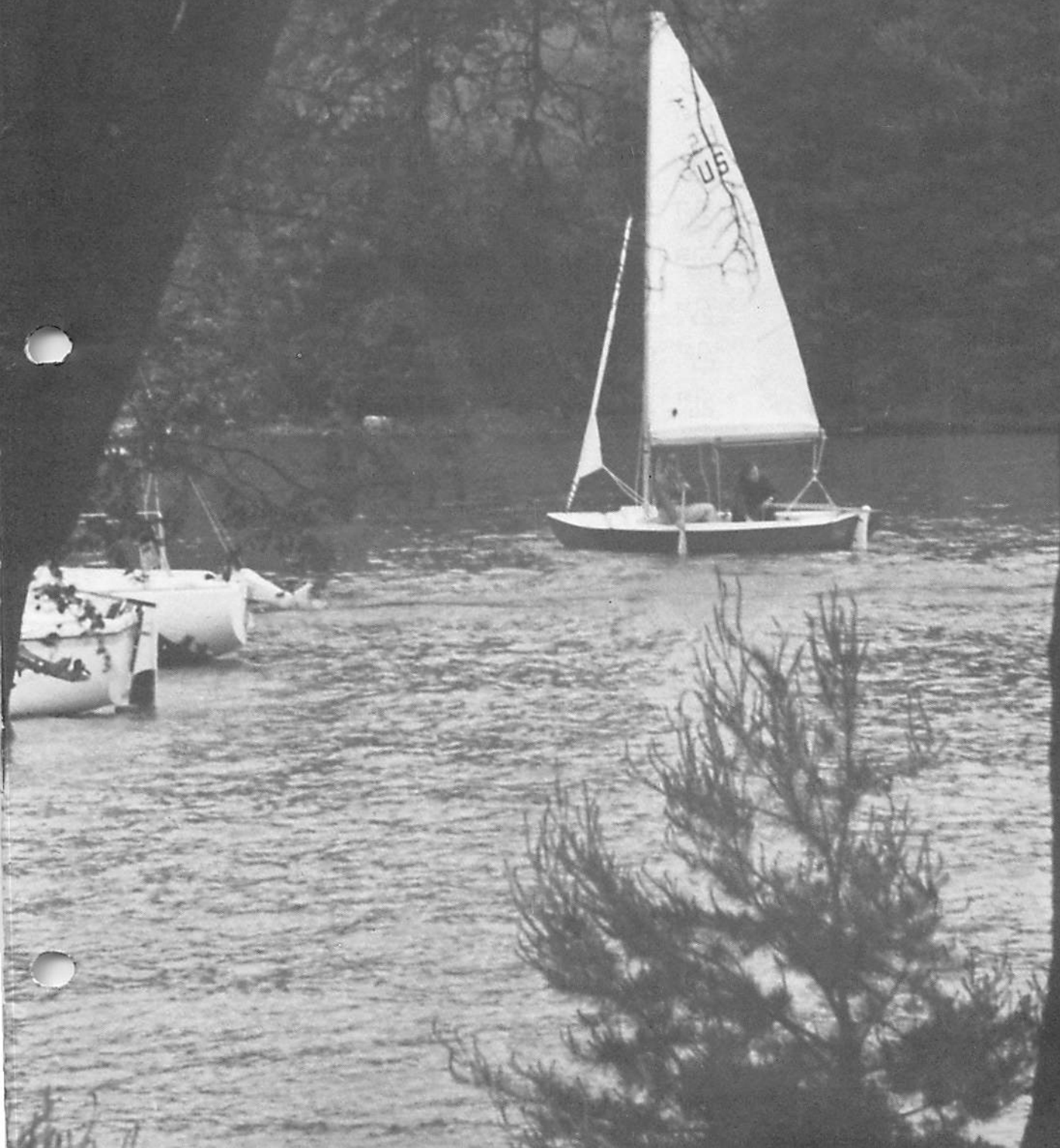




SNIPER
BULLETIN

JULY 1976



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SNIPE CLASS
INTERNATIONAL RACING
ASSOCIATION

JULY 1976
Vol. XXV No. 7

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Address all correspondence to:
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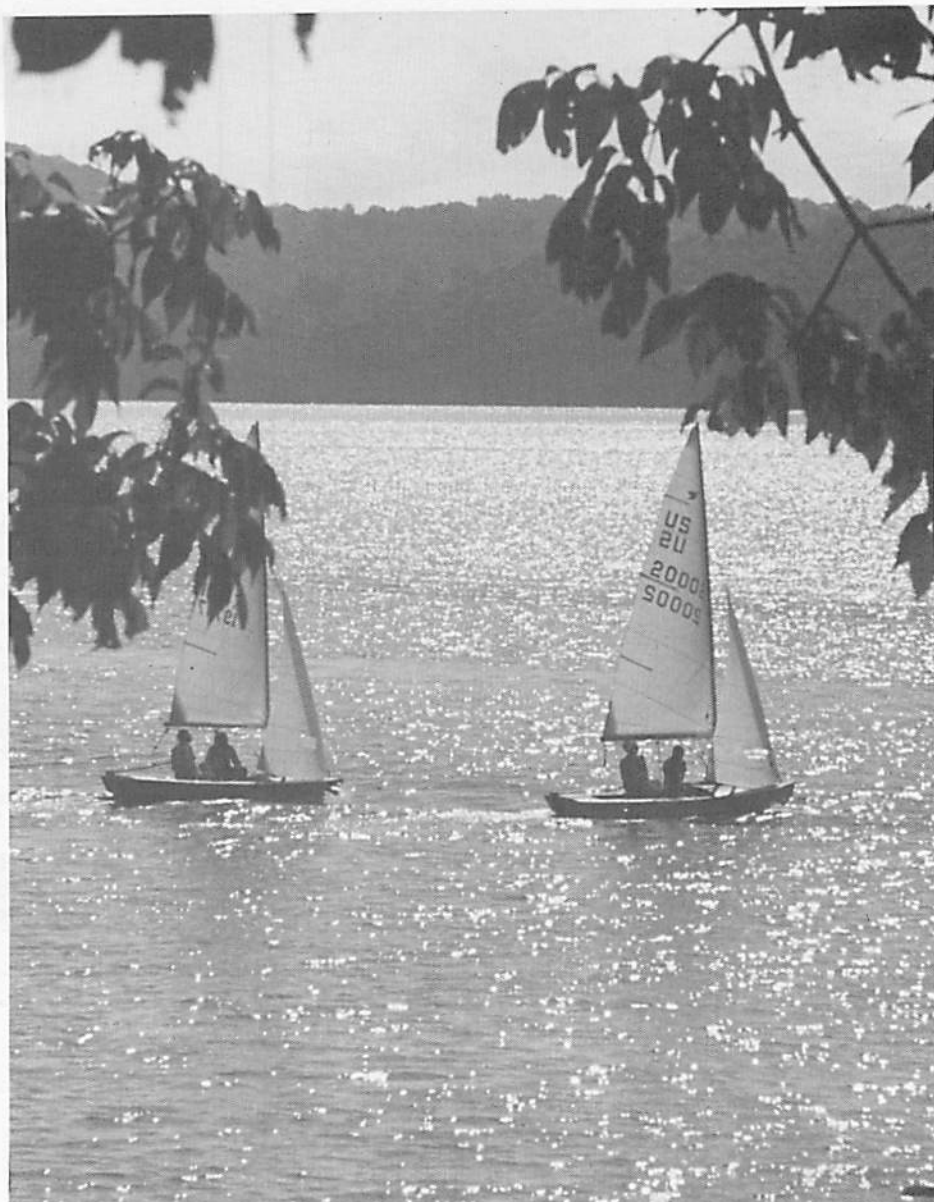
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Snipes on Lake Chickamauga. David Cox photo.

THE COVER

After the races at the Southern Championship on Lake Chickamauga. The jib is furled, the paddle is out, and the dock is crowded. Hope they find a place to tie up and take the sails down. Photo by David Cox.

World Junior Championship

The III World Junior Championship is scheduled for Yacht Club Olivos, Buenos Aires, Argentina, December 12-18, 1976.

Argentina's National Secretary, Frederick Ashby, 25 de Mayo 506, Zarate, Pcia, BsAs, Argentina, is in charge of arrangements for the event. We will publish a fuller schedule of events as soon as it is available.

THE SCORE

Thirty-nine new numbers were issued for the month. Brazil was tops with 20 followed by Finland with 10, the U.S. with 6 and 3 went to England. No new fleets were chartered.

Numbered SNIPES — 22510

Chartered Fleets — 750

"Of shoes and ships and sealing wax, of cabbages and kings"

Attended a regatta recently at the finest sailing lake in North America, if not the world. At least for that weekend it was. Lake is 3 miles wide and 14 miles long. Winds blew 8-15 the length of the lake and didn't vary in direction more than 5-10°. Add to that 3 hoists, plenty of paved parking and plenty of docks, a ten minute sail to the course and last, but not least, good lines, courses and races started on time. Sounds like Fred Schenck's Snipedrome which he designed to Ted Wells' specifications, but it isn't. Actually it is Lake Carlyle, Illinois. The Carlyle Fleet is fairly new and growing, and friendly. They hope to have the districts next year and then put a bid in for the U. S. Nationals.

Only trouble was a semi-pro showed

up for the regatta. Lou Dixon from Springfield, IL won all three races because he moved consistently well and didn't make many mistakes. Lou just graduated from the University of Miami, where he sailed for two years against "Papa" Diaz and the Cuban navy. What a way to go to school! He got an undergraduate degree in Civil Engineering and a Doctorate in Sailing both at the same time.

The Carlyle regatta was host to 38 Snipes this year. My fearless prediction is they may have 100 show up one of these years as the word gets around. I also predicted Landon over Roosevelt in '36, so who knows.

Buzz Levinson
Past Commodore SCIRA

CORRECTION

The age limit in the U.S. Junior entry form in the June issue is incorrect. It should read:

"Skipper and crew must not yet be 19 years old on December 31, 1976."



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JEFF LENHART WINS 'PERFECT' SOUTHERN CHAMPIONSHIP

Lenhart, Moore pace Stars and Bars fleets at Privateer's 25th annual Southerns.

The sailing season at Privateer Yacht Club in Chattanooga finally got off to a good start after three weeks of no wind or too much. I was wondering what the 25th annual Southern Championship would have in the way of wind. Now it is history. The elements finally got it all together this year. In 1973 there was rain and no wind, in 1974 three races were squeezed in, two on Sunday morning, and in 1975 one race was sailed and

ultimately thrown out because it went two minutes over the time limit. This year the two races on Saturday, May 8, were sailed in steady northeasterly wind of 15-18 mph and Sunday's race was sailed in a moderate northeasterly which died to a light air contest for the last two legs.

In Saturday's races there were no recalls and no protests. Sunday, however, was a different story. After three general

recalls of the "Star" fleet of 48 boats, the starting sequence was begun anew. The Stars finally got a clear start, and the Bars managed a good start on the first try.

One of the local sportswriters observed "Champions are like good cream, they always rise to the top". Jeff Lenhart did just that against some impressive talent with a 1-4-1 record. His closest competitor was Bill Buckles with 6-1-6. Another champ who rose to the top in the Lightning Class, and is a relative newcomer to Snipes, Greg Fisher, had 3-5-5 for third place. Francis Seavy's 14-3-2 netted 4th place and Van Wesley finished fifth with 10-2-8.

In the Bars fleet, first place honors went to Robert Moore of Memphis with 1-1-7. Second, third and fourth slots were taken by Marc Duvoisin, Jody Hearn, and Bill Humphreys, all junior skippers from Privateer Yacht Club. Marc not only took second place honors, but also won (for the second time in a row) the trophy for the junior skipper finishing highest in either fleet. This is especially significant since Marc and his crew, his sister Anne, weigh in at somewhat less than 200 pounds. They had finishes of 6-4-2 for their silver. Those of you who can't do well when the breeze pipes up take heed. The first two races were sailed in wind averaging 15-18 mph.

All in all, it was a super regatta. The committees all functioned superbly and thanks to all who participated. Most of all, everyone had fun. Snipers have to be the finest people in the world.

Gary Caldwell

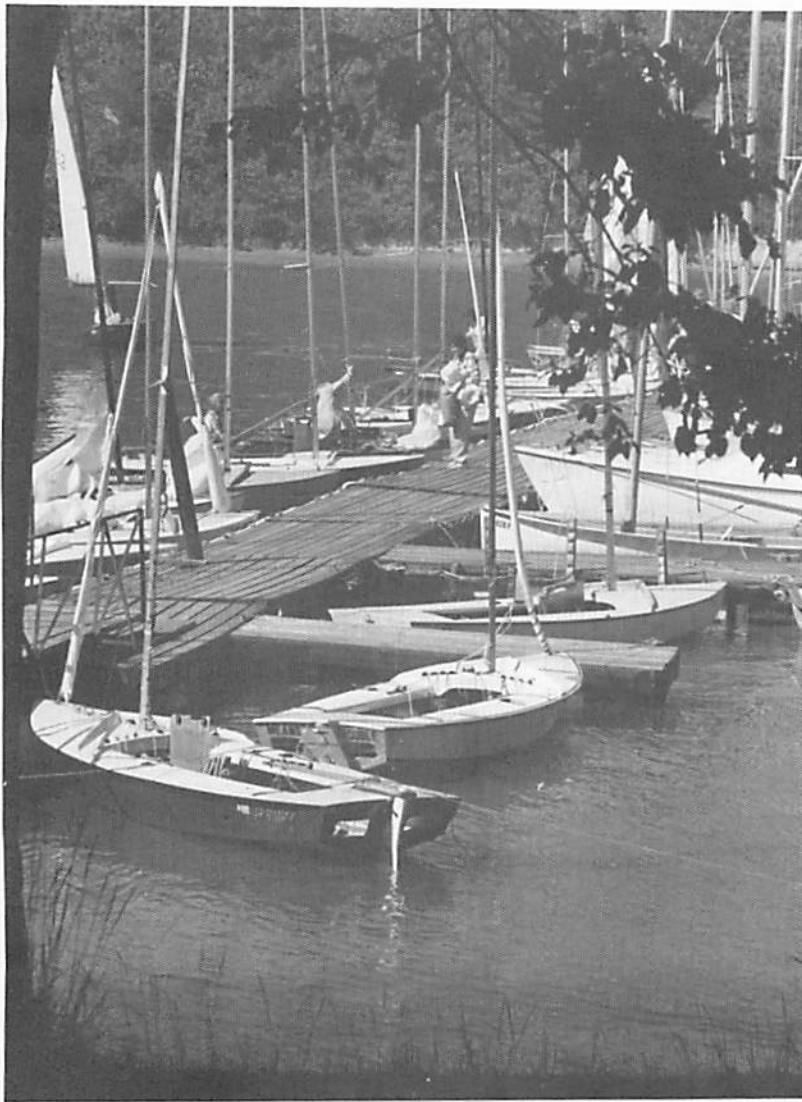
Captain, Privateer Fleet 142

SOUTHERN SNIPE CHAMPIONSHIP (Stars Fleet - top 16 of 48 entries)

Boat	Skipper/Crew	Fleet	Races	Points	Position
20560	Jeff Lenhart/Gubert	Mission Bay	1-4-1	8	1
22380	Bill Buckles/Peter Carelli	Cleveland	6-1-6	23.4	2
21955	Gregg Fisher/Abbie Adams	Cleveland	3-5-5	25.7	3
6995	Francis Seavy/Kevin Guido	Clearwater	14-3-2	28.7	4
21021	Van Wesley/Karen Gregory	Privateer	10-2-8	33	5
19091	Pete Duvoisin/Jane Duvoisin	Privateer	9-11-3	37.7	6
21884	Means Davis/Peggy Davis	Atlanta	2-9-14	38	7
18926	Lou Dixon/Richard Wesley	Springfield	13-7-10	48	8
21359	Steve Cooper/Kitty Coddington	Privateer	7-15-9	49	9
19747	Dan Williams/Brainard Cooper	Privateer	16-6-15	54.7	10
19267	Don Hite/Kathy Hite	Lake Angelus	8-12-17	55	11
9126	Matt Gregory/Chuck Coddington	Atlanta	4-17-18	55	12
19020	Bill Simons/Royce Stubblefield	Privateer	11-8-22	59	13
20002	Bruce Colyer/Pat Harris	Ft. Lauderdale	28-10-7	63	14
7428	Buzz Lamb/Marge Lamb	Privateer	17-16-21	72	15
21357	John D. McGowan/Joe McGowan	Jackson	18-24-13	73	16

(Bars Fleet - top 10 of 24 entries)

22467	Bob Moore/George Lee	Memphis	1-1-7	13	1
20953	Marc Duvoisin/Anne Duvoisin	Privateer	6-4-2	22.7	2
18022	Jody Hearn/Greg Fowlkes	Privateer	2-3-9	23.7	3
20251	Bill Humphreys/Andy Rehiring	Privateer	3-6-6	29.1	4
18023	Dale Boyd/Sherry Boyd	Privateer	7-2-10	32	5
9747	Chris Williams/David Douglas	Privateer	8-7-3	32.7	6
22470	Jim Roddy/Bill Barkell	Atlanta	9-5-8	39	7
20568	Emmie Kohler/Julia Kohler	Atlanta	NF-8-1	44	8
21145	Gary Caldwell/Ed Shuck	Privateer	4-9-17	46	9
17467	Earl Purtee/Cheryl Purtee	Richmond	10-16-4	46	10



*Covey of Snipes at
the Privateer YC docks.*

Francis Seavy and Kevin Guido sailed "Ralph."



*Jeff Lenhart
gets the winner's gun.*

*Photographs by
David Cox*



SOUTHERN CHAMPIONSHIP



At right, Bob Hill (crew) and Jamey Hill, skipper. Below, after the races were over. Below, right, Lee Burnup and crew, Atlanta, have some problems. Photos by David Cox.



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Bars – Dale Boyd, Bob Moore, Marc Duvoisin, Jody Hern, Bill Humphreys. Crews – Sherry Boyd, George Lee, Anne Duvoisin, Greg Fowlkes, Andy Rehring.

Jeff Lenhart (right) points out graphic identity of "Francis Has Been," who scored fourth overall in the Stars fleet.

Photographs by David Cox



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Remember Last Year?

A 'lighter side' look at the hot air of the District Regatta on Lake Fort Gibson, Oklahoma.

Western Hills Lodge is a beautiful place to go on a vacation. But, the Snipers seem to always have problems waiting for wind to sail a boat.

If you just went down to relax — "what a place". Beautiful swimming pool, excellent food, horseback riding, fishing, tennis, ping pong, plenty of juice and wonderful scenery.

How could you ask for anything more? But, no wind. A sailors' nightmare. There were 33 boats from 6 states. Some of the best sailors around, but nothing to test them with.

As the RC chairman stated, "We've got problems. The Texas Legislature has just let out for the summer. They left only a vacuum."

After waiting all day Saturday, we went out at 4PM when the wind finally came over the hills. The clouds were building up too. We were out and ready in 30 minutes, but the wind was very shifty and the RC had a lot of trouble setting up a true line. Also the line was much too long making one end much more favored. We finally tried a start but no one could cross on starboard and the AP recall flag went up.

Now we try again but, what's this? A bolt of lightning a little close. The sky is looking a little threatening, but we haven't cancelled. Now, the wind is moving us. We're all planing. Everyone is whooping it up. What's this N/x. All races cancelled. Well, let's see who wins the race to shore. A good time for all. Now we'll have to give it all up 'til morning.

Some tie up and throw out the anchor. Others pull their boats out. It's starting to rain hard. The anchor won't hold on the rocky bottom. Daughter (Cindy) puts a couple of big rocks in it. 'Good girl'. Now we drink beer. This is more like it.

What's next? A magnificent dinner with prime ribs, ribs, fish and all the extras. Very nice job.

Now the District II meeting. We vote to tell the Snipe Board of Governors, that our district favors the "Grandfather Clause" for all of the old boats for all regattas (including U.S. Nationals) as to center boards. The new 11" diagonal board to be required on new boats only. After all, why not have 12 different

boards instead of 11? I, personally am for cutting down the number of boards to two. (1) The 3/8"x20 1/2" radius cut board. (2) The 3/8"x20 1/2" diagonal cut board with 6 1/2" base. After all, these are practically the only boards now sold and it would hurt no one to change to one or the other. Why pay \$175 for a new board?

Now, District Governor Festerson says we're racing at 8AM tomorrow morning. That night a good time is had by all. Everyone looks sleepy the next morning at breakfast. There is little wind out there either.

We head for the dock and pull up the anchor. Then up go the sails. Now we are leaving the dock, but the wind dies. We all have to paddle. It's only about a mile to the starting line. Most of us won't make it if they don't hold up a little. There are no boats to tow us out.

I'm getting tired of paddling. How about the crew? We don't have much of a paddle either. And it rained hard last night leaving us with 2" to 3" of water in the bottom. No hand bailer either. I guess one of the boys swiped it. We have only a towel. That's no good. Isn't this fun.

Oh! Oh! There goes the 10 minute gun. You have to be kidding? Only about 10-15 boats can make the starting line at the gun. "Paddle harder, harder crew", Nancy says, "You paddle. We're not going anywhere. Why don't we quit? It's all for nothing. All the way down here and not a race. I guess we'll stick it out."

There goes the Red Flag. They've started and we are still 200 yds from the starting line with no wind. Now we must wait. About 12 to 15 get a good start. Ted Wells is in the lead. Fifteen minutes later we start next to last. There is a little wind. It's a huge lift. How about that? Maybe we can catch some boats.

The leader has already rounded the mark but we're reaching for it now and gaining. Stay in there "Old Sub". We can't drain you but you're doing OK now. What you know? We are passing boats pretty good. We round the first mark about 20th. We still aren't doing bad although we miss some of the little puffs on the water. We pass a few more. Now we're 15 or 16. We've rounded the

second mark we pass 2 more, now 13th. They have changed the course for the second beat. We will round wide and head for the next mark.

We're doing OK though the wind had died to a whisper. We are up to 10th. Now we round the windward mark and try to head back and stay in the wind on port. What's this? A port tacker I didn't see coming up on the mark. We surely will cross OK. Oh no? He's falling off to round behind a group of starboard boats. We now can't make it by him. He's going to head us up. We are going to have to head all the way up and make a circle. We are not moving much.

He tapped us. Now he says we fouled him. What a joke! We tell him we're protesting him for altering his course when he fell off to go behind the starboard boats. How can we prove it?

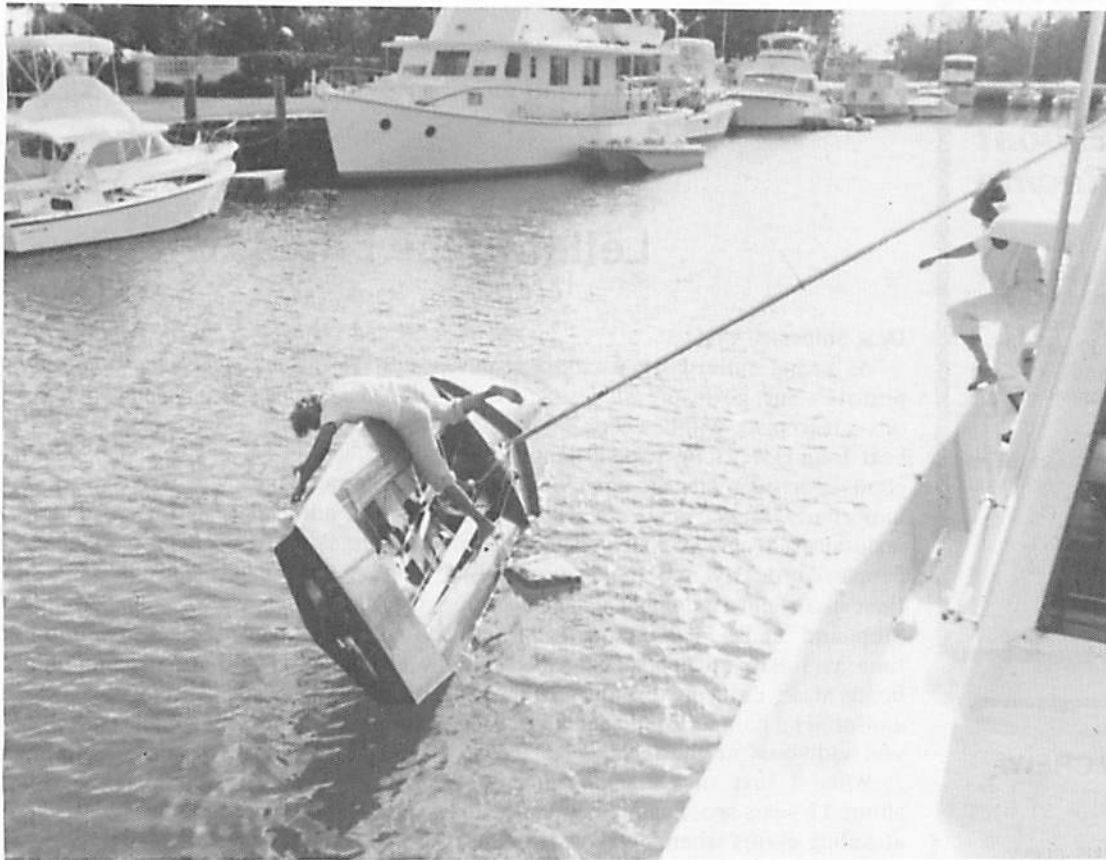
I continue a 720°. Now I've lost 8 to 10 boats. What a mess. Later at the leeward mark 2 boats are inside. I'll try to swing wide and come inside to round close. But, they are going too slow. We can't make it. Now we have to go back wide — 3 other boats now come inside and blanket me. I'm through. We've just rounded. The gun goes off. There's a winner way up there.

We're tired but still going in about 24th place. Now we are about 75 yards from the finish. I look back for son Doug. He is dead last. He started late too. I say "what the hell" let's leave this place. I head back and motion Doug to follow, he says "you quitting" I say "yes", there is going to be a second race in this crap. We'll never win this regatta! Let's go. OK.

At least we're first out and can go for a swim. Of course we have a double trailer with no one to help but we take the masts off one by one, put the top trailer on and run the whole thing way down in the water. Now maybe we can put the top boat on. Pull Doug, Ray, Nancy, pull. We got her up. Now the lower boat is up. We're ready to go. Up the hill and into the nice cool pool.

What a spooky regatta. I wonder who is going to be the district champ this year. What a laugh?

Dick Goppert
Fleet No. 49



**YOU'VE COME
A LONG WAY'
BABY!**

On a quiet creek in Nassau, Bahamas, an unidentified skipper instructs his crew in the proper method of scrubbing the bottom of a Snipe. The name on the transom nearest the camera is Green Machine. (Photo by Bruce Colyer)

Terry Timm Rules at Lansing

On May 15 and 16, the Kick Up's kicked off their sailing season. The weather was just about what could be expected in Michigan during the Spring — RAIN. Twenty-one brave boats ventured out on Lake Lansing in moderate winds on Saturday afternoon to compete. Terry Timm sailed as though he owned the lake and captured the first two races with John Johns in hot pursuit.

After a break for lunch, at which Terry must have had too many desserts prepared by the local group, he could muster only a second to John Johns. As the final boat landed Saturday afternoon, the rain stopped with Terry Timm in first place with 3.0 points closely followed by John Johns with 6 points and Dick Crookston with 17.1 points.

Sunday morning brought the promise of a hot contest for first place and several hangers from the cocktail party put on by Andre Fritz of the Kick Up's.

Terry Timm put the fleet on notice that they would have to sink him to stop him. With a beautifully executed port tack start, Timm ruled the fourth race followed by Carl Levinson and John Johns. To seal everyone's fate, Terry took

LANSING KICK-UP KICK-OFF (Top 12 of 21 entries)

Boat	Skipper	Club	Races	Points	Position
21704	Terry Timm	Barton BC	1-1-2-1-1	3	1
20006	John Johns	Barton BC	2-2-1-3-3	17.4	2
19445	Dick Crookston	Kalamazoo	3-3-3-4-2	28.1	3
21598	Doug Behrendt	Barton BC	5-4-9-5-5	53	4
20551	Carl Levinson	Indianapolis	4-NF-4-2-4	54	5
19388	Joe Pearson	Barton BC	8-6-5-9-13	69.7	6
18046	Harold Spicknall	Lansing	10-7-8-11-7	73	7
22440	Skip Baxter	Grand Rapids	6-9-14-7-12	77.7	8
16790	M. Harvey	Lansing	9-15-13-6-8	80.7	9
20659	Ray Schmit	Chicago	14-8-15-13-6	85.7	10
17147	D. Showers	Lansing	12-12-10-14-9	87	11
21922	Bill Celio	Lansing	17-11-12-12-11	93	12

a first in the fifth race to complete a near perfect regatta with a mere 3 points.

Trophies, made by Mike Harvey, were cherry wood plaques in the shape of the

new daggerboard and were awarded to the top five finishers.

Bill Celio
Fleet Captain No. 601



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— had owned a Snipe
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Letter to the Editor

Dear Snipers:

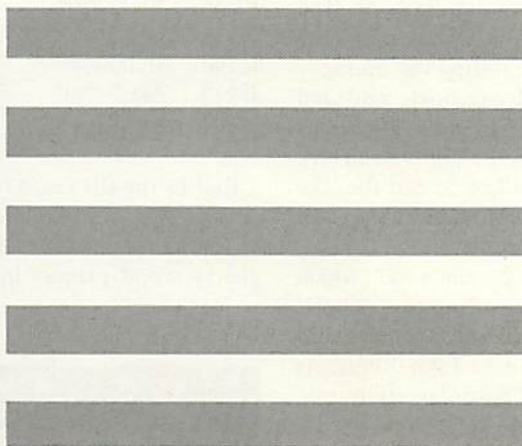
As racing enthusiasts, we all have our priorities and goals. We all want to win, or want to place within a certain range, or beat John Doe, etc. We also attempt to be good sportsmen at all times and most important, make new friendships and maintain old ones. We also respect other peoples' property and more specifically their boats and equipment . . . or do we? Stop and think for a moment: the last time you tied up at a dock with other boats at it, did you toss out an anchor and/or set a bumper or lifejacket between you and your "neighbor"?

When I first started sailing in Snipes about 11 years ago, I can remember being at sailing events where every boat tied up at the dock had an anchor out and the proper "padding" between boats where

needed. However, in the last 4 years or so, it has become painfully obvious to me that very few skippers take the already mentioned precautions while tied up at a dock.

The next time you tie up at the dock, keep in mind that the owner of the boat next to you might put a lot of time into keeping his boat looking its best; he or she has pride in the appearance of the boat and perhaps that is just as important as winning. Take that extra minute to set an anchor and put out some sort of bumper where deemed necessary (don't worry, the beer won't run out that quickly!); your "neighbor" will appreciate it greatly.

Happy Sailing
Paul Dovey, No. 13020



The "Snitch of 76" October 30-31, 1976

CONTACT: Jim Roddey, Co-Regatta Chairman
5850 Riverwood Drive, Atlanta Georgia
404 252-8387

Wells Wanderings



by Ted Wells

JULY 1976

SHORTCUTS ARE A NO-NO

It seems that somebody already had the bright idea of just going cross country, leaving a mark a mile to port in a situation similar to the one covered in the May WW. Appeal No. 155 in the NAYRU book — "Decisions of the Appeals Committee" covers a case where the posted course obviously meant leave marks to starboard but the committee boat was on the wrong end of the line for a starboard course, so one skipper just took off by the second mark, claiming he left the first one to port on his way to the second one, which he left to port then returned to the starting line.

All this was brought to my attention by Stan Ogilvie. He agrees with me that according to the rules you can cut across as I suggested — but the powers felt that such action obviously violated the spirit of the rules — the intention being to make everybody sail the same distance. This is covered in Stan's new book for which he hereby gets a free advert to compensate him for writing a letter. The book is called "Win More Sailboat Races."

Our Commodore, Svend Rantil, also commented on the article. He feels that most skippers don't understand all the flags we now have — and a reverse course signal would just confuse things further. He suggests just having a statement that all marks must be rounded. I think it is fun to have lots of flags so I'm still in favor of "R" — but I guess it should be listed and explained in the race circular.

Past Commodore Gilreath also wrote, quoting appeal No. 180 — which I can't quote here because the last one I have is No. 178. If the Editor can find 180 and if he thinks it is pertinent he can insert it here.

(Editor's note: Appeal No. 180 was received in the SCIRA office this week, and is far too long to quote.)

Three MORC yachts were protested by three other MORC yachts for passing a mark to port, rather than looping it to port, thus taking a shorter route to the finish. The cumulative distances on each leg were specified in the sailing instructions. The local Protest Committee disqualified the "short-cut" boats.

The Area Appeals Committee declared the race abandoned on the basis that looping the mark, as they believed was required, prejudiced the finishes of the protesting yachts, but their course failed to conform to the "string" test as required in rule 51.2.

The Appeals Committee reinstated the race on the basis that the sailing instructions required cumulative distances to be sailed, and, making a distinction between rounding and passing marks, disqualified the three "short-cut" boats. They took no notice of the "string" test left unresolved.

In our opinion the cumulative distance requirement does not apply to the Snipe W.C. decision and, although the Appeals Committee makes a distinction between rounding and passing marks, this distinction is not made in the definitions, or the racing rules.

NEW RULE 67

This is the rule that says that if there is contact of any sort between two yachts, their parts or their crews, both shall be disqualified unless one retires, does a 720, or protests, unless the Race Committee decides the contact was minor and unavoidable.

The implication is clear here that one yacht must be disqualified if neither does a 720 and a protest is filed. In a regatta at Tulsa last week (the weekend before the tornado and severe thunderstorms fortunately) a leeward boat luffed a windward boat attempting to pass on a broad reach, and contact was made between the boom of the windward boat and the stay of the leeward boat. The skipper of the windward boat hailed "mast abeam" when the luff was started and made no effort to respond to the luff. He claimed contact was made 10 seconds after the hail. The skipper of the leeward boat admitted hearing the hail but said it was only five seconds before contact. The skipper of the leeward boat flew a flag, informed the other skipper that he was protesting and did so.

The skipper of the windward boat did not fly a flag as he said he saw no necessity of it since one protest would satisfy the requirements of rule 67.

The protest committee held that in the light wind existing at the time, five seconds was adequate time to curtail a luff and since there was no doubt about the correctness of the hail of "mast abeam", they disallowed the protest against the windward boat and disqualified the leeward boat without protest. These decisions I believe are correct, but I have been wondering ever since if rule 37 (1) doesn't require the windward yacht to respond to the luff even if it is improper, avoiding contact and protesting? I'm not sure — but I think the windward yacht might be asking for trouble by making no effort to keep clear, because rule 37 clearly states, "A windward yacht shall keep clear of a leeward yacht." I hope I get as much response to this guess on my part as I did on the last one.



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WANTED: Wood mast in good condition or Proctor E. Hans Olving, 17703 Oakwood Dr., Spring Lake, MI 49456. (616) 842-7694.

Martin Holds Off Foreign Entries at Stone Open

Foreign entries took 6 of the top 10 places at Stone Sailing Club's Snipe Class international open meeting on May 22 and 23. Neil Martin and Richard Stanley of Borthwich SC came first winning the Stone Snipe and Ramsey Island trophies respectively. The top ten of 38 entries were:

1. Neil Martin & Richard Stanley, Northwich SC
2. Les Lancaster & John Leader, Maldon YC
3. Roger Streling & Henry Olsson, Sweden
4. Aurelio Fernandez & Santiago Mendes-Farina, Spain
5. Bob Bowerfield & Chris Coman,

Stone SC

6. Leo Meyvis & Elza Marien, Belgium
7. Jules & Frieda Wagemans, Belgium
8. Edouard Christiaens & Jack Hofman, Belgium
9. Dennis & Pat Humphrey, Stone SC
10. Gilles & Martine Durand, France

Foreign competitors also came 15 and 21.

Warm, sunny weather held for both days and we had difficulty persuading our overseas friends what British weather is usually like and indeed on the first day the wind fell slowly from force 2 to light. In the first race Neil Martin made his first convincing win. The second race had to be shortened by one leg and Roger Streling won.

That evening a convivial dinner was held in the Clubhouse and the principal speeches were made by the Commodore, Don Harris, the amusing response by John Ainsworth of Budworth, and by the British National Secretary John Broughton. We were delighted to have with us Dr. Frank Penman, former international class Commodore and European Champion as well as not less than 8 serving or former national secretaries.

Sunday was a day of easterly sea breezes steadily increasing from force 2 to 3 and Neil Martin achieved two convincing further victories. In the last race, however, Roger Streling would have come well in front of Neil Martin had Roger not been over the Starting Line.

What was particularly interesting to the spectator on shore was that the best helms were first afloat and very polished with their going about. Perhaps we could all learn by watching intelligently more often . . .

Derek Butterfield
Fleet Captain, Stone Fleet 372

NEW SHAPE 11" CENTERBOARDS for sale — \$90.00 FOB Chattanooga. All edges machine tapered — surface polished with high speed equipment. 3/8" thick — length to fit all low trunks. High trunks by special order. Teak handles & notches by special order. 50% deposit, include trunk measure and phone no. Bill Simons, 4106 Hamill Rd., Hixson, TN 37343. Days (615) 755-5356, nights (615) 842-6598.

NEW 11" aluminum boards 3/8" thick with taper and radius for low trunk boats. Send in trunk measurement. Price \$90 FOB Atlanta. Terms cash, immediate delivery. 11" boards for high trunk boats available. Send measurement of trunk — we will quote price. Whale Sales, Matt Gregory, 6990 Brandon Mill Rd. NW, Atlanta, GA 30328. Phone night (404) 255-8020.

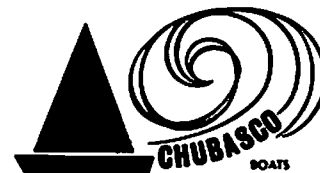
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FOR SALE: LEMKE No. 18899, glass with wood deck, new North main, \$1,150, also Varalyay No. 11677 fast wood hull, aluminum spar, \$850. Trailer available. L. Vandervelde, Box 335, Green Lake, WI 54941, (414) 294-6545.

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Sanctioned Snipe Regattas

JULY 3-5, MISSOURI VALLEY CHAMPIONSHIP, Iowa-Nebraska Fleet 309, George A. Rood, 1120 So. 80th St., Omaha, Neb. 68124.

JULY 9-11, DISTRICT III CHAMPIONSHIP, Diamond Lake Fleet 158, John K. Gore, Rt 5 Spring Beach, Cassopolis, MI 49031.

JULY 10-11, WINCHESTER INVITATIONAL, Winchester Fleet 33, Jack Gannon, 17 Ballard St., Saugus, MA 01906.

JULY 10-11, DISTRICT V CHAMPIONSHIP, Association Island, Keuka Fleet 382, Dr. Graham Hoffman, 149 Ontario St., Honeoye Falls, NY 14472.

JULY 10-11, DISTRICT II CHAMPIONSHIP, District II Fleets, Lake Ray Hubbard, Jim Bookhout, 6433 Royalton, Dallas, TX 75230.

JULY 16, DISTRICT V JUNIOR CHAMPIONSHIP, Cuba Lake Fleet 442, Gram-Murphy, 107 North Clinton St, Olean, NY 14760.

JULY 17-18, INTERGALACTIC OPEN, Cuba Lake Fleet 442, Gram-Murphy, 107 North Clinton St., Olean, NY 14760.

JULY 17-18, SUNFLOWER HOSPITALITY REGATTA, Shawnee Fleet 597, Rex Tucker, 810 Terrace, Topeka, KS 66611.

JULY 17-18, DISTRICT III JUNIOR CHAMPIONSHIP, Gull Lake Fleet 190, William Ticknor, 2858 Burlington Dr., Hickory Corners, MI 49060.

JULY 24-25, ROCKY MOUNTAIN CHAMPIONSHIP, Rocky Mountain Fleet No. 210, Bill Eichelberger, 570 S. Franklin, Denver, CO 80209.

JULY 24-25, OLD CHICAGO REGATTA, Chicago Fleet 86, John Stanley, 208 Clinton Ave, Elmhurst, IL 60126.

JULY 31-AUGUST 1, U.S. JUNIOR NATIONAL CHAMPIONSHIPS, Association Island, Dr. Graham Hoffman, 149 Ontario St., Honeoye Falls, NY 14472

AUGUST 2-6, U. S. NATIONAL CHAMPIONSHIPS, Association Island, Dr. Graham Hoffman, 149 Ontario St., Honeoye Falls, NY 14472.

AUGUST 7-8, KEUKA CHAMPAGNE REGATTA, Keuka Fleet 382, Russ Cook, Wolcott Rd, Rose, NY 14542.

AUGUST 12-14 *** SNIPE GOLD CUP, Espergarde, Sejlklub, Denmark, Fleming Rasmussen, Kofod Anchersvej 30, 3060 Espergarde, Denmark.

AUGUST 13-17, MARITIME SNIPE CHAMPIONSHIP, Northern Y.C. Fleet 220, Steve Astephen, c/o Northern Y.C., North Sydney, Nova Scotia, Canada.

AUGUST 14-15, DISTRICT VII CHAMPIONSHIP and PACIFIC NORTHWEST CHAMPIONSHIP, Seattle Snipe Sailors Fleet No. 444, David C. Leisy, 2509 - 82nd Ave. N.E., Bellevue, WA 98004, or Jerry Weber, 952 Trophy Dr., Mt. View, CA 94040.

AUGUST 14-15, NEW JERSEY STATE CHAMPIONSHIP and OPEN, Lake Mohawk Fleet 10, Joseph J. Sepkoski, 323 West Shore Trail, Sparta, NJ 07871.

AUGUST 14-15, MICHIGAN STATE OPEN, Grand Rapids Fleet 137, Skip Baxter, 111 - G Waters Bldg., Grand Rapids, MI 49502.

AUGUST 17-20, CANADIAN NATIONAL CHAMPIONSHIP, Northern Y.C. Fleet 220, Steve Astephen, c/o Northern Y.C., North Sydney, Nova Scotia, Canada.

AUGUST 20-29, WESTERN HEMISPHERE CHAMPIONSHIP, Northern Y.C. Fleet 220, Steve Astephen, c/o Northern Y.C., North Sydney, Nova Scotia, Canada.

AUGUST 21-22, BRIDY MEMORIAL (LAKE ONTARIO OPEN), Newport Fleet 103, Fred Seedhouse, 1180 Severn Ridge, Webster, NY 14580.

AUGUST 21-22, WISCONSIN-MINNESOTA OPEN, LaCrosse Fleet 571, A. C. V. Elston, 2005 Cass St, LaCrosse, WI 54601.

AUGUST 28-29, BOARD OF GOVERNORS' REGATTA, Lake Quassapaug Fleet 231, David Rogers, Hill Road, Naugatuck, CT 06770.

AUGUST 28-29, WOLVERINE REGATTA, Barton B. C. Fleet 520, Doug Behrendt, 2121 Woodside, Ann Arbor, MI 48104.

AUGUST 30, SEPTEMBER 5, EUROPEAN AND AFRICAN CHAMPIONSHIP, Le Havre, France, Luis Paul Lemarque, Boite Postale No 4, 33026 Bordeaux, France.

SEPTEMBER 4-5, LCYC TEXAS SNIPE STATE CHAMPIONSHIP, (Re-scheduled) Lake Canyon Fleet 681, Jim Wild, 2703 Oakbluff, San Antonio, TX 78230.

SEPTEMBER 11-12, LONG ISLAND SOUND OPEN, Sea Cliff Fleet 4, Mr. Dana Schnipper, 59 Park Way, Sea Cliff, NY 11579.

SEPTEMBER 11-12, INDIANA OPEN, Indianapolis Fleet 409, Harry N. Levinson, 6605 Sunny Lane, Indianapolis, IN 46220.

SEPTEMBER 11-12, WEATHERBY LAKE HOSPITALITY REGATTA, Weatherby Lake Fleet No. 698, Bill Ohlhausen, 7821 N.W. Potomac Rd., Kansas City, MO 64152.

SEPTEMBER 16-18 *** LA MANGA DEL MAR MENOR TROFEO DOS MARES, Spain, Santiago Mendez Farina, Juan Vigon 23, Madrid 3, Spain.

SEPTEMBER 18-19, LAST CHANCE REGATTA, Crystal Lake Fleet 267, Dick Jones, 576 Krenz Ave., Cary, IL 60013.

SEPTEMBER 18-19, MASS BAY OPEN CHAMPIONSHIP, Mass. Bay Fleet 244, Ginny Turner, 121 Circuit Rd, Winthrop, MA 02152.

SEPTEMBER 18-19, JOE RAMEL MEMORIAL, Missouri Yacht Club Fleet 49,

Guthrie Carroll, R.R. 1, R-67, Lake Lotawana, MO 64063.

SEPTEMBER 18-19, CRACKER BARREL, Chattahoochee Fleet 452, Ham Clark, P. O. Box 1741, Columbus, GA 31902.

SEPTEMBER 25-26, HAULOUT REGATTA, Detroit River Fleet No. 5, Skip Remter, 460 Allard Rd., Grosse Pointe Farms, MI 48236.

SEPTEMBER 25-26, EVERGREEN REVITALIZER, Evergreen Fleet 740, Larry Colter, 1203 N. Fell St, Bloomington, IL 61701.

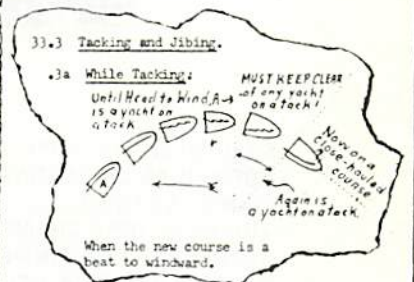
OCTOBER 2-3, OHIO OPEN/OXFORD INCIDENT-ACCIDENT, Acton Lake Fleet 515, Richard Saunders, 991 Ligorio, Cincinnati, OH 45218.

OCTOBER 30-31, HALLOWE'EN, Atlanta Fleet 330, James C. Roddey, 5850 Riverwood Dr, NW, Atlanta, GA 30328.

OCTOBER 23-24, FRIGID DIGIT, Annapolis Fleet 532, John P. Gudas, 113 Smith Ave., Annapolis, MD 21401.

DECEMBER 12-18, III WORLD JUNIOR CHAMPIONSHIP, Yacht Club Olivos, Argentina, Frederick Ashby, 25 de Mayo 506, Zarate, Pcia, BsAs, Argentina.

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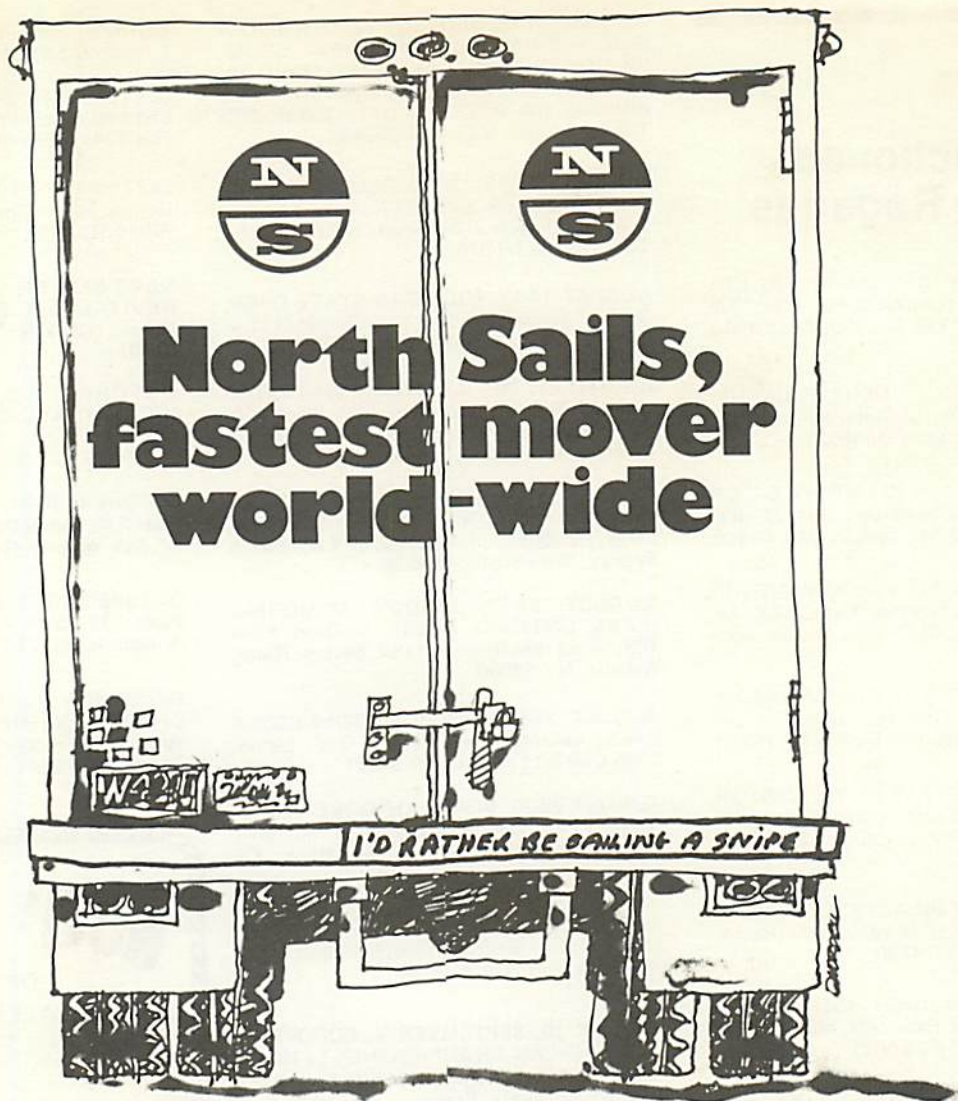
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 SENIOR NATIONALS, HEINZERLING SERIES...
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 RACE WEEK DE PALMA..... 1st
 MASSACHUSETTS BAY OPEN..... 1st & 2nd
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 U K NATIONALS..... 1st
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