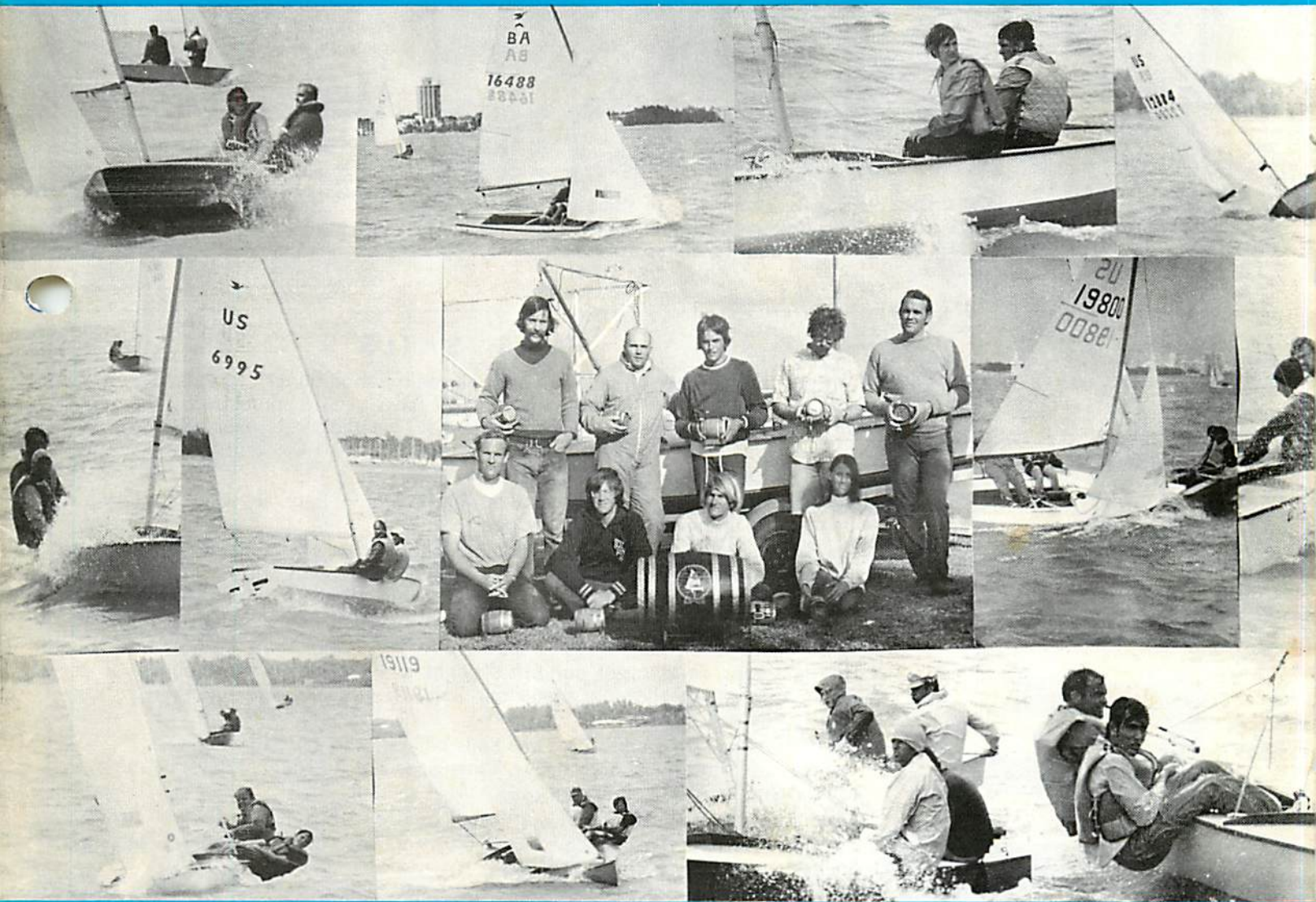


SNIPE

BULLETIN



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Cobra Masts have been out since 1969, since then they have been used on Snipes that have captured almost every major Snipe regatta in North America. They were used by the 1969 and 1971 world champion. In 1971 they dominated with 1st, 2nd, 3rd and 4th places.

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

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

They were used by the 1970 and '71 North American Champ (Cork).

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

In 1972 we are introducing the Cobra Boom. It is very light and provides the stiffness required to keep the leech of the main tight on a reach. Bandy booms waste power.

The 1972 Cobras will also have some new equipment —

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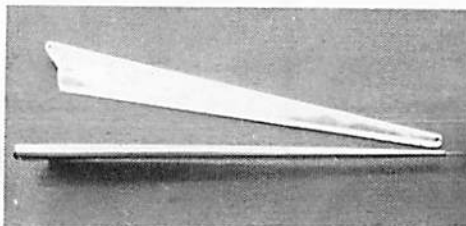
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Boom with end plates\$32.00
Rigged Boom\$75.00



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The proof comes from the World Championship in Brazil. The conditions were from 45 MPH down to a vacuum. Elms Sails consistently were the best, winning 5 of the seven races and getting 5 of the seven seconds. The over all performance for us was 1st, 3rd and 4th. The second boat used a combination of two sailmakers, main by one, jib by another.

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.

We are calling them the 1972 No. 1.

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Voice of the People

QUALIFYING FOR THE U.S. NATIONALS

At the 1972 US Nationals it was decided to allow the first three boats in each District Championship to qualify automatically for the Championship Heinzerling Series. Besides these 21 automatic qualifiers, there will be ten other boats qualifying through the Crosby Series. Why change? At the present, we have the fairest and most fun qualifying Series in any of the one-design classes.

The proposed method of qualifying for the Heinzerling Series does not eliminate the Crosby Series, nor the expense and time involved. The Crosby Series is decreased from five to three races and the Heinzerling Series is shortened, but neither Series has a throwout race. Longer Series with a throwout race generally result in the potential for a more fair contest.

The Districts are divided by geographic boundaries rather than by equal apportionment of registered boats. Therefore a fixed number of qualifiers per District is not equitable. A preferred system would be based on opportunities for qualification proportionate to the number of registered boats in each District.

The proposed method of qualifying reduces the number of openings from the Crosby Series into the Heinzerling Series. Because of decreased opportunity to qualify through the Crosby Series, individuals unable to attend the District Championships and living a great distance from the Nationals will be less willing to make the trip. Those individuals not finishing in the top three at the Districts will also be less enthusiastic about attending the Nationals.

Since the Districts and the Nationals are located at different sites with different wind and water conditions, there is the distinct possibility that boats will be sailing in the Heinzerling Series that would not have qualified by participation in the Crosby Series.

Several Districts and even some fleets have more than three sailors that should be in the Heinzerling Series. Why should these sailors have to sail against each other twice and never have the opportunity to compete against the automatic qualifiers from other Districts?

With the Nationals becoming larger, it is advisable that we increase the number of participants in the Heinzerling Series. Complicated systems to increase participation are not necessary, let us simply increase the number of boats by five.

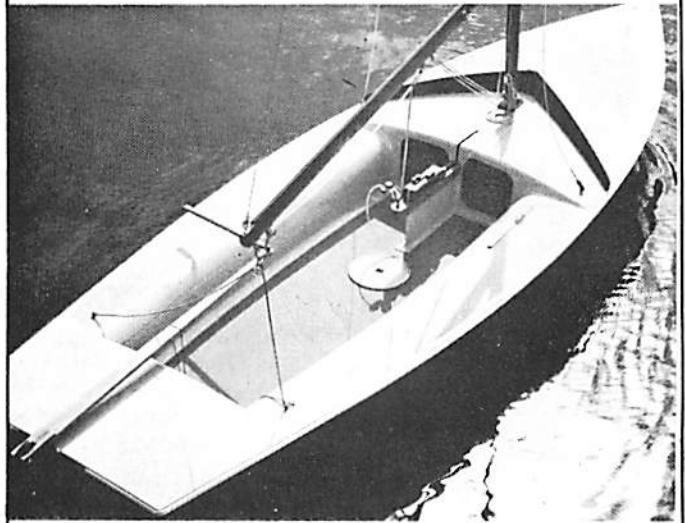
*Terry Timm
Ann Arbor, Michigan*

Editor's Note: Buzz Levinson, then US National Secretary, was asked in the fall of 1970 to suggest some plan for shortening the US Nationals. This plan was presented and approved by the Board at their meeting in Annapolis, for the US Nationals in Oklahoma in 1972. The purposes included shortening the time required for holding the regatta both from the standpoint of making it possible for sailors with more limited time to attend the regatta, and the necessity of finding an adequate site which would be available for that much (prime) time. Another purpose was to enhance the various district regattas.

The plan met with less than universal approval from the sailors. There is no perfect plan for selecting the participants in a limited regatta. Other plans have been tried in the past, and no doubt this plan will not turn out to be the ultimate solution

continued on page 11

NEW SELF RESCUING HULL



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INTERNATIONAL RACING
ASSOCIATION

MAY 1972

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Notify Snipe BULLETIN of any changes, both old and new addresses complete with zip code. Allow a month to become effective.

THE COVER

The montage on the cover shows typical scenes in a heavy weather regatta. The photos were taken by Gabe Balasquide at the Don Q Rum Regatta held in Miami on March 11-12. The winners are in the center; front left to right: Steve Bruckner, Mark Albury, Jr., Robert Wilkinson, Sandy Bruckner. Standing, left to right: Dave Peterson (5), Paul Henderson (4), Augie Diaz (1), Jeff Lenhart (3), Earl Elms (2). The other photos provide ample proof that the going was rough.

THE COMMODORE SAYS

Having just returned from a week of sailing in George Town, Great Exuma, in Steve Colegate's Sailing Symposium, I would like to elaborate on the benefits of participating in such a program. The daily program consisted of 3 practice starts, followed by three races on an Olympic circle in 3-man Solings. The participants were divided into two groups based on their experience. Each group raced a half day, alternating morning and afternoon and each sailor had a turn at the helm during his session. Two instructors were on the race course in Boston Whalers, with loud hailers and a tape recorder. Each evening there was a meeting of the sailors to discuss the day's races: i.e., good points, mistakes, tactics and rules, etc. By holding the symposium in such a delightful place, it was a fine vacation combined with a learning experience.

It occurs to me that a similar thing could be held among your own Snipe fleet members on a weekend basis, inviting a top skipper to instruct, either from another class or your own. The concentrated sailing, followed by discussion, evaluation and clarification is bound to be helpful to everyone involved and might give all members a boost by improving the competition right in your own home fleet.

*Dick Tillman
Commodore*

THE SCORE

Numbered SNIPES — 19899
Chartered Fleets — 714

March proved a good month for the issuance of numbers. Spain led the list with 50 followed by the U.S. England took 4 and Bahamas 1 for a total of 66. No new fleets were chartered.

THOUGHTS WHILE SAILING

How does one win a Nationals? Or become a real threat in your area? A fleet champion? Or even move up from 25th to 15th in your fleet? The answer: WORK. Of course not everyone can be another Earl Elms. You did not start sailing early enough in life but you surely can improve.

The first step is to have good equipment and make positive that it works properly. This does not mean you have to go out and buy the latest fiberglass Snipe. Most sailors don't get all they can out of their present boat. But it does mean that if your boom vang catches every time you jibe, you should move it. And it means if those fairlead blocks are frozen you should replace them. All underwater surfaces of the hull, board and rudder should be super smooth. Anyone can have these with \$10 worth of paint and sandpaper, plus plenty of elbow grease.

Now, the work is all done, what? Not so, the real work has just started. What comes next is practice, practice and more practice. Just going out in the boat will help if you are just getting started because it accustoms you to the feel of the boat. But if you are past this stage you should find someone to go out and pace with you. Keep one boat rigged as a constant and then change your rigging, set of sails, etc. until you find a combination that is faster. Then keep yours constant while your partner changes. What all this boils down to is you are getting to know your boat. Writing it down helps you to remember it.

How long does this go on? If you really want to be a hot shot, try a couple of times a week plus all the races you can find to enter. If you do this for the whole season, I guarantee you will improve!!!!

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WINTER CIRCUIT - OLYMPICS - ETC. -

The Snipe winter circuit is like Camel cigarettes—not for everyone. The circuit was reversed this year starting at Clearwater, with six races scheduled from Monday thru Thursday. Then came Miami with five races on Saturday and Sunday. For the survivors Nassau was the following Wednesday thru Sunday with two series and a total of eight races. Some came for Clearwater, some Miami, some Nassau, and some for a combination.

Clearwater was light this year until the final day when two races were sailed on the Gulf in a 18-22 knot northwester. Miami was windy and windier. Suffice it to say that when Nute and Elms both capsized—it's windy. Nassau had the biggest turnout ever with plenty of wind except for one day.

Canadian IYRU representative Paul Henderson volunteered to sail a Snipe, so Ralph Swanson drove his boat to Florida for Paul to sail and Miami furnished a champion crew, Mark Albury. Henderson had just finished sailing in a Finn Regatta in New Orleans so he was in good physical shape. He has competed successfully in many classes—International 14, Finn, Flying Dutchman, and Tempest, as well as big boats. He is attempting to gain first hand knowledge of all possible Olympic contenders by sailing them. This will enable him to speak out from experience at IYRU meetings.

Being selected by the IYRU for Olympic competition is certainly a desirable goal for the Snipe Class although only one skipper from each class can be selected every four years to represent his coun-

try in the Olympic games. Olympic selection would stimulate Snipe competition and growth everywhere.

Paul Henderson pointed out to interested Snipers that Olympic selection depends on many factors—some of them remote from the sport of sailing. Politics and nationalism are two. Formerly no new class was considered for the Olympics unless it was a high performance boat—highly gadgeted for the last ounce of speed. However, this led to an armaments race by many builders and only near professionals could find the time to compete. Recently the IYRU reversed itself and said a simpler type boat should be considered—more of a type that did not require a gargantuan skipper or crew or computerized equipment. To Snipers the answer is obvious—choose the Snipe. However, other classes are in strong contention—the Fireball, the 470, and the Enterprise. Several strong points are in the Snipe's favor—it is not overly gadgeted, it is sturdy, (many new classes are being tagged as one year boats—they break up so quickly) and it can be well sailed by averaged sized people.

The Snipe also has several weaknesses in the IYRU's opinion but it should be an interesting decision this fall. To paraphrase Paul Henderson—you have a good class—tell it like it is to the IYRU—if they select you that will be fine—if they don't it is not the end of the line—you still have a good class, keep it that way!

Buzz Levinson
Past Commodore

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Basic Snipe Sailing Manual

Intended for beginning Sniper, crew, and wives, this excellent manual (6" x 9") is a glossary of nautical terms with a sketch applicable to Snipe; knots with illustrations; handling the boat; tacking; running; reaching; jibing; heave-to; capsizing; all simplified rules; thumb nail tactics; check list; important Snipe measurements. A most valuable handbook - still not complicated. 75c @ copy - 10 for \$6.00. From SCIRA only.

LENHART TOPS ON SOUTHERN CIRCUIT

CLEARWATER

Tom Nute with Carolyn crewing won the tune-up race of the Clearwater Mid-Winters 35th Annual Regatta as a preview of what the Californians intended to do on the Circuit: win THE WHOLE THING.

The first "real" race was sailed in South Bay as a precautionary measure—the heavy weather predicted didn't show and this race turned into a near drifter. Confusion marred the race as the Coast Guard moved in to force a resetting of the windward mark outside the channel. The result: a "parallelogram" course, an island in the windward leg, marks to starboard — and confusion. Nute showed his winning ways again with Jeff Lenhart 2nd and Augie Diaz 3rd.

Tuesday's race was sailed in the Gulf with Lenhart coming on strong to win in very light winds. Earl Elms took the second and Gonzalo Diaz was 3rd. On Wednesday, with time for a 6-race series running short, two races were sailed on the Gulf in spite of the light conditions. Lenhart showed his skill by taking both races, while Nute got a 3rd and a second. Basil Kelley was second in the first race and Elms had the third place in the second race.

For Thursday's last day of racing, the wind picked up to 18 out of the north and looked more like the usual Mid-Winters as two choppy races were held in the Gulf. Lenhart dropped back to 4th in both these races — still good enough to win the series easily. Frank Levinson won the first race of the day and Augie Diaz won the second.

MIAMI

High winds and rain caused cancellation of numerous sporting events throughout Miami, but 48 skippers from as far away as Canada, California, New England and the Bahamas braved the choppy waters of Biscayne Bay for a weekend of racing on March 11-12 at the Coconut Grove Sailing Club.

In Saturday's racing at least 9 capsize were recorded but because of recent modifications to flotation requirements, all eventually sailed home under their own power. Equipment failures were few which is a credit to the small boat's ability to withstand the pounding of the shallow waters of the Bay. Upon returning the skippers were greeted at the dock with the traditional Don Q daiquiri and cocktail party followed by barbeque steak dinner.

SCIRA MID-WINTER SNIPE REGATTA

Boat	Skipper	Races	Pts.	Fin.
18327	Jeff Lenhart, San Diego	2-1-1-1-4-4	11.0	1
16228	Tom Nute, San Diego	1-6-3-2-7-3	26.1	2
19066	Earl Elms, San Diego	7-2-5-3-5-2	31.7	3
19393	Augie Diaz, Miami	3-5-19-10-2-1	34.7	4
19063	Frank Levinson, Clearwater	5-12-4-12-1-9	51.0	5
19915	Scott Allan, Annapolis	6-7-14-9-3-5	55.4	6
10111	Gonzalo Diaz, Miami	4-3-11-8-11-8	58.7	7
19723	Basil Kelly, Nassau	8-8-2-17-9-11	63.0	8
19795	Barry Cochran, Clearwater	18-4-7-4-13-12	66.0	9
19091	Peter Duvoisin, Chattanooga	12-14-23-13-8-6	82.7	10
16606	Dave Peterson, San Diego	14-16-17-14-6-7	86.7	11
20002	Bruce Colyer, Ft. Lauderdale	10-13-21-11-15-18	97.0	12
12453	Don Cochran, Jr., Clearwater	17-24-18-6-14-14	98.7	13
12884	Means Davis, Atlanta	22-11-12-5-20-22	99.0	14
16861	Robert Dean, Ft. Myers	21-9-8-16-27-19	103.0	15
15291	Sam Arrojo, Miami	15-18-6-27-22-16	106.7	16
14634	Edwin Perez, Miami	16-15-15-30-18-13	107.0	17
6995	Francis Seavy, Clearwater	12-10-25-23-12-NF	112.0	18
19389	Clemente Inclan, Miami	9-20-22-15-21-NS	117.0	19
18314	Julio Galletti, Miami	20-23-28-25-10-10	118.0	20
11900	Larry White, Miami	19-22-13-19-19-20	120.0	21
13020	Paul Dovey, Peoria	24-17-16-20-23-17	123.0	22
19793	Lucius Bugbee, Jamestown	11-27-20-24-16-NF	128.0	23
19797	Sterling Beimfohr, Chicago	NF-25-10-21-24-23	133.0	24
9554	Charles Fowler, St. Petersburg	25-21-NF-26-17-15	134.0	25
18046	Harrold Spicknall, Lansing	23-26-26-7-26-NF	138.0	26
11392	Anne Crook, Canada	NS-19-9-18-28-NS	138.0	26
14735	Dick Edwards, Clearwater	26-NF-27-22-25-21	151.0	28
18941	Robert Munyon, Lashaway	28-31-30-28-29-25	170.0	29
11559	Phil Blair, Clearwater	29-32-29-31-30-24	173.0	30
17388	Sue Mitchell, Clearwater	NF-30-31-29-31-26	177.0	31
17464	Jack Magnuson, Lakewood	NS-28-24-NF-NS-NS	182.0	32
19888	Al Gay, Andros	28-29-NF-NS-NS-NS	188.0	33
19387	Charles Morgan, St. Petersburg	DNS	200.0	34

DON Q REGATTA

Boat	Skipper	Races	Pts.	Fin.
19393	Agustin Diaz, Robert Wilkinson	1-1-2	3.0	1
19066	Earl Elms, John Wegand	6-3-1	17.4	2
18327	Jeff Lenhart, Sandy Bruckner	2-8-3	22.7	3
19119	Paul Henderson, Mark Albury, Jr.	5-2-6	24.7	4
16606	Dave Peterson, Steve Bruckner	4-4-8	30.0	5
18316	Pierre Siegenthaler, Pedro Wassitch	3-10-7	34.7	6
10111	Gonzalo Diaz, Frank Varona	11-9-5	42.0	7
19063	Buzz Levinson, Frank Levinson	12-6-9	44.7	8
19723	Basil Kelly, Gary Kelly	10-5-13	45.0	9
18019	Godfrey Kelly, Peter Andrews	9-12-11	50.0	10
16228	Tom Nute, Carolyn Nute	28-7-4	55.0	11
19091	Pete Duvoisin, Jane Duvoisin	8-19-12	57.0	12
20002	Bruce Colyer, Gail Colyer	7-17-19	61.0	13
15291	Sam Arrojo, Many Perez	20-16-10	64.0	14
19600	Henry Davis, Tom Connors	15-18-15	66.0	15
19795	Don Cochran, Bob Carroza	19-14-18	69.0	16
13020	Paul Dovey, Mike Kinghorn	16-22-20	76.0	17
16025	Ted Wells, Donald Maura	NF-13-16	83.0	18
18314	Julio Galletti, Harry Aguero	13-20-NF	83.0	19
17400	Peter Christie, David Donald	14-NF-17	83.0	20
11900	Larry White, Tim White	22-21-24	85.0	21
19389	Clemente Inclan, Hilda Inclan	21-26-21	86.0	22
19793	Lucius Bugbee, John Wright	17-31-22	88.0	23
6995	Francis Seavy, Eric Stibitz	24-15-NF	89.0	24
19267	Don Hite, Gail Nelson	NS-11-14	91.0	25
9554	Charlie Fowler, Vicky Stebbins	NF-23-25	102.0	26
14735	Dick Edwards, Phil Blair	27-30-28	103.0	27
18651	Bert Terwey, Aubrey Pilkerton	NF-27-26	107.0	28
11826	Bill Teasdale, Justin	NF-28-27	109.0	29
19792	Glenn Evans, Jr., Camp Stephens	29-33-30	110.0	30

Top 30 of 48

Early Sunday the winds were still gusting to 30 and better, so the course was changed to eliminate the deadly run in the choppy going. This was wise since capsizes were eliminated. Nevertheless, the final race was cancelled as a severe squall loomed on the horizon. Skippers seemed content to retire to lick their wounds at the shrimp and beer bust in the warm sunshine.

Agustine Diaz of Miami and crew Bob Wilkerson won by a substantial margin over Earl Elms, San Diego and crew Jon Wegand. Jeff Lenhart, San Diego was 3rd, giving him the lead in points for the Zimmerman trophy for the overall winner of the Circuit.

Bill Acardi
Miami, Fleet # 7



It takes muscles and guts to win the Don Q. Previous winners: Earl Elms 67, Pete Duvoisin 68, Tom Nute 69, Jeff Lenhart 71, and (kneeling) Augie Diaz 70 and 72. photo - Gabe Balasquide.

NASSAU

The two-day layover and trip to Nassau seemed to be just what Earl Elms needed. The three-race Bacardi Cup gave Earl finishes of 2-1-2, five points better than Tom Nute who had finishes of 4-2-1. Jeff Lenhart was not far behind with 1-9-5 making it a clean sweep for the contingent from California.

The Dudley Gamblin series of five races followed and again the San Diego mafia came out on top. This time Jeff Lenhart was in first place. He went into the last race four points behind Earl Elms. The wind had dropped to almost a drifter but Lenhart kept his good boat speed and finished third. Earl finished in the middle of the fleet and had to settle for third place. Nute was third overall.

Nassau provided winds in the 15-18 mph range except for the last day. The weather was warm, the races near perfect and entertainment delightful. All who attended were well rewarded and most are making plans to go again next year.

GAMBLIN MEMORIAL REGATTA

Boat	Skipper	Races	Pts.	Fin.
18327	Jeff Lenhart, San Diego	1-3-2-8-3	28.4	1
19066	Earl Elms, San Diego	3-1-5-2-10	34.7	2
16228	Tom Nute, San Diego	2-12-6-4-5	50.7	3
10111	Gonzalo Diaz, Miami	10-11-16-3-1	60.7	4
19267	Don Hite, Detroit	7-2-9-14-7	64.0	5
19091	Pete Duvoisin, Chattanooga	4-6-11-5-12	64.7	6
18316	Pierre Siegenthaler, Nassau	6-5-1-17-14	64.7	7
19393	Augie Diaz, Miami	9-NF-3-1-11	65.7	8
16606	Dave Peterson, San Diego	13-4-4-11-9	67.0	9
19723	Basil Kelly, Nassau	8-8-8-9-6	68.7	10
19449	Keith Zars, San Antonio	5-7-7-6-22	73.7	11
18019	Godfrey Kelly, Nassau	17-9-10-16	92.0	12
18850	Lief Zars, San Antonio	21-16-13-NF-2	97.0	13
6940	Bruce Colyer, Ft. Lauderdale	11-18-18-12-8	97.0	14
19063	Frank Levinson, Clearwater	15-10-15-18-13	101.0	15
17400	Peter Christie, Nassau	18-13-14-7-19	101.0	16
16025	Ted Wells, Wichita	14-14-12-13-20	103.0	17
19600	Henry Davis, Omaha	12-15-17-15-15	104.0	18
19386	Terry Timm, Ann Arbor	16-19-21-NS-4	112.0	19
18503	Bob Bigham, Nassau	20-17-19-16-21	123.0	20
18017	Ken Albury, Nassau	19-NS-NS-NF-18	135.0	21
17401	Ron Strange, Nassau	22-20-20-NS-NS	140.0	22
11392	Anne Crook, Canada	23-NS-NS-NS-17	142.0	23
19833	Dick Goppert, Lee's Summit	24-21-NF-NS-23	144.0	24

BACARDI CUP REGATTA

19066	Earl Elms, San Diego	2-1-2	6.0	1
16228	Tom Nute, San Diego	4-2-1	11.0	2
18327	Jeff Lenhart, San Diego	1-9-5	25.0	3
18316	Pierre Siegenthaler, Nassau	6-5-8	35.7	4
10111	Gonzalo Diaz, Miami	13-7-3	37.7	5
19267	Don Hite, Detroit	7-6-10	40.7	6
16606	Dave Peterson, San Diego	3-13-11	41.7	7
19449	Keith Zars, San Antonio	20-4-6	45.7	8
18850	Lief Zars, San Antonio	15-12-4	47.0	9
19393	Augie Diaz, Miami	8-3-NF	48.7	10
19600	Henry Davis, Omaha	9-10-12	49.0	11
19091	Pete Duvoisin, Chattanooga	5-11-16	49.0	12
19386	Terry Timm, Ann Arbor	14-8-14	54.0	13
19723	Basil Kelly, Nassau	16-18-7	59.0	14
16025	Ted Wells, Wichita	11-14-17	60.0	15
19063	Frank Levinson, Clearwater	18-15-15	66.0	16
18019	Godfrey Kelly, Nassau	23-16-9	66.0	17
17400	Peter Christie, Nassau	19-17-13	67.0	18
17401	Ron Strange, Nassau	10-19-21	68.0	19
6940	Bruce Colyer, Ft. Lauderdale	12-21-19	70.0	20
18503	Bob Bigham, Nassau	22-20-18	78.0	21
11392	Anne Crook, Canada	17-NF-20	78.0	22
19833	Dick Goppert, Lee's Summit	24-22-NF	87.0	23
18017	Kenneth Albury, Nassau	21-NS-NS	87.0	24

The Zimmerman Trophy is awarded to the sailor with the best score for all three regattas on the Winter Circuit. A man has to be good to take this trophy home — no flukes here. This year's winner, Jeff Lenhart was followed by three prior winners: Earl Elms, Tom Nute and Augie Diaz.

ZIMMERMAN TROPHY

Jeff Lenhart, San Diego	87.1	1
Earl Elms, San Diego	89.8	2
Tom Nute, San Diego	144.8	3
Augie Diaz, Miami	152.1	4
Gonzalo Diaz, Miami	199.1	5
Dave Peterson, San Diego	225.4	6
Basil Kelly, Nassau	242.7	7
Pete Duvoisin, Chattanooga	253.4	8
Frank Levinson, Clearwater	262.7	9
Bruce Colyer, Ft. Lauderdale	325.0	10

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INTERVIEW WITH 3-TIME WORLD CHAMPION

Per and Mats Gothlin, Sweden's Snipe Champions and editors of the Nordisk Snipe Bulletin interviewed Axel Schmidt about Snipes, equipment, and sailing the boat and have offered to share the information with us.

Question: What equipment do you use? Sails, boat, mast and so on.

Answer: My *boat* was built in Brazil by Pierre de Mattos in 1961. His production was discontinued in 1964. Osprey VII is built of Amazon cedar planks, very strong but not so light. Because of the minimum weight now 20 kgs less the boat had to suffer a plastic operation to lose weight, plenty of shaving on the sides and a new bow shape to go through the waves better. The bow is now sharper and not so flat section at the bottom between frame no. 1 and stem. This modification was done after the new weight was introduced and because the boat pounded too much to windward. It didn't hurt the performance on the long waves and improved plenty on the small chop and on the fresh water where she never went well. The cockpit was also opened to maximum size to reduce weight above.

I use aluminum 5/16" thick *daggerboard*, conventional type. I have tried using the cut type with no success except in light winds, to my surprise. As the class has just changed the specifications on daggerboard, they could have designed a new shape somewhere in between the two types and have just one for everybody.

The *mast* which I presently use is a wooden one built by a local boat builder. It weighs 7 kg bare and its deflection from band to band with 50 lbs weight is close to 2 5/8". This deflection is OK for up to 150 kg. total crew weight. If the crew weight is less then you can increase bend on the boom vang and on the forward mast puller at the deck. My experience shows total crew weight shouldn't be below 130 kg. Ideal is 140 kg. for all around winds. It is my intention this season to use a Cobra mast. I have seen some and I am sure they ought to be better than any wooden or aluminum mast. They are lighter and have less windage but require a lot of trimming on the mast pullers as the wind and waves increase.

My *boom* is the conventional 4" deep spruce. It doesn't and shouldn't bend at all. Sheeting is conventional with winch block at the keelson and no jam or cam cleat at the deck to avoid laziness in trimming mainsail. The new Cobra aluminum booms are very nice and as long as they are lighter than wooden, which I think they are it is an advantage to have them. Don't forget that the booms are always on the leeward side.

The *sails* I have been using for the past eleven years have been North. At present I am using Elms because I can have a sail like I want and not like the year's model. This is a convenience I developed by my name and a good friendship I made with Earl, plus the fact that he also races Solings. My twin brother continues with North because he is his dealer in Brazil.

Question: How do you trim your equipment?

Answer: The mast is stepped all the way forward. The chain plates are as far forward as possible and as far in as permitted (11 1/2"). The jib tack is at the maximum forward position (11 1/2"). Jib lead is 11" inward from the shear and run parallel to centerline. Rope mainsheet traveler or bridle is 4" in from shear and about 4" forward of vertical line of boom band.

Shrouds and jib intersection are at maximum height. Halyard hooks and internal halyards for main and jib. Mainsail is always hoisted to the maximum regardless of the strength of the wind. Always use bridle in such a position that the two blocks almost touch in any kind of condition.

What is most important is the rake, slack and bend of the mast you carry at certain wind and wave conditions as well as crew weight. This is very difficult to explain because there are so many variables, but, of one thing you can be certain, this part is only achieved by matching with others more than anything else. Try different types of bend (forward and sideways) and rake for yourself and feel the results. This way you can really learn things and speak to your friends so they can also develop and then the standard is at a higher level. It is important to analyze experiences with your competitors even if you don't like him too much.

Question: We have heard from our representative in the World's 1963 and 1965 that you were outstanding on downwind legs. How do you sail so fast?

Answer: Ride the waves properly. Look more at the waves than the trim of your sail. The trim of the mainsail is done instinctively without having to look at it. I have written an article about this and I am not sure it was published in the Snipe Bulletin. (Ed. note: see January 1966).

Question: You were also very fast to windward. You and your brother had a tremendous hanging-out technique. Is that important? How do you train for this technique? Gym?

Answer: Plenty of training and have your hiking straps in the right place. Don't have your straps fore and aft; have them put athwartships, and in such a way that you hike with your legs open and have your sheet between them (legs). The length of the tiller and the tiller extension plays an important part in the hiking technique. Make the tiller long (about 20" aft of the centerboard trunk) and the extension about two feet depending on the size of the person. Hike so your underknees stay at the sheer. Requires, of course, some teamwork with your crew and a small jump to come back when you need not hike. All this is done with a certain harmony and rhythm with the waves.

Note: I never had to do gym for this stuff because I never needed to. If you think it necessary, do it, but then you might as well change class (try Finn).

Question: How do you prepare for a big regatta?

Answer: 1. Training as much as possible and with the same crew.

2. Have the best new sails available and preferably one you have tried already.

3. Arrive at the championship early but not too early so that you get yourself bored and homesick. I think five days is good enough.

4. Always think of a way to improve your boat.

5. Go to sleep whenever you want but wake up early and prepare your boat.

Question: What advice would you like to give your readers to become as good as you are in Snipe?

Answer: All that is said above plus much more training. Six years it required me to win the world championship so if anybody wants to equal this score they better start moving. I only started sailing Snipes when I was 20 years old (1959). It would have been much better for me if I had started earlier.



4th "VILLA BLANES"

At the beginning of November, under the auspices of the Club de Vela Blanes (Blanes Sailing Club), the 4th "Villa Blanes" Trophy, the López Dóriga Memorial, was contested. 72 snipes, 7 participating nations is the extraordinary balance shown by the registrations in these races; Norway, Denmark, Italy, France, Yugoslavia, Portugal and Spain were in Blanes with their best yachtsmen. Names like Queiroz, Hansen, Rasmussen, Ratomir, Toftgaard, Zaoli and Lamarque, to cite just a few of the foreign entrants, are a clear example of the high level of these races which have had a worthy organizer and host in the youthful Blanes Sailing Club.

All the races were strongly contested right up to the last few metres. The changes in the leading positions were almost constant; not the slightest error was pardoned and the smallest mistake could cost several places.

The most regular and, in fact, the ones who should have made a clean sweep of the leading positions were Chuvias VI, the Portuguese Ribamar and Fado. They are all experts in the Class and were able to make the most of their experience.

On this occasion, the wind was not an ally to boatsmen; it hardly deigned to appear except for a few moments; its intensity almost never exceeded force 1 on the Beaufort Scale, except in the fourth race when it rose to force 3. This lack of wind turned the course into a very difficult enemy and this also explains the triumph of the veterans.

In short, we can say that Blanes knew how to welcome the yachtsmen of a class that continues expanding, without, however, losing its category. It just remains for us now to look forward to the arrival of November 1972 so that we may once again enjoy a few more windy days by the sea.

Angel Armada-J. Zarazua, Vigo	27	1
E. Queiroz-M. Queiroz, Defundo Sport	32	2
A. Delgado-Fernandez, Madrid	35.7	3
F. Oliver-J.M. Espina, Palma de M.	39	4
J. Sanchez-M. Alonso, Los Nietos	49.7	5
A.T. Abascal-J.M. Cestinos, Santander	50.7	6
K. Ratomir-G. Boris, Galeb	53	7
G. Cryas-A Burgos, Palma de M.	56.7	8
H. Hansen- K Hansen, Seil Club	73	9
F. Rasmussen-J. Olesen, Espergarde	75	10
H. Costas-K. Cusi, Vela Blanes	77.7	11
B. Lamarque-M. Dedefom, D"Ares	85	12
J. Soley-M. Nubiola, Vela Blanes	86	13
N. Toftgaard-T. Greiffemberg, Espergarde	86.7	14
F. Christiansen-P. Larsen, Espergarde	87	15
I. Gonzalez-A. Gutierrez, Enif II	88	16
G. Zaoli-F. Salerio, San Remo	88.7	17
F. Anglada-A. Vicens, Vela Blanes	89	18
P. Zenderera-M. Casanelles, Vela Blanes	90	19
F. Santa-Oralla-J. Oms, Vela Blanes	91.7	20
J.M. Brossard-M.F. Marin, Claquey	92	21
A. Suris-J. Suner, Barcelona	107	22
M. Sanchez Barca-J. Belles, Baleares	107.7	23
A. Cella-J.E. Chacon, Barcelona	109	24
J. Costas-M. Robles, Vela Blanes	110	25
A. Pigrau-C. Pigrau, Barcelona	110.7	26

MUNCIE - RICHMOND CLOSED

22 Snipes competed in the first annual Muncie - Richmond Closed Regatta held at Muncie Sailing Club.

A week earlier 2 inches of snow lay on the ground but Saturday, November 13th was a day in the high sixties with variable northern winds at 10-15 mph.

In the first race Ad Scholes, Commodore of Muncie Sailing Club, led the entire race. On the final leg of a triangle windward leeward windward course Dave Burdett out guessed several wind shifts catching Steve Sherman and Scholes.

In the Second race Sherman caught Hollard Hodges from behind for the win with Stuart Spencer and his sister Susan in third.

Sherman now thought the regatta was in the bag, not realizing the Spencer's had finished close behind him in each race. About half way up the first leg of the last race he suddenly realized that the Spencer's were tacking to cover everytime he tacked. This continued for six more legs. The Spencer's were determined to win, and did but, Sherman's second place finish won him the Regatta for the Muncie Fleet. Richmond had the next four places and trophies.

This Regatta cost only \$30 dollars to put on. Including 10 trophies, announcements, 72 bottles of beer, gas, etc. The two fleets split the cost and no charge was made to the entrants. This informal regatta prompted many Snipe owners who had never raced before to come out and try their hand.

Everyone agreed it was the most relaxing and enjoyable regatta of the year.

Steve Sherman
Muncie Fleet #557

Steve Sherman, M.S.C.	3- 1- 2	8.7
Stuart Spencer, Richmond	4- 3- 1	13.7
Dave Burdett, Richmond	1- 6- 6	23.4
Holland Hodges, Richmond	8- 2- 5	27.0
Jim Guthrie, Richmond	6- 7- 3	30.4
Ad Scholes, M.S.C.	2-11- 7	33.0
Nancy Smith, Richmond	14- 4- 4	36.0
Bob Mackenzie, M.S.C.	5-10-12	44.0
Jerry Makela, Richmond	9- 5-13	44.0
Mark Constant, M.S.C.	15- 8- 9	50.0
Rich Kunkel, M.S.C.	10- 9-15	52.0
Steve Barb, M.S.C.	13-13- 8	52.0
Greg Gust, M.S.C.	7-12-17	54.0
Bill Fancil, M.S.C.	11-16-10	55.0
George Howell, Richmond	12-14-11	55.0
Marvin Lee, M.S.C.	17-15-14	64.0
Curt Chastain, M.S.C.	16-17-20	71.0
Bob Barry, M.S.C.	18-NS-16	73.0
Al Gentry, Richmond	19-18-19	74.0
Marge Smith, Richmond	NS-19-18	76.0
Wayne Doolittle, M.S.C.	21-20-21	80.0
Ball State Univ., M.S.C.	20-21-NF	80.0

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to selection of the US Champion. No doubt, at any Nationals, there are boats that would not have qualified under other conditions. We should give it at least one trial before condemning it.

The number of qualifiers is increased from 25 to 32. Since not all the 21 district qualifiers will attend, there will be that many more places left in contention. There will probably be 15 to 18 qualifiers from the Crosby series, which is just about where the hot-shots leave off anyhow.

No doubt there are districts - fleets - even families - with more talent than others. (And any attempt to set up a quota on the basis of registered boats would give a boost to registration like we haven't seen since someone thought up decals.) The October 1971 issue has the results of last year's Nationals. How many qualifiers were from each District?

continued from page 3



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DISQUALIFICATION ALTERNATIVES PROPOSED BY N.A.Y.R.U.

A communication recently received from the Chairman of the Racing Rules Committee of the North American Yacht Racing Union calls attention to proposals offered by the NAYRU for trial during 1972. They are reproduced from Mr. Bemis's letter.

The following two penalty proposals, as alternatives to disqualification, are put forward for trial in 1972 either in a single race or in a series. Each of them has been tried out in 1971 with considerable satisfaction reported. Each can doubtless be improved. Both of them have been proposed to the I.Y.R.U. to be included in an appendix to the rules as optional penalties to be used when, but only when, the Race Committee desires. We need more experience with them.

1st Proposal - 720 Degree Turns

A yacht which acknowledges infringing a rule of Part IV may exonerate herself by making two full 360 degree turns (720 degrees) subject to the following provisions:

1. The yacht infringed against shall notify the infringing yacht at the first reasonable opportunity by hail and by display of a protest flag. (The first reasonable opportunity for a hail is usually immediately.)

2. Upon such notification, the yacht acknowledging fault shall at the first reasonable opportunity and while on the same leg of the course make her turns and while so doing, she shall keep clear of all other yachts until the turns have been completed and she is on a proper course to the next mark.

3. The turns may be made in either direction but all in the same direction.

4. When the infringement occurs before the starting signal, the infringing yacht shall make her turns after the starting signal and before crossing the starting line.

5. When an infringement occurs at the finishing line, the infringing yacht shall make her turns on the last leg of the course before being officially finished.

6. For the purpose of applying this penalty "a leg of the course" shall be deemed terminated when two boat lengths from the mark ending that leg, and the next leg shall be deemed to commence at this point except for the final leg which is terminated when a yacht is no longer racing.

7. If neither yacht acknowledges fault, a protest may be filed in accordance with rule 68 and the sailing instructions.

8. Nothing in the foregoing exonerates a yacht from liability.
9. An infringing yacht shall report to the race committee her infringement and the resulting action taken by her, together with such other information as may be required by the sailing instructions.

10. Failure to follow the above requirements will leave a yacht which has infringed a rule of Part IV subject to disqualification or other penalty.

Optional additions:

11. The penalty of 720 degree turns is not available to an infringing yacht which causes serious damage to the other yacht.

12. When the infringing yacht has a spinnaker set and drawing at the time of the infringement, drops it completely while taking her penalty and resets it and has it drawing after taking her penalty, the penalty is one full turn of 360 degrees instead of two.

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2nd Proposal - 20 Percent

A yacht which infringes a rule of Part IV shall be penalised by receiving the score for the place worse than her actual finishing position by 20 percent to the nearest whole number of the number of starters in that race, except that the penalty shall be at least three places and except further that in no case will she receive a score for a position worse than one more than the number of starters. (Examples: An infringing yacht which finishes 8th in a start of 19 yachts will receive the score for 12th place (19 x 2 equals 3.8 or 4); an infringing yacht which finishes 13th in a start of 14 yachts will receive the score for 15th place.)

a) A yacht infringing a rule in more than one incident shall receive a 20 percent penalty for each incident.

b) The assignment of a 20 percent penalty to a yacht shall not affect the score of other yachts. (Thus two yachts may receive the same score.)

It would be appreciated if the Chairman of any Race Committee which uses either of these systems this coming sailing season will write the undersigned his comments about the experience with them not later than Friday, September 8, 1972.

F. G. Bemis, Chairman
Racing Rules Committee

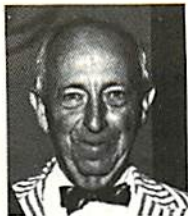
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Wells Wanderings



by *Fred Wells*

May 1972

FEARLESS FORECAST EVALUATION

I did pretty well on this item — a lot better than I did sailing. Clearwater was precisely as predicted — five races on the gulf, three of them drifters. Only one in South Bay, and I gather that that was precautionary, not really necessary. I also gather that some starting lines and courses didn't come very close to those specified in the Rules for Conducting Sanctioned Regattas.

I didn't do so well in predicting Miami. I was right on who would do well—but the racing was pretty wild. My airways radio was reporting 21 mph average winds, 27 mph gusts on Saturday and it was all of that. Elms and Nute capsized at one jibing mark, leading Lenhart to decide to go beyond the mark and tack rather than jibe. In big waves either operation can be hazardous, because the waves can take charge when you are jibing, and the chances of going into irons when trying to come about are pretty good, as you will have a tendency to rush the come about. The most spectacular capsize when jibing at a reaching mark that I have ever seen was executed by Frank Riesnecker at Corpus Christi in the Nationals in 1948. I don't expect anyone who wasn't there to believe this story, but so help me — it is true. The wind was about 30 mph. Corpus Christi Bay is about 8 feet deep and twenty miles across, we were racing on the lee shore and the waves were at least 6 feet high. Most people said they were 8 feet high. They looked about 20 feet high. The reaching mark was on the edge of the ship channel, which was 30 feet deep. Frank had a very small cockpit, and then he capsized, his boat did a complete 360° roll over — mast and sails down in the ship channel, skipper and crew scampering over the bottom of the boat which ended up right side up on the port tack, both former occupants back on board, planing off as if that was the way they always did it.

In the more conventional method of doing a planing jibe at a reaching mark it is essential to have the jib over and properly trimmed (approximately at least) before the jibe is completed. If the crew can do this and also pull the boom over — fine, but the jibe is most essential. A precarious balance must be maintained by skipper and crew near the center of the boat — either one crossing too soon to what is still the leeward side can cause disaster if a gust hits before the boom comes over.

Quite a few people remarked that they had never had a faster, wilder ride than on the reaches, and those using the new thick rudders (about 1¼" to 1½" thick) felt that they had better, more precise control over their boats. Under these conditions, the skipper and crew must sit quite far back — much farther than when planing in smooth water. The crew should crouch down behind the centerboard trunk, moving to either side as necessary to balance the boat — which seemed determined to throw me out. I would have felt a lot safer with a seat belt and shoulder harness. My mobility was limited by a tiller in my lap.

A strict enforcement of the Rules for Conducting Sanctioned regattas should have resulted in at least four races being thrown out on protests instead of just two which were protested and thrown out. Starting lines were generally bad, several windward legs were 100 yards on one tack and a mile on the other, one reach a close one and the other almost dead before the wind. Earl Elms protested one race because the RC did not follow the procedure specified in the sailing instructions and I protested one because the five minute signal was off and they did not restart. It turned out that the RC chairman had never heard of the "Rules for Conducting Sanctioned Regattas" and had never seen the sailing instructions. No skippers were appointed to check the courses and starting lines.

Nassau turned out to be beautiful (almost as warm as it was in Wichita, my stay at home friends take pleasure in reminding me). Winds varied from almost a drifter on the last day up to one race where we planed the entire length of the first reach — but it was a comfortable plane — not a wild one. Friday morning two races back to back were long and a little rugged and there was some agitation to drop the afternoon race and hold two Saturday. The committee turned down the suggestion — and the ensuing race could not have been more perfect. They didn't have any sailing instructions but they really didn't need them — they did everything by the book.

PUBLIC SERVICE ANNOUNCEMENTS

1. That luscious, limey, lemony, frostie stuff that the Bacardi Company serves in plastic glasses which seem to be bottomless because somebody is always refilling them from a pitcher when you aren't looking — should be labeled — "warning — hazardous to health if consumed like soda pop." Which is what everybody does at his first Bacardi party, in spite of warnings. And sometimes at his second and subsequent parties too.

2. That liquid which tastes like a harmless squashed banana is lethal. This concoction showed up in the same plastic glasses, the day after the Bacardi party — and in this case, immediately upon our return from racing. I didn't take any because I don't like sweet drinks, and the memory of the previous evening was still clear — but from what I gathered — consuming two or three will let you get to the door of the house where you are supposed to have dinner before collapse takes place. Five and the lights go out, even if dunked in the swimming pool still dressed for sailing. I have no report on how many were consumed by the third no show male contestant (out of six invited) at Basil Kelly's house for dinner that night. And we had dinner at a respectable hour that night too.

3. Bruce Colyer recommends bringing along an electric skillet and canned corned beef hash if you like to eat before ten. We brought along envelopes of dried soup which we used with water heated in our percolater. Next time we will try those dried packaged dinners Arthur Godfrey talks about.

REPORT ON OLD JOE

He didn't give me any breaks like I hoped. In fact — I think he is mad at me. I seem to go pretty fast, but usually in the wrong direction.

Sanctioned Snipe Regattas

MAY 6-7, HERNANDO DESOTO REGATTA, Delta Snipe Fleet, George Lee, 5443 Gwynne Rd., Memphis, TN 38117.

MAY 6-7 MIDDLEFORD OPENER, WHITE-WATER VALLEY FLEET, George Howell, 2207 Parkdale, Dr, Richmond, IN 47374.

MAY 13-14 BATTLE OF SAN JACINTO, AUSTIN FLEET, Gary Boswell, 4205 Woodway Dr, Austin TX 78731

MAY 13-14, SOUTHERN SNIPE CHAMPIONSHIP, Privateer Yacht Club, Bud Sipe, Privateer Rd., Hixson, TN 37343.

MAY 13-14, COLONIAL TROPHY REGATTA, Annapolis Snipe Fleet, Janet Nasteff, 4 Randall Ct, Annapolis, MD 21401.

MAY 20-21, NORTHEASTERN INVITATIONAL Snipe Championship, Mass Bay Fleet, R.F. Wood, 36 Sagamore Ave., Winthrop, MA 02152.

MAY 20-21 KICK-OFF REGATTA, LANSING Fleet, Harrold W. Spicknall, 6355 Reynolds Rd, Haslett, MI 48840.

MAY 20-21 TULSA SPRING OPENER, Sequoyah Yacht Club, William G. Vosburgh, 2127 E 31st Place, Tulsa, OK 74105.

MAY 21-23 RIJECKA INTERNATIONAL REGATTA. Galeb Perpetual Challenge Trophy, Rijeka, Jugoslavija.

MAY 27-28 CHAMPAGNE REGATTA, Birch Lake, J. Craig Speck, 24463 Filmore, Taylor, MI 48180.

MAY 27-28 SOUTHWESTERN SNIPE CHAMPIONSHIP, White Rock SC, Bill Landfair, 9420 W. Lake Highlands, Dallas, TX 75218.

JUNE 3-4 FIREWATER REGATTA, Linclon Fleet, David B. Makepeace, 3965 S. 40th St, Lincoln, NB68506.

JUNE 3-4, FT. WORTH BOAT CLUB REGATTA, Dr. W. J. Shelton, 2901 West Berry, Ft. Worth, TX 76109.

JUNE 3-4, MICHIGAN STATE CHAMPIONSHIP, Barton B.C. - Wolf Lake Y.C., Charles Hogue, 3220 Burkhardt Rd., Jackson, MI 49201.

JUNE 3-4, WHITTEMORE - ST. JOHN Invitational Regatta, Quassapaug Yacht Club, Edmund J. Daly, 193 Clough Rd., Waterbury, CT 06700.

JUNE 17-18, BLUE-GRAY REGATTA, Pine Beach Yacht Club, Ralph Bush, 631 Springfield Ave., Pine Beach, NJ 08741.

JUNE 17-18, DISTRICT 7 CHAMPIONSHIP, Clear Lake Highlands, CA, Lake Merced Fleet, Collins Orton, 44 Olcese Ct, Daly City, CA 94015.

JUNE 17-18 DISTRICT II CHAMPIONSHIP (5 race series - weather permitting) Oklahoma City BC, Steve Taylor, P. O. Box 16647, Oklahoma City, OK 73116.

JUNE 17-18 RIFF-RAFF REGATTA, Cowan Lake, Robert Rowland, 223 Orville St., Fairborn, OH 45324.

JUNE 24-25 MIDWESTERN CHAMPIONSHIP, Wichita SC, Ted Wells, 6631 E. Kellogg, Wichita, KS 67207.

JUNE 24-25 SLAUSON MEMORIAL REGATTA, Peoria, Tom Clark, Tomar Ct, Peoria, IL.

JUNE 24-28 IV VASCO DE GAMA, Oporto, Portugal. Measuring June 23-24. Joao Meneres, Molhe Norte, Leixoes, Portugal

JULY 1-2, MISSOURI VALLEY CHAMPIONSHIP, Iowa-Nebraska S.A., Floyd Hughes, Jr., 8 Westlake Village, Council Bluffs, Iowa 51501.

JULY 8-9, WOLVERINE REGATTA, Barton Boat Club, John S. Johns, 515 Walnut St., Ann Arbor, MI 48104.

JULY 8-9, WINCHESTER No. 77 INVITATIONAL Regatta, Bob Ely, 25 Highland Ave., Winchester, MA 01890.

JULY 8-9 WOLVERINE REGATTA, Barton BC, Warren J. Hanselman, 1326 King George Blvd., Ann Arbor, MI 48104.

JULY 15-22 EUROPE AND AFRICA CHAMPIONSHIP. Clube De Vela Atlantico, Oporto, Portugal. Ruy Moreira, P. O. Box 61, San Joao de Madeira, Portugal

JULY 21,22,23, DISTRICT 3 CHAMPIONSHIP, Peoria (IVY), Tom Clark, Tomar Ct, Peoria, IL 61614.

JULY 29-30, NEW ENGLAND OPEN, Quannapowitt Snipe Fleet, Al Zachor, 124 Pond Rd., Acton, MA 01720.

AUGUST 2-6 EUROPE AND AFRICA JUNIOR SNIPE CHAMPIONSHIP. Real Club Natico of Alicante, Spain. 5 entries from each country—free lodging at local hotels.

AUGUST 5-6 ONTARIO OPEN, Oakville YS, Anne Crook, P. O. Box 144, Oakville, Ontario, Canada.

AUGUST 5-6, PROVINCE OF ONTARIO CHAMPIONSHIP, Anne Crook, 263 Sandwell Dr., Oakville, Ontario, Canada.

AUGUST 11-13, INTERNATIONAL REGATTA OF PORTOROZ, Yacht Club "Pirat," 66320 Portoroz, Yugoslavia.

AUGUST 11-12 U. S. JUNIOR NATIONAL CHAMPIONSHIP, Ft. Gibson, Oklahoma. Jack Zink, P. O. Box 7388, Tulsa, OK 74105.

AUGUST 13-17 U. S. NATIONAL CHAMPIONSHIP, Ft. Gibson, Oklahoma. Measuring Aug. 10-12. Crosby, Heinzlering and Wells starting August 13. Jack Zink, P. O. Box 7388, Tulsa, OK 74105

AUGUST 19-20, BOARD OF GOVERNORS INVITATIONAL, Quassapaug Yacht Club, Edmund J. Daly, 193 Clough Rd., Waterbury, CT 06700.

AUGUST 20-25 CANADIAN NATIONAL CHAMPIONSHIPS, Barrie Yacht Club, Aug 20-21 measuring and tune up, Aug 22-24 5 race championship series. Aug 25 spare day. Dr. Bill Evans, 7 Vine Crescent, Barrie, Ontario, Canada.

AUGUST 26-27 HOOSIER HARVEST, Muncie Fleet, Steve Barb, 400 Chinquapiin Way, Muncie, IN 47304

AUGUST 26-27, DEVIL'S NEST ANNUAL, Lewis and Clark Lake, Daniel Bockelmann, 5610 Nicholas St., Omaha, NB 68132.

SEPTEMBER 9-10, HOSPITALITY REGATTA, Weatherby Lake Snipe Fleet, Hanns H. Hagen, 9909 NW 74th, Kansas City, MO 64152.

SEPTEMBER 9-10 INDIANA OPEN, Indianapolis Fleet, Jerry Peterson, 5844 Eastview Ct, Indianapolis, IN 46250.

SEPTEMBER 16-17, MASSACHUSETTS BAY OPEN, Mass Bay Fleet, R. F. Wood, 36 Sagamore Ave., Winthrop, MA 02152.

SEPTEMBER 16-17, JOE RAMEL MEMORIAL Regatta, Lotawana Snipe Fleet, Marian Petersen, L-12 Lake Lotawana, Rt. 1, Lee's Summit, MO 64063.

SEPTEMBER 23-24, LAST CHANCE, Crystal Lake, Terry Gilkinson, 231 Lake Shore Dr., Crystal Lake, IL 60014.

OCTOBER 7-8 OXFORD INCIDENT and OHIO OPEN CHAMPIONSHIP, Acton Lake, Robert L. Hill, 11422 Pippin Rd, Cincinnati, OH 45231.

NOVEMBER 4-5, HALLOWEEN REGATTA, J. H. West, 685 Fair Oak Manor NW, Atlanta, GA 30327.

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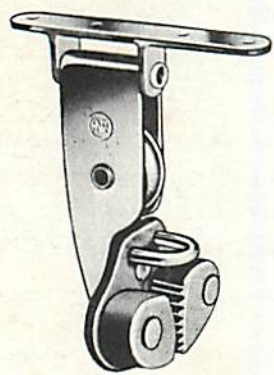
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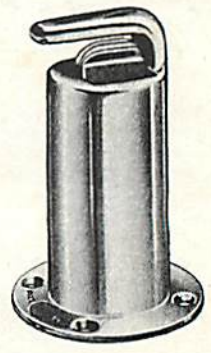
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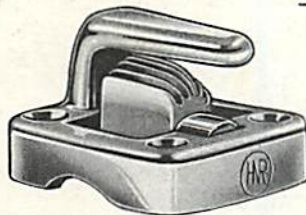
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