck, turquoise sides, white bottom, in mint condition with all racing extras. 1973 North and Elms sails both in excellent condition, trailer. \$2350. Firm. Call Don Ploetner, Days 212-981-2865.

**LOFLAND** — No. 17102, all fiberglass, green hull, white deck, keel step Proctor E, Levinson sails, compass, bailer, go fasts, dry sailed, excellent condition, mooring and storage covers, good trailer. Sara Oliver, 308 Whitcomb, Kalamazoo, MI 49001. Ph (616) 343-7466.

**VARALYAY SNIPE No. 15704** — Fiberglass grey hull with white deck. Completely re-rigged in 1973 with Cobra mast and boom. Full 1973 North sails. Lofland trailer, cover, \$1050. Bob Lane, 197 W. Paddock Circle, Arnold, MD 21012 (301) 647-5243.

**FOR SALE: GERBER SNIPE No. 12003.** Wood hull in mint condition, very fast with all race equipment, 1974 North Sails, Trailer. \$1200. Firm. Call Don Ploetner, Days 212-981-2865.

**FOR SALE** — North main & jib, medium cut for aluminum mast. Used 2 years, good condition. Jib window and all go fast fittings. Asking \$85.00. Steve Hopkins, 16 Fulton, NY, NY 10038 (212) 766-9052.

**FOR SALE** — 1971 SNIPE No. 19361, with trailer (extra wheel). Hull is LEMKE, sails are 1971 NORTH, 1973 ROWLAND. Includes bottom cover, extra board, extra rudder and other racing extras. \$1,400. Jim Guthrie, 3112 S. E. Parkway, Richmond, IND. 47374 (317) 962-1992.

## Record Fleet for Comodoro Rasco Regatta

The sixth annual Comodoro Manuel Rasco Regatta was held January 4-5 at the Coconut Grove Sailing Club, Miami. This regatta honors Manuel Rasco, late Commodore of the Miramar Yacht Club, Habana, Cuba, whose effort and dedication to Snipes will never be forgotten.

A record 26 Snipes registered and showed up for this regatta. Saturday had perfect weather, winds from the South at 15 mph (typical of Biscayne Bay). Two races on Olympic course, each one lasting approximately one and a quarter hour.

Sunday had variable winds from the South at 10 mph, with only one race.

Race Committee Chairman Mario (Pipo) M. Bustamante with his Biche Malo III took care of running the races. Coconut Grove Sailing Club Regatta Chairman Pedro Morillas took care of the Organization. The Olympic course, equilateral triangle, was scientifically set by Saul Diaz and Saul Diaz, Jr.

CGSC Commodore Donald Hesse presented trophies to skippers and crews (first five boats) and the first two of Class B. *Gonzalo Diaz, Miami Fleet 7*

### COMODORO MANUEL RASCO REGATTA (Top 10 of 26 entries)

Skipper/Crew	Club	Places	Points	Finish
Augie Diaz/Mark Ploch	CGSC	2-1-3	8.7	1
Dick Tillman/Laurie Tillman	Orlando	3-5-1	15.7	2
Gonzalo Diaz/Mark Williams	CGSC	1-6-4	19.7	3
Bruce Colyer/Jim Marten	CRYC	6-4-6	31.4	4
Barbara Chesney/Pete Branning	CRYC	4-9-8	37	5
Charlie Fowler/B. Russell	CGSC	10-3-10	37.7	6
B. Culbertson/Pat Kelly	CRYC	7-8-7	40	7
Bob Dean/J. Dean	Ft. Myers	11-17-2	43	8
Gonzalo A. Diaz/ A. Bustamante	CGSC	5-7-16	45	9
Joe Kolisch/D. Helmick	CRYC	9-11-15	53	10

#### Class B (Top 3 entries)

John Slaughter/Patricia Slaughter	Clearwater	14-18-5	54	1
Harry Aguero/R. Cabal	CGSC	15-10-14	57	2
Hilda Inclan/Rosi Inclan	CGSC	17-13-12	60	3

**FOR SALE** — CHUBASCO No. 20571. Mint condition. All the best racing equipment and gear. Excellent Elms, brand new suit Norths. Coast Trailer. Raced one season — first in fleet. \$2,200. Jim Nies, (312) 695-7800, days.

**FOR SALE** — New North sails, jib and main, used one hour, latest cut — \$200. Sold boat without sails, Call (704) 685-7572, Paul Oechslin.

**FOR SALE** — SNIPE No. 17331, with trailer. Hull is red and white, LOFLAND with earliest self rescue design, sails — medium air LEVINSON'S 1971, in very good shape. Racing record of boat and sails is excellent, including two sanctioned regatta firsts. \$900. Jim Guthrie, 3112 S.E. Parkway, Richmond, IND. 47374 (317) 962-1772.

**FOR SALE** — Two complete SNIPE molds deck and hulls, and SNIPE rudder mold with all allied equipment necessary to build glass SNIPE sailboats. Both molds are in perfect condition and used very little. One mold is the CHUBASCO hull shape and deck and the second is the "Call" SNIPE hull and deck mold. Priced at a fraction of the original cost. Call Joseph R. Duplin Marine, Inc., 8 Argyle Street, Winthrop, MASS 02152 (617) 846-2170 or (617) 846-9340.

**FOR SALE** — Southern SNIPE No. 19835, regatta blue hull, smoke white deck, 3" deck stripe, north sails, double deck trailer, a full cover and a top and side cover, ready to race. \$1695. Complete. Kilpatrick Sailing Center, Post Office Box 18876, Oklahoma City, Oklahoma 73118 (405) 495-1640.

**FOR SALE** — CHUBASCO 19969, excellent condition, gray deck, white hull, cobra mast and boom. Northsails new last season. Compass, all go-fasts, cover, trailer. \$1900. S. Harms, (914) 694-1515.

**T-SHIRTS** - custom made for your fleet or club. We suggest white shirt with colored trim name of club or fleet on front picture of snipe or other on back. Minimum order 12 — \$2.95 each any size. Write for information about T-Shirts and Sweat Shirts. T-SHIRTS UNLIMITED, 14 Ware Road, Winchester, Mass. 01890 (617) 729-3445.

**PROTECT YOUR LOVED ONES** — Snipe rudder and dagger board covers. Sturdy blue covers w/soft lining. Rudder. \$12.50. Board \$17.50. (send pattern for size and shape of board). Ill. residence add 5% sales tax. T. G. ENTERPRISES, 1411 College Ave., Wheaton, IL 60187.



## Sanctioned Snipe Regattas

APRIL 19-20, REDNECK REGATTA, Magnolia Fleet No. 604, Harley Hopkins, 6064 Whitestone RD., Jackson, MS 39206.

APRIL 26-27, DECATUR ICE BREAKER, Decatur Fleet 144, Allen K. Ward, 4022 Newcastle, Decatur, IL 62526.

MAY 3-4, MIDDLEFORK OPENER, Whitewater Valley Fleet 653, Jerry Makela, 308 So 15th St, Richmond, IN 47374.

MAY 3-4, HERNANDO DE SOTO, Delta Fleet 407, Lee Reichart, 3415 Dupre St., Memphis, TN 38118.

MAY 10-11, SOUTHERN SNIPE CHAMPIONSHIP, Chattanooga, Privateer Fleet No. 142, Bill Simons, 4106 Hamill Rd, Hixson, TN 37343.

MAY 17-18, LANSING KICK-OFF, Lansing Fleet 601, Bill Celio, 1538 Burcham Dr, E. Lansing, MI 48823.

MAY 17-18, PACIFIC COAST CHAMPIONSHIP/NORTH-SOUTH REGATTA, Yosemite Fleet No. 713, Earl Levesque, 2709 Midge, Ave., Merced, CA 95340.

MAY 24-25, SOUTHWESTERN CHAMPIONSHIP, Dallas Fleet No. 1, Eugene A. Soltero, Box 31176, Dallas TX 75231.

MAY 31-June 1, RIFF-RAFF, Cowan Lake Fleet 433, John Goldsworthy, 1500 Mapleton, Dayton, OH 45459.

MAY 31-JUNE 1, BOLD MOTHERS OPEN, Cuba Lake Fleet No. 442, c/o Gram-Murphy, 107 N. Clinton, Olean, NY 14760.

JUNE 6-8, FWBC ANNUAL REGATTA, Fleet No. 45, Bill Shelton, 2901 West Berry, Ft. Worth, TX 76109.

JUNE 7-8, DISTRICT IV CHAMPIONSHIP, Chattanooga, Privateer Fleet No. 142, Bill Simons, 4106 Hamill Rd, Hixson, TN 37343.

JUNE 7-8, NORTHEASTERN INTERNATIONAL, Bill C. Buckles, 13925 Triskett Rd, Cleveland, OH 44111.

JUNE 14-15, LAKE ONTARIO OPEN (BRIODY), Newport Fleet No. 103, Fred Seedhouse, 1180 Severn Ridge, Webster, NY 14580.

JUNE 14-15, CARLYLE OPEN, Lake Carlyle Fleet 705, Ray Szczepanski, 7781 Wooddale Lane, Normandy, MO 63121.

JUNE 14-15, MICHIGAN STATE CHAMPIONSHIP (CLOSED), Gull Lake Fleet 190, Roger N. Turner, Sr. 9845 East "C" Ave., Richland, MI 49083.

JUNE 21-22, SLAUSON MEMORIAL, Peoria Fleet 131, William T. Reid III, 4533 Bournedale, Peoria, IL 61614.

JUNE 27-29, DISTRICT I CHAMPIONSHIP - JR. & SR., Quassapaug Fleet No. 231, Richard Leonard, 312 Park Ave., Naugatuck, CT 06770.

JUNE 28-29, WOLVERINE REGATTA, Barton Fleet 520, Douglas Behrendt, 2121 Woodside, Ann Arbor, MI 48104.

JUNE 28-29, NEW YORK STATE OPEN, Onondaga Fleet 18, Ron Bouverat, 404 Kirsch Dr, Matty Dale, NY 13211.

JULY 11-13, DISTRICT V CHAMPIONSHIP, Chautauqua Fleet 124, Harold Griffith, 227 Crossman St., Jamestown, NY 14701.

JULY 12-13, WINCHESTER BC INVITATIONAL, Winchester Fleet No. 77, Lewis A. Law, 80 Richmond Rd., Belmont, MA 02178.

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