



SNIFE

BULLETIN

JUNE 1973



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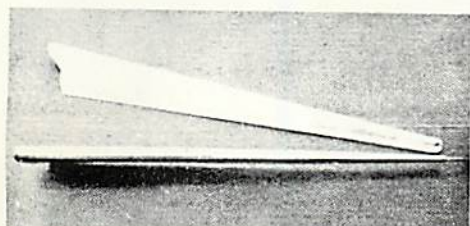
They were used by the winners of the last 2 Jr. Nationals, in '71 they were 1st, 2nd, 3rd, 4th and 5th.

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

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

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

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

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

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ELMS SAILS

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DISTRICT I FALL CIRCUIT WINNERS: *Skippers, standing from left to right, Fritz Gram, Fred Thurston, Ed Younie, and John Kelly. Crew is kneeling in front.*



Thurston Wins New 'Call-of-Fall' Trophy

The first annual District I Fall Circuit was concluded at Bantam Lake in late September. The Circuit consisted of regattas at Sea Cliff (May BULLETIN), Massachusetts Bay, and Bantam Lake with two out of three counting for overall scoring. The "Call-of-Fall" Perpetual trophy was generously donated by SCIRA Vice-Commodore (now Commodore) Ralph Swanson. Scoring was calculated using the Olympic place points in each regatta minus throw-out.

Fred Thurston won at Sea Cliff with Randy Wood of Mass. Bay in good position among the eventual qualifiers with a third. The next stop on the circuit was the Massachusetts Bay Open where 35 Snipes competed. Fred Thurston handled the moderate wind and confused sea of Mass. Bay to win the Regatta and thereby the "Call-of-Fall" Trophy with an Olympic score of zero.

The final regatta at Bantam Lake was a fight between Ed Younie of New

Hampshire and John Kelly of Cottage Park and Fritz Gram of Cuba Lake, NY. Gram won the Regatta but Kelly prevailed for second place thus giving him second overall for the fall circuit in very close racing.

Eleven boats from five fleets qualified for the fall circuit which will help establish it as a fixture on the East Coast. In 1973 the circuit will be expanded to four regattas, three being necessary to qualify.

*Fred Thurston
Sea Cliff Fleet No. 5*



DISTRICT I FALL CIRCUIT Scoring - Top 5

	Sea Cliff Pos. Pts.	Mass Bay Pos. Pts.	Bantam Pos. Pts.	Overall Pos. Pts.
Fred Thurston, Sea Cliff	1 0	1 0	- -	1 0
John Kelly, Winchester	- -	3 5.7	2 3	2 8.7
Fritz Gram, Cuba Lake	- -	5 10	1 0	3 10
Ed Younie, Lashaway	- -	5 10	4 8	4 18
Randy Wood, Mass. Bay	3 5.7	10 16	- -	5 21.7

Fred Thurston and crew, Danny Coughlin, winners of the District I Fall Circuit, admire the "Call of Fall" trophy, held by Ralph Swanson, SCIRA Commodore.

BAHAMAS WINTER SNIPE CHAMPIONSHIPS

Colyer, Elms Split Honors in Bacardi, Gambelin Series

The Royal Nassau Sailing Club was host again to the 1973 Bacardi Cup and Winter Championship sailed in steady winds in Montagu Bay from the 14th to the 17th March.

The M.V. "Betty K." delivered the eighteen visitors' Snipes to Kelly's Dock in downtown Nassau at 9:00 a.m. on the 13th March, a day in advance of the first race for the Bacardi Cup. The Snipes arrived in good shape and were trailed by RNSC members and visitors to the Club where their owners unpacked them and soon had them out on Montagu Bay for practice sailing.

Of the 25 entries for the Bacardi Cup


eighteen were from the United States, one from Brazil and six from Nassau.

There were three races for the Bacardi Cup, two on Wednesday, the 14th March and the final race on the morning of the 15th March.

There was a very low tide for the start of the first race and unfortunately Earl Elms hit a coral head just before the start, which did damage to the slot in the bottom of his centerboard case and he had to retire. This race was won by Pete and Jane Duvoisin with Bruce Colyer and Peter Christie close behind in second and third positions respectively. Earl Elms got his boat patched up in time for the

second race in the afternoon and finished second with Bruce Colyer gaining the top spot. Bruce was moving very fast, particularly off wind, and, in fact, he was the only one to beat Earl in a race as Earl won every race thereafter. The Brazilian Gastao Altmayer showed his speed by turning in a pair of thirds in the second and third races to give him second place in the Series. Bruce Colyer easily won the Bacardi Cup with finishes of second, first and sixth. Jeff Lenhart was third with a fifth, seventh and second beating out the Duvoisins, who finished fourth, by two points.

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BACARDI CUP

PLACE	SKIPPER	FINISHES	PTS.
1	Bruce Colyer	2-1-6	14.7
2	Gastao Altmayer	8-3-3	25.4
3	Jeff Lenhart	5-7-2	26
4	Pete Duvoisin	1-12-5	28
5	Earl Elms	DNF-2-1	34
6	Basil Kelly	7-10-4	37
7	Don Hite	4-6-13	38.7
8	Peter Christie	3-15-12	44.7
9	Kenneth Albury	10-9-8	45
10	Doug de Souza	13-8-7	46
11	G. E. Diaz	16-5-9	47
12	Godfrey Kelly	9-11-10	48
13	Terry Timm	11-4-19	50
14	Ron Strange	12-17-11	58
15	Jerry Thompson	6-14-DNF	62.7
16	Fritz Gram	15-13-17	63
17	Means Davis	17-21-14	70
18	Bob Bigham	14-19-21	72
19	G. A. Diaz	21-18-15	72
20	Bill Simons	18-16-DNF	76
21	Frank Levinson	22-20-16	76
22	Lucius Bugbee	20-23-18	79
23	Dick Goppert	23-22-20	83
24	Terry Whittemore	19-25-DNF	87
25	Bob Williams	24-24-DNF	91

Terry Whittemore sailing in this Series, but the 18-knot breezes proved too much of a challenge for this "Old timer"!

At the Club on Wednesday evening the Bacardi Company hosted their customary Daiquiri Party for this event followed by a buffet supper. Those deceptive daiquiris have become a traditional part of the Winter Championships!

The five races for the Dudley Gamblin Memorial Series were sailed on the 15th, 16th and 17th March, one each morning and one each afternoon, in fairly strong breezes up to 20 knots.

Earl Elms, with his twelve-year-old crew Donald Bedford, again proved his mastery of wind and sea by winning all five races in what was considered tough competition. The next three positions were unbelievably close with Bruce Colyer second and Jeff Lenhart third with 43.4 points each and Pierre Siegenthaler of the Nassau Snipe Fleet fourth with 43.7 points.

On Thursday evening Fran Donald and Commodore David Donald, entertained the sailors to cocktails and supper at their home.

The presentation of trophies took place at the Royal Nassau Sailing Club on Saturday night, where there was dinner and dancing as well as what has now become an annual event - a Floor Show including Junkanoos and a Limbo and Fire dancer - no singed moustaches this time!

As the Snipes were not being shipped to Miami until Monday, everyone spent Sunday relaxing on the beach at Paradise Island - having been transported there in power boats belonging to RNSC members. Ex-Commodore Basil Kelly arrived with a boat load of coconuts and, with everyone quaffing gin and coconut water, another fun-packed Regatta ended in a frolic.

Godfrey Kelly

National Secretary, Bahamas

GAMBLIN TROPHY

PLACE	SKIPPER	FINISHES	PTS.
1	Earl Elms	1-1-1-1-1	0
2	Bruce Colyer	7-3-2-5-6	43.4
3	Jeff Lenhart	2-4-3-DNF-3	43.4
4	Pierre Siegenthaler	6-2-7-2-7	43.7
5	Gastao Altmayer	3-6-9-3-8	52.1
6	Doug de Souza	5-12-5-6-2	52.7
7	Pete Duvoisin	4-5-10-4-9	57
8	Don Hite	9-11-4-8-4	62
9	Godfrey Kelly	8-9-8-7-14	76
10	Basil Kelly	11-7-11-9-11	79
11	G. E. Diaz	12-8-13-DNF-5	82
12	Ron Strange	13-17-6-11-13	89.7
13	Peter Christie	10-15-14-DNF-10	94
14	Means Davis	17-10-22-10-12	101
15	Fritz Gram	14-13-12-DNF-DNS	108
16	Lucius Bugbee	DNF-19-16-12-DNS	122
17	Frank Levinson	15-20-23-13-DNS	125
18	Bill Simons	18-21-18-DNF-DNS	126
19	Terry Timm	DNF-16-21-DNF-DNS	127
20	Dick Goppert	20-24-15-DNF-DNS	128
21	Jerry Thompson	DNS-18-17-DNF-DNS	128
22	Bob Bigham	19-23-20-DNF-DNS	131
23	G. A. Diaz	16-22-DSQ-14-DNS	133
24	Kenneth Albury	DSQ-14-19-DNS-DNS	138

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40 Snipes start light air race on Hillsborough Bay during Midwinters. In foreground (20220) is Scott Cline of Fleet 142.



Record 40-boat Snipe fleet sails in Tampa Midwinters - ELMS WINS

1973 SCIRA Midwinter Champions were held this year for the first time at the Tampa Yacht and Country Club at Tampa, Florida. Clearwater Snipe Fleet No. 46 were joint hosts for the event which turned out to be a delightful waiting game in search of the March winds that proved elusive this year.

On Sunday, March 4, after an hour's delay waiting for wind, three short tune-up races were held.

All three were sailed in a 12 to 15

knot southwesterly wind that afforded both the skippers and the committee an opportunity to sharpen their racing tactics and procedures. In all, thirty Snipes participated in these tune-up races.

The first race was won by young Ed Nelson of Tampa Yacht and Country Club, followed by Frank Levinson of Clearwater and Bruce Colyer of Ft. Lauderdale. The second race went to Peter Duvoisin of Chattanooga, with Bruce Colyer second, and Frank Levinson

third. In the final race of the day, shortened because of the late hour, Peter Duvoisin crossed the finish line first, followed again by Bruce Colyer, with Francis Seavy of Clearwater third.

The final standings for the tune-up series: Pete Duvoisin 1st, Bruce Colyer 2nd, Frank Levinson 3rd, Ed Nelson 4th, and Bob Dean 5th.

At 6:00 P.M. Sunday the entry list had swelled to 40 - the largest ever for the Midwinters.

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Francis Seavy (left) and Past Commodore Taver Bayly enjoy hospitality hour at Tampa Yacht & Country Club.



While waiting for the breeze to come up, sailors and spectators mingle on club dock.

The weather for the first official races on Monday did not look encouraging. At 1:00 o'clock the Committee fired a postponement signal with anticipation of the sea breeze setting in by 3:00. The breeze finally came in late afternoon, however at 4:30 the wind was still so light that the Committee was forced to cancel the day's races. Both skippers and crew enjoyed frisbee, swimming and lounging in the Florida sun — except for no wind, it was a beautiful day.

In attempting to catch up, the schedule was changed to include a morning race on Tuesday, and the first race began in a light, south-easterly at 10:00 A.M. Because of the light wind the committee set a relatively small olympic course. As the race progressed, the wind lightened, although it held from the original direction. First across the line was Terry Timm of Ann Arbor followed closely by Earl Elms of San Diego.

The wind dropped to zero and did not return until after 3:00 when the second race was begun in a steady southwesterly wind of approximately 8 knots. A general recall was necessary as a slight wind shift favored the leeward end of the line. A full olympic course was sailed, with the southwesterly holding to the finish. Earl

Elms was first followed by Terry Timm, which left the two boats in a dead heat at the end of two races.

After the fleet finished the second race, the wind veered approximately sixty degrees to a west-northwesterly direction. Although it was late in the day, the Committee scheduled a third start at approximately 5:15 in a five to seven knot breeze. As the race progressed through the first triangle, the wind lightened and the Committee fired a shorten course signal. The race was shortened to the windward bouy after one and one-third laps. John McGowan of Jackson, Mississippi, was first followed by Steve Cooper of Chattanooga, Tennessee, and Jeff Lenhart of San Diego. Earl Elms had a bad start, but worked up to ninth while Terry Timm finished seventh. The fleet finished into a Florida sunset with the Club in the background, and all were happy to have three races under their belts.

The last day's racing was started in a light southeasterly of about five knots, but by the time the fleet reached the jibing bouy, the wind died to a zephyr. As the lead boats approached the bouy adjacent to the Committee boat, a signal was given to shorten course to the next

windward mark. The wind died further but shifted slightly to the west which allowed the fleet to finish within the time limit, completing the fourth race of the series. John McGowan was first again, followed by Augie Diaz, with Earl Elms third.

The fleet returned to the Club for lunch, and again the wind died to zero, and, in spite of all the desires, wishes and hopes of the Race Committee, it never returned until after the races were cancelled at 4:00 P.M.

In spite of the light air, and the fact that only four of the six scheduled races could be held, a good time was had by all and the competition was keen. Earl Elms with Don Bedford as crew emerged as Midwinter Champion, followed by Terry Timm with Leslie Clifton crewing, in second place. Last year's winner, Jeff Lenhart, with Bob Wilkinson as crew was third.

When last seen, the fleet was departing to attend the Don Q races in Miami.

*Ed Nelson
Clearwater Fleet No. 46*

(Continued on Page 12)

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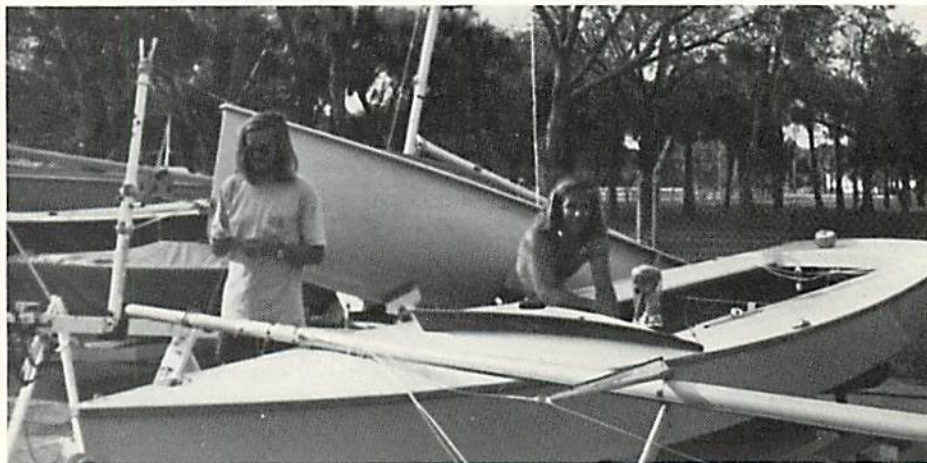
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Tampa Midwinters... (Continued from Page 11)

1973 SNIPE MIDWINTER CHAMPIONSHIPS

BOAT	SKIPPER	CLUB	RACES (1,2,3,4)	PTS.	FIN.
20219	Earl Elms	Mission Bay No. 495	2-1-9-3	23.7	1
19386	Terry Timm	Ann Arbor No. 520	1-2-7-7	29	2
18327	Jeff Lenhart	Mission Bay No. 495	11-5-3-6	44.4	3
19393	Agustin Diaz	Miami No. 7	5-19-5-2	48	4
19896	John McGowan	Jackson No. 604	23-18-1-1	53	5
20568	Means Davis	Atlanta No. 330	3-13-6-11	53.4	6
20002	Bruce Colyer	Miami No. 7	10-8-8-5	54	7
10111	Gonzalo Diaz	Miami No. 7	12-6-10-8	59.7	8
18015	Steve Cooper	Privateer No. 142	8-17-2-18	64	9
19091	Peter Duvoisin	Privateer No. 142	6-14-24-4	69.7	10
19387	Francis Seavy	Clearwater No. 46	9-15-13-15	76	11
19888	Frank Levinson	Clearwater No. 46	7-12-12-25	80	12
17756	Albert Lamar	Jackson No. 604	20-4-16-20	82	13
19056	Brad McFadden	Atlanta No. 330	17-10-25-13	89	14
20304	Robert Dean	Clearwater No. 46	14-9-20-24	91	15
19267	Don Hite	Lake Angelus No. 627	30-3-26-14	93.7	16
16699	Fritz Gram	Cuba Lake No. 442	4-20-33-17	96	17
11900	Larry White	Miami No. 7	21-7-22-23	97	18
20358	Doug De Souza	Mission Bay No. 495	26-16-4-31	99	19
20322	Bill Buckles	Rocky River, Ohio	15-21-11-35	106	20
15148	Gaby Bustamonte	Miami No. 7	32-11-32-9	108	21
12116	Gastao Altmayer	Brazil No. 426	24-28-17-21	114	22
19914	Buzz Levinson	Indianapolis No. 409	18-32-14-27	115	23
20220	Scott Cline	Privateer No. 142	19-22-23-28	116	24
19057	Ed Nelson 4th	Tampa No. 46	DSQ-26-15-10	119	25
20320	Bill Simons	Privateer No. 142	13-33-28-22	120	26
19795	Barry Cochran	Clearwater No. 46	28-25-27-19	123	27
15156	Kelly McGinnis	Jackson No. 604	16-27-29-29	125	28
19999	Ralph Swanson	Winchester No. 77	25-29-31-16	125	29
14634	Edwin Perez	Miami No. 7	29-23-18-33	127	30
20387	Sue Mitchell	Clearwater No. 46	22-30-30-26	132	31
19715	John Stanley	Crystal Lake No. 267	36-24-19-30	133	32
19793	Lucius Bugbee	Chautaugua Lake No. 124	27-34-21-32	138	33
20307	Judith Corliss	Lansing	31-37-36-12	140	34
20554	Jack Magnuson	Chautaugua Lake No. 124	34-31-35-34	158	35
14735	Dick Edwards	Cuba Lake No. 442	38-35-34-37	168	36
19833	Dick Goppert	Missouri Y.C. No. 49	35-36-37-36	168	37
11559	Phil Blair	Clearwater No. 46	37-38-38-DNF	176	38
13303	Bill Doherty	Chippewa No. 621	33-DNS-DNS-DNS	177	39
10076	Bill Williams	Clearwater No. 46	39-39-39-38	179	40

Rigging for light air sailing at the Tampa Midwinters.



(Continued on Page 14)

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by Ted Wells

June 1973

SAILAWAY RESEARCH

This may be the year when people will pay me to stay away from their regattas. I didn't go to Florida, and I gather that the weather was beautiful. I went to San Antonio and it rained and there was a short squall which provided some unscheduled research on sailaway ability. From there I went to Chattanooga. Old Joe was there in person, with the wind on Saturday coming from the west over the hills (it only does this at regattas). Somebody said that it was the only place where you could do a 720 without tacking or jibing. At the windward mark nestled in the valley at the foot of those Tennessee mountains, this wasn't much exaggerated.

At San Antonio, there were several incidents which could have had serious consequences. Frank Riesenecker and his son fell overboard and their boat capsized when their hiking strap broke. The boat was an old wood boat with a wood mast and the mast floated - which sounds fine but it wasn't. Neither Frank nor his son were wearing life preservers and the boat drifted down wind faster than they could swim. No one paid any attention to them for a long time and they were close to exhaustion when they were finally rescued.

Keith Zars' wife fell off without a life preserver and Keith had trouble getting back to pick her up. Again, no one else paid any attention and she couldn't have lasted much longer when Keith finally managed to pick her up. The moral seems to be that everyone is a bit too casual in assuming that people can take care of themselves.

I didn't follow my own advice to tie the painter to the top of the centerboard trunk because I did not foresee the squall. I did have a life jacket on because it was wet and cool and I had full foul weather gear on, with which nobody floats very well - and Linda Moore, my WAF crew had very little experience on centerboard boats. I also had the centerboard secured so there was enough sticking out to get hold of, but all this didn't help much when the

boat to windward of me at the windward mark didn't tack as fast as I thought he would and we ended up back on port tack with Linda on the low side. The mast sank so fast that I couldn't get over onto the board. One reason for the rapid sinking was apparent later - there was a big rip in the mainsail about two feet from the top where a centerboard had run over it.

We were unable to get the boat right side up. Linda got tired and was picked up by a power boat, and Bubba Harris got into the water to help. We managed to get it right side up eventually and sailed it in - again proving that there is no such thing as a self rescuing boat and that technique is all important. If the boat has turtled - the only way to right it is with a line passed over the bottom to the crew with his or her feet on the sheer or a power boat to pull sideways. Righting should not be attempted unless the boat is heading into the wind, or so it will be righted into the wind. When righted, it would much rather keep right on going and capsize in the other direction and the technique of balancing while crawling back in is quite critical.

The only difference that I can see between hulls with flat and sloping tops on flotation which is primarily in the bottom of the boat is that with the flat top, the water can slosh around a bit more and it may be more difficult to balance the boat while sailing the water out. I have not seen a capsize of a hull with flotation bags in the sides, nor have I talked to anyone who has had the experience. Buzz Lamb has a new boat with such bags and I hope that some warm day he will do a little research. His hull does not have transom drains. It does have a very large suction bailer but it appears that the boat will float fairly deep in the water when swamped and there may be difficulty getting enough speed to make the suction bailer work. Of course having the flotation on the sides should make it less likely to turtle and easier to right if it does turtle - but any hull which meets present flotation requirements is going to have problems after turtling, and unfortunately - the easier they are to sail dry after righting - the harder they are to right after turtling.

In San Antonio, I was too busy with my own problems to see what others did, but I believe that of the dozen or so boats which capsized, all of the new ones got in under their own power and all of the older ones got towed in. A number of skippers, when they felt that things were getting out of control, decided that discretion was the better part of valor and headed for home as fast as possible.

The only consolation that I can think of after my performance in these first two regattas is that maybe I have had my annual capsize and have made my bad starts for the year.

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Sanctioned Snipe Regattas

JUNE 9-10, GRAND RAPIDS 1ST ANNUAL SNIPE TEAM REGATTA, Grand Rapids Snipe Fleet No. 137, Dr. H. M. "Nick" Heller, 2865 Clyde Park Ave S.W., Wyoming, MI 49509.

JUNE 9-10, HEART OF AMERICA REGATTA, Lake Quivira Fleet No. 121, Jack Botteron, Lake Quivira, Kansas City, KS 66106.

JUNE 16-17, OKLAHOMA CITY FLEET NO. 14 INVITATIONAL REGATTA, W. G. "Bill" Graham, 4908 N.W. 58th St., Oklahoma City, OK 73112.

JUNE 16-17, RIFF-RAFF REGATTA, Cowan Lake Fleet No. 433, Robert Rowland, 191 Bellecrest Court, Bellbrook, OH 45305.

JUNE 16-17, BRODY OPEN, Newport Fleet 103, Charles Fox, 2599 Oakview Dr., Rochester, NY 14617.

JUNE 22, 23, 24, NORTH AMERICAN CHAMPIONSHIP, Oakville Y.C., Ed Crook, 263 Sanders Dr., Oakville, Ontario, Canada.

JUNE 23-24, MIDWESTERN CHAMPIONSHIP, Wichita Fleet No. 93, Bob Peugh, 1058 Gretchen, Wichita, KS 67206.

JUNE 23-24, SLAUSON MEMORIAL REGATTA, Peoria Snipe Fleet, Dan Wesselhoft, 7232 Miramar Dr., Peoria, IL 61614.

JUNE 23-24, INTERNATIONAL REGATTA for "PORTOROZ-CASINO" TROPHY, Aleksander Lukez, Veridjeva 7a, P. O. Box 74, Koper, Jugoslavia.

JUNE 23-24, NORTHEASTERN CHAMPIONSHIP, Oakville YS, Ed Crook, 263 Sanders Dr., Oakville, Ontario, Canada.

JUNE 30, JULY 1, WOLVERINE REGATTA, Barton Boat Club, R. Eschelmann, 341 Riverview Dr., Ann Arbor, MI 48104.

JULY 7-8, MISSOURI VALLEY CHAMPIONSHIP, Iowa-Nebraska Sailing Assn., Floyd E. Hughes, Jr., No. 8 Westlake, Council Bluffs, Iowa 51501.

JULY 6, 7, 8, DISTRICT V CHAMPIONSHIP, Onondaga Fleet 18, George A. Hock, Jr., 24 Arden Crest Rd, Liverpool, NY.

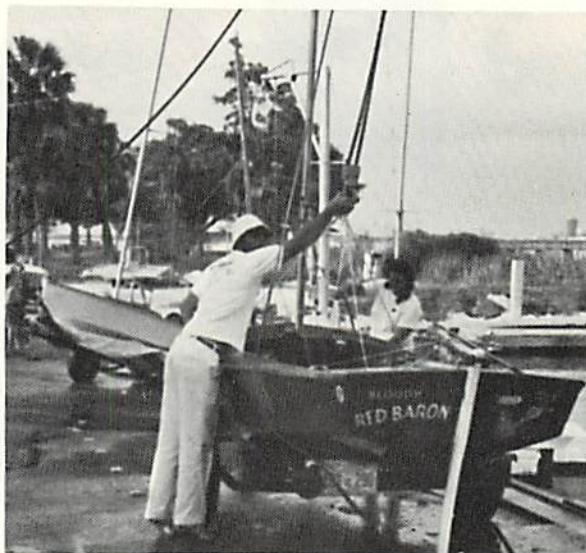
JULY 14-15, DISTRICT I CHAMPIONSHIP, Narragansett Bay Fleet 17, Steve McInnis, Box 2006 Brown University, Providence, RI 02912.

JULY 13-15, DISTRICT III CHAMPIONSHIP, Island Bay Fleet No. 91., Robert Donath, 1733 S. Glenwood, Spring, Springfield, IL 62704.

JULY 14-15, DISTRICT II CHAMPIONSHIP, Lake Ft. Gibson, Jerry Whitt, 3609 East 55, Tulsa, OK 74135.

JULY 21-22, CHAMPAGNE REGATTA,

Tampa Midwinters... (Continued from Page 12)



Bruce Colyer prepares his "Bloody Red Baron" for the hoist. Colyer scored seventh in the regatta; went on to win the Bacardi Series at Nassau.



Dr. Don Cochran, Jr. of Clearwater, (center, white cap) is one of the most popular Snipe sailors in the Southeast.

Keuka Fleet 382, Robert M. Wightman, Box 113, Bath, NY 14810.

JULY 21-22, DISTRICT III JUNIOR CHAMPIONSHIP, Tom Townsend, 742 West Main St, Carmel, IN 46032.

JULY 28-29, DIAMOND LAKE OPEN, Diamond Lake Fleet No. 158, Thomas E. Athanas, 1860 Champlain Dr., Niles, MI 49120.

AUGUST 4-5, MICHIGAN STATE CHAMPIONSHIP, Gull Lake Fleet 190 Roger N. Turner, Jr., 9845 East C Ave., Richland, MI 49083.

AUGUST 4-5, ONTARIO SNIPE CHAMPIONSHIP, Oakville YS, Ed Crook, 263 Sanders Dr., Oakville, Ontario, Canada.

AUGUST 11-12, WISCONSIN-MINNESOTA OPEN, Green Lake Fleet No. 129, Ken Kinas, Lakeview Dr., Green Lake, WI 54941.

AUGUST 11-12, ROCKY MOUNTAIN CHAMPIONSHIP, Rocky Mountain Fleet No. 210, Ed Hoffman, 3387 W. Aksarben Ave, Littleton, CO. 80120.

AUGUST 14-15, U.S. JUNIOR NATIONAL CHAMPIONSHIP, Mission Bay YC, San Diego, CA, Helen Bedford, Gen. Chairman, 3520 Browning, San Diego, CA 92106.

AUGUST 15-20, XXIXth PORTUGUESE OPEN SNIPE CHAMPIONSHIP, Clube Naval de Lourenco Marques, Accommodations and free board to all competitors August 14 to August 21, Association Provincial de Desportos De Mocambique, P. O. Box 544, Lourenco Marques, Mocambique.

AUGUST 16-22, U.S. NATIONAL CHAMPIONSHIP, Mission Bay, San Diego, CA. Helen Bedford, Gen. Chairman, 3520 Browning, San Diego, CA 92106.

AUGUST 17, 18, 19, EUROPEAN OPEN CHAMPIONSHIP, Karlskrona Yacht Club, SCIRA Rear Commodore Svend Rantil, P.O. Box 7070, 37107 Karlskrona 7, Sweden.

AUGUST 18-19, HOOSIER HARVEST, Muncie Fleet 557, Marvin Lee, 5219 Nichol Ave., Anderson, IN 46011.

AUGUST 18-19, PORTOROZ INTERNATIONAL REGATTA, Y.C. "Pirat" Piran, P. O. Box 49, 66320 Portoroz, Yugoslavia.

AUGUST 25-26, BOARD OF GOVERNORS INVITATIONAL, Quassapaug Fleet No. 231, Tom St. John III, Timothy Road, Naugatuck, CT 06770.

AUG. 29 - SEPT. 2, WORLD JUNIOR CHAMPIONSHIP. San Remo, Italy.



Getting ready for the Snipe Midwinters at Tampa.

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TRAILER - Has no saddle to rub the chine or bow the bottom. Has a removable rear bumper with high, dry, easily seen taillights, big tires, low profile, side guides for floating on, and will STACK on top of your buddies' for storage or traveling. Millington Boat Works, Box 234, Millington, N.J. 07946.

NEW BOAT - Want a finished deck and hull? We have a new mold that produces a sharp-stemmed boat that measures right down the middle. We assemble this with a "Call" designed deck complete with chainplates ready to rig. Name your color! Discounts and short deliveries to earlybirds. Frank Suesz, Millington Boat Works, Box 234, Millington, N.J. 07946.

FOR SALE: SNIPE TIE-TACS & SCATTER PINS. Exact in every detail. A replica of a Snipe 13/16" high of polished sterling silver. A high quality product of a nationally known jeweler. Ideal for gifts or awards. Only \$5.50 each. Check to Snipe Fleet 409, c/o Stan Kowalski, 5235 Mark Lane, Indianapolis, IN 46226.

FOR SALE: KC-18344, epoxy finished plywood hull, natural mah. deck, large cockpit, low C.B. trunk, self rescuing. This boat has all Go-fasts and is ready for racing. Complete with sails (new July '72) and trailer. \$1200. Ismo Palm, Box 41 Corunna Ontl, Canada. (519) 862-1007.

JULY 13, 14, 15 DISTRICT III Championships, Island Bay Yacht Club Fleet No. 91, Springfield. Walt Simhauser, 1208 So. MacArthur, Springfield, IL 62704

FOR SALE: Chubasco 20030 Cobra mast and boom, cut down board, two suits North sails, custom trailer, all goodies. \$2000. Call or write: Bert Johnson, 28-C Jefferson Rd., Newport, RI 02840, (Ph

FOR SALE: Chubasco 2003. Cobra mast and boom, cut down board, two suits North sails, custom trailer, all goodies. \$2000. Call or write: Bert Johnson, 28-C Jefferson Rd., Newport, RI 02840. Ph (401) 849-6740.

17397 EICHENLAUB - Fiberglass hull, wooden deck. Minimum wt., full race equipment. Slightly used New North Sails, trailer & cover. Proctor EX mast included. Priced to sell \$895.00. Call Tom McLaughlin 714-224-2424.

FOR SALE: Lemke Super Racing 18423, self-rescue, fiberglass, orange hull and deck stripe, white deck. Proctor EX keel-stepped mast, Elvstrom bailer, Levinson sails, cover, always dry sailed, excellent condition. \$1085. L. Stubberfield, Kalamazoo, MI. (616) 342-4870.

FOR SALE - Schock fiberglass Snipe 16575 with Levinson sails, blue hull, white deck, natural wood trim, aluminum centerboard. Good racing fittings, Trailer, canvas cover included. \$999. Write Malcolm Reed, 62 Scotland Rd, Reading, MA 01867. Ph 617-944-9497.

WANTED - Self Rescuing, 381 lb. Fiberglass Snipe, prefer Chubasco 18320 or newer, would also consider Lemke, Eichenlaub or Southern with cut down trunk. Lee Shames, 812 Courtland Park Ridge, IL. (312) 823-9419.

LOFLAND 12208, Fast, fully equipped fiberglass, former fleet champion, 2 suits sails, cover, trailer in excellent condition, Bob Campbell, Corning, NY. (607) 962-4790.

NEW DUPLIN SNIPE: Proven hull design. Available with Cobra or Seahorse mast. Minimum weight with maximum lead. Glassed sitka spruce rudder. Well equipped with best hardware. Complete \$1795.00 F.O.B. Winthrop, MA. Hulls available. Rapid delivery time. For information contact Joseph R. Duplin Marine Inc., 8 Argyle St., Winthrop, MA 02152. Tel 617-846-2170. Evenings 617-846-9340.

FOR SALE: 16730 Lemke Snipe - fully race equipped with Cobra mast & boom. 71 & 72 Elms Sails, trailer & full hull and deck covers, minimum weight with lead - \$1200. John B. Davis, Deer Run, Big Flats, NY 14814. Ph. 607-562-8541.

FOR SALE - Lippincott 13016, North sails, cover trailer, excellent condition \$800 or best offer, Bill McCandless, 24 Weir Place, Ringwood, NJ 07456. Ph. 201-962-4363 after 6 P.M.

FOR SALE: Approximately 15 fast used sails by top sailmakers. Used rudders, booms and miscellaneous equipment. For the complete list write Terry A. Timm, 3755 Greenbrier Blvd., Ann Arbor, MI 48105. Tel 313-769-5833.

SEPTEMBER 8-9, HOSPITALITY REGATTA, Weatherby Lake Fleet No. 698. Hanns Hagen, 9909 NW 74th St., Kansas City, MO 64152.

SEPTEMBER 8-9, INDIANA OPEN, Indianapolis Fleet No. 409, Marshall McCuen, 9180 Haverstick Rd, Indianapolis IN 46240.

SEPTEMBER 15-16, JOE RAMEL MEMORIAL REGATTA, Missouri Y.C., Richard Goppert, K-18, Rt.1, Lake Lotawana, MO 64063.

SEPTEMBER 22-23, CRYSTAL LAKE LAST CHANCE REGATTA, John E. Stanley, 208 Clinton Ave., Elmhurst, IL 60126.

SEPTEMBER 22-23, OHIO OPEN, Chippewa Fleet No. 621, William J. Bees, 503 McEntee Dr., Wadsworth, OH 44281.

OCTOBER 6-7, OXFORD INCIDENT/ACCIDENT, Action Lake Fleet No. 515, Bob Hill, 11422 Pippin Rd., Cincinnati, OH 45231.

OCTOBER 12-20, WORLD CHAMPIONSHIPS, Real Club Mediterraneo, Malaga, Spain.

OCTOBER 20-21, FRIGID DIGIT, October 20-21, Annapolis Fleet 532, Eric Purdon, 71 Shipwright St, Annapolis, MD 21401.

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