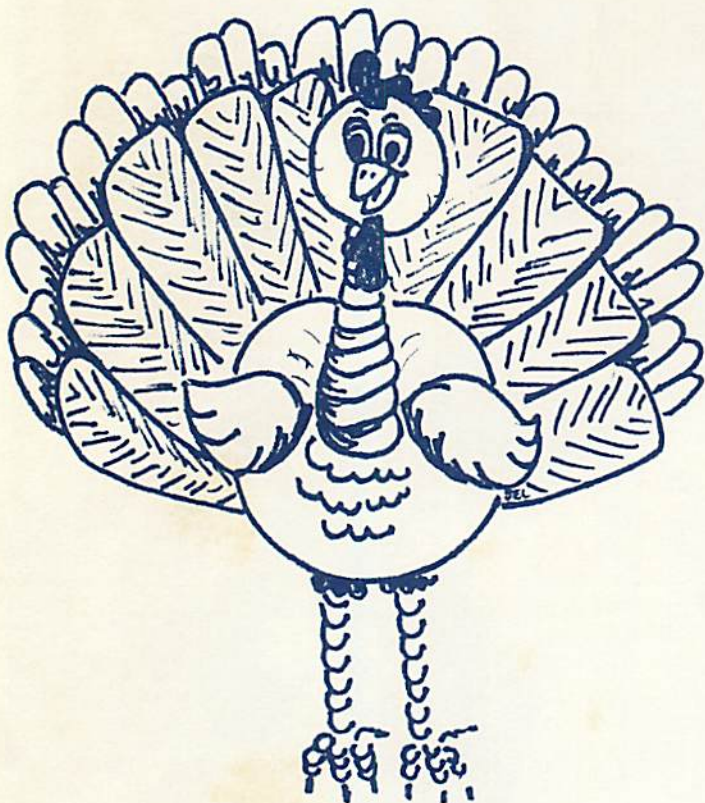


JULY 1975



SNIPER
BULLETIN





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Bow Mar Snipes Capture Rocky Mountain Honors

The Bow Mar, Colorado, Yacht Club made practically a clean sweep of the 1974 Rocky Mountain Snipe Championship, held at Shadow Mountain Lake near Grand Lake, Colorado. Lee Tautz of Bow Mar took first place, giving him possession for one year of the Ed Kueck Memorial Trophy, and since he was also camping out he took home the Snipe Camping Trophy for the highest-placing skipper who was also camping.

The regatta, sponsored by Snipe Fleet 210 of the Rocky Mountain Sailing Association of Denver, was held in light to moderate winds on a large lake at an elevation of 8300 feet. There were two races back-to-back on Saturday afternoon, followed by a cocktail party and prime rib dinner. The final race of the 3-race regatta was held Sunday morning, after which the host club provided a sandwich bar lunch at the



Rocky Mountain winners, from left, standing: Lee Tautz, Rube Ross, Clyde Castle, Jim Lowrie, Bill Eichelberger; Kneeling: Steve Tautz, Jim Wahlberg, Tom Castle, Chris Castle, Betty Eichelberger.

regatta headquarters and launching area while the results were being figured.

This was the 13th annual regatta held at Shadow Mountain Lake, amid spectacular mountain scenery on the edge of the Rocky Mountain National Park. For information concerning the 14th annual event in this series, to be held late in July, 1975, contact Bill Eichelberger, 570 S. Franklin, Denver, Colo. 80209.

ROCKY MOUNTAIN CHAMPIONSHIP (Top 10 of 22 Boats)

Boat	Skipper	Club	Place
20812	Lee Tautz	BYMC	1
19262	Rube Ross	BYMC	2
16808	Jim Lowrie	BYMC	3
19064	Bill Eichelberger	RMSA	4
19891	Clyde Castle	BYMC	5
9898	Fred Hegel	RMSA	6
16809	Roger Gaiser	BYMC	7
16807	Carl Mattson	BYMC	8
15003	Norm Tanner	BYMC	9
16851	John Filkins	RMSA	10

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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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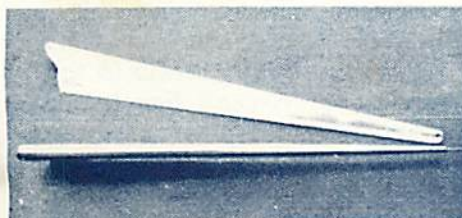
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SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

JULY 1975
Vol. XXIV No. 7

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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.



Mark rounding in close quarters at the SCIRA Midwinters, Tampa.

THE COVER

"Turkey in the straw"? No. Snipes in the leaves. Bill Humphreys and Andy Rehling No. 20251 and Mark and Gene McCord No. 21360 race in the Southern Regatta. Photo from the Chattanooga News-Free Press.

Commodore John T. Hayward

John T. Hayward, 1951 SCIRA Commodore, died in Clearwater, Florida on March 20, 1975. He was in his mid 80's.

Commodore Hayward first sailed Snipes in Tulsa, Oklahoma. He moved to Clearwater in the mid 50's where he remained active in Snipes until he bought the 40 ft. yawl Winifred.

The Western Hemisphere Trophy which Commodore Hayward donated to the class is named in his honor. He was third in the US Nationals in 1947 and his list of trophies includes both the Minneford and Richner High-Point Trophies, the Midwinter Trophy which he won 3 times, and the Southwestern Championship which he won twice.

Mr. Hayward's interest in the Class included the technical as well as the racing and administrative areas — he was among the first to use jib tell tales. His

interest in the Class continued to the time of his death.

Northeastern Rescheduled

The Northeastern Regatta has been rescheduled and will be sailed in conjunction with the North Americans, July 17-20.

THE SCORE

Activity in the new boat department was good for the month with 85 new numbers issued. Argentina was tops with 35, followed by 20 for Spain, 17 for the U. S., 9 for Denmark and 4 for England.

Four new fleets were chartered. Number 744, Club Nautico Olivos, number 745, Club Nautico Melinque and number 746, Mendoza all were chartered in Argentina. There is a great deal of progress and growth there under the able guidance of National Secretary, Fred Ashby. Fleet number 747 was issued to the Cleveland Fleet in Cleveland, Ohio, U. S. A.

Numbered SNIPES — 21933

Chartered Fleets — 747

PROPOSED RULES CHANGES

The Rules Committee has completed its review of the proposal submitted to them by the Rules Study Committee. This was printed in the April issue of the *SNIPE BULLETIN*. The Rules Committee has made a few minor changes to the proposal and they are printed in this issue. In addition, the Moment of Inertia test as drawn up by the Rules Study Committee and approved by the Rules Committee is also being printed here.

A number of members wrote in to make recommendations and voice their opinions. There was only one item that was objected to by an overwhelming majority. This was the requirement that all boats be required to use the new centerboard shape. Consequently, the Rules Committee has recommended requiring the new shape for old boats only if they participate in the World, Western Hemisphere, European and African Championships.

However, as a separate proposal, the new centerboard shape will be required for national championships if a feasible means can be found to modify present centerboards without too much expense. One method is described by Ted Wells in his letter to the Board of Governors.

Both proposals have been submitted to the Board of Governors for a vote. The results should be known in time for the August *BULLETIN*. The changes will then be submitted to the IYRU for final approval. It is expected that they will accept our changes as submitted.

Ted Wells On Rules Committee Recommendations

These recommendations are being submitted to you using the same format as used by the Rules Study Committee. With this method it is easy to recognize the changes.

Many comments and suggestions have been received from members of the Rules Committee, Board of Governors and interested skippers. Many suggestions for

change were beyond the scope of this study and therefore cannot be considered. There is serious disagreement with the Rules Study Committee report in only one area — whether a new centerboard should be adopted and if adopted, under what circumstances should use of the new shape be mandatory. It should be emphasized that with this possible exception no changes will be required on existing boats. Many owners who wrote in did not understand this.

Everyone agrees that if adopted the new board should be required in future World, Western Hemisphere, European and African Championships. Everyone also agrees that it should not be required at competition levels below National Championship Regattas at any time in the future.

There are some who feel that we are only adding one more shape to the number we already have. Most agree that the present straight cut boards do not work well for all hull designs, and are harder to get accustomed to than the radiused board, especially for beginners. The radiused board is universally preferred in Europe. Those who have tried the new board with one exception agree that it is as good as either older board and perhaps better. I have used all of the older shapes and used the new ones last weekend. I feel it is superior to the old straight boards and no more difficult to use than the radiused boards. It is of course cheaper to make than the radiused board.

As a compromise I suggest requiring the new board on all boats built after January 1, 1976, and in the Championship series of National Championships. In the United States this would mean the Heizerling series (not Crosby or Wells) starting in 1977. It would be required in 1976 in World, Hemisphere, and European Championships. I would also suggest a special "Grandfather Clause" concession to permit easy reworking of radiused boards by reducing the 37" min. and 12" min. dimensions on old boards which are reworked to the new dimensions, and their present thickness should be accepted.

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PROPOSED RULES CHANGES

AS PRESENTED BY RULES STUDY COMMITTEE

RECOMMENDATIONS BY RULES COMMITTEE

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)).

(The majority of the Rules Study Committee recommended 1/8" (3 mm) and this was accepted.)

19. Forward deck. ~~This must extend the full width of the boat to a point no further than 24 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.~~

(minor wording change)

level with sheer.

27. ~~No center board of either type shall exceed 60 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 center boards 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.~~

(There is no point in specifying a weight as there are no options on the centerboard.)

29. Thickness above waterline ~~(3/4" minimum)~~

The basic rudder thickness above and below the waterline shall be ~~1/2"~~ ^{3/4"} minimum and 1 1/2" maximum.

(The 3/4" minimum will permit construction of plywood rudders without too much weight.)

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.~~

(alternative wording)

The butt of the mast shall be positively retained in the step by means of a collar, shock cord cable or other suitable means.

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 2 1/2" in diameter. ~~In hollow wooden masts the walls must be at least 3/8" thick. Give dimensions of this mast~~

(sentence deleted.)

42. (Regarding Bands on Mast.)

~~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.~~

(alternative wording)

Easily removable tape such as electricians or plastic decorative tape is not acceptable.

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 8'4 7/8" aft of the aft side of the mast or a projection thereof downward.

(alternative wording)

inside aft edge of sail slot projected downward.

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")

All boats must have a jib stay and two side shrouds. No backstay may be used. Shroud anchorages must be not more than 4" in from the sheer and between 70" and 78" aft of stem.

50. Side shrouds 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.

(reference to double jib stays has been eliminated.)

51. (Weight Limit)

(No change except to list whisker pole among items not to be weighed.)

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.

(The majority opinion of Rules Study Committee was accepted.)

(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.)

(Total was added at two points to clarify that the dimensions apply to the combined areas of both holes.)

TOTAL

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. TOTAL.

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.

(Several owners of boats with 9" high trunks said they were fine and they recommended no change.)

(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.)

65. Material: Any type of woven fabric may be used as long as it has a minimum weight of 3 ounces per square yard (note: most weights for sail material are given in ounces per lineal yard and in varying widths, which are generally around 28") A transparent window of non-woven material may be used in the jib if desired. Maximum area, one square foot.

two square feet.

71. Jib maximum dimensions

Foot	6'5"
Reach on Foot	(6")
Luff	(12'3")
Leech	(11'6")

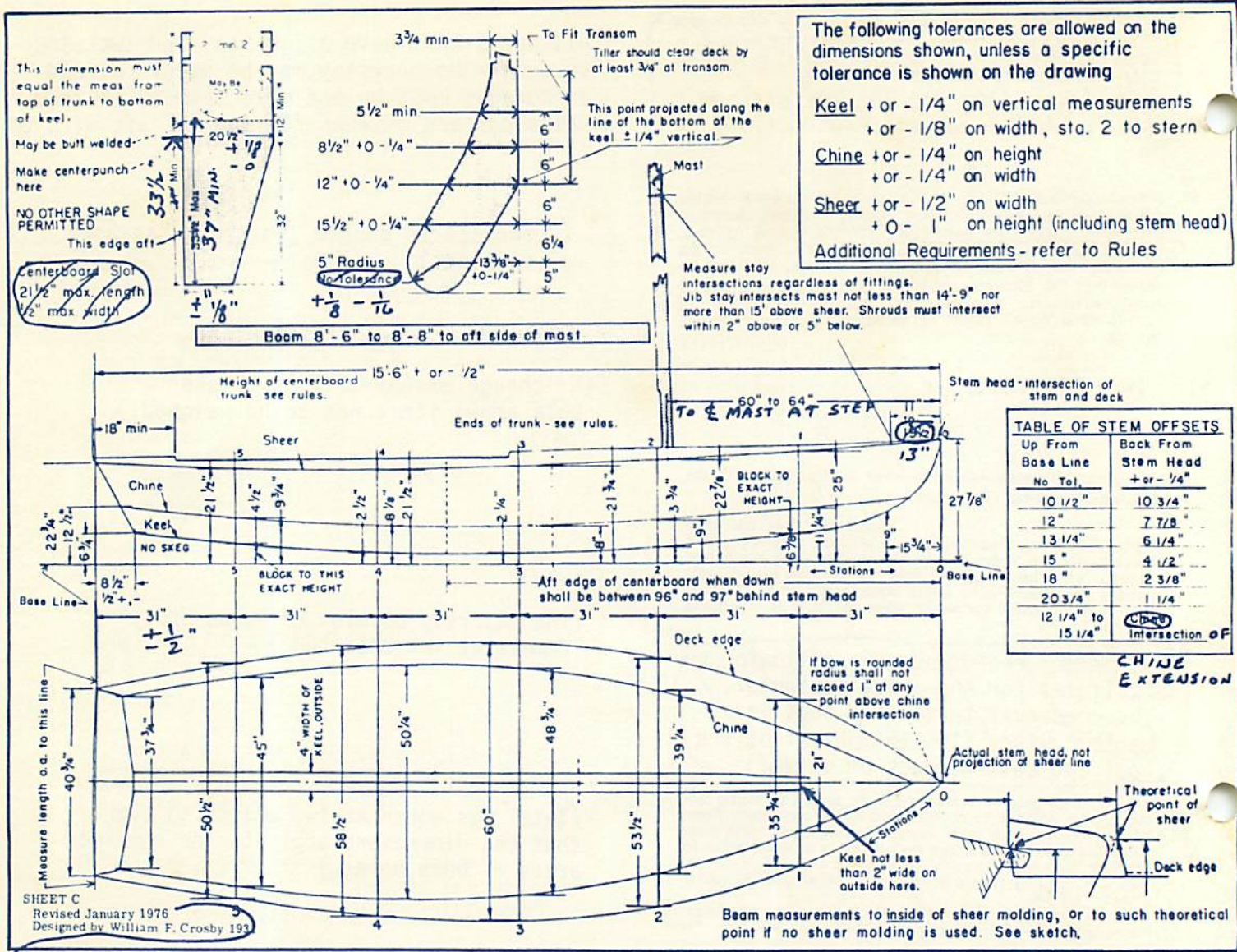
Jib Dimensions

Foot	6'5" max.
Head grommet to midpoint of foot	12'2" max.
Luff	12'3" max.
Leech	11'6"

72. The jib must have all snap hooks properly attached to stay when racing. May be sheeted inside or outside shrouds. No battens whatever allowed in jib. No headboard permitted in jib. Jibs must have at least five hooks, one near each end of the luff and the other three evenly spaced between. There shall be a maximum of 10 jib luff attachments to the forestay. If glove fasteners are used a maximum of 10 inches of the forestay may be covered. All jibs must be capable of being attached without disconnecting the forestay. The jibs must have a wire in the luff to prevent pulling of the jib beyond the dimensions given in Paragraph 71 above, and the luff shall be measured with sufficient tension to straighten the wire.

ADD:

Other measurements shall be made with a pull of 8 lbs.



→ For all boats numbered after _____.

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Moment of Inertia

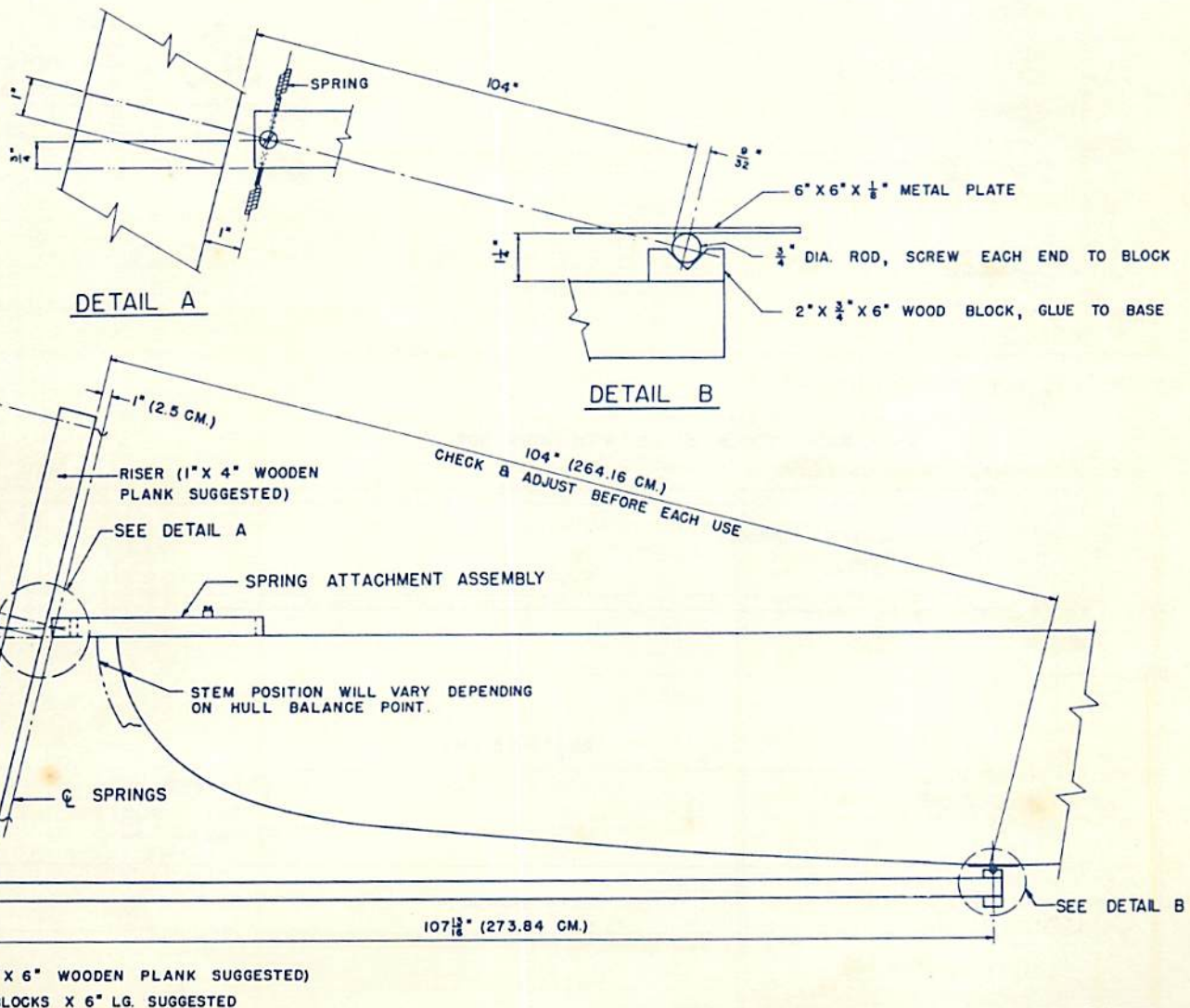
The following is the Moment of Inertia Rule as proposed by the Rules Study Committee. It is contemplated that this will apply to all new boats built to the new Measurement Data Sheet effective 1/1/76. Whether to apply this rule to prior-built boats and at which competition level will be determined by the Board of Governors.

The procedure may sound complicated and time consuming, but at the recent U.S. Nationals, we consistently ran moment of inertia tests in less than ten minutes once we got the jig set up. The U.S. Nationals measuring rig with a clamp-on balance rod, and metal keel plate as a package to measurers. The cost to SCIRA should be nominal.

Set the moment of inertia jig up on a hard level surface and check to see that it is reasonably level both lengthways and sideways. Also check the 104" dimension from the aft side of the riser to the front side of the $\frac{3}{4}$ " dia. balance rod.

Carefully balance the bare hull (defined in para 54) on the balance rod so that the top of the deck is level with the horizontal line on the riser. Be sure to use a thin metal plate (6"X6"X $\frac{1}{8}$ " is recommended) between the balance rod and the keel. Also the spring attachment assembly minus springs should be in position on the fore deck. When the hull is balanced, attach the springs to the spring attachment assembly and then to the hooks on the riser, being careful to stabilize the hull while doing this operation. Adjust the spring attachment assembly so that the centerline of the spring bolt is 1" from the aft side of the riser and clamp the assembly to the deck with the hook bolt through one of the holes in the jib stay fitting. Recheck to see that the top of the deck is level with the horizontal line within plus or minus $\frac{1}{4}$ " and adjust the hull position if necessary.

(Continued on next page)



MOMENT OF INERTIA CHECK EQUIPMENT

SCIRA

Moment of Inertia

The hull should now be free to oscillate about the pivot rod, being restrained only by the springs. Check this by displacing the bow approximately 6" to 8" above or below the horizontal and allowing it to oscillate. Please notice that an oscillation is one complete cycle, from starting point to farthest away point and back to starting point.

The moment of inertia of the hull is calculated from the following formula:

$$I = \frac{C D^2 T^2}{4^2}$$

Where: I = Moment of Inertia; C = Spring constant, Lb. per ft. (Kg. per M.); D = Distance to axis, Ft (M); T = Time of one complete oscillation, seconds = 3.146.

For our purpose, $D = 104'' - 1'' + 9/32'' = 103.281 = 8.6067'$ (2.6233 M.) The spring constant will be furnished with the springs from SCIRA. We can now simplify the formula to:

(English)

$$I = \frac{8.6067 \text{ ft}^2 C T^2}{4 \times 3.146} = 5.886 C T^2$$

(Metric)

$$I = \frac{2.6233 \text{ m}^2 C T^2}{4 \times 3.146} = .5469 C T^2$$

Proceed to time hull oscillations through a minimum of twenty and preferably thirty or fifty complete oscillations. Divide the total time by the number of oscillations to arrive at the average time for one complete oscillation.

Repeat this procedure to check that the average oscillation time is correct to the nearest hundredth of a second. Please note that the stop watch is started at the beginning of the first oscillation but the number count is started at the end of the first oscillation.

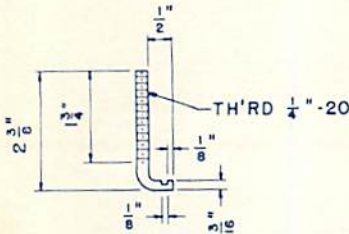
Using the average time for one complete oscillation, solve the formula for moment of inertia.

The minimum moment of inertia of the hull as determined from the formulae above shall be:

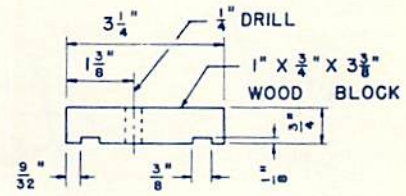
English - 200

Metric - 27.6

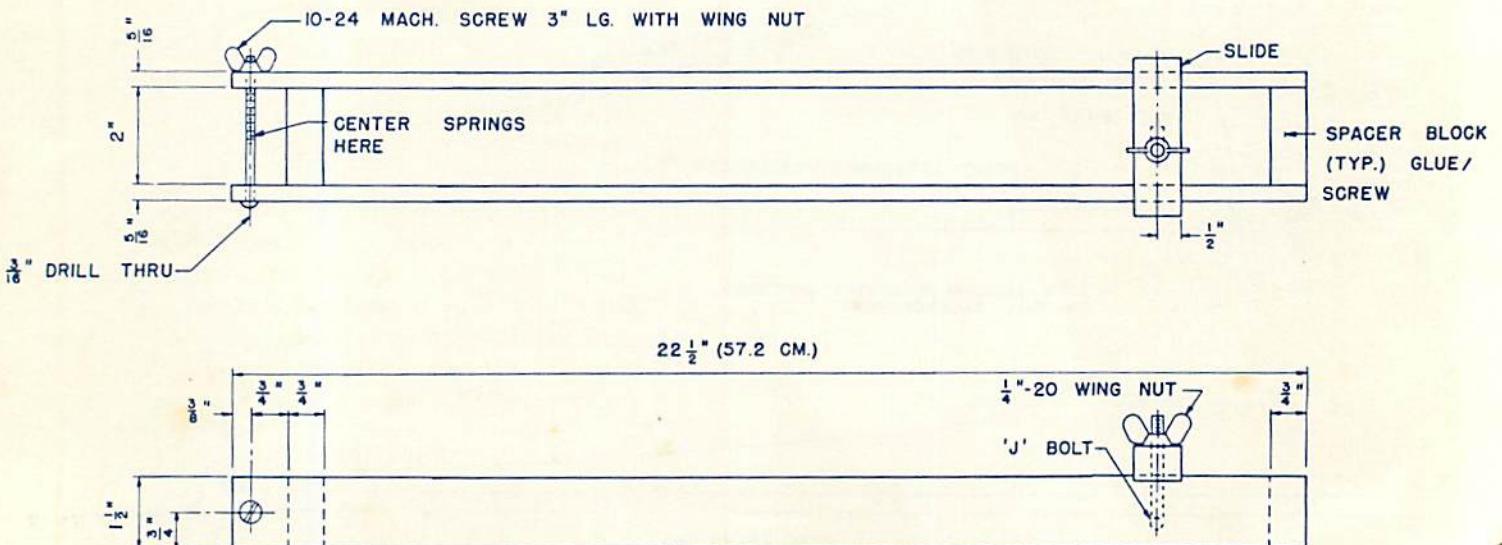
If the hull moment of inertia does not meet this minimum, weight shall be added to the ends to bring it up to the minimum.



'J' BOLT



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Snipes Celebrate Cotton Festival at DeSoto Regatta

The Delta Sailing Association hosted the Hernando DeSoto Regatta on Arkabutla Lake May 3 and 4 as part of the Memphis Cotton Carnival Festivities. Ten Snipes enjoyed the steady 18 knot breezes Saturday afternoon. In the first race, Lee Reichart led the way around both laps of the triangle. Steve Cooper and Albert Lamar followed Reichart across the finish line. In the second race the lead changed hands many times. Lamar finally won with Jim Lee taking second, followed by Reichart. This left Lamar and Reichart tied for first with Lee and Cooper close behind.

Sunday's decisive race was sailed in a partial vacuum. Bill Snowden mastered the conditions to pull a horizon job on the rest of the fleet. In the race for the regatta championship Lamar and Reichart match raced in slow motion. The lead seasawed back and forth with Lamar taking the race and the regatta.

The facilities at the Delta Sailing Association have been upgraded with a paved road replacing the old five mile dirt

track as well as new shore facilities. We invite everyone to come next year.

Lee Reichart, Captain
Delta Fleet No. 407

HERNANDO DESOTO REGATTA

Boat	Skipper	Races	Points
20262	Al Lamar	3-1-3	6.75
16796	Lee Reichart	1-3-4	7.75
21359	Steve Cooper	2-5-2	9
20822	Bill Snowden	5-4-1	9.75
19991	Jim Lee	4-2-5	11
16607	N. Longworth	8-7-7	22
18555	Stewart Waugh	6-9-8	23
14206	Earl Bennett	7-6-10	23
10880	Dease Ryan	9-8-9	26
17140	Joe Buzhardt	10-10-6	26

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Wells Wanderings



by Ted Wells

JULY 1975

CODE FLAG "C"

About twenty years ago, it suddenly occurred to me that there was no real reason to sail a course which was a series of reaches, just because the wind had shifted. While it never occurred to anyone before, there really wasn't any law anywhere that said you couldn't move a mark to salvage a race which otherwise would have been a parade.

In our "Rules for Conducting National and International Regattas" we set up a procedure for the Race Committee to use in moving the windward mark before the start of the second or third laps of an Olympic course. Other organizations, especially the higher and mightier in the august ruling classes, were horrified (not Bob Bavier — when I first suggested it, he said he didn't see any law against it).

Several years ago I was asked to be a judge for the Mallory trophy races. I said I would if they would use a system to move marks around. They couldn't do this so I couldn't get there. As it turned out, the courses were lousy and the RC Chairman recommended using "C" in the future. A year or so later, they did use code flag "C". I served as a judge, and the head judge in his report to the NAYRU said that if this had not been done, there would have been only one real race in the whole series. Now the Americas Cup is doing it, and the Snipe Class is moving any mark they wish. This is specifically covered only in the Rules for Major Championships — but obviously anything that is legal there is legal in a Sanctioned Regatta — or a point score race for that matter.

Two way radios are a help especially on long courses, but on the shorter courses used on many lakes for weekend regattas, all that is needed is one reasonably fast power boat and a well understood procedure. About the only real limitation to moving

things around is that for obvious reasons you can't move a mark while someone is still heading for it. It is desirable to have a mark set before any boats start on the leg toward it, but is not essential.

The basic procedure is simple: just before the lead boat reaches the mark to be rounded prior to the one to be moved, a boat (generally but not necessarily the Committee Boat) gives two sound signals, flies code flag "C" and hails the leading boat advising that the next mark will be different. This advice may consist of giving a new compass heading, or stating that the mark has been moved in a certain direction (northeast for instance) some specific distance (250 yards for instance) or if fixed marks are used, the advice may be "round mark 3 instead of mark 4".


The rules specify that easily movable marks must be used where possible. Some places this is practical only along the shore — at Lake Canyon north of San Antonio, there probably isn't enough line in Texas to anchor anywhere except near shore, so the choice of new marks may be limited — but something can usually be done.

If the boat assisting the committee boat is also serving as a lead boat, it can take a fairly good lead as it approaches the committee boat, then dash off wide open to move the mark in accordance with the instructions from the RC Chairman. Another method is that the RC boat can pull anchor, go to the lead boat and have the lead boat give the signals while the RC boat moves the mark. This procedure would be used necessarily if the finish mark were to be moved. This obviously requires either a transfer of flags or more than one of them — and two sources of sound. There is nothing wrong with a good shrill whistle.


Any mark may be moved. If the course is triangular, at least two marks should generally be moved — but all three may be, and there is no limit to the number of times a mark may be moved. Sometimes reversing a triangular course will work, but this is likely to be more confusing than just moving the marks. If a course is reversed, the signal is given at a mark. This mark is rounded in the original direction, but all subsequent marks will be left on the side opposite the original.

When flag "C" is flown, the boat flying it should stay near the mark at which the flag is flown, repeating its advice on the mark movement as the boats come by, until it is obvious what is going on. The last one third of the boats can generally pretty well follow the leader without any personal notification.

In the last two regattas in which I have sailed, some of the races became parades which could have been helped by shifting marks. When I asked an RC member about this, he said he didn't have anything against moving marks but wasn't sure how to do it without getting things mixed up. I hope this article helps.




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Snipes out of wind at the '75 Nationals, Jacksonville, Fla. (J. Lewis photo)

Board of Governors Regatta

Quassapaug Y.C. Fleet 231 - Top 35 of 46 Entries

Boat	Skipper	Club	Places	Points	Finish
17758	Norm Towle	Winchester	1-1-3-2	8.7	1
19191	Tom Legere	Winchester	2-6-1-1	14.7	2
16228	Steve Klotz	State College, Pa.	3-1-2-4	16.7	3
KB18881	Wayne Soares	Spanish Point YC	3-3-2-4	22.4	4
16699	Fritz Gram	Cuba Lake	12-2-3-1	26.7	5
19969	Jack Gannon	Winchester	5-9-1-3	30.7	6
17471	Randy Nord	Pine Beach YC	1-3-13-6	36.4	7
14114	Mark Lombardi	Winchester	8-4-6-2	36.7	8
19253	Tom St. John	Quassapaug	4-4-4-10	40	9
20569	Dave Rogers	Quassapaug	2-7-8-5	40	10
19491	Russ Cook	Kueka Lake	6-5-4-6	41.4	11
19707	Jim Lawlor	Quassapaug	5-2-10-11	46	12
9106	Irv Margulies	Quassapaug	11-5-5-9	52	13
19909	Jack McInnis	Winchester	14-11-6-3	54.4	14
19199	John Swanson	Winchester	7-12-7-7	57	15
9320	Skip French	Narragansett Bay	7-13-10-10	64	16
18646	George Schwenk	Quassapaug	4-12-12-dnf	65	17
E	Arturo Delgado	Nautico Madride	11-7-18-9	69	18
18009	Ned Daly	Quassapaug	9-15-9-14	71	19
16960	Nelson Zackin	Quassapaug	17-11-9-11	72	20
20965	Leo Murphy	Bold Mothers SC	15-8-11-15	73	21
18326	Lew Law	Winchester	12-14-11-13	74	22
12999	Ginny Turner	Cottage Park	18-14-14-5	74	23
19177	Fred Thurston	Severn SA	8-9-dnf-dnf	75	24
20999	Ralph Swanson	Winchester	9-6-14-dns	77.7	25
19699	Charles Hill	Winchester	17-17-5-16	78	26
20828	Kevin Julian	Winchester	16-20-8-12	80	27
20661	Nip Tanner	Quassapaug	6-13-16-dnf	80.7	28
20685	Fred Abels	Sea Cliff	10-8-18-dnf	82	29
19702	Bill McInnis	Narragansett Bay	13-10-7-dsq	82	30
7885	Phil Paul	Quassapaug	20-16-16-8	84	31
13873	John Post	Quassapaug	19-17-20-8	88	32
20700	Mike Goll	Cottage Park	16-10-19-dnf	91	33
15214	Matt Erickson	Quassapaug	23-19-15-12	93	34
15777	Dave Rogers, Jr.	Quassapaug	19-21-13-dnf	99	35

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Sanctioned Snipe Regattas

JULY 4,5,6, MISSOURI VALLEY CHAMPIONSHIP, Iowa-Nebraska Fleet 309, Stan Traub, 2520 No 53, Omaha, NE 68104.

JULY 7-13, WORLD JUNIOR SNIPE CHAMPIONSHIP, Kokkola Fleet 570, Kikkola, Finland.

JULY 11,12,13, DISTRICT III CHAMPIONSHIP, Island Bay Fleet 91, Phillip Peterson, 2505 Churchill Rd, Springfield, IL 62702.

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.

JULY 17-20, NORTH AMERICAN CHAMPIONSHIP, Association Island, NY., Ralph M. Swanson, 44 Swan Road, Winchester, MA 01890

JULY 19-20 SUNFLOWER HOSPITALITY REGATTA, Shawnee Fleet 597, Herbert Langland, 2823 Prairie Road, Apt 26, Topeka, KS 66614

JULY 26-27, CHAMPAGNE REGATTA, Keuka Fleet 382, Russell Cook, Wolcott Rd, Rose, NY 14542.

JULY 26-27, DIAMOND LAKE OPEN, Diamond Lake Fleet 158, Earl Troeger, 3047 Woodmont Dr., South Bend, IN 46614.

AUGUST 2-3, DISTRICT III JUNIOR CHAMPIONSHIP, Diamond Lake Fleet 158, Earl Troeger, 3047 Woodmont Dr., South Bend, IN 46614.

AUGUST 9-10, OLD CHICAGO REGATTA, Chicago Fleet 86, Brian Sherry, 2141 Drury Lane, Northfield, IL 60068.

AUGUST 9-10, ONTARIO CHAMPIONSHIP, Oakville Fleet No. 321, Jim Belford, 85 Wolfdale, Oakville, Ontario, Canada.

AUGUST 11-15, CANADIAN NATIONAL CHAMPIONSHIP, Oakville Fleet No. 321, Jim Belford, 85 Wolfdale, Oakville, Ontario, Canada.

AUGUST 16-17, U. S. JUNIOR NATIONAL CHAMPIONSHIPS, Green Lake, WI, Green Lake Fleet No. 129, Andy Zeratsky, Lac Verde Circle, Green Lake, WI 54941.

AUGUST 18-22, U. S. NATIONAL CHAMPIONSHIPS, Green Lake, WI, Green Lake Fleet No. 129, Andy Zeratsky, Lac Verde Circle, Green Lake, WI 54941.

AUGUST 23-24, BOARD OF GOVERNORS REGATTA, Quassapaug Fleet No. 231, Richard Leonard, 312 Park Ave., Naugatuck, CT 06770.

SEPTEMBER 6-7, LONG ISLAND SOUND OPEN, Sea Cliff Fleet 4, Dana F. Schnipper, 59 Park Way, Sea Cliff, NY 11579.

SEPTEMBER 6-7, INDIANA OPEN, Indianapolis Fleet 409, Dr. Lewis Lappas, 5331, Hawthorne Dr., Indianapolis, IN 46226.

SEPTEMBER 13-14, LAST CHANCE, Crystal Lake Fleet 123, Bill Laskey, 330 Dolle Lane, Crystal Lake, IL 60014.

SEPTEMBER 13-14, WEATHERBY LAKE HOSPITALITY REGATTA, Weatherby Lake Fleet 698, Hans Hagen, 9909 NW 74th, Parkville, MO 64152.

SEPTEMBER 13-14, MASS BAY OPEN/CALL-of-FALL, Mass Bay Fleet No. 224, Mike Goll, 16 Johnson Ave., Winthrop, MA 02152.

SEPTEMBER 20-21, JOE RAMEL MEMORIAL, Lake Lotawana Fleet 49, Guthrie Carroll, 647 Romany Road, Kansas City, MO 64113.

SEPTEMBER 20-21, OHIO (OPEN) STATE CHAMPIONSHIP, Portage Lakes Fleet 110, Dick Hand, Zpt B-4, 727 Hancock Ave., Akron, OH 44314.

SEPTEMBER 27-28, HOOSIER HARVEST, Muncie Fleet 557, Steve Sherman, 1712 Winthrop Dr., Muncie, IN 47304.

OCTOBER 4-5, OXFORD INCIDENT/ACCIDENT, Acton Fleet 515, Michael T. Zalzal, 4001 Sharon Park Lane, No. A-19, Cincinnati, OH 45241.

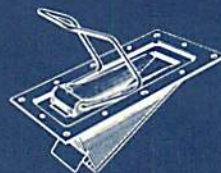
OCTOBER 18-19, FRIGID DIGIT, Annapolis Fleet 532, Ned Lawson, P. O. Box 1463 Annapolis, MD 21404.

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