

SNIPE BULLETIN

MAY 1955

VOL. 4 NO. 12



LOVELY DAYS, LONG REMEMBERED.....

Edna and Bill Crosby, by Charles Vanderlaan.

FIBERGLAS SNIPEs by LOFLAND

The fact that we were "FIRST IN THE FIELD" in producing fibreglas snipe hulls is now beginning to pay off, for orders are coming in from snipers who saw our boats last year and appreciate the high quality of our product.

If you want **DURABILITY**

LOW UP-KEEP

PERMANENT FINISH

in your new boat, be sure and look at a **LOFLAND** snipe. Our years of experience in fibreglas work backs up our guarantee of your satisfaction.

"ASK THE MAN WHO SAILS ONE"

Our white hulls are beautiful--other colors available.

Unfinished hull, complete with molded-in centerboard trunk. \$385. 00

All prices f. o. b. Wichita—Royalty not included.

The **LOFLAND Co.**--3417 Arkansas--Wichita, Kansas.

SAVE SNIPE \$—with an EMMONS SNIPE

UNFINISHED SNIPE HULLS, TRUNK BOLTED IN \$245. 00

WITH DECK FRAME IN PLACE, READY TO DECK — \$305. 00

FINISHED WITH DECK READY TO PAINT OR VARNISH \$445. 00

Complete, without sails-----\$750. 00

EMMONS Box 54 Route 1 Central Square, N. Y.

CUSTOM BUILT ORLON SNIPE SAILS

First 8 places in 1955 Mid-Winters at Clearwater.
First 4 places in Florida State Championship at Miami.

GUY ROBERTS

SNIPE RACING SAILS

1701 Sunset Drive

Clearwater, Florida.

FOR SNAPPY SNIPE SAILING!

William F. Crosby, Noted Designer of SNIPE, tells all his secrets in these three books!

BOAT SAILING..... \$1. 00

SMALL BOAT RACING.....\$2. 50

AMATEUR BOAT BUILDING...\$4. 00

The **Rudder** ●●● The Magazine for Yachtsmen

The Rudder Publishing Co. 9 Murray St., New York 7, N. Y.

CUSTOM BUILT SNIPEs

MASTS—BOOMS—RUDDERS

CENTERBOARD LIFTS

THE FAMOUS

MAIN SHEET JAM
—our specialty

Patent no. 2-627, 834

DUFFY and ROBERTS

1810 S. Orchard Knob Chattanooga 4, Tenn.



\$12.00

SNIPE BULLETIN

The **SNIPE BULLETIN** is edited and produced monthly by Birney Mills, Executive Secretary.

Address all correspondence to:

Snipe Class International Racing Association,
655 Weber Ave., Akron 3, Ohio, U. S. A.

Subscription Rates.

\$2. 00 Per Year.

Owners of measured and paid-up Snipes receive **SNIPE BULLETIN** as part of their membership free.

Forms close on the 15th of each month preceding publication. Material received after that date will not appear until a later issue. Contract advertising rates may be had on application. Be sure and notify **SNIPE BULLETIN** of any change in address, giving both old and new addresses.

CONCERNING THE COVER

This appealing picture of Edna and Bill Crosby, designer of **SNIPE** and founder of **SCIRA**, is reprinted from the April 1955 issue of **BOATS** yachting magazine.

THE U. S. NATIONAL CHAMPIONSHIP RACES

The Atlanta Yacht Club, home port of Fleet #330, is the host to **SCIRA** for the 1955 National Championship races. The event will be held on Lake Allatoona, near Atlanta. The Junior Championship will be sailed Aug. 5-6 while the U. S. Championship dates are Aug. 8-9-10-11-12. Entry blanks for both races and room reservations will be mailed to all fleet captains June 15th and the closing date for entries for both races is August 1st. Complete instructions will be enclosed and printed in the June Bulletin. Frederic Pember, 877 Beaverbrook Dr. N.W., Atlanta, Ga., is general chairman.

This letter, of general interest to all snipers, was recently sent to all national secretaries by José Maria Lasaosa-Dilla, National Secretary for Spain.

The Board of Governors of **SCIRA** has given the responsibility for the World's Championship of the Snipe Class in 1955 to the National Secretary for Spain and the Spanish Federation of Yacht Clubs.

In accordance with the decisions at the last meeting of the national secretaries which took place at Monaco in 1953, we have decided to run the championship in the Bay of Santander. We have given the responsibility for the organization of the races to the Royal Yacht Club of Santander, an old club and among the best in Spain.

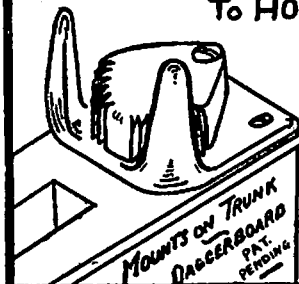
The dates for the championship have been set for the 28th, 29th, 30th, 31st of August and the 1st of September.

Each crew representing their country may bring their own boat. For those unable to do so, we will furnish new boats or boats in excellent condition from which they may choose a boat to sail. In this case, they will only have to bring their own sails.

You will receive very shortly an advance program, a race circular, and information on lodging for you and your crew during your stay in Spain. We would like to know as soon as possible the number coming from your country, as Santander is a seaside resort with many tourists and reservations in the best hotels are sometimes difficult to get.

DOUBLE ACTION JAM CLEAT

To HOLD THAT JIB



- **TWO CLEATS IN ONE**
- Faster—Smaller—Cheaper
- Cast Bronze
- Stainless Steel Spring.

Price \$ 9. 75 postpaid.

P. B. Shea
1101 W. Portage Trail
Akron 13, Ohio.

SPECIFICATIONS FOR ALUMINUM MASTS AND BOOMS.

The restrictions on aluminum masts and booms are as follows: Aluminum extrusion may be used for mast and boom. For the mast, the minimum wall thickness is .085 inches, the minimum dimension athwartships is 1.750 inches, and the minimum dimension fore and aft is 2.650 inches. Other restrictions on shroud intersections, location of bands, height above sheer, etc., will be the same as they are for wooden masts.

For the boom, the minimum wall thickness is .085 inches. The current restrictions on the boom which limit the depth between 2 and 4 inches and the width between 3/4 and 3 inches (Reference: Paragraph #44, 1954 SCIRA rule book) will govern the width and depth of aluminum booms. Other restrictions remain the same. Zephyr Products, Wareham, Mass., is currently making a mast that has the above minimum dimensions. (Diagram #1).

DIAGRAM #1—ALUMINUM MAST.

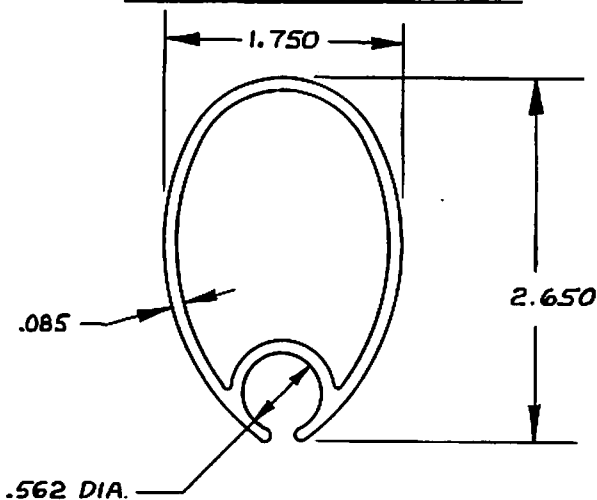
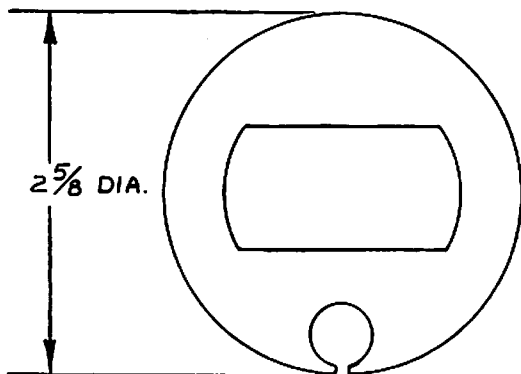


DIAGRAM #2—WOOD MAST.



On paper, the Zephyr mast looks very good. I have compared it to a 2 5/8 inch round wooden mast (Diagram #2), which is a very sturdy stick for a Snipe. Don MacIvor, Wichita Sailing Club, has a wooden mast with a similar cross section and anyone who has seen Don's mast will vouch for the fact that it isn't likely to fall down any time soon.

In comparison, the Zephyr mast is more resistant to fore and aft bending. In bending athwartships, it has around 93% of the stiffness in the 2 5/8 round wooden mast. This should cause no trouble since this wooden mast is not marginal in stiffness athwartships.

There will be little difference in the weight between the average wooden mast and this particular aluminum mast. The aluminum mast will weigh around 17 pounds and most good wooden masts weigh fairly close to this figure.

In compression, the aluminum mast is much stronger than the 2 5/8 wooden mast.

Zephyr also uses this extrusion (Diagram #1) for booms.

Harold Gilreath, Chairman
International Rules Committee.

Watts Sails finished 1-2-3 in the Western Hemisphere Snipe Championship Series sailed at Havana, Cuba. First place went to Terry Whittemore, second to Dr. Clemente Inclan, third to Jorge Mantilla.

Make your next suit of Snipe sails Watts sails!

KENNETH E. WATTS · TORRANCE, CALIFORNIA

"Just Yacht Sails"

Southern Sailmakers

LIGHTHOUSE POINT FT. SCREVEN, GA.

The finest **HAND-FINISHED SNIPE RACING SAILS**, mainsail and jib, complete with all hardware, insignia, numbers, and bags.

Individually made to unsurpassed specifications and materials and in special cuts designed for your choice of light, medium, or heavy weather air. Priced as below:

- Imported Egyptian..... \$ 90. 00
 - Dacron..... 100. 00
 - Orlon..... 130. 00
- (Note: For mitre cuts mains add \$10. 00 extra.)

Complete specifications, fabric samples, etc., are available on request and with no obligation!

EXPLANATION OF THE NATIONAL DISTRICT SET-UP.

Reasons for the Districts.

Several years ago there was considerable talk among Snipe sailors wanting more voices in the running of the affairs of the Snipe Association. Following this line of thought, it was decided a regional or district divisional system would enable the different sections of the country to have a representative on the Board of Governors and, in this manner, be able to present their own problems and suggestions to the powers that be. It is hoped that eventually the various Officers of SCIRA will be chosen from the different districts, thus giving us a real National organization. With each district choosing its own district governor from a different club each year, the responsibility will be shifted and all hands will have their own chance of leadership. Because this is a new development, it will need revision and the exchange of ideas from time to time.

Purpose of the Districts.

To coordinate fleet activities and promote Snipe racing within the district. To schedule regattas on a district basis, to hold a district championship, and promote the National Championship regatta as a district function with district clubs sponsoring and sharing the burden.

(It is hoped that many conflicting regatta dates can be straightened out on a district level. A district champion could be determined by counting the points scored in the different sanctioned district regattas—this would stimulate regatta attendance and eliminate holding a separate regatta for the district championship, if desired.)

Points to be Achieved.

1. Try to eliminate conflicting dates in regattas scheduled within a district.
2. Determine a district champion either at a district championship regatta, or by scoring the points made in predetermined various sanctioned district regattas.
3. Work toward a joint sponsorship of the National Championship Races on a district level. There should be a good large body of water in each district and, with all the district clubs working together, the Nationals conceivably could be held at a neutral location. This would spread the burden of holding such a large regatta and, with this plan, there would be no reason why a regular rotation system between districts cannot be established so that everyone can plan these national events several years in advance.
4. Complete lists of fleets and boats in the district. This will help establish new fleets and boats for sale can be sold within the district.
5. Social activities—with emphasis on Snipe racing and sailing.
6. The District Governor shall attempt to clarify SCIRA rules and establish district policies. Local problems, many of which should and can be settled on a local basis, can thus be cleared through him before going on to the national organization, if necessary. Different districts will have individual problems and this should help solve them and bring them to the front so that mutual assistance can be rendered.

This is an attempt to get the district idea started and it is hoped that many new phases will be incorporated so that, after a year or so of activity, we will have some basis on which to formulate definite rules and programs. I certainly will welcome any suggestions from Snipers and invite all of you to send in your ideas.

Frank Levinson, P. O. Box 906, Dunedin, Florida.

HALYARD WINCHES

Limited Supply Aluminum Alloy Winches, wt. 1 lb. 10 oz. Immediate delivery. Price \$15.00 each p.p., cash with order or C. O. D. If ordering one, state port or starboard.

BOB EMBREY

1848 Live Oak Dr.

Shreveport, La.

*Hey Sniper!
Here's your tie!*

FINE QUALITY TIES, HAND PAINTED WITH SNIPE INSIGNIA AND BOAT NUMBERS, AS ILLUSTRATED.

TIE COLORS: SNIPE RED; NAVY BLUE; REGATTA (light) BLUE; YACHT WHITE.

SNIPE AND BOAT NUMBER COLORS: RED; NAVY BLUE; LIGHT BLUE; WHITE. ANY OF THESE COLORS ON ANY TIE.

GIFT BOXED AND PREPAID \$2.95 EACH, TWO FOR \$5.50. ADD 25¢ IF OUTSIDE THE UNITED STATES. SORRY, NO C.O.D.'S. SEND CHECK OR CASH.

**DECK 'N DOCK PARKSIDE LANE, RT. 4
DOROTHY SLAUSON PEORIA, ILL.**

For Fine Boat Construction

SPARS
ACCESSORIES



REPLACEMENT
PARTS

CUSTOM BUILT SNIPE

*from Completed Hull to Completed Craft
State your needs — write for prices*

Hollow Masts - Booms

Luff-slot entrance ash-reinforced on both

**1954 WESTERN HEMISPHERE CHAMPIONSHIP
GERBER SNIPE TOOK 1st and 2nd PLACE!**

ZEPHYR ALUMINUM SPARS

FOR

— SNIPE —

RECENTLY APPROVED BY SCIRA

ZEPHYR PRODUCTS INC., PIONEERS IN THE MANUFACTURE OF ALUMINUM SPARS FOR SMALL BOATS, OFFER THEIR PRODUCTS TO BUILDERS AND OWNERS.

SPARS AND BOOMS ARE PROPERLY ENGINEERED FOR SALT AND FRESH WATER AND COME COMPLETE WITH NECESSARY FITTINGS.

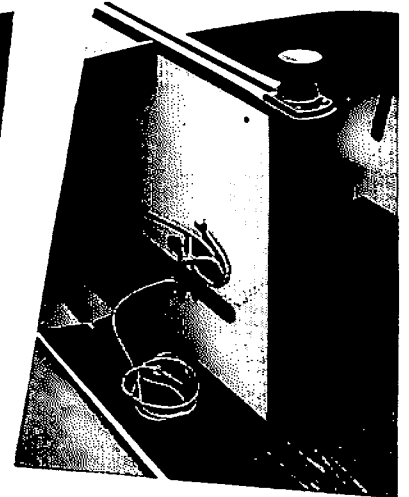
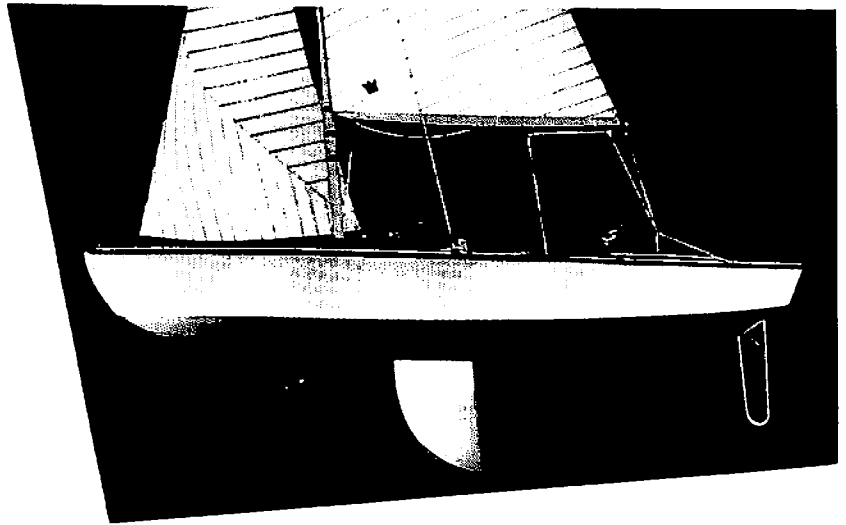
OUR SPARS ARE USED EXCLUSIVELY ON THE "RAVEN" AND OTHER STOCK BOATS.

ZEPHYR PRODUCTS, INC.

EXCLUSIVE BUILDERS OF ZEPHYR ALUMINUM SPARS

WAREHAM, MASSACHUSETTS

Botved Boats **Copenhagen**



Best of fiberglass
snipes with
Elestrom sails
— a sure winner!

Write for illustrated folder to:

East coast area: Ole Botved · 767 High Ridge Road, Stamford, Conn.

Florida and Carribbean area: Jim Orr · 5830 S.W. 3rd street, Miami 44, Fla.

California and west coast area: Ellen Jordan · 205 Calle Mayor, apt. No. 8. Redondo Beach, Ca.

Wells Wanderings by Ted Wells

POST-GRADUATE COURSE ON RACING RULES.

The New Anti-Barging Rule.

Many people are unaware of the fact that there were some changes made in the NAYRU racing rules in 1953, and a great many of those who are aware of the changes seem to have a misconception of what happened to the anti-barging rules as a result of these changes.

Actually, the anti-barging rule is just as strong as it ever was in protecting the rights of close-hauled boats. The only difference is that the leeward one of two barging boats can no longer "tag out" the windward barge by a sudden luff, a practice which apparently became rather popular in certain parts of the country after the advent of the anti-barging rule and before the 1953 changes.

It has been my observation that, at regattas where there are experienced sailors, barging has completely disappeared from the windward end of the line where it formerly was so popular and has now moved down to the middle of the line. It is very difficult to make an accurately timed close-hauled start on the middle of the line, especially if it is a long one, as it is impossible to tell within a few feet where the line actually is; therefore, the boats on the middle of the line are generally running free to some degree, particularly if they got there by heading for the windward end of the line close-hauled and, finding themselves early, had to bear off to kill time.

The newest anti-barging rules actually boll down to the following statements:

1. The close-hauled boat still has right-of-way regardless of where he is and does not have to give way to anyone.
2. Of two boats, both of which are barging to any degree, the leeward boat cannot luff sharply before the start and he can't luff at all unless the skipper of the windward boat is aft of the main mast of the boat. (Obviously, this curtails the luffing rights of a boat overtaking to leeward.)
3. Any leeward boat, close-hauled or otherwise, may hold its course and have right-of-way over all windward boats but may not change its course to windward (luff) except as specified above. After the start (remember that a boat starts when it crosses the starting line, not when the gun goes off) luffing rights are determined by the relative positions of the boats when they cross the starting line, and the leeward boat, if it has luffing rights, can luff as sharply as it wishes.
4. Boats which are not sailing close-hauled when the starting gun goes off must be extremely careful in heading sharply to windward to get onto a beat. If a windward boat heads up so sharp that his stern swings into a leeward boat, he's through! Likewise, a leeward boat which does not have luffing rights must not head up so sharply that a windward boat can not keep clear of him.

Room at Marks.

The rules regarding giving room at marks leave considerable room for argument because there are a couple of "if" and "unless" clauses which are difficult to interpret and which depend greatly upon wind conditions. The rule states that the inside boat shall keep clear if it does not have an overlap at the time when the bow of the inside boat is abreast of the mark, or if the overlap was established too late to enable the outside boat to give the required room.

An overlap established immediately before the bow of the outside boat was even with the mark would be established much too late in case the boats were planing approaching the mark. On the other hand, if the wind were light and the boats were approaching the mark slowly and if the outside boat was considerably off to leeward, a very good argument can come up.

As soon as the outside boat alters its course to head for the mark, an inside boat which is following closely immediately has an overlap because of the definition of "clear astern" and "clear ahead" (the line projected abeam from the aftermost point of the outside boat's hull swings back and gives the inside boat an overlap as soon as the outside boat alters its course). If both boats are close together when the outside boat heads up to round the mark, there is no argument but that the inside boat must get out of the way if he doesn't have an overlap. If, however, the outside boat is two or three boat lengths to leeward of the inside one, the inside boat may be clear astern by inches when the outside boat heads up for the mark and may have an overlap by feet after the outside boat has headed for the mark; in fact, the overlap may be so great that it would be practically impossible for the inside boat to avoid hitting the mark if the outside boat didn't give him room, unless he went to windward of the mark.

There is no question about the overlap being established too late to enable the outside boat to give the required room if he was several boat lengths to leeward at the time he altered his course to head for the mark, but, on the other hand, at the time that he altered his course, the bow may have been even with the mark or close to it. In a case such as this, I believe the inside boat is entitled to room, but he should probably anticipate what is going to take place and do some fancy hollering about it ahead of time in case the outside boat is not inclined to agree with him.

Another Controversial Situation at a Mark.

Another very tricky situation exists when two boats on opposite tacks are approaching a windward mark which is to be left to port and the starboard tack boat cannot lay the mark by an amount which is just enough to make him tack rather than try to luff around it. The port tack boat, of course, must bear off and go behind the starboard tacker. The starboard tacker must not tack until he has cleared the port tack boat but will then tack immediately. The port tack boat, because of his better way, will probably find himself in a position to tack around the mark before the starboard tack boat has completed his tack. The rules say that of two boats tacking at the same time, the one on the other's port side shall keep clear (the former starboard tack boat in this case). All of which would appear to put the starboard tacker in a hopeless

(Wells' Wanderings)

position and it may under some circumstances, but the problem of deciding when this rule applies and when the tacking close aboard rule applies, is extremely difficult in view of the definition of tacking, which states that a boat does not commence to tack until she is beyond head to wind; in other words, the port tack boat is considered to be still on the port tack until her boom swings beyond the centerline and, in order to prove that she was not tacking too close aboard the other boat, it would be necessary to prove that her boom was beyond the centerline before the sails on the other boat had filled. The situation is probably one of those which is much better to avoid than to get into and then try to argue out of.

Starboard vs. Port.

There is probably only one rule on which there is no room for argument whatever. This is the rule giving the right-of-way to starboard tack boats at all times. The most dangerous thing in the world to do is to try to sneak across on a port tack in front of a starboard tacker when going to windward. The starboard tacker may get a good wind shift which will let him head up higher than the port tacker thinks he can, and also the wind deflection from the sails of the port tack boat will permit the starboard tack boat to head up higher without luffing than he would normally be able to do. All of the appeal decisions and all of the books and articles which have been written on racing rules emphasize the fact that the starboard tack is sacred and that the starboard tack boat does not have to hit the port tack boat to support his contention that his rights have been interfered with. If the starboard tack boat bears off in order to avoid the port tack boat and the port tacker claims that he didn't need to do so, he's talking from the jail-house!

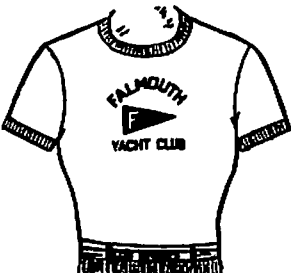
At times it is awfully hard to bring yourself to go behind the starboard tack boat, but that is almost invariably the best thing to do. In the first place, you are on the port tack because you thought it was the best tack to be on; in the second place, tacking for a safe leeward position is a very tricky proposition, particularly if there is any chop to slow you down when you tack. As a matter of fact, in a heavy chop you can't plan on a safe leeward position working unless you had enough room to have kept on the port tack and easily cleared the starboard tacker. There is no more hopeless position to be in than that of the boat which tried for a safe leeward position and didn't make it. By the time the windward boat has gone past you and you finally manage to get yourself organized again, you are probably about 100 feet worse off than if you had gone behind the other boat.

FLEXBATTEN *the plastic sail batten*

FLEXIBLE • THIN • LIGHT • UNBREAKABLE
 For SNIPE \$2.75 per set..... Postage paid, U. S. A.
 Use two sets in strong wind.

BENGT JOHNSON • 10 EDGEWOOD AVE. • GLEN HEAD • N. Y.

DE LUXE
"T" SHIRTS
 WITH YOUR
CLUB EMBLEM
 ACCURATELY REPRODUCED
 IN YOUR CLUB COLORS



Our "T" Shirts are made of the finest quality Combed Yarn. Full cut for luxurious comfort and available in White or Maise, in all sizes. Emblems reproduced in Wash-Fast Colors. Write for Descriptive Folder and Prices.

MINERO-NEWCOME & CO., INC.
 17 MAIDEN LANE, NEW YORK 30, N. Y.

WANTED AND FOR SALE DEPARTMENT
CLASSIFIED ADS. Used Boats and Equipment
 Why not try an ad here for only five cents a word, at a minimum charge of \$2.00? **RESULTS WILL BE GOOD!**

FOR SALE: Snipe #3708, in good condition, fully equipped, two mainsails (one practically new), one jib. New mast, mahogany deck. Write B. R., P. O. Box 1007, Savannah, Georgia. Asking \$475.00.



STEP-ON-IT
BILGE PUMP
Leaves hands free!
BRONZE-3 LBS.-5 FT. HOSE-49.95
 POSTAGE 50¢

HUNT-MILLER CO. 508 STEPAUL ST. ROCHESTER, N.Y.



What you've always wanted!
SNIPE INSIGNIA
 TIE, LAPEL and HAT PINS, CUFF LINKS, and EAR-RINGS.
Vivid Baked Enamel on Copper

Pins..... \$2.00
 Cuff links.... \$3.00
 Ear-rings.... \$3.00

COLORS: red, blue, white, black, pink, charcoal, light gray, green, apple red, yellow, light blue, and brown.

STATE COLOR AND QUANTITY!
 Write to: Postage paid.

Gili Gili
 • GREEN LAKE, WISCONSIN •

Varalyay **BUILT SNIPES**
 ...Again...
"The Choice of Champions!"

1954 1st. **TOM FROST**
 2nd. **TED WELLS**
NATIONALS 3rd. **TERRY WHITTEMORE**

VARALYAY BOAT WKS. GARDENA, CALIF.

BOAT LUMBER

Cedar - Mahogany - Sitka Spruce
 Teak - Oak - Cypress - Redwood

WATERPROOF EXTERIOR PLYWOOD 3/32" to 1" — 8' to 16' long
 Send for Free Lumber Booklet

Ask about **BoatLIFE** finishes, available in Plasticlear and colors. The fastest, toughest most durable finish your boat can have.

Ask for free folder

MAURICE L. CONDON CO. INC.
 270 FERRIS AVENUE Dept. 5-7 WHITE PLAINS, N. Y.
 Tel.: WH 6-4111 Open Saturdays



Airollers are heavy canvas cylinders 9 1/2" dia. by 48" long, neoprene rubber lined and inflated by mouth only. They're used to roll boats up on shore, and are rated for sailboats and outboards up to 1200 lbs. Airollers roll without "sinking in" or "stalling" over sand, pebbles, rocks, mud, ramps and paved surfaces with amazing ease. Low pressure and frictionless they will not damage the finest racing finish. Snipe skippers have found Airollers wonderful for bottom cleaning, end-of-season storage, rolling up the beach to the trailer, temporary mooring float, fenders, and emergency life preservers. When deflated they stow in a small space. An illustrated folder will be sent free upon request.

Standard Airollers . . . \$15.00 each
 \$30.00 a pair boats up to 1200 lbs.
 Junior Airollers \$9.00 each
 \$18.00 a pair boats up to 400 lbs.

THE AIROLLER COMPANY
 Boston Post Road, Corner of Fair St.
 Guilford, Conn.

**WORLD'S CHAMPIONS USE
 SAILS BY
 LARSEN**



Jorge and Carlos Vilar Castex of Argentina won Snipe Class World's Championship in 1948. They were Second in 1949 and WON AGAIN in 1951. It was no accident, because they used EXCLUSIVELY

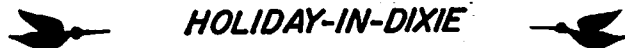
LARSEN CHAMPIONSHIP SAILS
LOUIS J. LARSEN, Yacht Sailmaker
 WARREN STREET NEW YORK, 7, N.Y.

Additional Race Dates

- July 2-3-4 INTER-DISTRICT Championship, Peoria, Lake, Illinois. Cleve Slauson, 15 Parkside Lane, Peoria, Ill.
- July 2-3-4 MISSOURI VALLEY Invitational Regatta, Lake Manawa, Iowa. Floyd E. Hughes, Jr., 125 West Pierce St., Council Bluffs, Iowa.
- July 9-10 MICHIGAN STATE championship, Grand Rapids, Mich. NOTE change of date to a week earlier than previously reported. John D. Rose, 902 Lakeside Dr. S. E., Grand Rapids.
- July 9-10 SEA CLIFF Invitational, Sea Cliff Y. C., Sea Cliff, L. I., New York.
- July 21-24 BELGIAN Championship, Nieuport, Belgium.
- July 30-31 LONG ISLAND SOUND Individual Championship, Cedar Point Y. C., Westport, Conn. Charles Remlin, Imperial Ave., Westport, Conn.
- July 30-31 INTERNATIONAL Regatta, Ostende, Belgium.
- Aug. 20-21 NORTH ATLANTIC Championship, Toms River-Barnegat Bay, N. J. Robert Hoyt, Beachwood, New Jersey.
- Aug. 26-27-28 GREAT LAKES Championship, Peoria Lake, Ill. Cleve Slauson, 15 Parkside Lane, Peoria, Ill.
- Oct. 31-Nov. 1 INTERNATIONAL Regatta, Hofstaede, Belgium.

MAY 20-21-22

SHREVEPORT CHAMPIONSHIP REGATTA



HOLIDAY-IN-DIXIE

SHREVEPORT, LOUISIANA.

Write: C. O. Hardey, 1118 Richmond Circle, Shreveport, La.

SEQUOYAH YACHT CLUB

ANNUAL INVITATIONAL SNIPE REGATTA

BEAUTIFUL MOHAWK PARK

LAKE SEQUOYAH TULSA, OKLAHOMA

MEMORIAL DAY WEEK-END—MAY 28-29, 1955

EVERYBODY COME

Mail entries to: Jerry Jerome, Box 801, Tulsa, Oklahoma.

6th Annual MISSOURI VALLEY CHAMPIONSHIP.



Sponsored by the Iowa-Nebraska Fleet 309.

5 RACES-3 DAYS
 on
LAKE MANAWA.

Floyd E. Hughes, Jr., 125 W. Pierce St., Council Bluffs, Iowa.

MICHIGAN STATE CHAMPIONSHIPS

July 9-10.

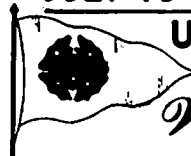
GRAND RAPIDS YACHT CLUB

For particulars write to John Rose
 902 Lakeside Drive, Grand Rapids, Michigan.

JULY 16-17 SNIPE INVITATIONAL

UPPER MYSTIC LAKE

WINCHESTER, MASS.



Winchester BOAT CLUB

Write to: James Newman, 22 Ginn Rd., Winchester, Mass.